

THE HUBCAPSULE



THE BI-MONTHLY NEWSLETTER OF THE FLORIDA CHAPTERS
STUDEBAKER DRIVERS CLUB

♣CENTRAL FLORIDA CHAPTER FLYING HUBCAPS ♥ORLANDO AREA CHAPTER GREASY PRINTS
♦TREASURE COAST CHAPTER PRECIOUS METAL

The Hubcapsule is a bi-monthly publication of the Central Florida, Orlando Area, and Treasure Coast Chapters.

VOLUME 1 NO 4

FLORIDA

JANUARY-FEBRUARY 1994

CHAPTER NEWS

FLYING HUBCAPS

♣CENTRAL FLORIDA CHAPTER

Bi-monthly newsletter Editor - Chris Altenburg

ALTENBURG MEETING By Frank Ambrogio

On Sunday, November 14, new *CFC* members Chris & Barbara Altenburg held an open house for all *Hubcapsule* readers for the purpose of planning future combined chapter events and to elect new officers to run the *Central Florida Chapter*.

George Morrill, Anita & I were the lone representatives from the *Orlando Area Chapter*. Keith Rolleston and daughter Melissa, Dave Burton, Geof & Myra Smith, and Bob & Nancy Akers joined the Altenburgs from the *CFC*.

There was plenty of food and we had a fine time reminiscing about the old days. The Altenburgs put quite an effort into organizing this meeting but it was simply a disappointing turnout. These two California transplants seem to have a lot of enthusiasm and I certainly hope it becomes contagious.

Due to the small attendance, no planning was done and the last part of the meeting was spent electing new *CFC* officers. The following were elected for 1994.

President/Editor Chris Altenburg, Vice President Dave Burton, Treasurer/Secretary Geoff Smith, Membership Director Myra Smith.

The new officers take over in January marking the end of some officer's terms which lasted 12 years. The Previous officers certainly deserve to be congratulated for their effort and perseverance. No matter what the club did or did not do, without the dedication of those in charge, it would never have survived.

GREASY PRINTS

♥ORLANDO AREA CHAPTER

Bi-monthly newsletter Editor - Frank Ambrogio
VOLUME 11 NUMBER 2 JAN-FEB 1993

GOODY LIST By Lou Elliott

The following have signed up to bring refreshments to the *OAC* meetings as listed.

Jan 8 Barbara Golub
Feb 12 Anita Ambrogio
Mar 12 Marion White
Apr 9 Mary Zimmer
May 14 Marty Burns

CHRISTMAS DINNER By Frank Ambrogio

The Christmas dinner held on December 12 at the Quality Inn in Longwood was well attended and proved to be a great kickoff to the Holiday season.

37 members and guests took part in the buffet and the cake which was brought in by George Morrill. The Quality Inn provided us with the special sun room just as they did last year. The service was excellent and it appeared that everyone enjoyed themselves.

Long distance drivers included Chris & Barbara Altenburg from Largo and new member Lambert Eulenfeld from Jacksonville.

I counted 12 Studebakers which were driven to the event ranging from 1938 to some later model Avantis. The weather was on the cool side, but all in all, it was another fine *OAC* outing. Thanks to Paul & Marion White for setting everything up.

PRECIOUS METAL

◆ TREASURE COAST CHAPTER

Monthly newsletter Editor - Rogers R. Kimball Jr.
JANUARY, 1994 Volume 11, Number 1

SECRETARY'S NOTES

The December meeting of the SDC Treasure Coast was the annual Christmas Party. The party was held on Saturday, December 4th at 4:00 PM at Mangrove Mattie restaurant on the river in Fort Pierce. The date and time did not seem "Holiday-ish" when I first heard it, but I was quite wrong. It turned out that Mangrove Mattie is not open on Saturday until 6:00 PM except for parties, so we had the place to ourselves. The manager was very personable, and a car lover, except the man has no taste, he likes Chevys! It's always disappointing when the crowd is small for a festive occasion such as this. Unfortunately there were only eleven of our club members (the best, of course) attending, but we really had a good time. Our timing was pretty good, too. The boats that had been out on the ocean returned to port while we ate, and created an animated background. There was a mix-up in the coding of the main courses. Elaine insisted she gave me what Mangrove Matties had given her over the phone, and I insisted I transcribed what she had given me. We'll never know, and again, the manager came through and easily straightened it out on the fly.

For our business meeting part, Diane reported a balance of \$910.80 in the bank account. The only other thing we were up to discussing was the next meeting. We have been invited to meet on the 6th of February (read that also as NO MEETING IN JANUARY!!!) AT 2:00 PM for a pot luck lunch at the Collisons. Dick was very emphatic: NO MEAT, he intends to cover that item. But vegetable dishes, fruit dishes and desserts are welcome or, surprise us.

The party attendees were:
Elaine, Dick and Scottie
Collison

Lisa and Tim Wheeler
Margaret and Bob Burns
Rog and Diane Kimball

AND

Betty and Landis Ketner and Landis looked GOOD. It's great to have him back in circulation. And Elaine, Dick, Margaret and Bob got a freebie because of the points they have accumulated throughout the year.

On the negative side, Paul Moyer suffered a minor fall, but it was enough so that he felt he could not attend the party. We missed you, Paul, and hope to see you back in trim again soon.

Again, please note, there will BE NO

MEETING in January. Pot Luck lunch and meeting at the Collison's (directions next issue) on February 6th.

The Latest in Clunker News

The 16 December issue of Old Cars Weekly reviewed three groups trying to head off unfair car removal laws/regulations.

The first was the ARMO (Automotive Restoration Market Association) unit of SEMA (Specialty Equipment Market Association). ARMO got a "promotion" which gave it more power within, and independent of, SEMA. Seeing as their specialty is our antiques, while SEMA covers all markets (Hot Rods, Street Rods, racing, etc), they may be our voice group. One report was "We have made some progress, but not enough. We must hit on several fronts to be effective!". They reported Hot Rod Magazine bought a car about to be crushed by Chevron to be used as a project car, and did much to get us positive publicity. TNN will air public service pieces for public education on the problem. They had an open forum with Mark Simmons of the EPA. He stressed EPA did NOT write these guide lines, congress did. He stated that the individual cars pollute a great deal less, but the total miles traveled has increased to negate the gains. He said "EPA is not out to regulate peoples lives, but to protect their health". After the first guides were released, they got so much negative mail, they wanted to drop it. He also stated that the Clinton administration is not putting any pressure on EPA to advance this method of pollution control.

Then NHTSA (National Highway Traffic Safety Administration). Former director, Joan Claybrook under Pres. Carter, feels there should be more regulations (she once suggested motorcycles should have "training" wheels). Joan is president of Public Citizen, Ralph Nader's lobbying group which normally "does good". Former director Diane Steed under Reagan/Bush, is president of Coalition for Vehicle Choice, opposes regulations that are "ineffective". They will have a debate at the Chicago Auto Show early in February.

And AAC (Antique Automobile Coalition) held a briefing in Washington in November. The morning saw a dialogue with Marc Chupka of Air Energy and Transportation, A White House group. Afternoon went to Paul Kerkhoven, assistant to Senator William Roth. Roth wrote the first Clunker piece, and was inundated with negative replies, and so dropped the bill. AAC is assisted in part by the Council of Vehicle Associations, AACA and Cars and Parts.

The best that came of these encounters is a greater awareness of cars as a hobby, and a more sympathetic ear, but far too few ears.

That, unfortunately, wasn't the only downer. Dick's coupe met a Ranger type vehicle with the results

that the Collison Lowey coupe is no longer presentable. Sorry, Dick, we know how much you were looking forward to showing it.

Finding the Christmas Spirit

Christmas Eve, 1944. I was a sailor in the U.S. Navy on a one day leave in San Francisco. I had won \$300 in a poker game that would ordinarily have burned a hole in my pocket, but I could not shake an overwhelming sadness.

Scuttlebutt had it we'd be pulling out before the New Year for the South Pacific. I'd just received word that a friend had been killed in Europe. And here I was, an 18 year old alone in a strange city. Nothing seemed to make any kind of sense. What was I going to be fighting for, anyway?

I spent most of the day in a mental fog, wandering aimlessly through crowds of laughing, happy people. Then, late in the afternoon, my vision suddenly focused, and for the first time, a scene registered.

There in a department store window were two electric trains chugging through a miniature, snow covered town. In front of the window was a skinny boy about nine years old, his nose pressed against the glass. He just stood there, fixed on those trains.

Suddenly the boy was me nine short years before, and the store was Macy's in New York City, my hometown. I could see, could feel the same longing, the same desperate longing. I could hear the sigh of resignation, the frail attempt to hide the disappointment that dad could not afford those trains. I saw the reluctant boy turning away and then the one last look.

Not this time! I don't know what came over me, but I grabbed the boy by the arm, scarring him half to death.

My name is George." I told him.

"Jeffrey Hollis, Jr." he managed to reply.

"Well Jeff Hollis, Jr," I said in my best grown up voice, "we are going to get those trains."

His eyes grew wide, and he let me lead him into the store. I know it was crazy, but I didn't care. Suddenly I wanted to be nine again and have a kid's dream come true. The sales clerk looked at us suspiciously, a scruffy black boy and a black sailor in ill-fitting dress blues.

"Those trains in the window." I blurted before he could speak. "The whole setup. How much is it?"

His snorted response was interrupted by the arrival of a much older man wearing a warm Christmas smile. "One-hundred and sixty-five dollars and sixty-three cents," the elder man replied, "delivery included."

"We'll take it," I said, "Right now, if we can."

"Sailor," he said, "we can! What about the rest of the family?"

Jeff Jr whispered that he had two little sisters beside his mom and pop. I gave him \$50.

"I'll have someone help him out." the elder man told me. He called over a cheerful woman who took Jeff Jr. by the hand.

While the trains were being wrapped, the man told me he had two sons of his own in the service. After a lot of "Merry Christmases", a delivery truck was assigned to take us to the boy's home.

Jeff Hollis, Sr's reaction reminded me of what my own father's would have been if I had shown up with a stranger and a whole lot of gifts. I could see he was a hard working man, breaking his back to make ends meet and knowing he couldn't give his family all he wanted.

"I'm just a sailor a long way from home, Mr. Hollis," I said respectfully, explaining how I had seen myself in his son's longing gaze at the store display.

"You couldn't have spent the money any other way?" he asked gruffly.

"No sir." I replied

His face softened, and he welcomed me to share their table. After supper, I read to Jeff Jr. and his sisters until they went off to bed.

"I guess you know we have a lot to do before morning," Jeff, Sr. said. His words startled me for a moment. Then I understood. I was no longer a child. I was a man now, with adult responsibilities. So I joined him in what turned out to be an all-night job of getting the trains put together and set up. His wife, Marge, made sandwiches and coffee and kept me talking about growing up in New York. At midnight we paused to wish each other a Merry Christmas, then went back to the task of making a boy's dream come true.

When we finished, I was bone-tired. Jeff Hollis, Sr. looked for a long time at what we had done, then sighed and sat back in a worn easy chair.

"Mine was a bike." he said quietly. 'A big two wheeler with shiny spokes and bright yellow handlebars. The seat was real leather. I loved that bike. I dreamed about it and wished for it."

"Mine was a Christmas dress I'd seen in a dressmaker's window." Marge said. "I wanted everyone to say 'What a pretty little girl in that fine dress.'"

Dreams, I thought sleepily. Kid dreams. I guess I dozed off because the next thing I knew it was five o'clock, and Jeff, Jr. was shaking me. He had remembered I had to be back by eight.

"Is it time yet?" one of the little girls inquired.

"It's time." Jeff, Sr. said. "Merry Christmas."

"Wow!" Joy mixed with disbelief. We hadn't done as spectacular a job as the window dressers, but we got the trains laid out alright.

"Dad?" Jeff, Jr. asked. "George?"

I exchanged glances with his father and nodded my agreement. This was the honored, the official outing.

With Jeff, Sr. at one control and me at the other, we set the trains on their way. On the second circuit, I eased Jeff, Jr. into my place. For about five minutes, he ran his train. Then he stopped and left the room. He returned with the presents he had bought, a look of pride on his face. He'd had some help, but he'd made the choices himself.

I thought he was finished when he turned to me with a package in his hand. Merry Christmas, George," he said quietly.

I was totally surprised. The gift was a comb and brush set, along with a case for other toilet articles. He held out his hand, then changed his mind and hugged me warmly. The moment of parting was bitter-sweet, for I knew I would probably never see the Hollises again. Jeff, Sr. and Marge thanked me, but I was the grateful one.

As I made my way to the station to catch a bus back to the base, I realized I had no more nagging doubts. I had found more in this experience than I had received from all the pep talks and patriotic speeches I had ever heard.

For me, it was a revelation. I knew now what this war was all about and all the fighting was about. It was something at once wonderful and simple. This country, my country, was a place of dreams, and of dreamers who had the faith and the will to make dreams come true.

Written and lived by George H. Brooks

PEN LIGHTS

WANDER INDIANA By Frank Ambrogio

In October 1993, Anita & I had the occasion to go to Detroit and on our return trip, we stopped in South Bend, Indiana. We visited Newman & Altman where Dennis Lambert let us look through the 1956 Golden Hawk production orders. We spent several days in South Bend and while there, we decided to do a little sight seeing.

On Sunday, we took a ride to Bendix Woods County Park on State Road 2 in New Carlisle, just west of South Bend. The park is very well maintained and features picnic areas, a nature center, playground, and of course the Studebaker tree sign.

The trees that spell the word Studebaker, visible by air, are listed in the *Guinness Book of World Records*. On land, the view requires a little more use of your imagination. On approaching the tree sign, we were actually located at the top portion of the letters and were in between the "A" and the "K".

We parked the car just above the "U" and walked around the area. Even from the ground, it is easy to discern the letters. Each letter is marked with a little sign

as an aid. Walking through the letters was a strange experience as our little exercise took us through the letters "TUDE".

It was a beautiful crisp fall day and the park was virtually empty. Except for the two guards at the entrance, we did not see another human. We stood in the beautiful, quiet setting for a while enjoying the tranquil environment. This was one place where man and nature worked in harmony.

Although we had been to South Bend on two previous occasions, this is the first time we had seen the tree sign. I'm glad we took the time to enjoy something I had read about several times over the past 12 years.

On Tuesday, we drove to Elkhart to view the *S. Ray Miller Antigue Auto Museum*. This famous museum houses approximately 40 antique cars, the majority of which have been national winners in a variety of national car shows.

The museum is a 20,000 square foot structure and was especially designed and built to house Miller's outstanding collection of vintage autos and rests on 35 acres of beautifully landscaped grounds. Ironically, there were two gentleman from Florida visiting the museum, having entered only a few moments before we did.

Ray Miller isn't the only collector in the family. His wife Linda enjoys collecting vintage clothing and memorabilia. Her extensive collection complements the autos. Nostalgic vintage fashions and accessories of the era help create authentic scenes to show the styles of the period. Most of the clothing and cars are from the 1920s to 1930s. However, a 1940 gown complete with an original Warner Brothers hat can be found next to a 1948 Lincoln continental. Another museum attraction is its collection of radiator auto emblems. This is one of the largest collections of emblems known to exist in the world.

Strolling through the museum, we found a nickelodeon, a sheet music collection and many artifacts connected with the early automobile industry, including Indiana license plates dating back to the early 1900s.

Many cars had a distinct Indiana heritage - Auburn, Cord, Duesenberg, Elkhart, and of course Studebaker. This was another nice trip for us during our stay in South Bend and provided a pleasant experience.

To complete our visit to South Bend, we decided to have lunch at *Tippecanoe Place 1888*, the restaurant which evolved from a heritage handed down by the Studebaker family who built the mansion which was completed in 1889.

The mansion, with four main levels, 40 rooms and 20 fireplaces, is the embodiment of everything great wealth in the 1880s could suggest. The massive walls are made of local granite fieldstone and the many broad porches are paved with tile and supported by marble

pillars. A flight of stone steps led us from the main entrance into a mahogany paneled vestibule paved with mosaic.

The heavy double doors at the entrance serve to protect the aura of austere magnificence. The carving of the frame and doors, along with the embossed "S" decorating the oval door knobs, is indicative of the great attention to detail through the entire house.

Prices were very reasonable for a dwelling of such refinement. Our experience at Tippecanoe Place 1888 was a pleasant one with an elegance befitting the Ambrogio's social standards (the grub was good too).

THE GREASE MONKEY

TECH TIPS

The tech tip for this issue comes from OAC member **Larry Golub**.

A friend who operates an airport and sells gasoline for airplane use told me that in the last 3-4 years, the blending and refining of gasoline has changed considerably.

Gasoline today will deteriorate in 30-40 days and turn to varnish. He stated that of all the gasolines on the market today, only AMOCO Ultimate (premium) will maintain its characteristics and not break down.

This is especially important for those of us in the old car hobby who may let our cars sit for long periods of time. The AMOCO does cost a little more and there is an extra charge for using a credit card, but it may be worth it in the long run.

Additional tech tips for this issue come from the May 1991 issue of *Wheelbarrow Johnny*, newsletter of the Sequoia Chapter edited at that time by our own Chris Altenburg.

An old remedy to battery terminal corrosion - a few brush strokes of clear nail polish applied directly to and covering the terminal will prevent this problem.

Finding a new carburetor for 1062-64 OHV sixes can be a problem. Use Ford P/N D30Z-5510C; It's the same Carter carb.

Thanks to the above members for their contributions.

WHEEL ESTATE

WANT ADS are free and run for one issue only. If you see a Studebaker for sale, send the info to our advertising co-ordinator, Paul White. Ads must be received by the editor by the 20th (even months).

FOR SALE

1955 PRESIDENT ENGINE & TRANS. Hear it run, sacrifice **\$200**. **COMPLETELY REBUILT 1955 CHAMPION ENGINE. \$700.** **1962-63 OVERHEAD VALVE 6 CYL. ENGINE,** complete **\$100**. **1955 SEDAN EXTERIOR STAINLESS TRIM,** Blue light special **.59** per piece, offer expires Dec. 31, 1994. Paul White, 32404 Okaloosa, Sorrento, Fl. 32276

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, **\$3500**. John Gormican 980 West McCormick Rd. Apopka, Fl. 32703 407-899-9252.

1963 AVANTI, factory supercharged, 4-speed, white/tan interior, power windows, **\$19,000**, will consider trades. Vintage/Sarasota 813-954-7700. (Hemmings ad)

STUDEBAKER NOS Scotsman, 16 hubcaps, all colors, **\$200** for all; 6 1964 hubcaps, **\$20** ea; 1940-42 M-16 2 hubcaps, **\$50** ea; 1962-64 small 8 hubcaps **\$15** ea; 1 1948-50 Commander **\$25**; 1959-63 Hawk 20 hubcaps **\$20** ea; 1 Avanti **\$25** or make offer on all 407-798-6122. (Hemmings ad)

STUDEBAKER: Wagner rotors, **\$25** ea., 1916-1925 REMY rotors **\$25** ea., 1916-28 ignitor & drive gear sets (3 sets) **\$50** per set, postage extra, owners & parts books. Futterman, 552 North Beach-H, Daytona Beach, Fl. 32114 904-254-6981. (Hemmings ad)

DO YOU NEED MECHANICAL WORK done on your Studebaker? Let me know what you need. Call Marty Burns at 407-422-6706 (Orlando).

N.O.S STUDEBAKER AND PACKARD PARTS. Mechanical, electrical, interior, and exterior trim pieces for Studebakers and Packards. Stephen Cade, 529 N.W. 58th St., Gainesville, Fl. 32607, Phone 904-454-7200 or 1-800-532-1236 days. Evenings 904-332-5628.

WANTED

Wanted: 1957-1961 C bodied Hawk. Prefer V-8, auto. Lambert Eulenfeld, 1414 Azalea Dr., Jacksonville, Fl. 32205, work: 904-232-2210, home: 904-384-6743 after 6:00 pm.

HEAD LIGHTS

CALENDAR OF EVENTS

Regularly Scheduled Chapter Events

■ ♣ **CENTRAL FLORIDA CHAPTER (CFC)**
Membership Meetings are held on the 3rd Saturday, odd months at Harper Van Scoik & Company, 2111 Drew Street 7:00 pm. Info: Keith J. Rolleston 813-938-2164.

■ ♥ **ORLANDO AREA CHAPTER (OAC)**
Membership Meetings are held on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd. Time 7:00 pm

■ ♦ **TREASURE COAST CHAPTER (TCC)**
Membership Meetings are held on the 1st Sunday of each month. For time & location call Frank McManus 305-571-1789 or Rogers Kimball Jr. 305-724-6015.

■ **OAC Monthly Breakfasts** are held on the last Sunday of each month. The breakfast location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 in Lake Mary. 8:00 am. BYOB (*Bring Your Old Baker*).

DECEMBER

26 OAC monthly breakfast, 8:00 am.

1994

JANUARY

02 ~~TCC membership meeting.~~ CANCELLED
08 OAC monthly membership meeting, 7:00 pm
08 ANNUAL FLORIDA EDSEL CAR SHOW at Old Town sponsored by Fl. Sunshine Edsel Club. Info: 1435 Larkspur, Ft. Myers 33901
15 CFC membership meeting at 7:00 pm.
30 OAC monthly breakfast, 8:00 am.

FEBRUARY

06 TCC membership meeting.
12 OAC monthly membership meeting, 7:00 pm
12-13 CENTRAL FLORIDA AUTO FESTIVAL, in Lakeland Marchant Stadium, Exit 19 off I-4, Lakeland Hills Blvd. Doug Malcom, 1403 Dawn Hts. Dr., Lakeland, Fl 33801, 813-667-0235
27 OAC monthly breakfast, 8:00 am.

MARCH

06 TCC membership meeting.
12 OAC monthly membership meeting, 7:00 pm
19 CFC membership meeting at 7:00 pm.
27 OAC monthly breakfast, 8:00 am.

APRIL

03 TCC membership meeting.
09 OAC monthly membership meeting, 7:00 pm
15-17 1994 STUDEBAKER SOUTHEAST ZONE MEET at the Budgetel Motel in Knoxville, Tn. Presented by the *Smoky Mt. Chapter - SDC*.

Info: Bonita Harger, 1721 Jim Armstrong Rd., Knoxville, Tn. 37914, 615-525-6025
24 OAC monthly breakfast, 8:00 am.

MAY

01 TCC membership meeting.
06-07 STUDEBAKER INDIANA annual swap meet and auto show at Newman & Altman. Info: Stude Swap, 22678 C.R. 42, Goshen, In. 46526, 219-831-4756 (after 6:00 pm)
14 OAC monthly membership meeting, 7:00 pm
21 CFC membership meeting at 7:00 pm.
29 OAC monthly breakfast, 8:00 am.

JUNE

05 TCC membership meeting.
11 ~~OAC monthly membership meeting, 7:00 pm~~
26 OAC monthly breakfast, 8:00 am.
26-2 SDC 39TH INTERNATIONAL MEET in Bloomington, Minnesota, Hosts: *North Star Chapter*, HQ: Radisson.

JULY

03 TCC membership meeting.
09 ~~OAC monthly membership meeting, 7:00 pm~~
16 CFC membership meeting at 7:00 pm.
31 OAC monthly breakfast, 8:00 am.

AUGUST

07 TCC membership meeting.
13 ~~OAC monthly membership meeting, 7:00 pm~~
28 OAC monthly breakfast, 8:00 am.

SEPTEMBER

04 TCC membership meeting.
10 CFC membership meeting at 7:00 pm.
10 OAC monthly membership meeting, 7:00 pm
25 OAC monthly breakfast, 8:00 am. at ?

OCTOBER

02 TCC membership meeting.
08 OAC monthly membership meeting, 7:00 pm
21-22 17th ANNUAL STUDEBAKER STATE MEET at OLD TOWN in Kissimmee.
30 OAC monthly breakfast, 8:00 am. at ?

NOVEMBER

06 TCC membership meeting.
12 CFC membership meeting at 7:00 pm.
12 OAC monthly membership meeting, 7:00 pm
27 OAC monthly breakfast, 8:00 am. at ?

DECEMBER

04 TCC membership meeting.
10 OAC monthly membership meeting, 7:00 pm
25 OAC monthly breakfast, 8:00 am. at ?

CHAPTER OFFICERS

	CENTRAL FLORIDA	ORLANDO AREA	TREASURE COAST
PRESIDENT	Chris Altenburg 8317 Wrens Way Largo 34643 813-530-7734	Dean Gessner P. O. Box 428 Yalaha, 34797 904-324-2230	Elaine Collison 900 E. Scott Drive Ft. Pierce 34982 407-465-4443
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ACTIVITIES DIRECTOR	Barbara Altenburg 8317 Wrens Way Largo 34643 813-530-7734	George Morrill 6755 S. Sylvan Lake Dr. Sanford 32777 407-321-3486	
EDITOR	Chris Altenburg 8317 Wrens Way Largo 34643 813-530-7734	Frank Ambrogio 1025 Nodding Pines Way Casselberry 32707	Rogers Kimball 89 Bossieux Blvd. W. Melbourne 32901 407-724-6015

CHAPTER DUES AND DUE DATES

	Dues \$8.00 Due JAN 1	Dues \$10.00 Due OCT 1	Dues \$10.00 Due JAN 1
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STUDEBAKER DRIVERS CLUB OFFICERS

PRESIDENT	Paul Wallace	665 Jackson Ave.	Lewisburg, Tn. 37091
VICE PRESIDENT	Sheldon Harrison	P. O. Box 28788	Dallas, Tx. 75288-0788
SECRETARY	Linda Sinclair	213 Glenlake	Park Ridge, Il. 60068
TREASURER	Colin D. Fort	P. O. Box 231048	Encinitas, Ca. 92023-1048
BOARD MEMBER	Paul Wallace	665 Jackson Ave.	Lewisburg, Tn. 37091
ZONE COORDINATOR	Ned Stephenson	Route 4	Hartsell, Al. 35640
REGIONAL DIRECTOR	Frank Ambrogio	1025 Nodding Pines Way	Casselberry, Fl 32707

ABOUT THE HUBCAPSULE

The Hubcapsule is a combined bi-monthly publication of the *Central Florida, Orlando Area, and Treasure Coast* Chapters. The individual Chapters may also, at their discretion, print their own newsletter on the alternate months.

Calendar and want ad information is accurate to the best of our knowledge. Opinions expressed in this newsletter are those of the individual author and in no way reflect a Chapter's official policy.

The only chapter membership requirement is that you must also be a member of the national *Studebaker Drivers Club*. Ownership of a Studebaker or Studebaker related vehicle is not a requirement for membership.

Articles, ads, notices, etc., which you wish included in *The Hubcapsule* are to be sent to your Chapter Editor. All newsletter contributions will be edited as required (eg. Starlite will be changed to Starlight).

