

GREASY PRINTS

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



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

VOLUME 18

NUMBER 2

Jan/Feb

2001

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

Minutes of Nov 12,00 Meeting

This meeting was held following the annual picnic at Kelly Park near Apopka. President Gessner called it to order at 2:35 p.m. and extended a welcome to all present. Secretary, Paul White, read the minutes of the October meeting which were approved as read. Bob Oakes tried to change his statement regarding the move of the Editorial office to Canada. Secretary disallowed the duly and accurately recorded statement but agreed to include a revised statement in the minutes for this meeting. Bob meant to say that the Editorial office of SDC had relocated in Canada but the Membership Office was still in the USA.

Treasurer Jerry Ray reported a Chapter Treasury balance of \$1738.16. Report accepted.

Paul White read the letter that he had sent to the Sunshine Chapter regarding the State Meet in behalf of the Orlando Area Chapter. The present members appeared amazed.

There was a brief discussion of the December 10 Christmas Party to be held at the Golden Corral at 434 & 436 from 1 to 4 p.m. Hopefully we will have the usual big turnout. Members were reminded that the cost per person will be \$12 which is all inclusive and that there will be the usual Chinese Auction which requires each person participating to bring either a man's or woman's gift with a minimum value of \$5. Dean Gessner also suggested that, if possible, members bring some Studebaker item to be auctioned with the proceeds going to the Chapter treasury. He also volunteered the Secretary to be the Auctioneer. Thanks Dean!

Dean offered two additional suggestions. The first that we consider electing a new president in April as he has had the job for several years and thinks someone with new ideas is needed. Secondly, he suggests - again- that members seriously consider making some contributions to the newsletter. This is an important part of the Chapter and the least that a member could do is to occasionally contribute.

The Membership chair reported that 31 members had renewed for the year so far. Hopefully there will be more coming. The secretary does not think that the smaller number necessitates a recount at this time.

Members present at this meeting were: Morgans, Bob Oakes, Whites, Ambrogios, Gessners, Rays, M. Burns, and our newest the Woods (Bryan, Debbie, and Samantha). All drove their Studebaker with the exception of Morgans whose car is not yet ready. Incidentally, Ann Morgan said that the State Meet banquet was great and that she got her moneys worth in food but did not like the Mary Kay and Crystal promotions offered. She also reminded us that she had sold her Mississippi Mud Lark that she had won at a distant past State Meet.

It was reported that Dean Gessner won a Second Place trophy in Sanford with his truck. Also that there were 4 Studebakers at a recent Leesburg show and ALL 4 won trophies!

The 50/50 drawing was won again by Marty Burns. Paul White will win the big one at the Dec.10 party. Bring extra dollars.

Respectfully submitted,
Paul D. White, Sec'y.

Minutes of December 10, 2000 Meeting

This meeting was held following the Christmas Party at Golden Corral, Altamonte.

The following members and guests were present. Coffields, Morgans, Gessners, Rays, Whites, Bob Oakes, Golubs, Camps, Marty Burns, Bob Cooley, guests Don & Evelyn Bales, Buelah, and Marty's mother.

The minutes of the November meeting were read by Sec'y Paul White. Approved as read. The Treasurer reported our bank balance was \$1724.20

The only old business mentioned was regarding the Chapter Yard Sale. It will be held on February 17 at our usual meeting place, Sanford Motors. Those working on the sale should be on site by 7:30 a.m.

The only new business mentioned was regarding the possibility of the chapter making a contribution to the Studebaker National Museum building program. This will be discussed further at the January meeting on Jan. 13.

A 50/50 drawing was held and, of course, was won by Martin Burns - again.

The meeting was closed at 3:30.

Respectfully submitted,

Paul D. White, Sec'y.

ANNUAL PICNIC

On November 12 about a dozen members and guests enjoyed a potluck picnic at Kelly Park near Apopka. The group included Bob & Peggy Webster who were guests of Paul & Marion White and also new members Bryan & Debbie Wood and daughter Samantha. The Woods are owners of a 64 Studebaker Avanti and live in the Clermont area. We hope to see more of them at future OAC events.

The weather was perfect, the food great, and the seven (7) Studebakers outstanding. A short business meeting was held followed by the usual 50/50 drawing which was won again by none other than Marty Burns.

Studebaker drivers were: Whites, Rays, Ambrogios, Woods, Gessners, Marty Burns and Bob Oakes.

Jerry Ray won the Guacamole award while Frank & Anita captured first place in the Italian sausage class. We failed to nominate anyone for the Heavy Fork award although there were several women who easily qualified. Secretary Paul White astounded the members present with his usual lovely and congratulatory letter to the Sunshine Chapter regarding State Meet 2000.