FLYING HUBCAPS

Central Florida Chapter of the Studebaker Drivers Club

Number 1
January, 1994

Chris Altenburg,
Editor

Welcome to 1994! As the first newsletter I am editing for our Central Florida SDC Chapter, I thought I should introduce myself to you. Barbara and I moved to the sunshine state in August of 1993, and immediately sought out the nearest Studebaker contingent. Living in Largo, the **Central Florida Chapter** is the one we learned about and joined. But, hearing also of a chapter in Orlando, we joined it, too. I hope there are no more in the area ... two will keep us quite busy enough!

Events and circumstances soon combined such that not only did we find ourselves involved as active chapter members, but we soon were elected (railroaded?) into positions of chapter leadership. In a moment of weakness, I agreed to accept the presidency of the chapter, and Barbara became activities director (Misery loves company, to coin a phrase). As there was also a vacancy for editor, I volunteered to try my hand at that as well, mainly to supplement Frank Ambrogio's fine efforts for all three area clubs every second month. Monthly mailings always struck me as one way to maintain interest in a club environment, and this newsletter can fill in those months when Frank takes a well deserved vacation from the writing chores. This addendum to Frank's work is included so that the **Flying Hubcaps** edition for February doesn't catch anyone by surprise. It will arrive all by itself, and not simply as an addendum to **The Hubcapsule**.

Our other chapter officers for 1994 include:

Dave Burton - Vice-President
Geoff Smith - Secretary/Treasurer
Myra Smith - Membership
Barbara Altenburg - Activities

As you have probably read in a recent Hubcapsule, we drove Entropy, our GT Hawk, across the country in late July - early

August from California, through Oregon (attending the **SDC National Meet** while there) and then flew eastward across the northern states to Ohio, at which point we took a right and fell south into Florida. Exhausting driving for a car load of non-air conditioned people, cats and luggage. Of special note - the trunk overlay for the GT bought at the National Meet's auction made it here in the trunk without picking up any additional scratches or bends. Still, I'm not sure now I want to install it on my trunk lid. Throughout the trip, the newly rebuilt 289 engine used oil at a rate that would bring a smile to any oilman's face: 1 quart every 250 miles. This finally resolved itself when the rings decided to seat after 8,500 miles; oil usage has declined to a quart every 800 miles, and seems to be improving.

For future Flying Hubcaps issues, we hope to include contributions from chapter members by way of articles and stories, both fictional and true, not to mention jokes, tech tips, and classified ads. Did I leave anything out? I don't think so but, if I did, don't let it stop you from contributing. Our address and phone number is: **8317 Wrens Way, Largo, FL 34643-1525; (813) 530-7734**. Don't be shy, we want everything you're willing to supply, to share with fellow members. On an associated note, since CFC members will receive a monthly publication, the classified ads will be more timely and effective. Get them in to me by the 20th of each month and I'll be sure to publish them. For right now, there is no official policy regarding classifieds, other than editing for space, and there will be a charge for commercial ads, though non-commercial ads are free.

My interests tend toward the technical, so there will be a fair amount of this kind of material in each issue, at least until I run out of things to say. Balance is important, however, so your stories about anything, as long as a Studebaker or Avanti plays some role in it, are very welcome to round out my material. I'm

shameless about borrowing good material from anywhere I can get it, though I try to always give credit to the source.

My sojourn through the land of Studebaker began in 1971, when I bought a 1958 Silver Hawk for \$125. I was a New York City boy of 20, and the car was a 13 year old example of a vehicle driven through every winter since its manufacture on salt strewn roads. I did effectively patch the driver's floor; a sheet of aluminum did the trick. But the oil burning 259 V8 was another matter. No simple solutions were available, so out it came, to be replaced by the 331 V8 and transmission from my '53 Cadillac Coupe deVille. My first Studellac! The entire front clip was removed to effect this work, and the engine literally dropped into place with the drilling of three new holes in the stock front mounting pads and the rear cross-member.

Because of the body's overall condition I felt no remorse then about the hole I cut into the hood to clear the air cleaner, though I received a first hand education on the perils of rain driving when the engine can suck water into its intake tract. All in all, the Silver Hawk didn't look like much, but it ran very well for a first transplant effort. Dr. DeBacke had nothing on me! 22 years later I have matured to the point that, were I to do the project over again, the hood would remain unscarred, and the Studebaker V-8 would be saved for a future rebuilding. I still feel a little guilty about what I did to that car!

After that car moved on (to this day I can't recall what happened to it), it was the last Studebaker I owned until 1988, when we got hooked on the GT. Now we also have an Avanti, of 1963 R2 vintage, Shake 'n Bake by name. And no space (or money) for any more, until I get the home of my dreams - one with a 6+ car garage and connected workshop. Dream on! Though, for the right Studebaker convertible, I would change one of the bedrooms into car storage. And, for a '37 Dictator, the other bedroom would go ... And, who really needs a large back yard? It would fit another few vehicles ...

Graphics are needed to spice up our newsletter's masthead. My drawing capabilities are nil (even straight lines are hard for me), so doing something original depicting the Flying Hubcaps theme is beyond me. Can anyone help with drawings, pictures, whatever that can spice up our front page? You'll receive our everlasting appreciation.

For our first event, we want to do a group meet at Largo's Heritage Park. Barbara is setting this up for February.

For January's CFC event, we invite everyone to the house Sunday, 1/9/94 for breakfast and tire-kicking. Come on down for 9:00 A.M. Our address is 8317 Wrens Way, Largo - (813) 530-7734. Call for directions, or take Ulmerton (688) west into Largo to Starkey Road. Turn south and drive 1/2 mile to 126th Ave (Texaco Station). Turn left (east), roll 1/2 mile to the dead end, and make a left. We're the 5th house on the right - it's

white, with blue/green trim. We live next to a retention pond, so our home is hard to miss. Come on down for a delicious breakfast.

I hope another club event soon will be a movie night at a local pizza parlor or our home. The date for it will be firmly set when we have procured enough Studebaker related videos (and a VCR if it's done at our house; our's didn't survive the trip cross-country). Please contact me if you have videos to donate for the night (813-530-7734). They will be returned to their owners after the get together. I always enjoyed this event in California; I think you will, too. Munchies and movies, what better way to spend an evening?

So, Happy New Year to you Studebaker types! Let's make 1994 an especially good year for Studebakers and their owners!

Chris

December 17, 1993

Dear Studebaker Drivers,

Thank you for the opportunity to have served the **Central Florida Chapter**, and all the SDC members of Florida for the past 12 years. As the new year approaches, our chapter will receive several new officers to bring new ideas and activities to our club.

Please support their efforts with your attendance and participation in as many events as possible. The chapter can only be as active as the members are. In the past 12 years, we have seen the **Central Florida Chapter** grow and divide as we welcomed the Orlando Area and Treasure Coast Chapters. We have sponsored five successful State Meets, and co-sponsored the **1984 International Meet**. Most important of all, we established many new friends, and had fun. This has to be the purpose of any car club.

To Chris Altenburg, our new president, and to all our past officers, many thanks for your assistance. To all our members, please have a Merry Christmas and a safe and happy New Year.

Sincerely,



Keith J. Rolleston
President-Central Florida Chapter
The Studebaker Driver's Club, Inc.

INSTALLING 3-POINT SEAT BELTS IN YOUR STUDEBAKER

By Chris Altenburg

Both of the family cars in our household are Studebakers. No modern four wheeled iron graces our driveway or garage. On the plus side we avoid monthly new car payments and high full coverage insurance (more cash available for the Studes!), but there are a few negatives. Neither car has a modern sound system, air conditioning, or the safety features today's automobiles enjoy. Four wheel disc brakes, air bags, engineered crush zones, anti-skid brakes and more are all absent on our thirty-something South Bend products. But both are fitted with lap and shoulder belts (3 point) for the front seat riders, and lap belts for back seat passengers, a substantial accomplishment in the name of safety.

Our solution for front 3-point belts was elegant in execution and inexpensive as well. It's been five years since we did the GT Hawk in this way, and three years for the Avanti, so our conversion has withstood the test of time. Though we haven't crash tested the design, and never hope to, our confidence level is high that it would withstand a real life collision test.



Our goal was to fit each car with front lap and shoulder belts, avoiding extensive frame or cosmetic modifications in the process. The GT is a hardtop and so has no "B" pillar to anchor the shoulder strap to. While the Avanti has a sturdy B pillar, attaching the upper end of the shoulder strap to it looked

awkward, and out of place. Our solution: mount the front lap belts in the standard manner, but anchor the shoulder strap in both cars by buckling its back end into the rear lap belt on that side. Our cars rarely transport more than two people anyway, so this scheme permits almost full time shoulder strap protection. In the event rear seat passengers are carried, the front occupants retain lap belt protection, but give up the shoulder belt for the duration. It's then folded and tucked away.

All Studebakers, regardless of year of manufacture, can be outfitted with 3-point belts for the front, and lap belts in the rear. Even rear seat shoulder strap protection and full time front shoulder strap protection is possible, should you be especially handy. I strongly recommend this project to anyone who wishes to minimize hospital bills and a close personal relationship with the family orthodontist.

Firm price estimates are not easy, and depend on how customized you wish to make your project. JC Whitney (Chicago, Illinois) can supply all seat belts and hardware for about \$115, and its buckles are very close in appearance to those Studebaker used. Place four Studebaker buckle decals from Studebaker of California on the female buckles and one would be hard pressed to tell the difference from South Bend originals. Of course, you may wish to use your original Studebaker seat belt buckles, and attach new 2" belt material to them. I was never fortunate enough to acquire Studebaker buckles in decent condition, and the Stude belt material I found was both too short and in such bad condition that I wouldn't trust it to strap my hamster in place, much less a person.

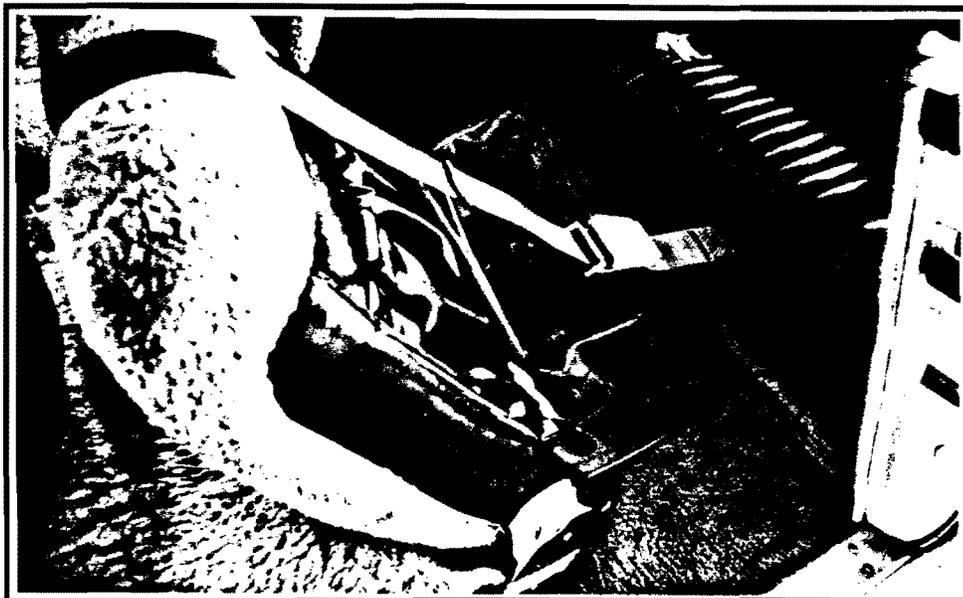
Should you want to use stock style (knobby texture) 2" belt material, SSSnake Oil Products (1-800-284-7777) should be able to supply you with it at something around \$10 or so a yard. I'm unsure of the colors offered, as I selected black for both cars, as it goes with every color interior. Before ordering belt material, use the JC Whitney kits to complete the project, work out all "bugs," and determine how much new belt material is needed. There's nothing like coming out 6 inches short. At \$10 a yard, that's an expensive mistake. Also realize Studebaker used 2" wide material; belts from some sources are 1 15/16" wide and you can tell they are narrower.

Seat belt kits I've found locally in auto parts stores use buckles that, while entirely serviceable, look nothing like a stock Studebaker. Try the JC Whitney product; I've done it twice (and

a friend did it also) with consistently fine results.

All kits available today include steel plates that bolt directly to the floor, rather than the eyebolt and hook style Studebaker favored. Should you have the original eyebolts and hooks, these may be adapted by cutting the thread that anchors the new belts to their bolt plates and reattaching the belts to the Studebaker hooked plates. The results look factory stock when you're done.

There is considerable sewing involved in attaching the belts to the new buckle ends and mounting plates. I did all of mine by hand, using nylon thread, and still have the sore fingertips to show for it. More affluent owners may wish to have an upholstery shop stitch everything together in the original double-X pattern Studebaker used.



JCW's use locking buckles through which the single 2" belt threads, resulting in an effective lap belt, even if the shoulder belt is slack and unused.

1962 and later Studebakers (trucks may be different) are already fitted with drilled and tapped holes for a pair of seatbelts both front and rear. The 7/16" fine thread holes are universal for seatbelts, so any seat belt kit bought will come with the correct bolts. If your car or truck needs the holes drilled, take the time to measure hole placement on a car already fitted with belts. It's an odds on bet you'll place the holes in the wrong spot the first time unless you copy another car. And avoid drilling through the floor into brake lines, fuel lines, your hill holder, and the like. If the floor is sound, the large washers in the kits adequately spread the load across it for the belt's foundation. If your floor is rotted, all bets are off.

Remember that drilling through carpet is best done by first slicing an "X" hole in the carpet with a razor blade, then holding the hole open with a spacer of some type as you drill the floorboard. Check for adequate space under the hole for the load spreading washer and large nut. Undercoat or make it weathertight as required after everything is bolted down.

PARTS - The result of this project is 3-point belts which have their shoulder straps anchor in back by buckling into one half of the rear lap belt on that side. Use an unbroken length of 2" belt material that acts as the front lap belt, then continues on as the shoulder belt, terminating in a buckle that clips into the rear belt's opposite buckle half. JC Whitney (JCW) sells this setup for about \$30 the last time I looked. The extra shoulder strap buckles are acquired from a sacrificial lap belt set.

The following list details the items needed:

1. Three complete lap belts. About \$45 from JCW.
2. Two complete lap/shoulder belt kits. Another \$60, or so.

INSTALLATION COMMENTS - The first two lap belts are installed in the back seat, one on each side, and with reversed buckles. By this I mean that if a male buckle end is closest to the passenger side door in the back, then the belt on the other side has its female buckle end closest to the driver's door. This permits the third lap belt (our sacrificial belt) to supply its female buckle for one shoulder strap end, and its male buckle for the other shoulder strap end. **Do Not** cut any belt material to size until you are **SURE** you have precisely the lengths needed. It is a no-no to sew two short pieces together to remake the longer piece you really did need originally, but prematurely cut apart.

After you're satisfied with the overall front belt length (I remember JCW claims its kit uses belts 90" long, enough for even the best fed drivers and their companions), cut the floor mounting plate from the shoulder belt end and sew the correct buckle end from the sacrificial lap belt in its place. For the driver's setup I sewed the male buckle end onto the shoulder strap. It then clipped into the female buckle end of the rear seat belt (the half closest to the driver's side of the car). Length adjustment is made at the rear belt's female buckle, shortening or lengthening its belt as needed. Our approach is certainly not the last word, and may not be the most refined way to do it, either. Let us know if you have found a better way to accomplish this degree of protection.

Voila! A great deal more safety for you and your passengers should the unmentionable happen. For those who show their cars, Studebaker judging rules do not penalize a car outfitted with safety equipment like seatbelts or a fire extinguisher.

Our next project - Airbags!

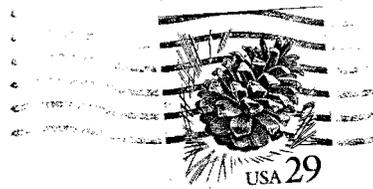
THE CENTRAL FLORIDA CHAPTER'S

FLYING HUBCAPS

Editor - Chris Altenburg
8317 Wrens Way
Largo, FL 34643-1525

Number 1 - January, 1994

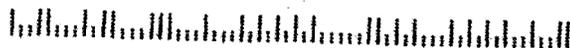
FIRST CLASS MAIL



Frank Ambrosio
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Casselberg, FL 32709

Address Correction Requested

Central Florida Chapter of the Studebaker Drivers Club



Chapter Officers

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National SDC Membership Application

Memberships are for one year and include 12 issues of **Turning Wheels**.
U.S. Dues: 2nd class mail - \$25; 1st class mail - \$50

Voluntary donations: \$2 to the SDC Museum; \$2 to the SDC Restoration Fund.

Send your application and check or money order to:
The Studebaker Drivers Club, Inc.
C.I.S., P.O. Box 28788
Dallas, TX 75228-0788

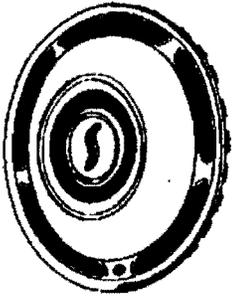
Submission deadline for articles, ads, event flyers, etc. is the 20th of the month preceding the newsletter's published date, e.g. July 20th, for August's edition. For inclusion, please have all material to the editor by then.

Central Florida Chapter Membership is \$8 per year, payable by cash or check to Membership Director Myra Smith. Her address appears directly above.

For questions or change of address call toll-free 1-800-527-3452. Complete 1992-93 membership rosters are available for \$7.00 plus \$2.00 postage.

Name _____
 Spouse _____
 Address _____
 City _____ State _____ Zip _____
 Phone () _____
 Source of referral: _____
 If renewal, month due: _____
 Member #: _____

Please list your Studebaker(s) on an additional sheet of paper. Include year, model, serial #, interesting features, etc.



GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE
ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

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VOLUME 11 NUMBER 3

MARCH-APRIL 1994

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 20th (EVEN MONTHS)

STATE MEET UPDATE

By Frank Ambrogio

(NOTE: Plans are still tentative)

Plans are moving along on the 17th Annual Florida State Meet. We will be having the meet in Kissimmee at Wilson World Maingate on Irlro Bronson Highway 192 about 2 miles west of I-4.

We have been quoted a room rate of \$36 per night (plus 11% tax of \$3.96 = \$39.96). To obtain this rate, you must make your reservations by September 22. After that date the block of rooms will be released and rooms will be subject to availability.

The banquet price will be \$14.00 including tax, tip, and whatever else goes with it. The Wilson World Maingate is a fine motel with a restaurant, ice cream parlor, movie show, pools, and all the other amenities found in top calibre motels. Anita and I have looked at a lot of potential meet sites over the past 6 months and we feel the Wilson World Maingate gives us the best value at prices below or in line with past meets.

The only drawback is that we didn't feel the banquet facility was adequate for the throngs who usually attend. Therefore, we have made arrangements to have the banquet at the Radisson Inn directly behind Wilson World. The Radisson has seating for up to 600 which should (just about) accommodate us.

We will have the front and side of the parking lot for our show which will put us in full view of the traffic on Highway 192.

All areas, such as hospitality, judging, banquet, car show, trophies, etc., have had chairpersons assigned, although each chairperson will be in need of additional help.

We expect the banquet to be in the \$14.00 range and we will be giving out 3 trophies in each of the 12 classes.

We feel we have a great site and room rate and all that is really needed is for everyone to participate.

We will be working on the finer points in the coming months, but for now, the foundation has been laid for the 17th Annual Florida State Meet. We will have a registration form and complete information in the May-June issue.

FROM THE EDITOR

By Frank Ambrogio

New officers have been elected to serve the *Central Florida Chapter*. This marks the first change for many of the officers, some of whom have served for 12 years.

Chris Altenburg (also an *OAC* member) has accepted the dual role of President and Editor. As Editor, he has indicated a preference to discontinue the *CFC's* association with *The Hubcapsule*, and to put out a monthly issue of their newsletter, *Flying Hubcaps*.

Chris was formerly the editor of the *Sequoia Chapter's Wheelbarrow Johnny* prior to his move from California last August. He is also the editor of the *Avanti Owners Association International* newsletter. I think the members of the *Central Florida Chapter* will be very happy with *Flying Hubcaps*.

The main purpose for *The Hubcapsule* was to give the *Central Florida Chapter* a chance of having a regular newsletter, something that was lacking for the past 4-5 years. Chris' effort closes the loop on that problem.

I contacted *Treasure Coast Chapter* Editor Rogers Kimball about dropping the combined newsletter idea. A vote of *TCC* members indicated a desire to continue combining newsletter items in some form. We will make a decision by the May/June issue. So for now, *Greasy Prints* will once again serve as your vehicle of communication with the *Orlando Area Chapter*.

I want to thank Rogers and Keith Rolleston for their effort in helping to produce *The Hubcapsule* for the past 8 months, and to wish Chris the best of luck.

As *Greasy Prints* Editor, I look forward to future issues of *Flying Hubcaps* and all the material I'll be able to use from Chris. A couple of examples appear elsewhere in this issue.

As far as I'm concerned, owning a Studebaker in Florida just got a whole lot better.

PEN LIGHTS

STORIES FROM OUR MEMBERS

DECEMBER 26, 1993: SUNDAY, BREAKFAST, AND OUR STUDEBAKER

By Chris Altenburg

Sunday, 5:00 A.M. came and went with scarcely any notice by the two humans in bed, Maybe one of the cats stirred, but nothing else moved. The alarm sounded at 5:25 A.M., and was shut was off without a second thought. But the damage was done. At 5:35 I rolled over and nudged my sleeping beauty, "Time to get up and go to Orlando for Breakfast." No response. A second nudge, stronger and more urgent this time, elicited a cross between a snort and snuffle. "Go away! Wake me up five minutes before we leave," she said. It was the best I was to get.

Thirty minutes later we were in the Hawk (Entropy by name and persuasion), and headed down the road to the monthly breakfast meeting of the *Orlando Area SDC Chapter*. "Nobody will be there," Barbara opined from the back seat, where she continued napping, complete with pillow and large comforter. I was pretty sure she was in the car, because someone was responding to my statements and questions. "It's the day after Christmas," she continued, "and interest will be nil for an early morning meeting immediately after Christmas". Having moved from the warmth and

comfort of the bed at home, she was now comfortably ensconced in the Hawk's rear seat, ready to add another two hours to the night's rest already rudely interrupted once.

"Well, then, We'll have breakfast by ourselves, and come back home after," said I, deftly(?) steering Entropy on I-4 east out of St. Petersburg, cruising at 70 mph, and passed twice by police cars moving at least 5 mph quicker. Our Avanti's heater was broken and, with the cold weather that had settled in on us in central Florida recently, the Hawk got the nod for moving us around. It had been hurriedly slapped together after resting unused in the garage for 6 weeks; I was slowly repairing a number of small problems left untouched since the spring, some 10,000 miles, and the width of a continent, ago. Though not yet complete with this latest round of minor restorative touches, I wanted to drive her once in a while before finishing up. At least the biggest items were accomplished and the car was safe to use.

Much to our pleasant surprise, we were not the only ones at breakfast that morning. Even before exiting the highway, I spied two Studebakers parked in the Bob Evans lot. This was a good sign! Inside, including us, there were maybe 12 diehard SDC types ready to chow down on the restaurant's finest vittles and to discuss a broad range of subjects, not all of which were car or Studebaker related.

So, why not join us on the last Sunday of each month for a chance to stretch your car's legs and journey to Orlando to meet with a fine group of Studebaker enthusiasts? Breakfast starts at 8:00 A.M., at the Bob Evans Restaurant, at the Lake Mary exit (50) off I-4, north of Orlando. We'll keep the coffee warm for you.

SIGNAL LIGHTS

(Reports of Special Interest)

HEADLINE NEWS FROM THE COVA BULLETIN

NEW CLUNKER BILL EMERGES IN CONGRESS

H.R. 2925 "Junk Your Clunker Tax Credit Act of 1993" was introduced on August 6, 1993 by Rep. Christopher Cox of California (co-sponsored by Rep. Porter Goss, Fl. 202-255-2536) which offers a tax credit of \$700 to anyone who scraps a pre-1980 vehicle.

THREE MORE OIL COMPANIES JOIN THE RUSH TO CRUSH

Chevron Corp., Sun Oil Co., & Total Petroleum Co. have each followed Unocal's lead and recently instituted a "cash-for-clunkers" program seeking out vintage autos for destruction.

COVA VISITS CAPITOL HILL

COVA President Mark Warden attended a series of briefings in Washington sponsored by the Antique Auto Coalition. The morning session was with Mr. Mark Chupka, Associate Director for Air, Energy and Transportation who seemed interested in our concerns and willing to listen to facts that might alter policy.

HOBBYIST AUTO PAINTING MAY BE NEXT TO GO

A new rule being considered by EPA would restrict the purchase of solvent-based automotive paints, thinners, reducers, hardeners and other refinishing products to only those users who have a valid EPA-issued permit, in other words, commercial paint shops.

(NOTE: It is interesting to note that much of this new legislation has been originated by the very groups which stand to benefit. A proponent of the auto painting rule, stated above, is the Automotive Service Association (ASA), a trade group representing about 55,000 automotive service businesses, many of whom are paint and body shops. They develop the idea and then do some intense lobbying with their legislators, under the guise of environmental protection. This, of course is great politics and legislators are only too eager to put their name on something that will earn them more votes. See the following story.)

REGULATION FOR FUN AND PROFIT

Environmentalism and the Greed Factor

By Jack Sell

From COVA Bulletin, Fall 1993

The lobbying effort by the Automotive Service Association (ASA) to limit sales of automotive refinishing products is one more instance of what is rapidly becoming one of the most reprehensible developments of the environmental movement: the growing tendency among commercial interests to devise quasi environmental regulations that serve only to generate revenue for themselves.

We're not speaking here of companies who simply capitalize on the issue by offering products that are geared to environmental concerns. There's nothing wrong with marketing an environmentally safe anti-freeze, for example. That's a legitimate response to a legitimate need in the marketplace, and we wish those companies well.

No, we refer to companies and trade associations that seek to redirect the regulatory process to their own ends, using the system to generate new business by unfairly stifling

competition. It's becoming a profitable spinoff of the environmental frenzy and new examples seem to appear with disturbing frequency.

In the case of automotive paints, for example, model legislation drafted by ASA would prohibit the sale of such products to anyone who is not registered as a small quantity generator with the EPA. Then it goes on to require that purchasers have a valid OSHA license, state sales tax number and, where required, business license, restrictions which would seem to have more to do with eliminating do it yourselfers and low rent competition than with protecting the environment. Obviously, ASA is operating from another agenda.

The worldwide ban on CFCs, which is removing R-12 refrigerant from the market, may prove to be the most celebrated case yet of this kind of influence. There is mounting evidence that this entire issue, including the alleged deterioration of the earth's ozone layer, is an elaborate fabrication to protect the interests of a single chemical company. A scandal of epic proportions may be lurking here, awaiting someone with the guts to expose it.

There are any number of other examples, the most familiar to most of us being the enthusiastic support given to old car scrapage programs by the U.S. automakers. On one hand they describe the old car "problem" in terms of hydrocarbons and nitrous oxides, while on the other admitting to the very pleasant effect the destruction of those vehicles would have on new car sales - the theory being that each old car taken out of circulation will generate a certain "trickle up" demand for a new car.

Scrapage, then, might be better defined as a sales strategy, with environmentalism only the cloak under which it is promoted. Worse, the EPA, members of the U.S. Congress and even a former President have at one time or another endorsed this ulterior motive, describing the sales aspect as a "desirable side effect."

In fact, given the present health of the U.S. auto industry, and the importance of that industry to the U.S. economy, sales is likely the *principle* objective of scrapage. The environment is merely a convenient and sufficiently emotional vehicle for getting it across. It all amounts, then, to no more than a public hoodwinking, the ethics of which are highly suspect.

This tendency of commercial interests to prey upon environmental concerns was nowhere more blatantly demonstrated than in the April, 1993, issue of *Professional Carwashing and Detailing*, a trade journal for the car wash industry. There we found an article entitled "The Self-Serv Environmental Report." That title, meant to refer to self-service car washes, proved to be more

accurate than intended. Self-serving, indeed!

The article tells carwash operators how they can "make governmental regulations work to their own advantage," then proudly relates how the Connecticut Carwash association did it.

On the premise that only a professional wash facility can dispose of wash water in an environmentally responsible manner, they managed to convince the state's Department of Environmental Protection (DEP) to outlaw what they call "open-lot" washing. By that they meant, primarily, those charity fund-raisers we often see on warm Saturday afternoons in McDonald's parking lots, carried on by Girl Scouts and high school band members. Those once-innocent activities are now against the law in Connecticut, carrying a fine of, brace yourself, \$25,000.

Benefit washes have always been a sore spot with carwash operators, for obvious reasons. Now, putting environmental hysteria to work for them, they've finally stamped them out in Connecticut. "Whenever we see a charity wash taking place," beamed an operator in Windsor, CT, "we give a copy of the DEP letter to the business owner, who is liable for the fine. This always puts an end to it." and the charity? Sorry, kids.

Evidently proud of themselves, the Connecticut operators now have their sights set on a more noble goal: "backyard" washes. Yes, the kind you and I do in our own driveways. The article notes that, ultimately, they hope to have backyard washing banned, as well, making it "socially unacceptable for environmental reasons." The sense of civic responsibility here is overwhelming. Oh, the dollar bill changer? Right there, on the wall.

Very often, it seems, the need to regulate an activity originates not with the regulatory agency, but with the industry that stands to benefit from it. The industry approaches the agency with an impressive study of their self styled "problem," complete with all the research and statistics necessary to prove the point. Rarely equipped with resources to challenge these parochial findings, and confronted with both the problem and the solution neatly pre-packaged, the bureaucratic imperative takes over: regulate or perish.

In that context, these proposals become quick and easy feathers in agency caps that any seasoned bureaucrat will find impossible to ignore. The social and economic side effects of their regulation are not likely to be scrutinized, nor is the often minuscule impact on the environment made by the activity they are regulating.

Has anyone tried to determine, for example, the exact volume of VOCs emitted by a few individuals painting their own cars? or the

exact extent to which the environment is degraded by a few ounces of detergent entering the storm sewers from a Girl Scout car wash? Did anyone attempt to balance the seriousness of these threats against the loss of freedoms being imposed? And, more important, did anyone question the commercial motivation behind these moves? Not likely. The only operative forces here are in the regulators to regulate and the profiteers to profit. The public loses.

We are seeing legitimate environmental concerns routinely prostituted to the service of narrow economic interests. Meanwhile, our limited regulatory resources are diverted from more productive issues and, worse, our lifestyles are degraded by the increasing encroachment of government for social improvements that are marginal or non-existent. What very often is *not* at issue, however, is the considerable cash value of these initiatives to those who sponsor them.

This country is well into what history may later record as The Age of Regulation. Right now, before it all degenerates into a money-grubbing free-for-all, may be a good time for legislative intervention to regulate the regulators.

AND FINALLY

If you still aren't convinced that this is going to be a problem, Mary Brooks of the Orlando Sentinel, had an article in the February 3, 1994 edition.

In it she reported on the city of Casselberry's citywide sweep of derelict cars. Code enforcement officials had cited more than 50 residents to rid their property of unlicensed or inoperable vehicles. The citation recipients had 10 days to remove the vehicles.

The Code Enforcement Board can issue fines of up to \$250 a day or impound vehicles at the owners' expense. Although these particular cars were not licensed, this could be the beginning of more restrictive future legislation. When that happens, remember what you did to stop it.

NATIONAL MEET NOTE

The *Studebaker of Arkansas* newsletter, *Razorbaker*, had a notice that the Select Inn is across from the SDC International meet headquarters hotel and has rooms for \$47.90 per night, tel. 1-800-641-1000. The Select Inn was rated at 2 stars in our AAA tour book. If you are planning to go to Minnesota in June, you might want to check out the Select Inn.

TAIL LIGHTS

REPORTS OF PAST EVENTS

SUNDAY BREAKFAST, 12-26-93

By Frank Ambrogio

Our scheduled breakfast for December fell on the day after Christmas, but that didn't stop many of the faithful from making the last Sunday of the month outing. This particular breakfast proved to be rather interesting as we had several visitors who traveled a long way to attend.

Members Chris & Barbara Altenburg made the two hour trip, as noted in the story by Chris Altenburg. Another couple, whose names I did not get, showed up from somewhere around the Sarasota area.

Topping that, Richard Langlotz who has since joined our chapter, also put in an appearance. Richard lives in Cleveland, Ohio and was visiting our area for the holidays.

Setting what is probably a record for the farthest distance, were Dave & Jackie Walker who were visiting from Hampshire, England. They obviously did not drive from there in a "Land Cruiser" but they certainly entertained all of us with stories about their life style and their cars, one of which was purchased from South Africa and another from Belgium.

You never know who will show up at one of our Breakfasts, but no matter who it is, we always have a great time and also give our cars a little exercise in the process. If you haven't been to one of the breakfast gatherings, I urge you to get involved. You just might enjoy yourself.

AVANTI OWNERS OF FLORIDA MEET

By Frank Ambrogio

Carl Doughty of Palm Bay, Florida has started an Avanti club for Florida owners and set up a meet at Old Town in Kissimmee for February 27th.

Anita & I met with Lamont & Bonnie Churchill and Chris & Barbara Altenburg for breakfast at about 9:00 am. We then went over to look at the cars.

There were about 40 Avantis parked on Main Street and they provided quite a show for all the visitors and owners alike. I'm not sure what activities were planned for the day, but it looks like the *Avanti Owners of Florida* club is off to a great start.

THE GREASE MONKEY

TECH TIPS

If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The tech tip for this issue comes from the *Hampton Roads Chapter newsletter, Coming and Going*, by way of the December 1993 issue of *Commander*, the newsletter of the *Potomac Chapter*.

LARK WINDSHIELD WIPERS

For a couple of years, I have been fighting the problem of no medium speed on my Lark windshield wiper. I replaced the motor - no luck. I checked the wiring and all connections - no sign of the problem. I removed the switch and found it to appear okay, so I cleaned and re-set it anyway, but the problem still persisted.

One day while checking something else beneath the instrument panel, I noticed that the windshield washer pump pedal (my Lark has the old foot operated washer pump) had several wires leading to it. I also noticed that the rubber plunger seemed brittle to the point that it had not pushed the pedal back out all the way. Reaching over to pull the pedal out, it moved back about 3/4 inch to my surprise. I immediately turned on the ignition and tried the wipers. Sure enough, if the washer switch does not spring back to its neutral position, it will not set the slow speed circuit on the wiper.

WHEEL ESTATE

WANT ADS are free and run for one issue only. Send your ads directly to the Editor. If you see a Studebaker for sale, send the info to our special ad coordinator, Paul White. Ads must be received, by the editor, no later than the 20th (even months).

FOR SALE

1940 2 dr CHAMPION 26K miles, \$5000 407-366-7432, 407-695-2257 nights (Feb. Hemmings ad)

1957 CHAMPION 4 dr. flathead six, 100 % original, 27,000 actual miles, excellent condition, \$3500, 813-251-5639 (Feb. Hemmings ad)

1957 GOLDEN HAWK, restored to original 1990, very good condition, took 3rd place when shown 1st time, 92 point California car, in storage in Sacramento, worth \$14000, first \$8495 takes it. 904-687-8555 (Feb. Hemmings ad).

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, Fl. 32703 407-889-9252.

1961 LARK REGAL VIII CONVERTIBLE, 8-cyl, auto, stored inside for several years and not run or started, as is, \$7500, 904-743-1884 (Feb. Hemmings ad).

1964 AVANTI R2, supercharged, 80,000 original miles. Kelvin Scott 407-454-4742 (home), 407-784-7400 (work), (Cocoa).

MECHANICAL WORK done on your Studebaker. Let me know what you need. Call Marty Burns at 407-422-6706 (Orlando).

N.O.S STUDEBAKER AND PACKARD PARTS. Mechanical, electrical, interior, and exterior trim pieces for Studebakers and Packards. Stephen Cade, 529 N.W. 58th St., Gainesville, Fl. 32607, Phone 904-454-7200 or 1-800-532-1236 days. Evenings 904-332-5628.

ACRES of used southern auto and truck parts, fair prices, honest descriptions, yard tours welcome; we ship COD, VISA, MasterCard, Hours 8-5:30 weekdays, 8-1 Saturdays. Sunrise Auto Sales and Salvage, 904-755-1810, Fax: 904-755-1855, 24 hours, Lake City, Fl.

BRAKE boosters rebuilt, Studebaker cars/trucks, 48 hour turn around, \$150, Mark Bunting, 813-321-3722.

RARE STUDEBAKER PARTS; 1952 NOS headlight rim \$45; park lens, 50 comm; hubcap; NOS, \$15; 63 NOS backup r/lens, tail lens, \$20 ea; Lark, Hawk NOS orig horn centers; rare 1941-42 M-16 up U-joints; NOS 17 door handles; 59-60 Lark, truck hood bird; 62-64 Hawk taillight housing 2/lens, \$20; sunvisors, NOS, 2 screw, padded, unpadded; NOS Scotsman hubcaps, \$6 ea; 2R radio grille kit; 2R foglight kit; 1937-38 large color sales book, convertible sales, sedan ad, 1935 large color sales book, 1941 Skyway folder, 1950 color folder, 1937 color coupe express, 407-798-6122 (Feb. Hemmings ad).

WANTED

Wanted: 1957-1958 Packard or 1957-1961 Studebaker Hawk. Lambert Eulenfeld, 1414 Azalea Dr., Jacksonville, Fl. 32205, work: 904-232-2210, home: 904-384-6743 after 6:00 pm.

Wanted: 374 or 352 Packard V-8. Complete or

junk, also need stick shift bell housing for same. Possible to trade 1953 Champion coupe with or w/o 289 & rebuilt A.T.. Car is rough but basically sound. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl., 32117. 904-255-6093 around 5:30 to 7:30 pm or 813-453-0354 on many weekends anytime.

HEAD LIGHTS

CALENDAR OF EVENTS

Regularly Scheduled Chapter Events

- ♥ORLANDO AREA CHAPTER (OAC) Membership Meetings are held on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd. Time 7:00 pm
- OAC Monthly Breakfasts are held on the last Sunday of each month. The breakfast location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 (exit 50) in Lake Mary. 8:00 am. BYOB (Bring Your Old Baker).

MARCH

- 05-06 OCALA '94 Collector car show, swap meet and auction at the Don Garlits Museum of Drag Racing, admission \$8.00, 1-800-968-4444.
- 12 OAC monthly membership meeting, 7:00 pm
- 26-27 SPEEDWAY SPECTACULAR car show & swap meet at Daytona Beach International Speedway. Admission \$6.00, for info call Rick at 904-255-7355
- 27 OAC monthly breakfast, 8:00 am.

APRIL

- 09 OAC monthly membership meeting, 7:00 pm
- 15-17 1994 STUDEBAKER SOUTHEAST ZONE MEET at the Budgetel Motel in Knoxville, Tn. Presented by the Smoky Mt. Chapter - SDC. Info: Bonita Harger, 1721 Jim Armstrong Rd., Knoxville, Tn. 37914, 615-525-6025
- 24 OAC monthly breakfast, 8:00 am.

MAY

- 01 2ND ANNUAL SNELLVILLE DAYS ORPHAN CAR SHOW, Snellville, Georgia: hosts: North Georgia Chapter and the Hudson Club. Rick Kamen, 404-288-8222.
- 06-07 STUDEBAKER INDIANA annual swap meet and auto show at Newman & Altman. Info: Stude Swap, 22678 C.R. 42, Goshen, In. 46526, 219-831-4756 (after 6:00 pm)

INSTALLING 3-POINT SEAT BELTS IN YOUR STUDEBAKER

By Chris Altenburg

Both of the family cars in our household are Studebakers. No modern four wheeled iron graces our driveway or garage. On the plus side we avoid monthly new car payments and high full coverage insurance (more cash available for the Studes!), but there are a few negatives. Neither car has a modern sound system, air conditioning, or the safety features today's automobiles enjoy. Four wheel disc brakes, air bags, engineered crush zones, anti-skid brakes and more are all absent on our thirty-something South Bend products. But both are fitted with lap and shoulder belts (3 point) for the front seat riders, and lap belts for back seat passengers, a substantial accomplishment in the name of safety.

Our solution for front 3-point belts was elegant in execution and inexpensive as well. It's been five years since we did the GT Hawk in this way, and three years for the Avanti, so our conversion has withstood the test of time. Though we haven't crash tested the design, and never hope to, our confidence level is high that it would withstand a real life collision test.



Our goal was to fit each car with front lap and shoulder belts, avoiding extensive frame or cosmetic modifications in the process. The GT is a hardtop and so has no "B" pillar to anchor the shoulder strap to. While the Avanti has a sturdy B pillar, attaching the upper end of the shoulder strap to it looked

awkward, and out of place. Our solution: mount the front lap belts in the standard manner, but anchor the shoulder strap in both cars by buckling its back end into the rear lap belt on that side. Our cars rarely transport more than two people anyway, so this scheme permits almost full time shoulder strap protection. In the event rear seat passengers are carried, the front occupants retain lap belt protection, but give up the shoulder belt for the duration. It's then folded and tucked away.

All Studebakers, regardless of year of manufacture, can be outfitted with 3-point belts for the front, and lap belts in the rear. Even rear seat shoulder strap protection and full time front shoulder strap protection is possible, should you be especially handy. I strongly recommend this project to anyone who wishes to minimize hospital bills and a close personal relationship with the family orthodontist.

Firm price estimates are not easy, and depend on how customized you wish to make your project. JC Whitney (Chicago, Illinois) can supply all seat belts and hardware for about \$115, and its buckles are very close in appearance to those Studebaker used. Place four Studebaker buckle decals from Studebaker of California on the female buckles and one would be hard pressed to tell the difference from South Bend originals. Of course, you may wish to use your original Studebaker seat belt buckles, and attach new 2" belt material to them. I was never fortunate enough to acquire Studebaker buckles in decent condition, and the Stude belt material I found was both too short and in such bad condition that I wouldn't trust it to strap my hamster in place, much less a person.

Should you want to use stock style (knobby texture) 2" belt material, SSSnake Oil Products (1-800-284-7777) should be able to supply you with it at something around \$10 or so a yard. I'm unsure of the colors offered, as I selected black for both cars, as it goes with every color interior. Before ordering belt material, use the JC Whitney kits to complete the project, work out all "bugs," and determine how much new belt material is needed. There's nothing like coming out 6 inches short. At \$10 a yard, that's an expensive mistake. Also realize Studebaker used 2" wide material; belts from some sources are 1 15/16" wide and you can tell they are narrower.

Seat belt kits I've found locally in auto parts stores use buckles that, while entirely serviceable, look nothing like a stock Studebaker. Try the JC Whitney product; I've done it twice (and

a friend did it also) with consistently fine results.

All kits available today include steel plates that bolt directly to the floor, rather than the eyebolt and hook style Studebaker favored. Should you have the original eyebolts and hooks, these may be adapted by cutting the thread that anchors the new belts to their bolt plates and reattaching the belts to the Studebaker hooked plates. The results look factory stock when you're done.

There is considerable sewing involved in attaching the belts to the new buckle ends and mounting plates. I did all of mine by hand, using nylon thread, and still have the sore fingertips to show for it. More affluent owners may wish to have an upholstery shop stitch everything together in the original double-X pattern Studebaker used.

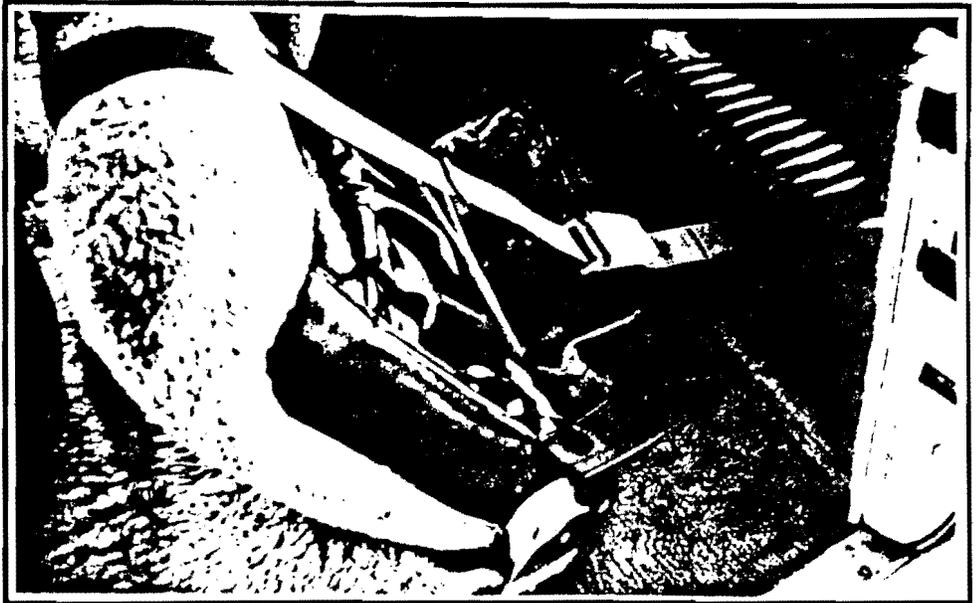
1962 and later Studebakers (trucks may be different) are already fitted with drilled and tapped holes for a pair of seatbelts both front and rear. The 7/16" fine thread holes are universal for seatbelts, so any seat belt kit bought will come with the correct bolts. If your car or truck needs the holes drilled, take the time to measure hole placement on a car already fitted with belts. It's an odds on bet you'll place the holes in the wrong spot the first time unless you copy another car. And avoid drilling through the floor into brake lines, fuel lines, your hill holder, and the like. If the floor is sound, the large washers in the kits adequately spread the load across it for the belt's foundation. If your floor is rotted, all bets are off.

Remember that drilling through carpet is best done by first slicing an "X" hole in the carpet with a razor blade, then holding the hole open with a spacer of some type as you drill the floorboard. Check for adequate space under the hole for the load spreading washer and large nut. Undercoat or make it weathertight as required after everything is bolted down.

PARTS - The result of this project is 3-point belts which have their shoulder straps anchor in back by buckling into one half of the rear lap belt on that side. Use an unbroken length of 2" belt material that acts as the front lap belt, then continues on as the shoulder belt, terminating in a buckle that clips into the rear belt's opposite buckle half. JC Whitney (JCW) sells this setup for about \$30 the last time I looked. The extra shoulder strap buckles are acquired from a sacrificial lap belt set.

The following list details the items needed:

1. Three complete lap belts. About \$45 from JCW.
2. Two complete lap/shoulder belt kits. Another \$60, or so.



JCW's use locking buckles through which the single 2" belt threads, resulting in an effective lap belt, even if the shoulder belt is slack and unused.

INSTALLATION COMMENTS - The first two lap belts are installed in the back seat, one on each side, and with reversed buckles. By this I mean that if a male buckle end is closest to the passenger side door in the back, then the belt on the other side has its female buckle end closest to the driver's door. This permits the third lap belt (our sacrificial belt) to supply its female buckle for one shoulder strap end, and its male buckle for the other shoulder strap end. Do Not cut any belt material to size until you are SURE you have precisely the lengths needed. It is a no-no to sew two short pieces together to remake the longer piece you really did need originally, but prematurely cut apart.

After you're satisfied with the overall front belt length (I remember JCW claims its kit uses belts 90" long, enough for even the best fed drivers and their companions), cut the floor mounting plate from the shoulder belt end and sew the correct buckle end from the sacrificial lap belt in its place. For the driver's setup I sewed the male buckle end onto the shoulder strap. It then clipped into the female buckle end of the rear seat belt (the half closest to the driver's side of the car). Length adjustment is made at the rear belt's female buckle, shortening or lengthening its belt as needed. Our approach is certainly not the last word, and may not be the most refined way to do it, either. Let us know if you have found a better way to accomplish this degree of protection.

Voila! A great deal more safety for you and your passengers should the unmentionable happen. For those who show their cars, Studebaker judging rules do not penalize a car outfitted with safety equipment like seatbelts or a fire extinguisher.

Our next project - Airbags!

ANNUAL SWAP MEET & AUTO SHOW

(STUDEBAKER-PACKARD ONLY)

Studebaker Indiana



MAY 6-7, 1994
ADMISSION FREE



MAY 5	SET-UP	12:00 NOON (MUST BE COMPLETE BY 8:00 P.M.)
MAY 6 & 7	SWAP MEET	8:00 A.M. TO 5:00 P.M.
MAY 7	AUTO SHOW	9:00 A.M. TO 4:00 P.M.

LOCATION :

NEWMAN & ALTMAN INC.
405 W. SAMPLE ST.
SOUTH BEND, INDIANA

FOR INFORMATION :

WRITE TO:
STUDE SWAP
22678 C.R. 42
GOSHEN, IN. 46526
OR CALL:
(219) 831-4756
(AFTER 6:00 P.M.)



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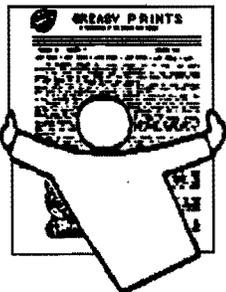
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 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)				
NEW MEMBER DUES SCHEDULE (PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)				
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AUG - \$2.00 (OPTIONAL \$10 FOR 14 MONTHS)		SEP - \$1.00 (OPTIONAL \$10 FOR 13 MONTHS)		

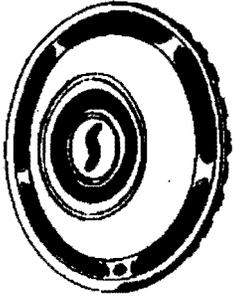
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ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

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DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 20th (EVEN MONTHS)

STATE MEET UPDATE

By Frank Ambrogio

Plans for the State Meet are still being developed but we hope to finalize everything in the next month.

In the last issue I reported that we would host the meet at *Wilson World* in Kissimmee, and have the banquet at the *Radisson Inn*. Our contact at *Wilson World*, Kathy Kitchen, informed us that the *Radisson Inn* would not guarantee the banquet room space for us.

Therefore, we will also hold the banquet at the host hotel, *Wilson World*. The banquet facilities at *Wilson World* are not as large as at the *Radisson Inn*, so we will simply have to limit the number of attendees.

It would be advisable to register early if you want to go to the banquet. We will have a banquet price of \$12.00 for adults, \$6.00 for children, and a room rate of \$36.00 + tax for up to 4 people, so this should be one of the most reasonably priced State Meets in recent history. We are hoping for a large number of participants.

Though we are still working, we do have enough information at this time so I have included a meet registration form for you. We will keep you posted as the events unfold.

MEETING MINUTES

Submitted by Martha Morrill

The March 12 meeting began at 7:21 pm with the following members present: Dean & Jean Gessner, Leroy Gessner, Marty Burns, Reed Webb, Jim & Ann Morgan, Paul & Marion White, Jeff & Lou Elliott, George & Martha Morrill, and John & JoAnn Gormican.

Because of absentees, there were no minutes of the last meeting and no treasurer's report.

New Business: Paul White read the letter he wrote to the SDC National Museum referencing the \$100 donation. Paul has tried to contact the people who are going to make on-site trophies. Expects to hear from them soon. Paul reminded us to get our Studebaker pictures submitted to him for a special project at the state meet. Pictures are non-returnable.

George Morrill received a telephone call from the Orlando Downtown Development Board inviting us to attend a downtown classic car show across from Lake Eola. Flyers with more details later. The event is happening on May 7. George reminded us of the 7th Annual Derby Day at Eustis on March 26. He invited all members to plan on stopping by for coffee and pastry being served at the Morrill's Manor from 9:00 - 10:30 am. Directions were given out and others will be mailed. It was decided that because of our involvement in the upcoming state meet, the OAC will meet at least one or two times during the summer. George Morrill offered his place as one alternative meeting place that would be air conditioned.

Old Business: There was a nice turnout for the Avanti car show held at Old Town, Kissimmee on February 27. Several members were there, plus about a dozen or more beautiful Avantis.

Dean passed around pictures he had taken at the Hudson meet that was held. Reed Webb also attended the meet.

Meeting ended with coffee brewed by Marion White and doughnuts supplied by the Gessners.

NOTE Don't forget to send a picture of your Studebaker to Paul White for the special state meet project.

PEN LIGHTS

STORIES FROM OUR MEMBERS

MY ADVENTURES IN THE LAND OF FRONT SUSPENSION, or WHY CAR COMPANIES HIRE REAL ENGINEERS

By Chris Altenburg

Six years and 60,000 miles ago, when Entropy first entered our lives, her front bumper resided very close to the pavement, not to mention parking lot bumps, depressed driveways, etc. While the 60 series Goodyear tires defined this stance to a large extent, I thought that the front springs must also be aging and sagging. After all, the car had 142,000 miles on it.

So, off to my friendly Studebaker vendor I sidled, laying down \$120 for a set of super duper, heavy duty, made just for Studebaker, replacement front coil springs. Yeah, right. With a spring rate more applicable to a Mack truck, our Hawk rode like a big rig. Their only redeeming feature was they had an overall shorter free length; by using spacers, I could set the front end height almost anywhere I wanted.