Studebaker Parts & Service

ROBERT W. & DOLORES H. OAKES

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203 Palm St.
Fruitland Park, FL 34731
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5 / 1 to 10 / 1
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Norfolk, NY 13667
315-384-3926



Regina Ann's Restoration Supplies
12540 Deeder lane.
Jacksonville, FL 32258-2159
904-260-9720/1-800-231-2587
www.reginaanns.com

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director) December 18, 2000

It is always a pleasure to welcome new members, and this time I'd like to welcome Gordon & Dot Sheldon of Batesburg, South Carolina. They are the proud owners of a 1958 Commander Hardtop and a 1953 two door. Gordon is the SDC Southeast Zone Coordinator and I met him and Dot at the State Meet, last October, in Boca Raton. As Zone Coordinator, Gordon should already be on the newsletter mailing list, but he simply insisted on joining. He even contributed to the newsletter fund. Logistics, will most likely preclude the Sheldons from taking an active part in our chapter, but it is still nice to welcome them to our group. Along with his registration form, Gordon sent a nice letter. Here is what Gordon had to say:

Frank; It certainly was a lot of fun making your acquaintance at the Florida State Meet. My wife, Dot and I had a good time. It was refreshing to meet someone who is dedicated to the Studebaker Drivers Club but also has a cavalier attitude about the way things should run on a local level. I too believe as you do, that the main - function of any club is to have fun and enjoy the benefits provided. The main theme should not be to make as much money as you can and ignore the finer things. In other words stop and smell the flowers.

Here is my application for membership. I would not do this, but I like the attitude of you and your peers.

I had taken almost two rolls of pictures at the Meet and sent copies of each to Mickey Prankas for his disposal. I did not know the names of owners so could not dole them out myself. Taking photos of Studebakers is one of my hobbies.

Hope to see ya'll at the Southeast Zone Meet in Spartanburg, SC in April 2001.

*Sincerely, Gordon Sheldon
Southeast Zone Coordinator, SDC
R#3, Box 320-B3, Beaver Dam Rd.
Batesburg, SC 29006*

Last time I reported that Bryan and Debbie Wood had joined the chapter. They already are one step ahead of so many of you as they showed up, along with daughter Samantha at the annual picnic at *Kelly Park* last November. Bryan and Debbie came to at least one breakfast also. Poor Samantha must have felt like she had entered a time warp, as probably the youngest of us was at least "10 (maybe 20 [or 40])" years older than she was. She didn't ask, but I wanted to tell her that, *Yes, we are from the planet Earth (well, all but one of us).* So Samantha, here is a little advice. Be a good girl, and maybe next time mom and dad will let you stay home.



Dot & Gordon Sheldon and me at the recent Florida State Meet
Photo by Edward Burris

At the November meeting, Dean announced that he would like to step down as president of our chapter. He has been serving in that capacity for 7 years, in addition to serving as our editor for the past year. I agree with Dean completely. There is absolutely no reason why one person should serve in two positions. I would take that one step further and say that

only one person per family should be allowed to serve as an officer. I believe this weakens the organization, and I think we should amend our by-laws to reflect this. Our annual elections come up in April. I hope someone will step forward. We also need a new activities director as our old one seems to have abandoned us.

I've sent Dean a new roster for 2001. It includes everyone who has renewed as of the date shown at the top of this letter. Hopefully, he will slip it into the issues that will be distributed to the members.

SAFETY TIPS by Dave Barnett, Alaska SDC Member

The following information was taken from Frozen Gasline, the newsletter of the Alaska Studebaker Drivers Club

The tapered rear axles used for years in Studebakers and many other cars are the weakest link in the driveline and should be checked for cracks before they cause trouble on the road. A good time to do this is when working on the brakes; you have the drums off anyway and cracks usually occur outboard of the wheel bearings so the suspect area is easy to see. A careful visual inspection may suffice but magna-fluxing is more reliable.

After decades of use, a small percentage of axles in Stude differentials are cracked right now, but the car owners don't know it. When the axle finally shears off, it can be a sudden shock to the driver. This happened to one of my Studebakers while the car was moving slowly and it was controllable; in fact, it made a passable three-wheeler, but if the axle has sheared at highway speeds, the story would have been different. At high speeds, a loose wheel can do an awful lot of damage to the rear quarter, and the car may leave the road. Incidentally, my car was driven thousands of miles on the Kansas Turnpike at the then-legal 80 mph. The broken axle had old rust on about a third of the area of the sheared ends, proving it had been cracked for a long time, perhaps years. One look might have prevented a breakdown on the road.

Keep the Lid On It

Fact is, the hood latches on our Studebakers aren't infallible. Once, while crossing railroad tracks, the hood on my '53 Starliner unlatched and blew back. It was ruined in a split second. The hood was creased clear across by the rain gutter on the roof and the rear corners were buckled like dog ears.

There are some simple cures for this problem. Easiest of all is to tie a small diameter rope to the cross-tube at the front of the hood, and then tie the other end to the chassis. A more sophisticated approach is to install hood pins as is often done with Bonneville cars, although they look a little out of

place on the street. Another way is to substitute an eyebolt for one of the bolts in the latch plate. Attach a rope or cable to the cross-tube and put a dog latch on the other end. (Some boat motor safety cables are suitable also.) If you can remember to snap the clasp into the eyebolt, your hood is secure. Studebaker latches are as good as any, but even if adjusted perfectly they can unlatch on rare occasions, maybe due to frame flex. Take a few minutes & give your Studebaker hood some extra protection.

DATONA BEACH ROD RUN

By Mickey Prankas - Sunshine Chapter-SDC

HI KIDS,

Well, it's over. Thanks to every one who brought their cars and stopped by. We ended up with a few less than last year but still a great showing and the crowd still is amazed to see so many Studebakers in one spot. Many SDC membership applications