We lived with the stiff front suspension for years, until another brilliant idea precipitated into my consciousness. (By the way, my brilliant cognitions coincide closely with finding spare capital in my wallet, bank account, or wherever.) It was time to "upgrade" the front anti-roll bar to 1" thick, from the stock 3/4." So, off we go again, this time to another vendor for two anti-roll bars (By now, we also own the Avanti, and it gets whatever the Hawk receives. No sibling rivalry in this family.). Much shade-tree engineering later, Entropy is outfitted with her new handling enhancement. There's one problem, however. An already stiff suspension was now unbearable!

Hitting washboard roads and potholes made the car shake like it wanted to fall apart. In my "engineering" excess we now owned a "Shake-a-baker" instead of a Studebaker. Much more of this and pieces of Entropy would soon be found along the road side, having broken loose from their respective moorings.

Summary so far: A 1" anti-roll bar, in conjunction with high rate front springs, heavy duty shocks and Delrin control arm bushings (Oh? I didn't mention the Delrin bushings?) make for an off-road racer suspension, not a Gran Turismo ride. It was time to take several steps back and rethink this.

One call to Stephen Cade later I had a pair of 1963 GT Hawk coil springs. Perfect for a 1963 GT Hawk, right? Wrong! Installing these left me with two problems. Entropy's front end was still too stiffly sprung, and she now sat 1-1/2" to 2" too high in front. The car's rakish stance was history; it looked

now like a mid-fifties burger stand cruiser with its rear lower than its front. Why the extra height? Could boring "030" out of the engine block have lightened the engine that much? Or, maybe the new GM overdrive transmission is that much lighter than the old iron case Ford FMX I had before. Whatever the explanation, the result remained unacceptable.

A second call was placed, this time to a friend in California. After considerable sniveling, Jim agreed to send me a pair of springs in the post. The Friday evening before Derby Day (March 26th) I took 4 hours and installed them. They worked! Two inches came off the front end's elevation, the car's rake was back, and I could compress the front suspension by leaning on the fender. Before this, I had to find several large friends to lean with me to make the nose go down at all.

After checking part numbers, I understood. The springs with the too-tall stance were '63 V-8 Hawk units, and Jim's were from a 1960 six cylinder sedan. The latter did the trick in both the height and the stiffness department. A 300 mile road test to Sorrento and back the next day proved to me that the car felt much smoother on the highway. Despite the lower ride height and spring rate Entropy did not bottom, nor did she ground out on dirt roads or other dips. Did I mention that the oil pan is 1-1/2" deeper than stock (two quarts worth)? Ground clearance is thus an even more important consideration than usual.

So now I know why car companies hire certified and degreed engineers, instead of shade tree mechanics. Studebaker designers did a good job, given their constraints of budget, budget, and budget, in developing a front suspension that did most things well. 1" anti-roll bars were not part of the equation, for good reason. Only the radical 1% on the performance margin would ever appreciate the handling "gain," and be willing to endure the ride quality decline. 3/4" thick was sufficient for Studebaker cars, they felt.

Spring rates were chosen to match both the weight to be carried and to give the desired ride quality. In this, too, the engineers knew from whence they designed. And, finally, in the area of control arm bushings, rubber does a fine job of isolating bumps and minimizing suspension harshness, something bushings made of Delrin are not meant to do.

Having said all this, and admitting I am not a degreed engineer of any flavor, it doesn't matter. Nothing, short of a lack of cash, will deter me from continuing my experimentation to create the *Perfect Hawk*, a car that accelerates like a AA Fuel dragster, stops and turns like a ZR-1 Corvette, and rides like a Rolls Royce. Now where did I put that nitrous oxide kit?

TAIL LIGHTS

REPORTS OF PAST EVENTS

7TH ANNUAL DERBY DAY, 3-26-94

By Frank Ambrogio

A smaller Orlando Area Chapter contingent than last year attended the event at the Simpson Training Center in Eustis, sponsored by the East Lake County Chamber of Commerce.

Chris Altenburg, Dean/Jean Gessner, Paul White w/brother-in-law Bob, John/JoAnn Gormican, Frank/Anita Ambrogio met George & Martha Morrill at MORRILL MANOR for coffee and Martha's magic touch pastries around 9:00 am.

After solving some of the world's problems, we caravanned to the event and were joined by Marion White w/sister-in-law Peg. Already at the meet were Marvin/Cindy Evans who were displaying their, just completed and mildly radical, 1951 Mercury. It was a very nice day at the Simpson Training Center which, in addition to the cars, featured antique iron horses, antique gas engines, miniature horse racing, an arts & crafts show, and sky divers.

The crowd enjoyed the cars including the 1938 Commander, 1955 Champion, 1956 Golden Hawk, 1963 GT Hawk, and the 1964 Challenger.

The event seemed much smaller that last year, probably due to the Speedway Spectacular at Daytona Beach. Though lacking in numbers, the quality of the cars was outstanding. Those of us who attended had a fine time visiting and looking.

BREAKFAST VISITORS

Marion White called to let me know that two out of state visitors came to the April 24th chapter breakfast.

Robert Oakes of Massena, New York dropped by for a bite and some socializing. Dave Burrows of Merrimack, New Hampshire also came by. Dave works in Nashua where our Activities Director, George Morrill hails from.

It is always nice when folks from other areas can come by and ham (and eggs) it up with us.

THE GREASE MONKEY

TECH TIPS

If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The tech tip for this issue comes from the North Georgia Chapter newsletter, The Hill Holder, Editor Chuck Lampman.

See Chuck's list of Studebaker Parts vendors later in this issue.

WHEEL ESTATE

WANT ADS are free and run for one issue only. Send your ads directly to the Editor. If you see a Studebaker for sale, send the info to our special ad coordinator, Paul White. Ads must be received, by the editor, no later than the 20th (even months).

FOR SALE

1956 SKY HAWK parts car with Golden Hawk fins. Car is complete except for the engine. It has all glass and trim and has a 289' crank, \$300 or I will trade for any 1912-1914 era Flanders literature. Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, Fl. 32703 407-889-9252.

MECHANICAL WORK done on your Studebaker. Let me know what you need. Call Marty Burns at 407-422-6706 (Orlando).

N.O.S STUDEBAKER AND PACKARD PARTS. Mechanical, electrical, interior, and exterior trim pieces for Studebakers and Packards. Stephen Cade, 529 N.W. 58th St., Gainesville, Fl. 32607, Phone 904-454-7200 or 1-800-532-1236 days. Evenings 904-332-5628.

ACRES of used southern auto and truck parts, fair prices, honest descriptions, yard tours welcome; we ship COD, VISA, MasterCard, Hours 8-5:30 weekdays, 8-1 Saturdays. Sunrise Auto Sales and Salvage, 904-755-1810, Fax: 904-755-1855, 24 hours, Lake City, Fl.

BRAKE boosters rebuilt, Studebaker cars/trucks, 48 hour turnaround, \$150, Mark Bunting, 813-321-3722.

WANTED

Wanted: 1957-1961 Studebaker "C" body Hawk. Lambert Eulenfeld, 1414 Azalea Dr., Jacksonville, Fl. 32205, work: 904-232-2210, home: 904-384-6743 after 6:00 pm.

Wanted: 374 or 352 Packard V-8 engine. Complete or junk, also need stick shift bell housing for same. Possible to trade 1953 Champion coupe with or w/o 289 & rebuilt A.T.. Car is rough but basically sound. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl., 32117, 904-255-6093 around 5:30 to 7:30 pm or 813-453-0354 on many weekends anytime.

HEAD LIGHTS

CALENDAR OF EVENTS

Regularly Scheduled Chapter Events

ORLANDO AREA CHAPTER (OAC) Membership Meetings are held on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd. Time 7:00 pm.

OAC Monthly Breakfasts are held on the last Sunday of each month. The breakfast location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 (exit 50) in Lake Mary. 8:00 am. BYOB (*Bring Your Old Baker*).

Regularly Scheduled Cruises

1st Saturday 7:00 pm at Checkers on Hwy 436 just east of 17-92. open to all makes, sponsored by the *Mid Florida Mustang Club*.

2nd Saturday 7:00 pm at Bob Evans on Hwy 436 just east of 17-92. open to all makes, sponsored by the *MOPAR Club*.

Last Saturday 7:00 pm at Wendys on Hwy 17-92, 1/2 mile North of Lake Mary Blvd. open to all makes, sponsored by the *Celery City Cruisers*.

MAY

01 **2ND ANNUAL SNELLVILLE DAYS ORPHAN CAR SHOW**, Snellville, Georgia: hosts: *North Georgia Chapter* and the *Hudson Club*. Rick Kamen, 404-288-8222.

06-07 **STUDEBAKER INDIANA** annual swap meet and auto show at Newman & Altman. Info: Stude Swap, 22678 C.R. 42, Goshen, In. 46526, 219-831-4756 (after 6:00 pm)

07 **21st AUTOMOBILE SHOW AND SWAP MEET** at Moosehaven in Orange Park sponsored by the *Northeast Florida Region AACA*. Richard Kurlin, Rt. 2 Box 85, Yulee, Fl 32097, 904-261-6797.

14 **OAC monthly membership meeting**, 7:00 pm.

29 **OAC monthly breakfast**, 8:00 am.

JUNE

11 **OAC monthly membership meeting**, 7:00 pm.

26 **OAC monthly breakfast**, 8:00 am.

26-02 **SDC 39TH INTERNATIONAL MEET** in Bloomington, Minnesota, Hosts: *North Star Chapter*, HQ: Radisson.

JULY

09 **OAC monthly membership meeting**, 7:00 pm.

31 **OAC monthly breakfast**, 8:00 am.

AUGUST

05-06 **1st ANNUAL STUDEBAKER SWAP MEET**, Murfreesboro, Tennessee sponsored by the *Middle Tennessee Chapter*, Rutherford County Agriculture Center. Info Sam Hughes, 615-893-5367 (home), 615-890-0721 (shop)

13 **OAC monthly membership meeting**, 7:00 pm.

28 **OAC monthly breakfast**, 8:00 am.

SEPTEMBER

10 **OAC monthly membership meeting**, 7:00 pm.

25 **OAC monthly breakfast**, 8:00 am.

OCTOBER

08 **OAC monthly membership meeting**, 7:00 pm.

21-22 **17th ANNUAL STUDEBAKER FLORIDA STATE MEET** at Wilson World Maingate, 7491 Irlo Bronson Memorial Highway (192) in Kissimmee.

30 **OAC monthly breakfast**, 8:00 am.

NOVEMBER

12 **OAC monthly membership meeting**, 7:00 pm.

27 **OAC monthly breakfast**, 8:00 am.

DECEMBER

10 **OAC monthly membership meeting**, 7:00 pm.

25 **OAC monthly breakfast**, 8:00 am.

1995

JANUARY

13 **OAC monthly membership meeting**, 7:00 pm.

28 **OAC monthly breakfast**, 8:00 am.

FEBRUARY

10 **OAC monthly membership meeting**, 7:00 pm.

25 **OAC monthly breakfast**, 8:00 am.

MARCH

09 **OAC monthly membership meeting**, 7:00 pm.

31 **OAC monthly breakfast**, 8:00 am.

APRIL

08 **OAC monthly membership meeting**, 7:00 pm.

30 **OAC monthly breakfast**, 8:00 am.

MAY

13 **OAC monthly membership meeting**, 7:00 pm.

28 **OAC monthly breakfast**, 8:00 am.

JUNE

10 **OAC monthly membership meeting**, 7:00 pm.

25 **OAC monthly breakfast**, 8:00 am.

JULY

08 **OAC monthly membership meeting**, 7:00 pm.

30 **OAC monthly breakfast**, 8:00 am.

AUGUST

12 **OAC monthly membership meeting**, 7:00 pm.

27 **OAC monthly breakfast**, 8:00 am.

SEPTEMBER

09 **OAC monthly membership meeting**, 7:00 pm.

24 **OAC monthly breakfast**, 8:00 am.

OCTOBER

14 **OAC monthly membership meeting**, 7:00 pm.

29 **OAC monthly breakfast**, 8:00 am.

NOVEMBER

11 **OAC monthly membership meeting**, 7:00 pm.

26 **OAC monthly breakfast**, 8:00 am.

DECEMBER

09 **OAC monthly membership meeting**, 7:00 pm.

24 **OAC monthly breakfast**, 8:00 am.



STUDEBAKER DRIVERS CLUB
17TH ANNUAL FLORIDA STATE MEET
OCTOBER 21-22, 1994 in KISSIMMEE, FLORIDA
HOSTED BY THE ORLANDO AREA CHAPTER
HOST MOTEL: WILSON WORLD MAINGATE
7491 WEST IRLO BRONSON MEMORIAL HIGHWAY (192)

REGISTRATION INFORMATION

NAME _____ T-SHIRT SIZE (S,M,L,XL) _____

SPOUSE _____ T-SHIRT SIZE (S,M,L,XL) _____

ADDRESS _____

CITY _____ ST _____ ZIP _____ PHONE (____) _____

GENERAL REGISTRATION (You must register to participate in other events) \$ 3.00

CAR SHOW LIST ALL VEHICLES TO BE ENTERED IN THE SHOW.

#	YEAR	MODEL/STYLE (President 2 door etc.)	CLASS (see below)	
1ST	_____	_____	_____ (\$5)	\$ _____
2ND	_____	_____	_____ (\$4)	\$ _____
3RD	_____	_____	_____ (\$4)	\$ _____

TROPHY SPONSOR (3 AWARDS PER CLASS) # SPONSORS _____ @ \$20.00 \$ _____

BANQUET (Deadline Oct 18) (children under 12)

ROAST BEEF # ADULTS _____ @ \$12.00 + # CHILDREN _____ @ \$ 6.00 \$ _____

CHICKEN BREAST # ADULTS _____ @ \$12.00 + # CHILDREN _____ @ \$ 6.00 \$ _____

SWAP MEET SPACE # SPACES _____ @ \$ 5.00 \$ _____

RAFFLE TICKET - ONE FREE NIGHT AT MEET HOTEL # TICKETS _____ @ \$ 1.00 \$ _____

50/50 DRAWING (WINNER GETS HALF \$\$ COLLECTED) # TICKETS _____ @ \$ 1.00 \$ _____

TOTAL (INCLUDES GENERAL REGISTRATION FEE OF \$3.00) \$ _____

CLASSES (0 = DISPLAY ONLY)		
1 PREWAR	2 1947-52 ALL	3 1953-55 COUPES AND HARDTOPS
4 1953-58 SEDANS AND WAGONS INCLUDES PACKARDS	5 1956-61 HAWKS AND HARDTOPS INCLUDES PACKARDS	6 1959-63 LARKS
7 1962-64 GT HAWKS	8 1964-66 STUDEBAKERS	9 1963-64 STUDEBAKER AVANTI
10 COMMERCIAL	11 MODIFIED	12 1965-91 AVANTI II/AVANTI

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

SIGNED _____ DATE _____
 (REGISTRATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE)

(MAKE CHECKS PAYABLE TO ORLANDO AREA CHAPTER - SDC) MAIL COMPLETED REGISTRATION FORM TO:
 ANITA AMBROGIO 1025 NODDING PINES WAY CASSELBERRY, FL 32707

----- MAKE MOTEL RESERVATIONS DIRECTLY WITH-----
 WILSON WORLD MAINGATE 7491 WEST IRLO BRONSON MEMORIAL HIGHWAY KISSIMMEE, FLORIDA 34747
 TEL. 1-800-66WORLD (407-396-6000, FAX: 407-396-7393) (I-4, EXIT 25B) ROOM RATE \$36.00 + TAX
 PER NIGHT. YOU MUST MENTION THE STUDEBAKER DRIVERS CLUB MEET, AND REGISTER BEFORE SEPT 22.

In Pursuit of an old dream...

by Ron Grim

There comes a time in this old car hobby that a certain car hits you, and you say "one of these days..." It hit me at the 1983 Nationals in South Bend, in the parking deck at the swap meet vending area. There was a display of the earliest and the newest Avantis - a gold '63 Avanti, and sitting beside it a black, shiny new 1983 20th Anniversary Edition Avanti. Wow! The price at the time was \$35,000; it was a limited edition, with only 25 of the cars to be built and sold. I mumbled under my breath "Sure would love to have one, but..."



The brand new '83 20th Anniversary Model on display in South Bend during the National Meet.

Rick Moon, an automotive artist with connections to Steve Blake, had a booth set up selling prints of Avantis done with a peach color background, and he also had a display of special numbered prints of the 20th Anniversary models.

"How much for the 20th Anniversary posters?" I inquired. "They are not for sale - there are only 25 prints and they are numbered to go with the cars as they are sold" he replied. The prints were numbered and signed by the artist, by Steven Blake and by the designer (I think), Jay M. Roth. I bought one of the peach colored posters and went on my way, thinking that I'd give a whole lot for that Anniversary poster.

Time went by - a lot of it - and I guess the thought of that Anniversary Edition Avanti never completely went away, as I read the Avanti ads in Hemmings Motor news, Turning Wheels and the AOAI Avanti magazine. One month early last year an '83 Anniversary Edition with 22,000 miles, on its third owner, was advertised. I called and checked it out. After talking at length with the owner, and looking at the pictures he sent in March of '93, I decided that he had it a little overpriced. It was just a little too much money to spend, but I sure would like to have it. A good bit of that initial South Bend fever came back.

About three months passed, and again the car appeared in an ad in Hemmings, but this time it was about \$1500 less. I called him again and expressed an

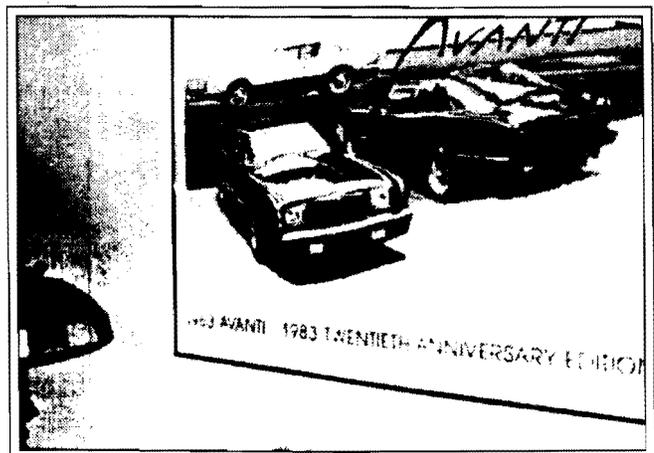
interest, but told him I was a little afraid of an Avanti from the North, considering their history of undercarriage rust in the salty "rust belt" states. He said he would put it on a lift and send photos of the undercarriage. About a week passed, and I received the photos and even a video of the car. I figured he must be serious.

About three weeks passed, and he called me and inquired as to what I wanted to do. I made him an offer subject to seeing the car and meeting half way, in Roanoke, Virginia. He agreed to my price and the meeting place, and wanted a substantial deposit, which I sent him. We set the time and date for January 21, 1994, at the Best Western Motel at Exit 150, in Roanoke.

On January 21st at 3 PM I arrived at the motel, having not gotten a good night's sleep since we concluded the deal, several weeks earlier. At 5 PM he arrived with the beautiful black Avanti. It was time for the checkout.

Off we went to test drive the car; then we stopped at a service station and put it up on the rack for an underside examination. It drove fine, checked out beautifully underneath, and had only a very few of the paint problems that plagued the factory in '83 and '84. There was not a moment of indecisiveness on my part; as a matter of fact, I decided that it was more car than I had expected. There was no haggling at all, as I got the one thing with it that made the whole thing perfect - the signed and numbered print that came with the car when it was new.

Well, the wait is over. There is a lot of satisfaction



The coveted signed print now resides on the wall at the Grim residence...

in finally getting something you set your sights on years before - to finally have it after years of wondering what it would be like to own that special something. Now I get to find out!

Technical Tips- May 1993

by Chuck Lampman

This month we take a short break from engine rebuilding to bring you something that was asked for at the meeting last month. This is a list of vendors of Studebaker and related parts and supplies that was largely put together by member Bill Richardson, in response to my request last month, and supplemented a bit by me. These are all vendors who either advertise in Turning Wheels regularly, or who Bill or I have dealt with personally. No endorsement by us or the Club is implied - your mileage may vary. A computer file of this list may be downloaded from the Lazy S BBS (817) 457-2277.

Parts: NOS & Repro

- | | | | | |
|---|---|--|--|--|
| A & M Garage, Inc.
Tony Caralla
801-E 226th Street
Bronx, NY 10466
(212) 405-1752 | Ron Grim
1515 Shoal Creek Dr.
Conyers, GA 30207
(404) 760-7748
Mostly mechanical | Myer's St'baker Parts
Jon Myer
3842 Bledsoe Avenue
Los Angeles, CA 90066
(310) 398-1947
Emphasis on Avanti | R. Reynolds
2649 Sherman Rd.
Applegate, MI 48401
(313) 679-8122
Mechanical 30s - 60s | S'bakers Only, Div of Kimlee Corp.
1225 East Perry Rd
Irving, TX 75060
(214) 445-1111
Extensive inventory but slow in shipping-ships by expensive railroad freight service. |
| John Brown
3100 Pete Shaw Road
Marietta, GA 30066
(404) 977-3881
Mostly mechanical | Bob Helm
Rte. 1, Box 370-B
Nevada, TX 75073
Crankshafts | Newman & Altman
P.O. Box 4278
South Bend, IN 46634
(800) 722-4295 | Snearly's St'baker Parts
P.O. Box 7006
Colorado Spgs, CO 80933
(719) 495-2980 | Studebakers West
Carl & Herman Thoms
335 A Convention Way
Redwood City, CA 94063
(415) 366-8787 |
| Bill Carson's Antique Auto Pts
235 Shawfarm Road
Holliston, MA 01746
(508) 429-2269 | Roy Heckers
1285 1st Avenue
Chula Vista, CA 92011
(619) 420-7896 | Northwestern Auto Supply
1101-7 S. Division Ave.
Grand Rapids, MI 49507
(616) 241-1714 | Southern Studebaker
Eric Teribury
637 Fairhaven Blvd.
Stockbridge, GA 30281
(404) 389-4518 | Jim Thwaites
15400 M-43
Hickory Corners, MI 49060 |
| Cathcart's Studebaker
43 Douglas Drive
Plainfield, CT 06374
(203) 564-5852 | Bruce Jones
6204 Bent Fork Circle
Raleigh, NC 27606
(919) 851-2679 | Nostalgic Motor Cars
47400 Avante Drive
Wixom, MI 48393
(800) AVANTI-X
(800) AVANTI-1
Avanti parts only | Special Interest Autos of St. Louis
Bob Johnson
P.O. Box 944
St. Charles, MO 63302
(800) 433-1257 | John Tonrich
2647 Condor Circle
Corona, CA 91720 |
| Community Motor Svc.
Dennis R. Dalbey
223 N. 17th St.
Clarinda, IA 51632
(712) 542-3269 | Ed & Laura Jones
1316 Pacific Avenue
Beachwood, NJ 08722
(908) 240-6758 | Olympus Avanti
2526 N. California Ave.
Chicago, IL 60647
(312) 486-6026
Avanti parts only | Steve's Studebaker
2287 Second Street
Napa, CA 94559
(707) 255-8945 | Weaver Studebaker Service
Bill Weaver
P.O. Box 1061
Grand Rapids, MI 49501
(616) 454-6037
NOS and used |
| Expressly Avanti!
1542 Main St.
Box 115, Rt. 23
Goodville, PA 17528
(215) 445-9364
Eastern branch of Studebaker of CA | Jet City Studebaker
Corbin Walters
P.O. Box 111015
Tacoma, WA 98411
(206) 566-0700 | Gary Powell
1002 Camp Elmwood Rd.
Rockford, IL 61109 | Studebaker Heaven
Kerry Kollman
P. O. Box 1500
4645 Scotts Valley Rd.
Lakeport, CA 95453
(707) 263-1605 | Westmoreland Studebaker
Craig and Sue Piper
R.D. #4 Box 444
Blairsville, PA 15717
(412) 459-0118
Bought out Hendricks (PA) and MRW (MN); lots of pre-war stuff. |
| William Fennessey
609 Bowling Avenue
Nashville, TN 37215
(615) 292-5180
Repro gaskets, trunk mats; also NOS | Bill Lord
Box 1475
Plentywood, MT 59254 | Packard Farm
Lois & Bill McDowell
97N 150W
Greenfield, IN 46140
(800) 922-1957 | Studebaker of California
Ed Reynolds
1400 Santa Fe Avenue
Long Beach, CA 90813
(800) 64-STUDE | Parts: Used
Terrell Goodspeed
3735 S.E. Military Dr.
San Antonio, TX 78223
(210) 337-2018
Parting various cars |
| Gay's Garage
104 N. Grant
Lowpoint, IL 61545
(309) 443-5217 | M-Coupe Express
Ben Ordas
18910 Coldwater Rd.
Huntertown, IN 46748
(219) 637-3951
'41 - '48 truck parts, new and used | Parmer St'baker Sales
408 S. Lincoln
Van Wert, IA 50262
(515) 445-5538
(515) 445-5692 | St'baker Parts & S'vce
Bill Oliver & Rick Barrett
3619 Sausalito Street
Los Alamitos, CA 90720
(310) 799-0701 | Jim Heiple
RD#7, Box 30
Somerset, PA 15501
(814) 445-4503
Parting cars '50 - '65 |
| Fred Gooch
P.O. Box 26905
Tucson, AZ 85726
(602) 883-1652
Suspension, trans, mechanical | Max Merritt
P.O. Box 47096
Indianapolis, IN 46227
(317) 736-6233 | Phil's Studebaker
11250 Harrison Road
Osceola, IN 46561
(219) 674-0058 | St'baker Parts & S'vce
Dave Thibeault
13 Nick Lane
Maynard, MA 01754
(508) 897-3158
Avanti & high perf. | |
| | PRO Ant'qe Auto Prts
50 King Spring Road
Windsr Locks, CT 06096
(203) 623-8275 | | | |

Rob Reese
2635 Spring Garden St.
Easton, PA 18042
(215) 252-7528
Parting 14 cars

Parts: Specialty Mechanical

Automotive Specialties, Inc.
4418 Cove Road
Pennsauken, NJ 08109
(609) 486-0862
Rear sway bar kits; a/c systems; shocks

Erb Products
John Erb
4020 Ponderosa Drive
Carson City, NV 89701
Supercharger rebuilding, parts

Ted Harbit
Rt. 2, Box 77E
Summitville, IN 46070
(317) 948-5051
Engine parts at "racer's net"

Jet City Studebaker
Corbin Walters
P.O. Box 111015
Tacoma, WA 98411
(206) 566-0700
Performance parts

Kanter Auto Products
76 Monroe Street
Boonton, NJ 07005
(800) 526-1096
Suspension, mechanical parts; expensive, not exclusively Studebaker

David Levesque
902 W. Malden
Marion, IL 02959
(618) 997-4238
Disk brake & HEI conversions

Charles Schnetlage
22136 Roscoe Blvd.
Canoga Park, CA 91304
(818) 347-0334
1928-54 Studebaker engine enamel, repro carb and seal kits

D. Simons
118 Culloden Rd.
Ingersoll, Ontario,
Canada N5C3R1
(519) 485-1966
Stainless steel repro exhaust systems

Lionel Stone St'baker
4478 Matilija Ave.#K
Sherman Oaks, CA 91423
(818) 990-8916
Repro AL R-3 air boxes, AL pulleys, heads, manifolds

Jim Turner
7293 Oakbay Drive
Nobbsville, IN 46060
(317) 877-0453
Disc brake conversion kits

Parts: Body

Classic Enterprises, Inc.
Box 92 Barron, WI 54812
(715) 537-5422
Reproduction floor & trunk pans, Avanti hog troughs etc.

William Fennessey
609 Bowling Avenue
Nashville, TN 37215
(615) 292-5180
Rare (expensive) body & chrome parts

Harnesses Unlimited
P.O. Box 435
Wayne, PA 19087
Wiring harnesses, wiring supplies, braiding service

Chuck Kenney
6467 Studebaker St.
White Cloud, MN 49349
(616) 689-6563
Rechromed bumpers, other body parts

Loga Enterprises
5399 Old Town Hall Rd.
Eau Claire, WI 54701
(715) 832-7302
Repro interior panels

Phantom Auto Works
1721 Jim Armstrong Rd.
Knoxville, TN 37914
(615) 525-6025
Reproduction interiors

Phillips Classic Auto Glass
212 Hoel Avenue
Stoughton, WI 53589
Windshields, side glass and carpet sets

L. Walston Auto Interiors
37435 Porter, HCR 5610
Lucerne Valley, CA 92356
(619) 248-7345
Carpets; headliners; upholstery sets

Wisconsin St'baker
1917 Black Ave.
Eau Clair, WI 54703
(715) 834-0364
Rocker Panels

Y n Z's Yesterdays Parts

1615 West Fern
Redlands, CA 92373
(714) 825-3614
Wiring harnesses and related items

Parts and Supplies: General

Aerospace Composite Products
P.O. Box 16621
Irvine, CA 92714
(714) 250-1107
FAX (714) 250-0307
Carbon fiber, Kevlar and fiberglass cloth & mat, epoxy resins

C&D Products
Rt.8, Box 93
Piedmont, SC 29673
(803) 845-6311
Buffing & polishing supplies and tools

Bill Hirsh
396 Littleton Ave.
Newark, NJ 07103
(800) 828-2061
FAX (201) 642-6161
Gas tank sealer, manifold paint, gasoline stabilizer

Lucas Automotive
2141 West Main
Springfield, OH 45504
(513) 324-1773

and
2850 Temple Ave.
Long Beach, CA 90806
(310) 595-6721
OEM Firestone tires from original molds

Metro Moulded Parts
P.O. Box 33130
Minneapolis, MN 05433
(800) 878-2237
Molded rubber parts

MSC Fasteners
P.O. Box 13334
Pittsburgh, PA 15243
(800) 359-7166
(412) 341-8989
St'nless & brass fasteners.

Restoration Specialties & Supply
P.O. Box 328, R.D. #2
Windber, PA 15963
(814) 269-3304
Fasteners, cat whiskers, molding clips, misc. rest. items

Universal Tire Co., Inc.
987 Story Battery Road
Lancaster, PA 17601
(800) 321-1934
Collector car tires

Services: Mechanical

Downeast St'baker Svc.
Jim Geary
Rt. 14, Box 125
Goldsboro, NC 27530
(919) 734-7755
General repair service

Erb Products
John Erb
4019 Ponderosa Drive
Carson City, NV 89701
S'charger rebuilding

Herndon Superchargers
Rt. 2, Box 171-B
Marion, TX 71824
(210) 420-4353
S'charger rebuilding

Jet City Studebaker
Corbin Walters
P.O. Box 111015
Tacoma, WA 98411
(206) 566-0700
Engine & head mods

David Levesque
902 W. Malden
Marion, IL 62959
(618) 997-4238
Disk brake conversions; HEI conversion; head rebuilding, etc.

Lionel Stone St'baker
4478 Matilija Ave.#K
Sherman Oaks, CA 91423
(818) 990-8916
Asbestos brake relining, bulk lining materials

Studebaker Heaven
Kerry Kollman
4645 Scotts Valley Road, P. O. Box 1500
Lakeport, CA 95453
(707) 263-1605
Engine rebuilding, head mods, rebuilding of rocker arm assemblies, etc.

Vik's Machine Shop
Ingvar Vik
5 Merrill Lane
Livingston, MT 59047
Machine shop svcs; neoprene front seal mod.

White Post Restorations
One Old Car Drive,
P.O. Dower D
White Post, VA 22663
(703) 837-1140
Brass & st'nless sleeving wheel and mstr cyls.

Services: Body

Automotive Specialties
8255 Richmond Street
Gibsonton, FL 33534
(813) 634-6209
Steering wheel restoration

Darren R. Desantis
67 Lou Ann Drive
Depew, NY 14043
Restores sun visors, etc.

Graves Plating
P.O. Box 1052H
Florence, AL 35631
(205) 764-9487
FAX (205) 764-9416
Chrome plating of steel and pot metal

<p>The Newdash Group 12221 S. Appaloosa Dr. Phoenix, AZ 85044 (800) 283-2744 (602) 893-3030 Vacuum formed skins for padded dashes, Avanti and others</p> <p>Pennsylvania Dutch Classics Jim Sinclair Rt. 23, P.O. Box 46 Goodville, PA 17528 (215) 445-7379 Automotive restora- tion, detailing and maintenance</p> <p>Polished to Perfec- tion Jack Ruma 635 Terrell Mill Rd.</p>	<p>College Park, GA 30349 (404) 669-0277 Stainless and other non- ferrous metal polishing</p> <p>Pot Metal Restorations 4794C Woodlane Circle Tallahassee, FL 32303 (904) 562-3847 Restoration of pot metal parts. Expensive process.</p> <p>Vintage Vehicles Company Rte. #2, 20th Drive Wautoma, WI 54982 (414) 787-2658 Stainless polishing, general restoration services</p>	<p>Services: Electrical</p> <p>Antique Automobile Radio Box 892 Crystal Beach, FL 34681 (800) WE FIX AM Restoration of radios, solid state vibrators</p> <p>Antique Radio Service Richard Foster 12 Shawmut Ave. Wayland, MA 01778 (508) 653-2418 Buy, sell & restore radios; FM conversions, speakers, vibrators</p> <p>Instrument Services 433 S. Arch Janesville, WI 53545 Quartz clock conversion</p>	<p>Old Doc Clock Craig Lindsey PO Box 2234 Salisbury, NC 28145 (704) 279-6019 Clock repairs and quartz conversions</p> <p>Services: Technical Advice</p> <p>Fred K. Fox 13150 El Capitan Wy. Delhi, CA 95315 FAX (209) 634-1263 Detailed info on paint colors, accessories, specs, literature</p> <p>SK Publications 175 May Avenue Monrovia, CA 91016</p>	<p>Shop manuals, "how to" books on general restoration topics and on many cars, incl. prewar Studebakers</p> <p>Small World Press Hester & Railway Dundas, MN 55019 (507) 645-7570 Reprints of shop manuals, parts books, owner's manuals</p> <p>Total Performance Avanti Dick Datson 1511 19th Avenue West Bradenton, FL 34205 Good series of books on performance modification and repair</p>
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This article originally ran in Old Cars Weekly, July 5, 1984.

CLOCK FAILURE IN OLD CARS

By Scott McCann

The clock is not an essential part of a car but most of us want everything to work and the clock is often a prominent part of the dash in newer cars now creating collector interest.

My experience is limited to late sixties GM cars, particularly Cadillac, but I suspect that what I have learned will apply to many other similar cars.

The killer of the clocks took a while to find but was obvious once identified: low voltage. When a car is set aside and the battery starts to deteriorate the clock is doomed to immolation. Whenever a car with this type of clock is put in a situation that will let the battery run down the clock should be disconnected or you will probably lose it. To see how this happens, let's examine how the electric-wind up clock works.

The spring which drives the clock is tied to a lever which runs in a 90 degree arc as the drive spring runs down (about two minutes). When the spring runs down this lever comes in contact with the armature of the electric wind mechanism. This mechanism consists of two coils of wire with a vertical post between them. This post serves as the axle for the armature. When the spring lever touches the armature current flows in the coils slamming the armature around on its axle and throwing the spring lever back to the top of its sector, breaking the contact and cutting off the current to the coil. This is a very violent move and accounts for the "chunck" noise heard every two minutes from one of these clocks.

Now, if you let the battery run down the time will come when there isn't enough power left to slam the spring lever back, the contact will close and current will go through the coils but the armature will not be pulled in hard enough to throw the spring lever back up, and contact will not be broken. The coils are not meant to be turned on for any length of time so they will sit there and smoke.

Do the old "ticker" a favor and disconnect the battery whenever you let a car sit.

ORLANDO AREA CHAPTER - MEMBERSHIP REGISTRATION FORM

DUES: \$10.00 PER YEAR, DUE OCTOBER 1.

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____ WORK PHONE _____ SDC# _____

CAR #1 _____

CAR #2 _____

CAR #3 _____

CAR #4 _____

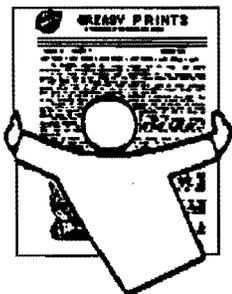
MAKE CHECKS PAYABLE TO: ORLANDO AREA CHAPTER - SDC
 MAIL TO: FRANK AMBROGIO
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)				
NEW MEMBER DUES SCHEDULE (PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)				
OCT - \$10.00	NOV - \$10.00	DEC - \$10.00	JAN - \$9.00	FEB - \$8.00
MAR - \$7.00	APR - \$6.00	MAY - \$5.00	JUN - \$4.00	JUL - \$3.00
AUG - \$2.00 (OPTIONAL \$10 FOR 14 MONTHS)		SEP - \$1.00 (OPTIONAL \$10 FOR 13 MONTHS)		

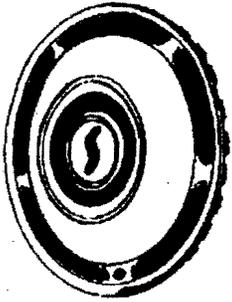
ORLANDO AREA CHAPTER - SDC
 GREASY PRINTS
 FRANK J. AMBROGIO - EDITOR
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

place
 stamp
 here

TO:



FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE



GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE
ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

President	Dean Gessner	P. O. Box 428	Yalaha, 34797
Vice President	Paul White	32404 Okaloosa Trail	Sorrento 32776
Treasurer	Anita Ambrogio	1025 Nodding Pines Way	Casselberry 32707
Secretary	Bonnie Churchill	4070 Kingsport Drive	Orlando 32809
Membership Dir.	Frank Ambrogio	1025 Nodding Pines Way	Casselberry 32707
Activities Dir.	George Morrill	6755 S. Lake Sylvan Dr.	Sanford 32777
Editor	Frank Ambrogio	1025 Nodding Pines Way	Casselberry 32707

VOLUME 11

NUMBER 5

JULY-AUGUST 1994

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 20th (EVEN MONTHS)

STATE MEET UPDATE

As promised in the last issue, we have made some real progress on the 17th Annual State meet to be held at *Wilson World* in Kissimmee, on October 21-22.

We have been in contact, and have finalized plans, with Cheryle Schnack of *Magic Tops & Tees* at *Flea World* in Sanford. She will be at our meet and will custom make T-shirts, mugs, and hats during the meet.

If you have a special picture of your car or family member, bring it to the meet and she will copy it onto a T-shirt for you.

Cheryle can make shirts, mugs, hats, etc., also, although she can only do black and white on some items.

There is a place on the meet registration form for you to indicate your T-shirt size. This information will help Cheryle decide the quantity and sizes to bring with her to the meet. Please include this information when you fill out your meet registration form.

We have received our certificate of insurance from J. C. Taylor through our parent *Studebaker Drivers Club*. We are automatically covered for chapter sponsored events, such as our meetings, breakfasts, etc. The certificate is only necessary if someone, such as the meet hotel, needs proof of our coverage.

In a break from tradition, we will be giving out three awards in each of the twelve classes. Previously, only two awards in each class were given. Adding the best of show award brings the total to 37.

We think we have everything covered. The only thing we can't control is how early you will register for the meet. Please help us make this a meet to remember by registering as early as possible.

STATE MEET DUTIES/CHAIRPERSONS

BANQUET - BONNIE CHURCHILL

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

CAR SHOW/PARKING - LARRY GOLUB

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

DASH PLAQUES - FRANK AMBROGIO

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

HOSPITALITY - MARION WHITE

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

GOODIE BAGS/DOOR PRIZES - DEAN GESSNER

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

JUDGE - DEAN GESSNER

Design judging forms, determine judging classes and type of judging, collect and count ballots, present awards at the

banquet. Work with the car show chairman to make signs for the various classes to be used at the show. Coordinate with the car show and trophy chairpersons. Helpers to count ballots.

MEET CHAIRMAN - FRANK AMBROGIO

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

MEET PROGRAM - FRANK AMBROGIO

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

PHOTOGRAPHY/PUBLICITY - GEORGE MORRILL

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

REGISTRATION - ANITA/FRANK AMBROGIO

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

SWAP MEET - LARRY GOLUB

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

TROPHYS - PAUL WHITE

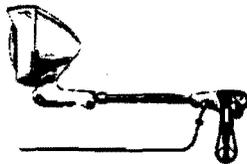
Handle all trophy related requirements, including design and type. Order what is needed by class and have them all ready for distribution at the banquet. Coordinate with the Judge.

SPOT LIGHTS

(NOTES OF SPECIAL INTEREST)

NEW CATALOG

A catalog for ignition, emission controls, wire & cable and fuel injection for cars of model years 1979 and earlier is available. Studebakers are included. For your "free" copy, request Catalog No. OC-93 from

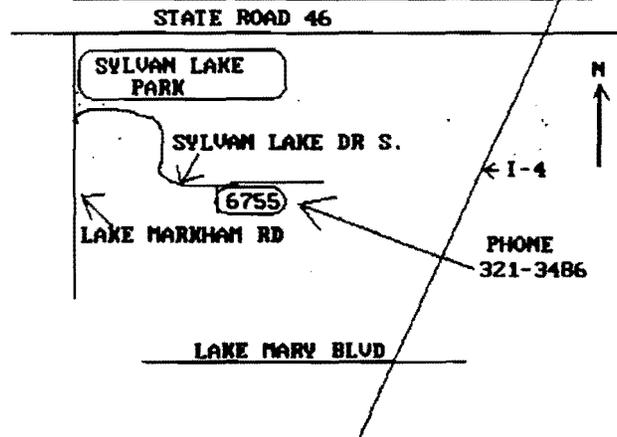


Standard Motor Products, Inc.
37-18 Northern Boulevard
Long Island City, NY 11101

MEETING CANCELLED

There will be no OAC meeting for July. The August meeting will be at the home of George & Martha Morrill, 6755 S. Lake Sylvan Dr., in Sanford 32777. A map with directions is included so you have no excuse for not showing up.

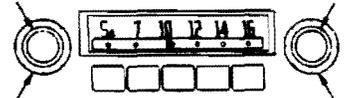
TAKE I-4 TO SR 46, THEN WEST
ABOUT 4 MILES TO LK MARKHAM RD
LEFT TO SYLVAN LAKE DR S., THEN LEFT



Please mark your calendar.

DON'T TOUCH THAT DIAL

I was talking to member Lambert Eulenfeld from Jacksonville. I knew that he was into old televisions so I asked him if he knew anything about radio repair.



He told me about a place right here in Orlando called *Radio Relics*. I called owner Dennis Williams who gave me directions and half an hour later I was at his place of business, radio in hand.

That was Saturday, June 4. On Thursday, June 9, I had the radio back in the car. He also made up two additional wires and connectors so that I could add rear seat speakers to both Hawks. Once again the sound of those great oldie "Car Tunes" emanate from that *Stratoline - Automatic Tuning Radio*, accessory AC-2747 in your 1956 options manual. The price was under \$90 and he returned all the old parts.

As it turns out, in addition to Lambert, Dennis knew several of our members, including Karick Price, Bill Coffield, and Larry Golub.

Dennis does all the radio work for *Classic Chevy International* (1955-57 Chevrolet) on Orange Blossom Trail, so he has had a lot of experience. I've included an ad for *Radio Relics* in this issue. If you are in need of service of this nature, I'd highly recommend that you contact Dennis.

I would like to extend a special thanks to Lambert for telling me about Dennis. It is sort of paradoxical that someone living 130 miles away in Jacksonville had to be the one to tell me about a radio repair facility located about 10 miles from my home.

MEETING NOTES

Submitted by Anita Ambrogio
Meeting of May 14th, 1994.

The meeting opened at 7:15 p.m. Members present were Dean & Jean Gessner, Reed Webb, Frank & Anita Ambrogio, George Morrill, John & JoAnn Gormican, Don Dodgen, Marty Burns, Alberto & Olga Sanchez de Fuentes, and Oscar Koberg & friend.

Dean asked guests to introduce themselves. They were Lee Baker, who owns a '63 Avanti, Howard Jones, whose mother has a '65 Commander in Arkansas, and Robert Oakes who is visiting the area and is planning to become a part time resident this fall.

A Treasurer's report was given. We presently have a balance of \$1,721.31. A motion was made and seconded to accept.

State Meet Report: Frank announced that we had signed the contracts with *Wilson World* for both the meet and the banquet. Room rates are \$36 and banquet prices are \$12 for adults and \$6 for children. He will check with them to get the seating limits for the banquet. They recently held a banquet for 110 persons. They will give us 1 free room for every 10 rented. We will discuss details later on the raffle of the free rooms. We need to arrange for some form of security for the 2 nights of the meet.

We have prices for the trophies. The cost will be \$15 each. Total cost will be \$555 (3 trophies per class plus Best of Show). They have requested a deposit of half (\$277.50). A motion was made and approved to send the deposit.

We need Studebaker ads, calendar photos, brochures, etc., for the T-Shirt people who will be on site at the meet. They will be reproduced and returned to the owners. Please see Anita if you have any we can use. Our chapter will receive a percentage of all sales.

Copies of the meet registration and motel registration forms have been sent to the other Florida chapters for inclusion in their newsletters. Frank has written to Carl Doughty of the *Avanti Owners of Florida* to see if they would like to participate in the meet. No response has been received.

George is working with the Orlando Sentinel in the hopes of getting a Studebaker related story and meet publicity just prior to the meet. We have to decide when we want our registration form published in *Turning Wheels*, which is free one time. We may want to pay for an additional ad.

Dean is looking for Studebaker tapes for use in the Hospitality room. He will make copies and return them to the owners.

We need items for the goody bags (such as pens, pads, magnets, etc.)

Reed Webb gave an update on the recent newsletter from COVA. A lengthy discussion followed. ALL members of the chapter should keep their eyes and ears open for any potential legislation regarding old cars. The sooner we are aware of such things, the

sooner we can take action to stop it.

Because of the State meet, it was decided to hold a June and August meeting this summer. The June meeting will be held at our usual location in Sanford since we will not be publishing another newsletter prior to that time. The August meeting will be at the Morrill residence. Map and details will be provided in the next newsletter.

The 50/50 drawing was won by JoAnn Gormican. Congratulations!

Goodies were graciously provided by Marty Burns.

MEETING OF JUNE 11 (not the official minutes)

New members joining the OAC were Robert Oakes, and Sid Hinchliff.

Frank Ambrogio announced that he had sent ads for the state meet to *Old Cars Weekly News & Marketplace* and *Hemmings Motor News*.

Frank also stated that *Turning Wheels* Editor Linda Fox will put our meet registration form in both the August and September issues of *TW*. In response to our query about running the ad in the October issue, Linda stated that the charge for a half page ad would be \$145. The members looked skyward, as they thought they heard a voice sounding very much like Paul White's say "~~ouch~~", and decided two months should more than suffice. Again a glance skyward seemed to acknowledge a giant "~~view~~". Even though Paul was in Michigan and missed this meeting, his presence is always felt.

Dean Gessner asked that Studebaker tapes be sent to him for copying and showing at the state meet. All tapes will be returned to the owners once they are copied.

Frank stated that Carl Doughty of *Avanti Owners of Florida* indicated that we could expect about 22 *Avantis* at our meet.

We still need items for the goody bags such as pens, pads, magnets, etc.

Anita displayed the new batch of club shirts and caps. The shirts are a golf type light blue shirt with a collar and pocket with the club logo on the front and back. Sizes range from S-2X and the price is \$16.00. The hats are also blue with a white front panel displaying the logo. The "one size fits all" caps sell for \$6.00. Any postage would be extra. Contact Anita if you are interested.

The 50/50 drawing winner was new member Sid Hinchliff. Is that a great way to welcome a new member or what?

FROM THE EDITOR

by Frank Ambrogio

Chris Altenburg & Stu Chapman noticed the issue date error in the last issue of *Greasy Prints*. Instead of May-June, it read Mary-June.

Chris also wanted to point out that there

were about 3 dozen Avantis at the Winterfest Avanti Show held at Old Town on February 27th. In our meeting minutes, we incorrectly listed the number of Avantis at a dozen.

There was an ad on page 45 in the June issue of *Turning Wheels* concerning an auction of cars owned by the Ray Carron Estate, 5 miles Northeast of Albertville, Minnesota. It will be held on Saturday after the SDC meet. Anyone attending the meet may want to include the auction in their plans.

MEMBERSHIP REPORT

By Frank Ambrogio

Our membership stands at 52 families with the addition of new members *Keith & Joangay Phildius* who own a 1964 GT Hawk, *Lee & Cathy Baker* who own a 1963 Avanti, *Robert W. Oakes* who owns a 1962 Lark Custom, and *Sid & Marge Hinchliff* who have a 1953 Commander Coupe. If that last name sounds familiar to you, Sid is the brother of the famous Bonneville racing brothers (Homer & Ed) you have read about in several issues of *Turning Wheels*. Robert Oakes has a rather shortened Lark which appeared in *Turning Wheels* in the early-mid eighties November meet issues. You may have seen his car at the 1984 SDC meet in Kissimmee (page 14, Nov 1984, TW).

We welcome them to our Chapter. All of them, except Sid & Marge who didn't join our chapter till June, showed up at our May monthly breakfast and I hope they will make it a habit to attend.

Although it is still a little early, I thought I'd mention that membership dues will be coming up in October. *You can renew your OAC membership at the same time that you register for the state meet, by simply marking the appropriate item on the meet registration form and adding \$10.00 to your check amount.* Isn't that an exciting and innovative way to take your money?

Already renewed for 1995 are Keith Creemer, Don Dodgen, Kurt Larsen, Dottie Thomas, Paul White, Sid Hinchliff, and Robert Oakes. Such dedication deserves mention and a *big thank you*.

SIGNAL LIGHTS

(Reports of Special Interest)

HEADLINE NEWS FROM THE COVA BULLETIN Council of Vehicle Associations

EPA AGREES TO SPARE DRIVETRAINS

The Environmental Protection Agency recently informed COVA headquarters that it will no longer require the destruction of engines and other drivetrain components in vehicle scrappage programs administered by the states.

ILLINOIS ENACTS SCRAPPAGE PROGRAM

The state of Illinois, ignoring the arguments and counterproposals advanced by auto hobbyists following its hearings on the issue last year, has become the latest state to begin collecting and scrapping old cars.

SACRAMENTO FIRM WILL MARKET 'CLUNKER' CREDITS FOR PROFIT

Pacific Coast Dynamics Corp., a white collar firm with no pollution problems will be generating credits for the sole purpose of selling them at a profit. The massive program will target 25,000 cars.

'SMOG OFFSET' TAX PROPOSAL WOULD TARGET OLD CARS IN CALIFORNIA

The latest brainstorm to surface in the California legislature would hit vehicle owners with a tax surcharge based on a predetermined "pollution index" for the year and make of their vehicle and on the number of miles they drive.

If all of the above doesn't start you thinking, check out the following:

This article originally ran in Old Cars Weekly News & Marketplace, Jun 6, 1994.

UNLEADED THREAT TO HEALTH DEEMED WORSE THAN LEADED

By Robert Daines

In the rush to appear as environmentally conscious as possible politicians around the world have pushed through laws that outlaw the use of leaded fuel - as any owner of an old car knows - but it now appears that the newer "green" fuel may be a greater danger to our health than the leaded it replaced.

This revelation comes from Professor Roger Perry, who is in charge of the Environmental Control department at London's Imperial College. Professor Perry's studies assert that the aromatics the refineries introduce to replace lead additives and keep up the fuel's octane rating have been linked to a great risk of leukemia. This is because during combustion these aromatics produce compounds known as volatile organic compounds, which have strong links to cancer.

The professor went on to state that he believes that one of the chemicals, benzene, is particularly prone to induce leukemia and that if he had the option of being exposed to low levels of lead or benzene he would choose the lead "anytime."

Perry also stated that in the rush to solve a genuine environmental problem, the politicians and green lobbyists failed to give the scientific community a chance to study the effects of the alternatives. Unleaded gasoline, he stated, is actually bad for human beings: "It is a classic case of emotion overtaking common sense."

PEN LIGHTS

STORIES FROM OUR MEMBERS

STUDEBAKER INDIANA

By Dave Straughn

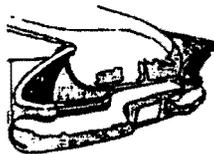
Here is the story I promised to write concerning Studebaker Indiana. This is my first attempt at using my home computer and printer. When I become more proficient, I will send you a floppy disk, until then, I hope the suffering is not too great.

I know this is not a long article, but nothing exciting happened for the 2 1/2 days we were there. Right now Paul & I have reservations at the Meet Motel for the nights of 6/26 and 6/27. Don't know at this time if we will be driving the Lincoln or the Champ. It's a 5 hour road trip from Chicago.

The 1994 Studebaker Meet held in South Bend, IN on May 6 & 7, 1994 drew its fair share of well known and not so well known vendors and customers. The weather on Friday was cool and sunny. Saturday's weather can only be described as rotten. Light rain and cold temperatures on Saturday did not stop either Studebaker loyalists from entering their vehicles in the local car show or Studebaker diehards from showing up and looking around Newman-Altman. Steven Cade and Russell Lane from the OAC were set up outside along the North wall. My brother and I were set up just inside the East entrance. Next year my brother has promised to bring along his propane space heater. For us, business was booming on both days and I am told my brother even made a few dollars from this soon-to-be annual adventure for the Straughn brothers. While brother Paul did some local parts shopping for his 50 Champ and public relations work among the vendors, yours truly watched the merchandise and actually sold a few items. On Saturday, Steve and Russell moved inside to the East Loading Dock to get out of the terrible weather. At 4:00 pm Saturday, we packed up what we had left and headed for Mom's house for supper and a hot shower.

TAIL LIGHTS

(News of Past Events)



There were two car shows on Saturday, June 18. The *Open Class Car Show* sponsored by the *Central Florida Corvette Association*, was held at *Chili's Grill and Bar* at State Road 436 and University. The proceeds would benefit local *Spina Bifida* charities.

The show attracted about 25 cars including 10 Corvettes. Other cars included some GTO Pontiacs, a 1950 Ford, a couple of 1963 Falcons and a Ranchero, a 1958 and a 1963 Chevy, and a 1934 Ford Coupe.

The Corvette folks seemed to be trying to insure that everyone had a good time and it looked like they were succeeding. The show was from 10 a.m. to 3 p.m. and the \$5.00 registration fee was certainly reasonable.

The *Auto-Rama Car Show* sponsored by, and held at, *Rachel's* in Casselberry was held for the benefit of the *Russell Home for Atypical Children*. This show attracted about 60 or 70 vehicles at the \$15 entry fee. There were a couple of 1957 Chevys and one 1956 Chevy Nomad, but mostly modern muscle and modified mini trucks were competing for trophies awarded in 74 classes.

Beer, T-shirts, and a car wash were all for sale. The car wash was a rather popular event as the workers (read young ladies) were doing there best to satisfy both customers and spectators alike. They probably did a nice job on the cars, but I doubt if anyone cared.

I guess I would have to describe this event as a bit more "stimulating" than the usual imperturbable events we are used to attending. I know I had a good time looking over *everything* on display. I just couldn't quite work up enough nerve to go inside though.

THE GREASE MONKEY

TECH TIPS



If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The tech tip for this issue comes from *The Commander*, newsletter of the *Potomac Chapter*.

CARBURETOR LEAKS

By Marc Cimolino

Reprinted from the *Hampton Roads Chapter* newsletter

Is your carburetor still leaking gasoline all over itself just after you put that new cover gasket on? If you have a V-8, is the well in the manifold filled deep enough for silverfish relay races? It may be time to carefully examine the top and bottom castings for flatness.

I have stopped the leaks on both of my '62 Lark and Hawk Strombergs. The secret is to restore the casting mating edges to a smooth and flat condition so the gasket will seal well. It surprised me how rough the factory edges were. They apparently used a relatively coarse abrasive process to achieve the original flat surfaces. In an attempt to stop leaks it is very tempting to simply tighten the top screws. This can cause warping of the cover, never mind possibly stripping the threads in the casting.

The process of smoothing and filling is begun by gently sanding both the top and bottom castings on a very flat surface such as a piece of plate glass or a granite surface plate as I used. Select a new sheet



Wilson World Hotel Maingate

**STUDEBAKER DRIVERS CLUB
OCTOBER 21 - 23, 1994**

**WILSON WORLD HOTEL MAINGATE
7491 W IRLO BRONSON MEMORIAL HIGHWAY
KISSIMMEE, FL 34747**

SEND RESERVATIONS TO: KATHY KITCHEN AT THE ABOVE ADDRESS

The earlier you send this form back, the better your chances to have the most enjoyable reunion of your life-at a very special rate. Normal room rates and meals are as high as 50 to 150% more than our special rates. Mail this form today!!!

DEADLINE FOR SUBMISSION IS: SEPTEMBER 21, 1994

Room type: ___ sgl ___ dbl ___ tpl ___ quad at \$36.00 plus 11% room tax per night (the tax is subject to change).

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE NUMBER: _____

TYPE OF CREDIT CARD: _____

CREDIT CARD NUMBER: _____ EXP. DATE _____

SIGNATURE: _____

AMOUNT (IF PAYING BY CHECK): _____

DATE OF ARRIVAL: _____

DATE OF DEPARTURE: _____

*****Anyone interested in arriving a few days early or staying a few days later, the group rate will be extended to you.**

Gainesville, Fl. 32607, Phone 904-454-7200 or 1-800-532-1236 days. Evenings 904-332-5628.

CLUB SHIRTS AND CAPS for sale. Shirts are light blue with collar and pocket. Sizes S,M,L,XL,2X. \$16.00. Caps are blue with a white front panel, one size fits all, \$6.00. Contact Anita Ambrogio.



ACRES of used southern auto and truck parts, fair prices, honest descriptions, yard tours welcome; we ship COD, VISA, MasterCard, Hours 8-5:30 weekdays, 8-1 Saturdays. Sunrise Auto Sales and Salvage, 904-755-1810, Fax: 904-755-1855, 24 hours, Lake City, Fl. (Hemmings ad).

BRAKE boosters rebuilt, Studebaker cars/trucks, 48 hour turnaround, \$150, Mark Bunting, 813-321-3722. (Hemmings ad).

PARTING Studebakers 30s-80s, radiator, hood ornaments; new, used parts; engine, brakes, fuel, cooling, steering, mechanical, electrical, body, trim, top pumps, cylinders, window motors, regulators, switches, radios, manuals, clocks, gauges, speedometers, light lenses, assemblies, Try us for hard to find parts 1900s-1980s, all makes; VISA, MC, Pioneer, 813-966-4468, Osprey, Florida (Hemmings ad)

WANTED

1: 1957-1961 Studebaker "C" body Hawk. at Eulenfeld, 1414 Azalea Dr., Jacksonville, Fl. 32205, work: 904-232-2210, home: 904-384-6743 after 6:00 pm.

Wanted: 374 or 352 Packard V-8 engine. Complete or junk, also need stick shift bell housing for same. Possible to trade 1953 Champion coupe with or w/o 289 & rebuilt A.T.. Car is rough but basically sound. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl., 32117, 904-255-6093 around 5:30 to 7:30 pm or 813-453-0354 on many weekends anytime.

HEAD LIGHTS

CALENDAR OF EVENTS



Regularly Scheduled Chapter Events

ORLANDO AREA CHAPTER (OAC) Membership Meetings are held on the 2nd Saturday of each month from Sept-May (check with one of the officers for June-August meetings) at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, 1/2 mile north of Lake Mary Blvd. Time 7:00 pm.

OAC Monthly Breakfasts are held on the last Sunday of each month. The breakfast

location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 (exit 50) in Lake Mary. 8:00 am. BYOB (Bring Your Old Baker).

Regularly Scheduled Cruises

1st Saturday 7:00 pm at Checkers on Hwy 436 just east of 17-92. open to all makes, sponsored by the *Mid Florida Mustang Club*.

2nd Saturday 7:00 pm at Bob Evans on Hwy 436 just east of 17-92. open to all makes, sponsored by the *MOPAR Club*.

Last Saturday 7:00 pm at Wendys on Hwy 17-92, 1/2 mile North of Lake Mary Blvd. open to all makes, sponsored by the *Celery City Cruisers*.

1994

JULY

02 MDA CHARITY CAR SHOW Bay County Fairgrounds, Panama City, Fl. sponsored by *Panama City Classic Car Club and Muscular Dystrophy Association*. Info: Bill Crews, 904-271-0901 or 904-784-6105.

09 ~~OAC monthly membership meeting, PANAMA CITY~~
09-10 ORLANDO '94 auto fair, collector show & auction at Central Florida Fairgrounds, Orlando 1-800-968-4444.

31 OAC monthly breakfast, 8:00 am.

AUGUST

05-06 1st ANNUAL STUDEBAKER SWAP MEET, Murfreesboro, Tennessee sponsored by the *Middle Tennessee Chapter, Rutherford County Agriculture Center*. Info Sam Hughes, 615-893-5367 (home), 615-890-0721 (shop)

13 OAC monthly membership meeting, 7:00 pm AT GEORGE & MARTHA MORRILL'S HOME.

28 OAC monthly breakfast, 8:00 am.

SEPTEMBER

10 OAC monthly membership meeting, 7:00 pm.

17 RESTORATIONS 94/FIRE MUSTER at Loch Haven, sponsored by *Florida Region AACA*.

25 OAC monthly breakfast, 8:00 am.

OCTOBER

08 OAC monthly membership meeting, 7:00 pm.

21-22 17th ANNUAL STUDEBAKER FLORIDA STATE MEET at Wilson World Maingate, 7491 Irlo Bronson Memorial Highway (192) in Kissimmee.

29-30 CORVETTE/CHEVY FALL NATIONALS sponsored by *International Society of Corvette Owners*, Info: POB 740614, Orange City, Fl. 32274, PH; 904-775-1203

30 OAC monthly breakfast, 8:00 am.

NOVEMBER

12 OAC monthly membership meeting, 7:00 pm.

27 OAC monthly breakfast, 8:00 am.

DECEMBER

10 OAC monthly membership meeting, 7:00 pm.

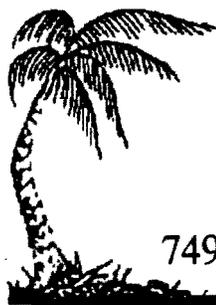
25 OAC monthly breakfast, 8:00 am.

1995

JANUARY

14 OAC monthly membership meeting, 7:00 pm.

29 OAC monthly breakfast, 8:00 am.



STUDEBAKER DRIVERS CLUB

17TH ANNUAL FLORIDA STATE MEET

OCTOBER 21-22, 1994 in KISSIMMEE, FLORIDA
 HOSTED BY THE *ORLANDO AREA CHAPTER*
 HOST MOTEL: WILSON WORLD MAINGATE
 7491 WEST IRLO BRONSON MEMORIAL HIGHWAY (192)

REGISTRATION INFORMATION

NAME _____ T-SHIRT SIZE (S,M,L,X) _____

SPOUSE _____ T-SHIRT SIZE (S,M,L,X) _____

ADDRESS _____

CITY _____ ST _____ ZIP _____ PHONE (____) _____

GENERAL REGISTRATION (You must register to participate in other events) \$ 3.00

CAR SHOW LIST ALL VEHICLES TO BE ENTERED IN THE SHOW.

#	YEAR	MODEL/STYLE (President 2 door etc.)	CLASS (see below)	
1ST	_____	_____	_____ (\$5)	\$ _____
2ND	_____	_____	_____ (\$4)	\$ _____
3RD	_____	_____	_____ (\$4)	\$ _____

TROPHY SPONSOR (3 AWARDS PER CLASS) # SPONSORS _____ @ \$20.00 \$ _____

BANQUET (Deadline Oct 18) (children under 12)
 ROAST BEEF # ADULTS _____ @ \$12.00 + # CHILDREN _____ @ \$ 6.00 \$ _____

CHICKEN BREAST # ADULTS _____ @ \$12.00 + # CHILDREN _____ @ \$ 6.00 \$ _____

SWAP MEET SPACE # SPACES _____ @ \$ 5.00 \$ _____

RAFFLE TICKET - ONE FREE NIGHT AT MEET HOTEL # TICKETS _____ @ \$ 1.00 \$ _____

50/50 DRAWING (WINNER GETS HALF \$\$ COLLECTED) # TICKETS _____ @ \$ 1.00 \$ _____

ORLANDO AREA CHAPTER MEMBERSHIP DUES (NEW/RENEWAL) @ \$10.00 \$ _____

TOTAL (INCLUDES GENERAL REGISTRATION FEE OF \$3.00) \$ _____

CLASSES (0 = DISPLAY ONLY)		
1 PREWAR	2 1947-52 ALL	3 1953-55 COUPES AND HARDTOPS
4 1953-58 SEDANS AND WAGONS INCLUDES PACKARDS	5 1956-61 HAWKS AND HARDTOPS INCLUDES PACKARDS	6 1959-63 LARKS
7 1962-64 GT HAWKS	8 1964-66 STUDEBAKERS	9 1963-64 STUDEBAKER AVANTI
10 COMMERCIAL	11 MODIFIED	12 1965-91 AVANTI II/AVANTI

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

SIGNED _____ DATE _____
 (REGISTRATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE)

(MAKE CHECKS PAYABLE TO *ORLANDO AREA CHAPTER - SDC*) MAIL COMPLETED REGISTRATION FORM TO:
 ANITA AMBROGIO 1025 NODDING PINES WAY CASSELBERRY, FL 32707

----- MAKE MOTEL RESERVATIONS DIRECTLY WITH-----
 WILSON WORLD MAINGATE 7491 WEST IRLO BRONSON MEMORIAL HIGHWAY KISSIMMEE, FLORIDA 34747
 TEL. 1-800-66WORLD (407-396-6000, FAX: 407-396-7393) (I-4, EXIT 25B) ROOM RATE \$36.00 + TAX
 PER NIGHT. YOU MUST MENTION THE STUDEBAKER DRIVERS CLUB MEET, AND REGISTER BEFORE SEPT 22.

ORLANDO AREA CHAPTER - MEMBERSHIP REGISTRATION FORM

DUES: \$10.00 PER YEAR, DUE OCTOBER 1.

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____ WORK PHONE _____ SDC# _____

CAR #1 _____

CAR #2 _____

CAR #3 _____

CAR #4 _____

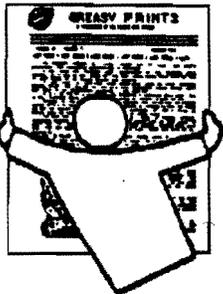
MAKE CHECKS PAYABLE TO: ORLANDO AREA CHAPTER - SDC
 MAIL TO: FRANK AMBROGIO
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)				
NEW MEMBER DUES SCHEDULE (PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)				
OCT - \$10.00	NOV - \$10.00	DEC - \$10.00	JAN - \$9.00	FEB - \$8.00
MAR - \$7.00	APR - \$6.00	MAY - \$5.00	JUN - \$4.00	JUL - \$3.00
AUG - \$2.00 (OPTIONAL \$10 FOR 14 MONTHS)		SEP - \$1.00 (OPTIONAL \$10 FOR 13 MONTHS)		

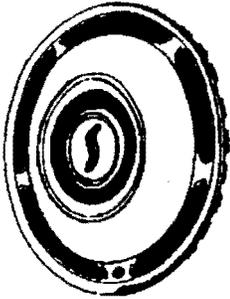
ORLANDO AREA CHAPTER - SDC
 GREASY PRINTS
 FRANK J. AMBROGIO - EDITOR
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

place
 stamp
 here

TO:



FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE



GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE
ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

<i>President</i>	<i>Dean Gessner</i>	<i>P. O. Box 428</i>	<i>Ialaha, 34797</i>
<i>Vice President</i>	<i>Paul White</i>	<i>32404 Okaloosa Trail</i>	<i>Sorrento 32776</i>
<i>Treasurer</i>	<i>Anita Ambrogio</i>	<i>1025 Nodding Pines Way</i>	<i>Casselberry 32707</i>
<i>Secretary</i>	<i>Bonnie Churchill</i>	<i>4070 Kingsport Drive</i>	<i>Orlando 32809</i>
<i>Membership Dir.</i>	<i>Frank Ambrogio</i>	<i>1025 Nodding Pines Way</i>	<i>Casselberry 32707</i>
<i>Activities Dir.</i>	<i>George Morrill</i>	<i>6755 S. Lake Sylvan Dr.</i>	<i>Sanford 32777</i>
<i>Editor</i>	<i>Frank Ambrogio</i>	<i>1025 Nodding Pines Way</i>	<i>Casselberry 32707</i>

VOLUME 11	NUMBER 6	SEPTEMBER-OCTOBER 1994
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DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 20th (EVEN MONTHS)

MORE ON THE STATE MEET

Due to our bi-monthly printing schedule, this is the last newsletter you will receive prior to the 17th Annual State meet to be held at Wilson World Maingate in Kissimmee, on October 21-22.

We expect to have Cheryle Schnack of Magic Tops & Tees at our meet who will custom make T-shirts, mugs, and hats during the meet.

If you have a special picture of your car or family member, bring it to the meet and she will copy it onto a T-shirt for you.

There is a place on the meet registration form for you to indicate your T-shirt size. This information will help Cheryle decide the quantity and sizes to bring with her to the meet. Please include this information when you fill out your meet registration form.

Information on the motel is included in this issue. Please note that the deadline for reservations is September 21. Although the Wilson World Maingate will honor the rate, rooms will be subject to availability after that date.

A meet registration is also included in this issue. There is a provision, on the meet registration form, for you to renew your Orlando Area Chapter membership. October 1st is the date of membership renewal, so why not register for the meet and renew your OAC membership at the same time.

We can't make it any easier. We have a good team working on the meet, and the prices are as low as they've been in years. The next step is up to you.

NOTE: The Turning Wheels calendar, as well as some of the other chapter newsletters which have been kind enough to list our meet, show our meet being held at Old Town. This information is not correct. The meet will be held at Wilson World Maingate.

Meeting Minutes for Aug 13, 1994

The meeting came to order at 7:30 p.m. Members present were our hosts, George & Martha Morrill, Dean & Jean Gessner, Frank & Anita Ambrogio, and Marty Burns. The Treasurer's Report was read and accepted. Our current balance is \$1443.36. The remainder of the meeting concerned the upcoming State Meet.

Frank has ordered the dash plaques. The cost was \$117.00 for 100. A check was issued to him to cover the cost.

Anita had contacted the Eastwood Co. regarding show packages. A package which includes a Vehicle ID form, "Don't Touch" form, plastic bag, catalog order form, and respondent form was available for \$21.50 per hundred. They will sell us Vehicle ID forms only for \$.06 each. It was decided to purchase 100 of the Vehicle ID forms. A check was written and signed.

Anita also mentioned that she would purchase name tags, raffle tickets, and other miscellaneous needs for registration. It was decided to purchase the pin-on type of name tag holder.

There was some discussion on the type of judging form. Frank will make one and reproduce it. We will provide one ballot per registration.

We decided to set a date to get together and go to the meet hotel to look things over. The date was set for Sat, Sept 17th. We will meet at the Rest Area on I-4 just north of Disney area at 4:00 p.m. Afterwards, we will proceed to Old Town for the Saturday Night Cruise.

Dean offered to visit some of the merchants in the hotel area to request coupons, gift certificates, or other goodie bag items.

A flyer will go out with the newsletter showing a map of the area, and providing info on the free services that the hotel offers.

Frank also indicated that he has sent announcements to *Hemmings Motor News* and *Old Cars Weekly* for publication in their calendars of events.

No 50/50 drawing was held since so few members were present. The meeting closed at 8:15 p.m.

Our thanks to George & Martha for offering to hold the meeting at their home. They provided homemade cookies, snacks and beverages.

Respectfully submitted, Anita Ambrogio

MEMBERSHIP REPORT

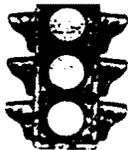
By Frank Ambrogio

Membership dues are due October 1. A membership form is printed on the inside back cover. Current membership is 52.

You can renew your *Orlando Area Chapter* membership at the same time that you register for the state meet, by simply marking the appropriate item on the meet registration form and adding \$10.00 to your check amount.

SIGNAL LIGHTS

(Reports of Special Interest)



WIDE WHITEWALL RADIAL TIRES

Radial tires in wide whitewall widths are available from *Cornue Classic Corp.*

They produce radial tires in 13 and 14 inch size tires with a whitewall width of 2½". They also produce 15 inch size tires with a whitewall width of 2½".

They produce 3 brands of tires. *Cordovan Criterion* prices range from \$90 - \$103, *Firestone FR721* range from \$96 - \$113, and *Michelin XH4* tires range from \$116 - \$141.

They offer a 30 day refund period (before mounting) and a one year warranty.

For more information and current pricing, or a copy of the warranty, call or write: *Cornue Classic Corp.*, 2456 Vista Dr., P.O. Box 875, Lake Geneva, WI 53147. The phone numbers: 800-456-8973, 414-249-1010 or FAX: 414-249-1011.

POWER STEERING

by Tim Howley

This article originally ran in Old Cars Weekly News & Marketplace, 8-11-94.

Ever wonder why power steering wasn't around during the Classic era? Well, it was. Unfortunately, by the time General Motors, who controlled the patents from 1927 to 1934, got around to putting it on production

cars in 1952, the Classics were long gone. Power steering was invented in the '20s by Francis W. Davis, a truck-engineer for Pierce-Arrow. He fitted a Pierce-Arrow roadster with his invention in 1926 and drove all over the country. It performed flawlessly.

In a whirlwind tour of the auto companies Davis saw 26 engineers in 10 days. His device used hydraulic pressure. The heart of his system covered by one of his two patents was an "open center" valve. Whenever the driver turned his steering wheel, the valve diverted pressure against a piston that moved the front wheels. His other patent covered a way to prevent oversteering.

General Motors engineers were the most enthusiastic. Engineers from GM's Saginaw Division, which made GM steering gears, could see the potential, especially for Cadillac. GM immediately took a one-year option on the invention. Then the agony came. After endless tests and calculations, GM claimed the device was too costly to mass-produce. But GM kept renewing its options and development moved slowly onward. Meanwhile, Davis worked out the bugs himself and tried to build "road feel" into the system.

One of the problems was that manual steering gear development moved quickly ahead after 1926. When Davis took out his first patents, screw-and-nut and worm-and-sector steering were the norm. In the late '20s roller bearing steering was perfected. This meant major changes in the Davis power steering system, and that cost big money if the units were to be mass produced.

By 1933 a unit was working fine on a big 12-cylinder Cadillac, but the Great Depression was at its depths. Spread over so few Cadillacs being sold then - especially the 12s which needed it so desperately - production costs would push the price to a prohibitive amount. In fact, for 20 years, the cost of producing power steering, more than any other factor, kept it effectively off the market. Thus by 1934 Davis was back out on the street looking for another buyer. Finally in 1936 he found one in Bendix. But Bendix built no cars, and in three years Bendix produced exactly 10 units, two of them for trucks. Another customer was thought to be found in Buick in 1940, but then World War II broke out.

It was the war that finally saw Davis enjoy the first fruits of his labors as the units were installed on armored cars for the British. With the war over, he was back banging on doors in Detroit again, only now anything with wheels sold, so who needed power steering?

In 1948 Davis' original 1931 patents ran out. Chrysler picked up his ideas free of charge and incorporated them into 1951 Chryslers as an option. This was a blessing in disguise for Davis (and car buyers) because it forced GM to come out with

something better. Fortunately, Davis still had the patents on his improved "axial movement" design from 1941. This one renewed interest at Bendix who built them for both GM and Ford to be introduced on the 1952 Cadillacs, Buicks, Oldsmobiles and Lincolns.

For years Davis kept a quaint little shop in Waltham, Mass., where he worked on his power steering inventions for 25 years. His original device was sent to the Smithsonian Institute. We wonder if his shop still stands or if his 1926 Pierce-Arrow equipped with power steering still exists?

PEN LIGHTS

STORIES FROM OUR MEMBERS

COMING OF AGE

By Neil Thornton

Neil Thornton the President of the *South Georgia Chapter*. He is also a member of *OAC*. This story appeared in their chapter newsletter *SMOKE SIGNAL*, *Wayne & Ann Lee* - Editors.

The year was 1965, the place was Jacksonville Beach, Florida. The all American Studebaker was history, teenagers were moving their feet to a British beat, and occasionally a car song by the Beach Boys or Jan and Dean, and the only radio station to listen to was WAPE! That's right, the big Ape with 50,000 watts of rock and roll power. Although, when no one else was around, some of us would sneak down the dial to WOIK and listen to the likes of Johnny Cash and Marty Robins.

This was the year that a skinny young boy with thick dark wavy hair combed back into a duck tail came into his own. This was the year he had been waiting for. He turned 16, he got his driver's license, and he got his first car. Cars were great that year, there were so many new ones: Mustangs, Barracudas, Chargers, Chevilles, GTOs, along with old favorites Corvettes, T-Birds, and 57 Chevys.

What would be this young boys first car? Naturally, it would not be his choice. Instead, it would be chosen by his very practical father. He had driven with his dad in the family Lark wagon to check out a 54 Chevy, a 52 Cadillac, and a 54 Buick. All rejected for one reason or another. He knew the search was over when he came home from school and saw a convertible sitting in the yard. He was delighted to see it was a ragtop, but was a little disappointed that it was a 17 year old Studebaker with a puny little flathead six in it. Still, it was a set of wheels and that was all that mattered.

No more riding the Blue Bird to school. No more thumbing and bumming, or riding the shoe leather express to wherever he wanted to go. Little did he know, he would be hooked on Studebakers forever. He began to develop a deep sense of pride in the old car when it beat a 6 cylinder Mustang in a drag race. It became a common sight running down

Beach Blvd with surfboards sticking out the back. The old Champion could cruise the beach where others feared to tread. With it's sand colored paint and it's black canvas top folded down, it looked very much at home on the beach.

But as summer always does, the summer of '65 passed, as did the young man's youth. He is no longer skinny, does not have thick wavy hair anymore, no longer listens to the big Ape, or rock and roll music for that matter. Since 1965 he has owned many Studebakers, and still owns several. His favorite is a black '57 Silver Hawk which is a common sight in Jeff Davis County and all over south Georgia and even occasionally at the beach. The old car was a '48 Champion and the young man was Neil Thornton.

STUDEMEMORIES

By Doug Tjapkes

This story appeared in the *Wonderland Cruiser* newsletter of the *West Michigan Chapter*, *Terry Judd* - Editor.

It was a pleasant summer day in 1963. The Studebaker dealer, Randy Pressley, had just installed a Mallory coil in my new Super Lark, which seemed to eliminate the problem of a sputtering engine during hard acceleration. I pulled onto U.S. 31 from my office just north of Holland, heading to my home in Tulip City for lunch with my wife.

As I started through the four gears, I glanced in the rear view mirror and spotted a corvette approaching in the passing lane.. "Wonder how long I can keep him from passing?" I thought as I shifted into third. The Paxton blower and Mallory coil didn't fail me. The Vette got beside me, but no farther. We were approaching the city of Holland at a mind boggling speed and I silently began to grumble about the new coil. I could feel the speed leveling off in third gear. I looked at the speedometer and found out why. I was going over 90 mph and I had one more gear to go yet!

We backed off our speeds as we went around Holland on the U.S. 31 overpass. When I turned off at the south end of the city, the Corvette did the same and its driver flagged me over.

As we got out of our cars, he walked toward my little Daytona hardtop. He explained that he drove a rare Corvette which had only a three-speed transmission.

"I had no gear to use for passing," he explained. But then, he said, "I want to see under your hood. I just want to know what kind of an engine Studebaker has that prevents a Corvette from passing it!"

Doug Tjapkes is a resident of Spring Lake, Michigan, sells church organs for a living, and has rekindled the memories of his 1963 R2 Lark by now driving a 1963 R2 GT Hawk.

WELCOME

TO THE

STUDEBAKER DRIVERS CLUB

17TH ANNUAL FLORIDA STATE MEET

OCTOBER 21-22, 1994 in KISSIMMEE, FLORIDA

HOSTED BY THE *ORLANDO AREA CHAPTER*

WE'RE LOOKING FORWARD TO SEEING YOU AND HOPING TO HAVE ONE OF THE BEST MEETS YET. HERE'S YOUR CHANCE TO SHOW AND SHINE!

PLEASE NOTE: DEADLINE FOR HOTEL REGISTRATION IS SEPT 21, 1994. The hotel will honor the rate only on an 'as available' basis after that date. Make your reservations DIRECTLY WITH THE HOTEL. They will also honor the rate for a few days before and after the meet if you wish to extend your stay.

The hotel is located two (2) miles WEST of Interstate 4 on Hwy 192 (Exit 25B) which is also the Majic Kingdom (Disney World) exit.

AMENITIES:

FREE SHUTTLE SERVICE TO MAJIC KINGDOM,
EPCOT & MGM STUDIOS

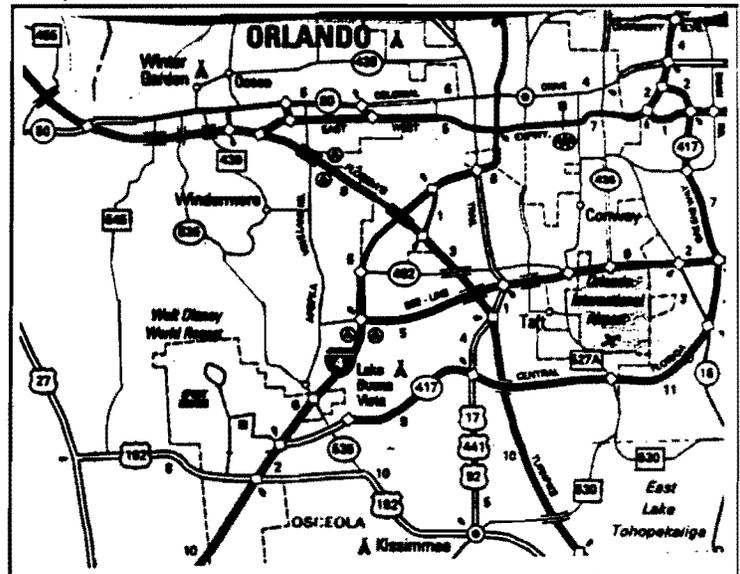
HEATED INDOOR POOL, ICE CREAM PARLOR,
GUEST LAUNDRY

Guest Service Desk with Attraction &
Transportation Tickets

Night Club with live entertainment.

SPLENDID CHINA is just a mile or two
West of the Hotel.

SEA WORLD is about 8 miles East
on Interstate 4.



STUDEBAKER DRIVERS CLUB FLORIDA STATE MEET, OCT 21-22, 1994

SEND RESERVATIONS TO : WILSON WORLD HOTEL MAINGATE, ATTN: KATHY KITCHEN
7491 W. IRLO BRONSON MEMORIAL HWY, KISSIMMEE FL 34747
PHONE: 1-800-66-WORLD LOCAL: 407-396-6000

Room type: sgl dbl tpl quad \$36.00 per night plus 11% room tax

NAME: _____ ADDRESS _____

CITY: _____ STATE: _____ ZIP: _____ PHONE: _____

TYPE OF CREDIT CARD: _____ CREDIT CARD NUMBER: _____ EXP: _____

AMOUNT (IF PAYING BY CHECK): _____

DATE OF ARRIVAL: _____ DATE OF DEPARTURE: _____



STUDEBAKER DRIVERS CLUB
17TH ANNUAL FLORIDA STATE MEET
OCTOBER 21-22, 1994 in KISSIMMEE, FLORIDA
HOSTED BY THE ORLANDO AREA CHAPTER
HOST MOTEL: WILSON WORLD MAINGATE
7491 WEST IRLO BRONSON MEMORIAL HIGHWAY (192)

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 CITY _____ ST _____ ZIP _____ PHONE { _____ }

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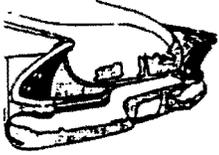
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 TEL. 1-800-66WORLD (407-396-6000, FAX: 407-396-7393) (I-4, EXIT 25B) ROOM RATE \$36.00 + TAX
 PER NIGHT. YOU MUST MENTION THE STUDEBAKER DRIVERS CLUB MEET, AND REGISTER BEFORE SEPT 22.

TAIL LIGHTS

(News of Past Events)



30TH INTERNATIONAL SDC MEET REPORT

The 30th International SDC Meet was held in Minneapolis, Minnesota from June 26 through July 2. When it was over, I think, almost everyone who attended agreed that this meet had to rank among the best ever. The weather was especially nice with temperatures in the 70-80 degree range.

Anita & I left Orlando on June 25th bound for Milwaukee. We rented a Ford Tempo and drove to our overnight stop at Wisconsin Dells. About a mile from our motel, the national meet was being held by the Metropolitan Club.

What a sight to behold as approximately 114 Nash, Hudson, and American Motors Metropolitans covered the Holiday Inn parking lot. These owners have to be the friendliest in the old car hobby. We didn't get to the first car when we were welcomed by Bob Pope (when you say it fast, it sounds like *Bob Hope*) from Winnepeg, Manitoba.

Twenty five minutes and four owners later, we finally got around to look at some of the "micro" cars. We wondered how a family of three or more made the trip in one car, and decided it just wasn't possible.

The cars were all in beautiful shape with some being driven from Washington, Arizona, California, Missouri, Maryland, Arkansas, New Jersey, Kentucky, Minnesota, Michigan, Illinois, Iowa, Nebraska, and Manitoba.

The next morning we went on a tour of the Dells. The vehicle which transported us on our voyage was called a "DUCK".

We were told the DUCK was built by General Motors in Pontiac, Michigan in 1942. I happened to catch a name tag which read GARWOOD INDUSTRIES - DETROIT on the back of one of the vehicles. It is an amphibious vehicle powered by a 270 CID, 97 HP 6 cylinder engine and has all wheel drive. Although they are called DUCK, a postcard I picked up called it a DUKW and explains: "The nickname DUKW was derived from the builders code name: D-1942; U-Utility; K-All Wheel Drive; W-Twin Rear Axles." I guess that clears everything up. Hold your questions till later.

No matter how you spell it, I got to drive it while we were sightseeing on Lake Delton. It was a bit noisy but, in the water, the steering was effortless. Our Guide Kenny, who reminded me of a young Jay Leno, didn't offer to let me drive on land.

So, we hadn't reached the SDC meet yet and I already saw 114 Metropolitans and drove a DUCK. Not a bad beginning.

The meet was another great one with lots of vendors, lots of cars and lots of friends.

We brought along some of the 1956 Studebaker Golden Hawk Parts Catalogs which I had spent four years compiling. John Brichetto, Newman & Altman, Phil Brown, Studebaker of Californai, Stephen Cade, and Bob Strait all agreed to display my catalog.

NOTE: For those of you who are not aware, I started a register for 1956 Studebaker Golden Hawk owners in 1989. We have over 170 members and on Wednesday, we held our first formal (sort of) meeting. We signed up three new members and sold more catalogs. It was a good meeting and my thanks go to Brian Millene for arranging the meeting room for us.

There were over 300 Studebakers present with 192 judged on Thursday. It seems that the overall quality of the cars is actually getting better each year.

The general membership meeting was well attended. South Bend, Michiana Chapter, was awarded the meet site for 1997. An SDC Handbook will be made available to local chapters for \$6.00. The SDC coin for 1995 will feature a WWII vehicle.

Officers elected to serve next year are Paul Wallace-President, Sheldon Harrison-Vice President, Jan Lockmon-Secretary, and Colin Fort-Treasurer.

The auction netted nearly \$4000 with some spirited bidding on many items.

Phil Brown announced, at the banquet, that a 50' by 6' section of the upper portion of the north wall collapsed at the Studebaker National Museum in South Bend. There were no injuries, but the museum will definitely have to be relocated. The present building is beyond repair.

It was also announced that Don Curtis of Colo, Iowa has had to resign his position in charge of Chapter Chartering due to health reasons.

Stu Chapman asked that everyone try to stay at least one night at the meet hotel to help support the host Chapter and be sure to mention that you are with the Studebaker Drivers Club.

Congratulations to all the Editors who won awards. We exchange newsletters with several of the winners and I can assure you that those Editors do a great job.

Orlando Area Chapter members who won awards were Mary Cade, Robert Cade, Russell Lane, and Herman Krueger. Congratulations to the winners.

The North Star Chapter did a splendid job in hosting the 30th International and I look forward to Dearborn, 1995.

THE GREASE MONKEY

TECH TIPS



If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The tech tip for this issue comes from The Studebaker Spark Plug, newsletter of the Beach Cities Inland Empire Chapter. There was no

author assigned to the story, so I assume it was written by Editor Doug Dollard.

**MY MISADVENTURES IN THE GLOBAL ECONOMY, OR
HOW TO FIND JOB SECURITY**

By Doug Dollard

A while back I was presented with a problem, a nearly new car without turn signals. I was able to make the signals blink by teasing the signal stalk, so that made the solution either the switch or the flasher. The flasher would be a couple bucks and the switch a couple hundred, so I chose the flasher, and so would you. I drove to the nearest chain parts house, bought a flasher, and put it in. The signals worked and I buttoned up the underside of the dash before something else could go wrong.

As is my custom with anything broken, I took apart the OEM flasher, partly because I'm always impressed to see how cheaply something could be made in quantities of a million, and partly to see what I could salvage. Inside the can were two strips of metal, one rigid and one that would flex when heated, supplying both the customary click and the make-break action of the circuit. Current was passed between the strips through a tiny set of points, and the only other part was a tiny coil of wire that I supposed was a heater. None of this I found useful, so I separated the metals and forgot about it.

A few months later I was presented with the same car, same problem. I could see my future, on my back under the dash swapping flashers over and over. It was time to fight back. I turned the dead flasher over in my hands and noticed 'Hecho en Mexico'. This was a good place to start so I drove past the chain parts house to a "real" parts house and asked the counterman for a flasher that was a little more stout. He brought back a larger can with "heavy duty" printed on it (what doesn't), "use with a 14 amp fuse" (which meant working current was a whole lot less), and "Made in USA" (sold!). I put it in and once more all was well.

During salvage the second flasher looked much the same as the first. I supposed after 40 years of manufacture designs tended to stabilize. One thing I noticed was a tiny hole in the rigid strip where I remembered a point, and the corresponding spot on the flexible strip was only bare metal. I was puzzled for a moment, then had to laugh. The rough edge of the punched hole was the contact between the two strips. A way had been found to remove the points from the flasher. I had been "NAFTAed (North American Free Trade Agreement)".

I had been done in by the "market driven" world economy. A couple of cents had been saved on the manufacture of that flasher; however, those savings ensured repeated replacment. In the NAFTA climate business is done in volume, and a reliable flasher would upset the constant flow of replacement parts and money crossing the border. All that brave pro-NAFTA talk sounded hollow during the NAFTA campaign, remembering it after an

unwanted round of dash-diving made it sound obscene. And I saved the kicker, after the ubiquitous "mechanic's discount", the domestic part was within a few cents of the dog. This was a lesson well learned, I will employ my neighbors whenever I can.

REMINDER

We will go to the meet hotel to look things over on Sat, Sept 17th. We will meet at the Rest Area on I-4 just north of Disney area at 4:00 p.m. Afterwards, we will proceed to Old Town for the Saturday Night Cruise.

WHEEL ESTATE

WANT ADS



CARS TRUCKS

WANT ADS are free and run for one issue only. Send your regular ads directly to the Editor. If you see a Studebaker for sale, send the info to our special ad coordinator, Paul White. Ads must be received, by the editor, no later than the

20th (even months).

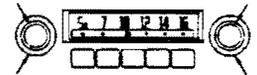
FOR SALE

1956 SKY HAWK parts car with Golden Hawk fins. Car is complete except for the engine. It has all glass and trim and has a 289' crank, \$300 or I will trade for any 1912-1914 era Flanders literature. Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, Fl. 32703 407-889-9252.

CLASSIC AUTOMOBILE RADIO

Sales and Service, repair and restoration, antique radio sales and service, radio and television tubes, schematics and service data, transformers, speakers. Tape copies of your records, wire recordings, reel to reel tapes, eight track cartridges, audiograph & flexograph disks. Plus lots of other vintage, hard to find parts. Call or stop by with your needs. Dennis G. Williams, Radio Relics, 321 East Evans St. Orlando, Fl. 32804, 407-895-0146.



CLUB SHIRTS AND CAPS for sale. Shirts are light blue with collar and pocket. Sizes S,M,L,XL,2X. \$16.00. Caps are blue with a white front panel, one size fits all, \$6.00. Contact Anita Ambrogio.





STEPHEN ALLEN'S AUTO

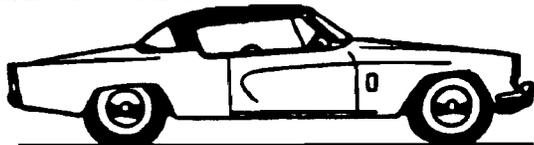
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ACRES of used southern auto and truck parts, fair prices, honest descriptions, yard tours welcome; we ship COD, VISA, MasterCard, Hours 8-5:30 weekdays, 8-1 Saturdays. Sunrise Auto Sales and Salvage, 904-755-1810, Fax: 904-755-1855, 24 hours, Lake City, Fl. (Hemmings ad).

BRAKE boosters rebuilt, Studebaker cars/trucks, 48 hour turnaround, \$150, Mark Bunting, 813-321-3722. (Hemmings ad).

PARTING Studebakers 30s-80s, radiator, hood ornaments; new, used parts; engine, brakes, fuel, cooling, steering, mechanical, electrical, body, trim, top pumps, cylinders, window motors, regulators, switches, radios, manuals, clocks, gauges, speedometers, light lenses, assemblies, Try us for hard to find parts 1900s-1980s, all makes; VISA, MC, Pioneer, 813-966-4468, Osprey, Florida (Hemmings ad)

WANTED

Wanted: 374 or 352 Packard V-8 engine. Complete or junk, also need stick shift bell housing for same. Possible to trade 1953 Champion coupe with or w/o 289 & rebuilt A.T.. Car is rough but basically sound. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl., 32117, 904-255-6093 around 5:30 to 7:30 pm or 813-453-0354 on many weekends anytime.

HEAD LIGHTS

CALENDAR OF EVENTS



Regularly Scheduled
Chapter Events

ORLANDO AREA CHAPTER (OAC) Membership Meetings are held on the 2nd Saturday of each month from Sept-May (check with one of the officers for June-August meetings) at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, 1/2 mile north of Lake Mary Blvd. Time 7:00 pm.

OAC Monthly Breakfasts are held on the last Sunday of each month. The breakfast location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 (exit 50) in Lake Mary. 8:00 am. BYOB (*Bring Your Old Baker*).

Regularly Scheduled Cruises

1st Saturday 7:00 pm at Checkers on Hwy 436 just east of 17-92. open to all makes, sponsored by the *Mid Florida Mustang Club*.

2nd Saturday 7:00 pm at Bob Evans on Hwy 436 just east of 17-92. open to all makes, sponsored by the *MOPAR Club*.

Last Saturday 7:00 pm at Wendys on Hwy 17-92, 1/2 mile North of Lake Mary Blvd. open to all makes, sponsored by the *Celery City Cruisers*.

1994

SEPTEMBER

- 10 OAC monthly membership meeting, 7:00 pm.
- 17 STATE MEET REHEARSAL to check out the meet site. Meet at the rest area on I-4 just north of Disney area at 4:00 p.m.
- 17 RESTORATIONS 94/FIRE MUSTER at Loch Haven, sponsored by Florida Region AACA.
- 25 OAC monthly breakfast, 8:00 am.

OCTOBER

- 08 OAC monthly membership meeting, 7:00 pm.
- 21-22 17th ANNUAL STUDEBAKER FLORIDA STATE MEET at Wilson World Maingate, 7491 Irlo Bronson Memorial Highway (192) in Kissimmee. See info, this issue.
- 22 VILLAGE ANTIQUE CAR SHOW, Ferran Park in Eustis, sponsored by Antiques Anonymous & Eustis Main St. Info: Dean Gessner, PO Box 874, Eustis, Fl 32726, 904-324-2230 or Karen Paparelli, 904-357-8555.
- 29-30 CORVETTE/CHEVY FALL NATIONALS sponsored by International Society of Corvette Owners, Info: PO Box 740614, Orange City, Fl. 32274, 904-775-1203.
- 30 OAC monthly breakfast, 8:00 am.

NOVEMBER

- 12 OAC monthly membership meeting, 7:00 pm.
- 25-27 SPEEDWAY SPECTACULAR/TURKEY ROD RUN. Swap meet, car corral, crafts sale, Admission \$6.00. Rick 904-255-7355.
- 27 OAC monthly breakfast, 8:00 am.

DECEMBER

- 10 OAC monthly membership meeting, 7:00 pm.

THE STUDEBAKER DRIVERS CLUB

ORLANDO AREA CHAPTER



MEMBERSHIP REGISTRATION FORM

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

NAME _____ BIRTH DATE (MONTH/DAY) _____

SPOUSE _____ BIRTH DATE (MONTH/DAY) _____

ANNIVERSARY DATE (MONTH/DAY) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____ SDC# _____

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

(TO BE FILLED IN BY THE MEMBERSHIP DIRECTOR) DUES PAID TO OCT 1, 19__

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)				
NEW MEMBER DUES SCHEDULE (PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)				
OCT - \$10.00	NOV - \$10.00	DEC - \$10.00	JAN - \$9.00	FEB - \$8.00
MAR - \$7.00	APR - \$6.00	MAY - \$5.00	JUN - \$4.00	JUL - \$3.00
AUG - \$2.00 (OPTIONAL \$10 FOR 14 MONTHS)		SEP - \$1.00 (OPTIONAL \$10 FOR 13 MONTHS)		

MAKE CHECKS PAYABLE TO AND MAIL TO:
ORLANDO AREA CHAPTER - SDC
1025 NODDING PINES WAY
CASSELBERRY, FLORIDA 32707

NOTICE:
*EACH ORLANDO AREA CHAPTER MEMBER MUST ALSO BE A MEMBER OF THE STUDEBAKER DRIVERS CLUB, INC..
FOR INFORMATION ON NATIONAL SDC DUES,
SEND YOUR NAME, ADDRESS, PHONE NUMBER TO:
THE STUDEBAKER DRIVERS CLUB, INC.
C.I.S., P. O. BOX 28788 DALLAS, TEXAS 75228-0788
OR PHONE (TOLL FREE) 1-800-527-3452

ORLANDO AREA CHAPTER MEMBERSHIP REGISTRATION FORM
DUES: \$10.00 PER YEAR DUE OCTOBER 1.

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____ WORK PHONE _____ SDC# _____

CAR #1 _____

CAR #2 _____

CAR #3 _____

CAR #4 _____

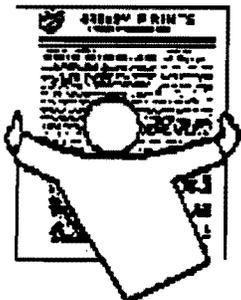
MAKE CHECKS PAYABLE TO: ORLANDO AREA CHAPTER - SDC
 MAIL TO: FRANK AMBROGIO
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)				
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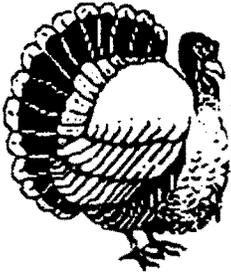
ORLANDO AREA CHAPTER - SDC
 GREASY PRINTS
 FRANK J. AMBROGIO - EDITOR
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

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 here

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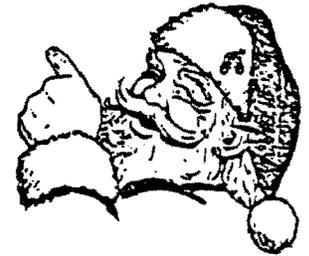
FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE



EAT
MORE
BEEF

GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE
ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

President	Dean Gessner	P. O. Box 428	Yalaha, 34797
Vice President	Paul White	32404 Okaloosa Trail	Sorrento 32776
Treasurer	Anita Ambrogio	1025 Nodding Pines Way	Casselberry 32707
Secretary	Bonnie Churchill	4070 Kingsport Drive	Orlando 32809
Membership Dir.	Frank Ambrogio	1025 Nodding Pines Way	Casselberry 32707
Activities Dir.	George Morrill	6755 S. Lake Sylvan Dr.	Sanford 32777
Editor	Frank Ambrogio	1025 Nodding Pines Way	Casselberry 32707

VOLUME 12

NUMBER 1

NOVEMBER-DECEMBER 1994

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

***** IT'S TIME TO RENEW YOUR MEMBERSHIP *****

A MEMO FROM THE MEMBERSHIP DIRECTOR

By Frank Ambrogio

Before you do anything else, check your mailing label on the back page of this issue. If the upper left corner reads OCT 94, it is time for you to renew your membership. There is a membership form on the inside back page. To keep our insurance intact, you must also be a member of the Studebaker Drivers Club. **This issue is your last reminder.**

If you think I'm going to reward those of you who have not renewed, by printing your name in the newsletter as a reminder, you are sadly mistaken. I've already wasted more than 4 months reminding you to do something that should take you less than 3 minutes.

I would much rather invest my time in those of you who made the effort to renew. Thanks to the following who have either renewed, or have joined for the first time.

CHRIS & BARBARA ALTENBURG
FRANK & ANITA AMBROGIO
GARLAND & ELIZABETH AMOS
LEE & CATHY BAKER
MIKE & DIANA BRYAN
J. MARTIN (MARTY) BURNS
STEPHEN CADE
GARY LEE & LYNN CASSELL
STU & THELMA CHAPMAN
BILL & ESTHER COFFIELD
WINTON B. COGGIN
ROBERT & LORRAINE COOLIDGE
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NOAH & VERSIE DANCY
DON DODGEN
JEFF & LOU ELLIOTT
MARVIN & CINDY EVANS
LEROY & HELEN GESSNER
DEAN & JEAN GESSNER

LARRY & JOANNE GOOD
JOHN & JOANN GORMICAN
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BILLY & PENNY HENDERSON
SID & MARGE HINCHLIFF
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HERMAN & MARGARET KRUEGER
RUSSELL E. LANE
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JOHN & CLARICE LOEROP
LEROY & LETA LONG
JOHN & PATRICIA MCLAUGHLIN
JIM & ANN MORGAN
GEORGE & MARTHA MORRILL
ROBERT W. OAKES
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KEITH & JOANGAY PHILDUS SR.
PAUL E. PREBOR III
WILLIAM & SHARON REED
ALBERTO & OLGA SANCHEZ DE FUENTES
JERRY & CINDI SHELTON
DAVID STRAUGHN
DOTTIE THOMAS
DERWOOD & NANCY THOMPSON
NEIL & EDIE THORNTON
PAUL & MARION WHITE

Our membership, as of 10-26-94, totals 47 families. Please let me know if you see any errors.

A few members have insisted that they have paid their dues, yet I find no record of such payment. Most likely, they paid in cash and did not fill out a membership registration form. That's a pretty dumb thing to do. If you don't have a canceled check, and I don't have a membership form from you, there is no record of your membership. I appreciate your confidence in me, but I can assure you it is misplaced

(along with your dues).

The Treasure Coast Chapter decided that they will only accept checks.

If you insist on paying your dues in cash, you must submit a completed, signed, membership form. I will not fill out the membership form for you anymore. I have revised the membership form to include your signature, date paid, and amount paid.

The alternative is to find a membership director with a better memory than I have.

BULLETIN FROM THE EDITOR

By Frank Ambrogio

Ed-i-tor! The person who takes the stories, items, and any other material (written by others) and arranges them in an easy readable format. In other words, a person who edits (the work of others). Thus far, I have been doing much more writing than editing.

I checked the back issues and found that you have been lacking in the amount of material submitted to me for inclusion in the newsletter.

Not counting the calendar and want ads, which I compile, over the past 11 years, I have contributed 546 items and the rest of you combined have done 252. I may be off by one or two, but I think there is more than just a little disparity here!

Therefore, I have decided to let you catch up. I'm going to take a break from the writing portion, and simply do the editing.

What that means is, you write and I edit.

I am extending the deadline from the 20th of the month preceding publication, to the 25th. This gives you officers 5 extra days for your reports. It also gives the rest of you, extra time to come up with your stories.

Most of you have exhibited the syndrome I call *diarrhea of the mouth*. The words just spew forth non stop, but when I ask you to write about it for the newsletter, you develop a sudden case of *Hemorrhoids of the hands*.

Well, now you will have to put your pencil where your mouth is. Instead of boring me with your stories, I'm giving you the chance to bore the entire membership. Just think, 50 people yawning at the same time. I've been putting them to sleep for 11 years.

I will edit your articles for spelling and grammar. I will also change all references of Starlite to Starlight, and I will not print negative remarks about other car makes. As your editor, I promise to make your story look good.

I'm looking forward to hearing from you! Items do not have to be typed, as long as I can read them. I can also accept a computer disk in Wordperfect, ASCII, or several other formats. From now on, the newsletter will be a true reflection of YOUR participation.

Meeting Notes for Oct 8, 1994

(Not, by any means, the official meeting minutes)

By Frank Ambrogio

The meeting was called to order by President Dean Gessner. Guest (and later new member) Murray Lemmon introduced himself. He is from Leesburg and owns a 1959 Silver Hawk. In the absence of the Secretary, Anita Ambrogio read some notes she had taken at the last meeting. She suggested that we may need to find a new Secretary. Dean said he would call Bonnie Churchill to see if she intends to continue as Secretary. A call for volunteers produced an eerie silence.

Frank Ambrogio stated that current membership renewals had reached 33. There was a long discussion on what to do about those who had not yet renewed. Frank stated that the November/December issue of *Greasy Prints* would be the last reminder to renew.

Anita announced that Paul White wanted to set up a picnic at Kelly Park on Sunday, November 13 to replace the November meeting. It was decided to keep the date, set a time of 1:00 pm. Bring your own meat and a dish to pass. We will get more information from Paul when he returns from Michigan.

There was some discussion to cancel the November 12 meeting, but it was decided to meet on Saturday as scheduled.

Lee Baker mentioned that rocker switches, similar to those used on Avantis and Larks were available from Sky Craft (Fairbanks, one block east of I-4) for \$1.50.

There was some discussion about participating in a parade in Apopka on December 10. Lee Baker said he would try to get more information. Many members were taken aback at the thought of someone actually volunteering for something. Lee was later given a saliva test and sent back through the *Twilight Zone*.

Dean then ran a little quiz to see if anyone knew who the Activities Director was. This produced many blank stares and then someone guessed (wrongly) that it was Paul White. Frank stated that the Activity Director was present at the meeting and the person's name was listed on the front page of the newsletter. It was concluded that nobody reads this part of the newsletter. Perhaps the names of the officers should be listed in the want ads with the rest of the *nuts & bolts*.

Discussion turned to the upcoming state meet. The members agreed that Anita should make centerpieces for the banquet tables at the state meet. These would be given away at the end of the banquet.

Frank passed around a meet dash plaque and told of the long process in getting them made. It was also agreed that Frank would arrange for a security guard to patrol the parking lot during the meet. Jim Morgan suggested the guard work the hours of 10:00 pm to 6:00 am on Friday and Saturday. All agreed.

Anita announced that the banquet was full and no more tickets could be issued. The motel set the limit at 100 people after initially indicating 130 could be seated.

We will have no smoking signs posted in the hospitality room and also at the banquet.

Anita asked if anyone would be willing to bring some snacks to the hospitality room for Friday night. This generated as much enthusiasm as is generated when people watch paint dry, but a few members did make a commitment. Thanks to Bill Coffield, Leta Long, Ann Morgan and George Morrill.

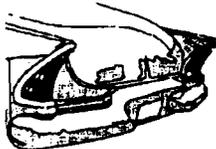
Anita brought up the question of having coffee and doughnuts in the hospitality room on Sunday morning. It was agreed that we would, and Dean said he would pick up doughnuts for Sunday.

Joann Gormican won the 50/50 drawing and the meeting came to an end.

Cake, provided by Anita, was devoured with the most enthusiasm shown that evening.

TAIL LIGHTS

(News of Past Events)



STATE MEET REPORT

(The meet that wasn't held at Old Town)

By Frank Ambrogio

The 17th Annual Florida State Meet was held on October 21-22, 1994. Despite what was printed in the *Turning Wheels* calendar, and some other chapter newsletter calendars, the meet was not held at *Old Town*. It was held at *Wilson World Maingate*, just like we have been saying in our reports, and our calendar, for the past year.

The show featured 73 Studebakers ranging from 1922 to the mid 1960s, and Avantis up through the 1980s. What a sight it was for the many visitors who spotted us as they were driving along highway 192.

We must have made quite an impact on the area as one member of the *Wilson World* front desk called several other area motels. She was heard to exclaim, "you should see what we've got going on here."

The weekend started for many who arrived early on Friday. The hospitality room was open from 3:30 till 9:00 pm and featured refreshments, videos, registration, and a friendly atmosphere. *Cindi Shelton* and *Marion White* ran this portion of the meet to perfection. Helping out in this area were *Jean Gessner* and *Ann Morgan*.

The weather cooperated and the swap meet was the largest we've ever had. We were saturated with T-shirt vendors, as no less than 3 were on hand out of the 16 vendor spaces sold. *Larry Golub* took complete charge of placing of the cars and vendors on the field. I think he did a great job considering the number of late arrivals.

I heard one complaint that some of the cars were not all parked by their respective

class. In *Larry's* defense, you can blame that problem on the inconsiderate people who don't pre-register and/or show up late. There was also a problem with some motel guests who parked in our assigned spaces, then took the bus to the area attractions. These spaces were lost for the entire day.

A special thanks to *Don Dodgen* for helping *Larry* with this effort. One request for *Don's* help was all it took and he jumped right in. A few more people with this kind of dedication would make life easier for everyone.

Anita Ambrogio, with an assist from *Barbara Golub* and *Thelma Chapman*, managed the registration table which was moved from the hospitality room on Friday, to the show area on Saturday.

The show featured participant's choice judging and although I suspect that a few people used the "buddy system", sound judgment was exhibited by most who took part in this phase of the activities.

The banquet was completely sold out at 122 people and a few late registrants had to be denied a seat. We told you to register early. This portion of the meet was handled by *Anita Ambrogio*, who was pressed into service when the original banquet chairperson bowed out earlier in the week. *Anita* also made the centerpieces which decorated some of the tables.

Once again *Dwight Swanson* provided about 100 door prizes, plus \$150.00 in cash, all of which he had solicited from various vendors. *Dwight* and *Carolyn* are two of the original 8 founders of the *Orlando Area Chapter* and have provided thousands of dollars in door prizes over the years.

Other prizes included two banquet tickets, donated by *John Ernst* and two free oil changes which *Marty Burns* donated. *Paul White* donated several prizes including two placemats which featured member's cars.

The award winners were announced by *Paul White*. In a rather unique departure from the usual trophy or wall plaque, our awards consisted of a T-shirt with a color copy of the winner's car on the front. "First Place, Second Place, or Third Place" was printed below the photo and the meet logo, copied from the dash plaque, was put on the left sleeve.

It took some doing to match the car with the correct 1st, 2nd, or 3rd place noted on the shirt of the correct size for the winner. I highly recommend giving out this type of award if you enjoy pressure, agony, anguish, torment, and ulcers.

George Morrill took the pictures, aided by *Russell Lane*. These two did an excellent job. As far as I know, every car was photographed.

The votes were tabulated by *Dean Gessner*, *John Gormican*, *Russell Lane*, *Paul White*, and *Frank Ambrogio*.

George Morrill and *Frank Ambrogio* then tried to match the winners to the correct photo. They were then delivered to the

hospitality room where they were transferred to the T-shirts. As with most things in life, nothing is perfect. We only made 2 mistakes out of 37 awards.

A beautiful Studebaker light sign, made and donated by Paul White, was one of the raffle prizes. Other prizes included 3 free nights at the Wilson World Maingate and a 50/50 drawing.

Although billed as the Florida State Meet, the event attracted several members from Georgia, North Carolina, and Tennessee. Coming all the way from Billings, Montana were Jack & Bernadine Harris. Bernadine is the founder of the Yellowstone Chapter.

Other notables attending were SDC founder, Harry Barnes and his wife Norah, Studebaker National Museum Capital Cost Committee Chairman Stu Chapman and his wife Thelma, Avanti Owners Association International Editor Chris Altenburg and his wife Barbara. Completing the list was the founder of Avanti Owners of Florida, Carl Doughty and his wife Cheryl.

At the end of the awards ceremony, Paul White presented Anita a plaque thanking us for our hard work and dedication. I missed this part as I had to run up to our room to look for the pictures of the cars which did not win awards.

Although the plaque was a nice gesture, and we appreciate it, it wasn't necessary. We would trade a thousand plaques for more commitment, interest, involvement, and dedication from more of you whose names were not mentioned in this story.

Sunday morning found many of the participants gathering in the hospitality room for coffee and doughnuts before leaving for home.

Once we arrived at home, I thought I would be able to relax. That thought ended abruptly with the realization that the next newsletter was due. That meant, not only preparing the newsletter but, writing this account which you are reading now. I was certain no one else would submit a story.

After writing, printing, labeling, stamping, folding, stapling, and mailing this newsletter, I thought the time had finally come for me to take a break.

Not so, you see, I have a newsletter for the 1956 Studebaker Golden Hawk Owners Register to prepare/print/label/stamp

Many people said it was a great meet. We'll have to take your word for it because Anita & I were so busy the entire weekend that we didn't get a chance to participate in the fun stuff. The only cars we saw were on the front of the T-shirt awards.

So another State Meet has come and gone. I hope it will always bring fond memories for everyone. Frank(ly) Speaking, I'm glad it's over.

We did make a few mistakes, but I have to take consolation in a sign I saw recently which read,

"TO ERR MEANS, AT LEAST YOU TRIED."

TROPHY SPONSORS

Sunshine Chapter - SDC
Alberto & Olga Sanchez de Fuentes (3)
Dave Burton

AND THE WINNERS ARE!

CLASS 1 PREWAR

- 1 Paul/Marion White 1938 Commander coupe
- 2 Dean/Jean Gessner 1922 Light Six

CLASS 2 1947 - 52 ALL

- 1 Dave/Sue Meachum 1951 Champion Convrt.

CLASS 3 1953-55 COUPES/HARDTOPS

- 1 Ronald/Hilda Waldron 1955 Speedster
- 2 Jack/Alberta Kefer 1955 President
- 3 Joe/Debi Raimondi 1953 Starliner

CLASS 4 1953-58 SEDANS, WAGONS, HARDTOPS No Entries

CLASS 5 1956-61 HARKS (C & K BODIES)

- 1 Joyce Poses 1957 Golden Hawk

CLASS 6 1959-63 LARKS

- 1 Tim/Debbie Wolfe 1962 Wagon
- 2 Ed Stasny 1959 Lark 2 door
- 3 John/Patricia McLaughlin 1961 Hardtop
- 3 Ralph/Laurie Goodwin 1963 Wagon

CLASS 7 1962-64 GT HAWKS

- 1 Shannon Bruffett 1963 GT Hawk
- 2 Phyllis Mathiot 1964 GT Hawk
- 3 Alberto/Olga Sanchez de Fuentes

- 3 Neil/Edie Thornton 1964 GT Hawk
- 3 Neil/Edie Thornton 1963 GT Hawk

CLASS 8 1964-66 STUDEBAKERS

- 1 Alberto/Olga Sanchez de Fuentes 1964 Cruiser
- 2 John/Patricia McLaughlin 1966 Comm 4 door
- 3 Gary/Lynn Cassell 1964 Daytona 4 door
- 3 Keith Rolleston 1964 Daytona 4 door

CLASS 9 1963-64 AVANTIS

- 1 Art/Robbie Copeland 1963 Avanti
- 2 Chris/Barbara Altenburg 1963 Avanti
- 3 Dave/Sue Meachum 1963 Avanti
- 3 John/Barb Andras 1963 Avanti

CLASS 10 COMMERCIAL

- 1 David/Elaine Gonzalez 1941 M-5 Pickup
- 2 Dick/Elaine Collison 1955 1 ton Stake Bed
- 3 Lynward/Fay Campbell 1949 2R Pickup
- 3 Al Lichtenstein 1953 R-II Pickup

CLASS 11 MODIFIED

- 1 Wayne/Ann Lee 1951 1/2 ton Pickup
- 2 Jim/Susie Pearce 1963 Avanti
- 3 Dean/Jean Gessner 1952 R Series Pickup
- 3 Chuck/Margie Bauer 1948 Champion convt
- 3 Michael Scarabino 1955 Pickup

CLASS 12 1965-82 AVANTI II / 1983-91 AVANTI

- 1 Carl/Cheryl Doughty 1988 Avanti
- 2 Robert Locke 1984 Avanti
- 3 Tom/Eileen Ramaekers 1988 Avanti
- 3 Hermann/Margaret Krueger 1980 Avanti II

CLASS BEST OF SHOW

- Gary/Suzanne Moody 1935 Dictator

Although some car owners did not receive an award, every car and everyone who attended was a winner as far as the Orlando Area Chapter is concerned. No matter how much planning and effort goes into this meet, success is impossible if you don't join us.

Thank you for a great 17th State Meet.

THE GREASE MONKEY

TECH TIPS



If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The tech tip for this issue comes from Old Cars Weekly News & Marketplace, August 4, 1994

HOMEMADE GASKET TRICK

By James Barlion

If you can't find a proper thermostat housing gasket for your old car, making your own is easy, even without a set of hole punches. You can make perfect round holes using a hammer and a steel ball from an old ball bearing.

First, cut a piece of bulk gasket material somewhat larger than needed. Next, place the housing in a vise with the gasket surface up. Put the material on the gasket face and hold firmly. The larger, center hole may be cut by striking with a ball peen hammer. The smaller holes may then be punched using the ball bearing. Press the bearing down on the material to locate a hole. Strike the bearing sharply - it does not have to be hard - to make a perfect hole. Repeat for each hole.

Still holding firmly, tap the hammer around the outside of the gasket housing to trim off excess gasket material. Lastly, rub a sheet of production sand paper around the outer edge of the gasket to make it look as good as an original.

This method can also be used to make gaskets for water pumps, fuel pumps, oil pans, etc.

REMINDER

Once again, check your mailing label on the back page of this issue. If it reads OCT 94, it is time for you to renew your membership.

Don't forget those articles, and officer's reports, you are going to write for the newsletter. I'm standing by the mailbox right now.

OAC members are entitled to free checking with no minimum balance at Great Western Bank. You must open your account at the Winter Springs branch at 5601 Red Bug Lake Road, Tel 407-699-0240. Once the account is established, you can make transactions at any Great Western Bank branch office. You must tell them that you are a member of the Orlando Area Chapter, Studebaker Drivers Club.

If you plan on attending the picnic on Nov 13, contact Paul White for details. The phone number is 904-383-7279. We will also discuss it at the meeting the night before.

SEARCH LIGHTS

WANT ADS



WANT ADS are free and run for one issue only. Send your regular ads directly to the Editor. If you see a Studebaker for sale, send the info to our special ad coordinator, Paul White. Ads must be received, by the editor, no later than the

25th (even months).

FOR SALE

1956 SKY HAWK parts car with Golden Hawk fins. Car is complete except for the engine. It has all glass and trim and has a 289' crank, \$300 or I will trade for any 1912-1914 era Flanders literature.

Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

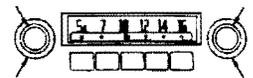
1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500.

John Gormican 980 West McCormick Rd. Apopka, Fl. 32703 407-889-9252.

CLASSIC AUTOMOBILE RADIO

Sales and Service, repair and restoration, antique radio sales and service, radio and television tubes, schematics and service data, transformers, speakers. Tape copies of your records, wire recordings, reel to reel tapes, eight track cartridges, audiograph & flexograph disks. Plus lots of other vintage, hard to find parts. Call or stop by with your needs.

Dennis G. Williams, Radio Relics, 321 East Evans St. Orlando, Fl. 32804, 407-895-0146.



STEPHEN ALLEN'S AUTO

New & Used
Studebaker & Packard Parts
N.O.S. Parts
Mechanical, Electrical & Trim



(904) 454-7200
(800) 532-1236

529 N.W. 58th Street
Gainesville, FL 32607

Evenings 904-332-5628.

CLUB SHIRTS AND CAPS for sale. Shirts are light blue with collar and pocket. Sizes S,M,L,XL,2X. \$16.00. Caps are blue with a white front panel, one size fits all, \$6.00. Contact Anita Ambrogio.



Studebaker T Shirts \$10/ea 100% cotton, white or ash; 50/50 T's in blue or mint, XXL \$12/ea. Send check or money order to Bonnie DiVito, P.O. Box 593, Micanopy FL 32667. Send SASE for more designs and price list on coffee mugs & ceramic novelties.

OLD CARS ARE MY SPECIALTY



STUDEBAKER IS MY PREFERENCE

MARTY BURNS
Mechanic Over 30 Yrs.
National & Local S.D.C. Member

Phone (407) 843-1028

ACRES of used southern auto and truck parts, fair prices, honest descriptions, yard tours welcome; we ship COD, VISA, MasterCard, Hours 8-5:30 weekdays, 8-1 Saturdays. Sunrise Auto Sales and Salvage, 904-755-1810, Fax: 904-755-1855, 24 hours, Lake City, Fl.

BRAKE boosters rebuilt, Studebaker cars/trucks, 48 hour turnaround, \$150, Mark Bunting, 813-321-3722.

PARTING Studebakers 30s-80s, radiator, hood ornaments; new, used parts; engine, brakes, fuel, cooling, steering, mechanical, electrical, body, trim, top pumps, cylinders, window motors, regulators, switches, radios, manuals, clocks, gauges, speedometers, light lenses, assemblies, Try us for hard to find parts 1900s-1980s, all makes; VISA, MC, Pioneer, 813-966-4468, Osprey, Florida.

WANTED

374 CID Packard V-8 engine. Complete or junk, also need stick shift bell housing for same and some good brake drums. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl., 32117, 904-255-6093 around 5:30 to 7:30 pm or 813-453-0354 on many weekends anytime.

Daily driver Lark or Hawk in good running condition, with air and P/S Chris Altenburg, 813-530-7734.

HEAD LIGHTS

CALENDAR OF EVENTS



Regularly Scheduled Chapter Events

ORLANDO AREA CHAPTER (OAC) Membership Meetings are held on the 2nd Saturday of each month from Sept-May (check with one of the officers for June-August meetings) at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, 1/2 mile north of Lake Mary Blvd. Time 7:00 pm.

OAC Monthly Breakfasts are held on the last Sunday of each month. The breakfast location is Bob Evans Restaurant on Lake Mary Blvd just East of I-4 (exit 50) in Lake Mary. 8:00 am. BYOB (Bring Your Old Baker).

Regularly Scheduled Cruises

1st Saturday 7:00 pm at Checkers on Hwy 436 just east of 17-92. open to all makes, sponsored by the *Mid Florida Mustang Club*.

1st Saturday at Hardees on Hwy 27 N. of Lady Lake at Orange Blossom Gardens, trophies, D.J., Good time cruising, sponsored by *Uniques & Antiques*.

2nd Saturday 7:00 pm at Bob Evans on Hwy 436 just east of 17-92. open to all makes, sponsored by the *MOPAR Club*.

Last Saturday 7:00 pm at Wendys on Hwy 17-92, 1/2 mile North of Lake Mary Blvd. open to all makes, sponsored by the *Celery City Cruisers*.

1994

NOVEMBER

05 **AUTOFEST 1994** in downtown Leesburg sponsored by *Uniques & Antiques of Central Florida*, cash prizes (\$50.00 top 20, \$100.00 best of show), door prizes, swap meet arts & crafts. Info: Jean Reese 904-323-8985, Jan Sundeen 904-728-1832, Lou Frost 904-728-2133.

12 **OAC monthly membership meeting**, 7:00 pm.

25-27 **SPEEDWAY SPECTACULAR/TURKEY ROD RUN**. Swap meet, car corral, crafts sale, Admission \$6.00. Rick 904-255-7355.

27 **OAC monthly breakfast**, 8:00 am.

DECEMBER

10 **OAC monthly membership meeting**, 7:00 pm.

25 **OAC monthly breakfast**, 8:00 am.

1995

JANUARY

14 **OAC monthly membership meeting**, 7:00 pm.

29 **OAC monthly breakfast**, 8:00 am.

FEBRUARY

11 **OAC monthly membership meeting**, 7:00 pm.

11-12 **8TH ANNUAL CENTRAL FLORIDA AUTO FESTIVAL**, Citrus Festival Fairgrounds, Hwy 542, Auburndale, Florida. Former Marchant Stadium show moved to a new bigger and better location. Two car

shows. Sat - Rods & customs, Sun - Antique & Classic vehicles. Huge auto parts swap meet & toy show. Cars for sale, 8-4 both days. 813-667-0235

26 OAC monthly breakfast, 8:00 am.

MARCH

11 OAC monthly membership meeting, 7:00 pm.

03-05 YORK SWAP MEET sponsored by Keystone Region, see *Turning Wheels*.

26 OAC monthly breakfast, 8:00 am.

APRIL

01-02 SPRING SPEEDWAY SPECTACULAR. Swap meet, car corral, crafts sale, Admission \$6.00. Rick 904-255-7355.

25-27 SPEEDWAY SPECTACULAR/TURKEY ROD RUN. Swap meet, car corral, crafts sale, Admission \$6.00. Rick 904-255-7355.

08 OAC monthly membership meeting, 7:00 pm.

30 OAC monthly breakfast, 8:00 am.

MAY

13 OAC monthly membership meeting, 7:00 pm.

28 OAC monthly breakfast, 8:00 am.

JUNE

02-04 26th ANNUAL SOUTHEASTERN ZONE MEET at the Windy Hill Marriott Hotel in Smyrna, Georgia sponsored by the North Georgia Chapter - SDC. Contact Dianne Burden 404-924-1170.

10 OAC monthly membership meeting, 7:00 pm.

25 OAC monthly breakfast, 8:00 am.

JULY

08 OAC monthly membership meeting, 7:00 pm.

17-21 31st SDC INTERNATIONAL MEET, Dearborn, Michigan, sponsored by Western Lake Erie Chapter. See *Turning Wheels*.

30 OAC monthly breakfast, 8:00 am.

AUGUST

12 OAC monthly membership meeting, 7:00 pm.

27 OAC monthly breakfast, 8:00 am.

SEPTEMBER

09 OAC monthly membership meeting, 7:00 pm.

24 OAC monthly breakfast, 8:00 am.

OCTOBER

14 OAC monthly membership meeting, 7:00 pm.

29 OAC monthly breakfast, 8:00 am.

NOVEMBER

11 OAC monthly membership meeting, 7:00 pm.

01-02 SPEEDWAY SPECTACULAR/TURKEY ROD RUN. Swap meet, car corral, crafts sale, Admission \$6.00. Rick 904-255-7355.

26 OAC monthly breakfast, 8:00 am.

DECEMBER

09 OAC monthly membership meeting, 7:00 pm.

31 OAC monthly breakfast, 8:00 am.

1996

JANUARY

13 OAC monthly membership meeting, 7:00 pm.

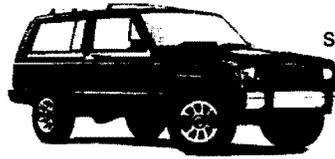
28 OAC monthly breakfast, 8:00 am.

FEBRUARY

10 OAC monthly membership meeting, 7:00 pm.

SANFORD MOTOR CO., INC.

3418 S. Orlando Dr.
SANFORD, FLORIDA 32773



Cherokee Comanche Wrangler Wagoneer Premier Medallion Summit

DONALD J. BALES
President

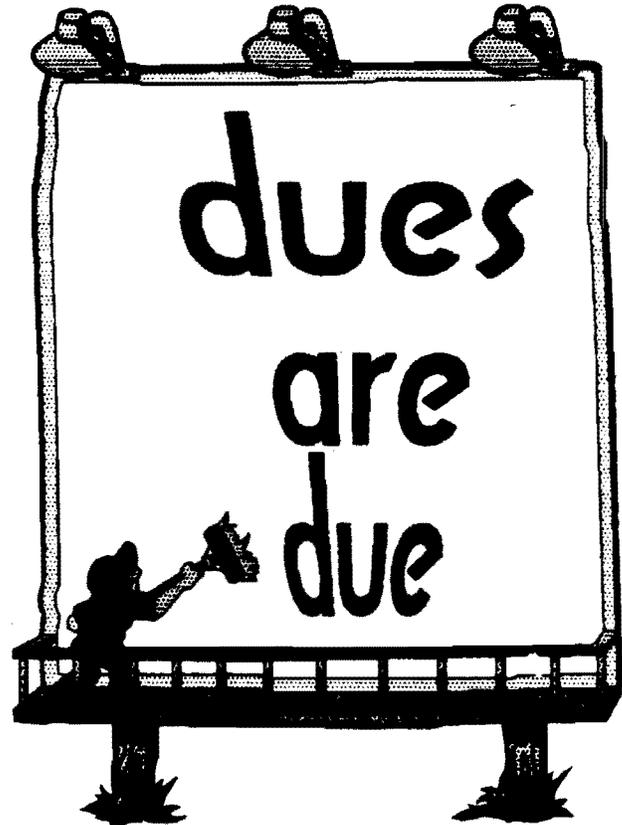
Bus. Phone (407) 322-4382
Bus. Phone 321-0871

DIRECTIONS TO KELLY PARK

From Highway 441 North to Apopka, then right on 435. This will dead end into Kelly Park Road. Turn right and go straight into the park.

No pets, no beer. Park hours are from 9:00 am to 7:00 pm. No gate access after hours.

If you plan on attending the picnic on Nov 13, contact Paul White for details and to make sure it hasn't been canceled. The phone number is 904-383-7279. We will also discuss it at the meeting the night before.



TAKEN FROM PRECIOUS METAL

YOU'RE FALLING FURTHER BEHIND

Now that this issue is finished, I have just added 11 more items (and 4476 words) to my total and you have added zero. My total is now 557 and yours is still 252. Tsk, tsk. You'll never catch up! pu hctac reven ll'ouY

THE STUDEBAKER DRIVERS CLUB

ORLANDO AREA CHAPTER

MEMBERSHIP REGISTRATION FORM



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

NAME _____ BIRTH DATE (MONTH/DAY) _____

SPOUSE _____ BIRTH DATE (MONTH/DAY) _____

ANNIVERSARY DATE (MONTH/DAY) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____ SDC# _____

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

SIGNATURE _____ DATE PAID _____

FORM WILL NOT BE ACCEPTED WITHOUT SIGNATURE

AMOUNT PAID \$ _____

(TO BE FILLED IN BY THE MEMBERSHIP DIRECTOR) DATE RECVD ____ - ____ - ____ DUES PAID TO OCT 1, 19 ____

SEND IN THE ENTIRE FORM, DO NOT CUT OFF ANY PORTION

**RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)
NEW MEMBER ONLY - DUES SCHEDULE
(PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)**

SEP - DEC = \$10.00	JAN - FEB = \$8.00	MAR - APR = \$6.00	MAY - JUN \$4.00
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JUL - AUG = \$2.00 (OPTION: \$10.00 PAYS DUES THROUGH NEXT YEAR)

**MAKE CHECKS PAYABLE TO AND MAIL TO:
1025 NODDING PINES WAY**

**ORLANDO AREA CHAPTER - SDC
FRANK AMBROGIO
CASSELBERRY, FLORIDA 32707**

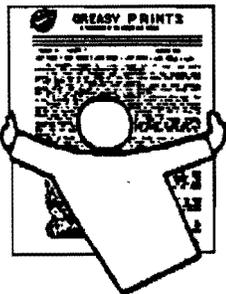
NOTICE: EACH ORLANDO AREA CHAPTER MEMBER MUST ALSO BE A MEMBER OF THE STUDEBAKER DRIVERS CLUB, INC. FOR INFORMATION ON NATIONAL SDC DUES, SEND YOUR NAME, ADDRESS, PHONE NUMBER TO: THE STUDEBAKER DRIVERS CLUB, INC. C.I.S., P. O. BOX 28788 DALLAS, TEXAS 75228-0788 TELEPHONE 1-800-527-3452



ORLANDO AREA CHAPTER - SDC
 GREASY PRINTS
 FRANK J. AMBROGIO - EDITOR
 1025 NODDING PINES WAY
 CASSELBERRY, FLORIDA 32707

place
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TO:



FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE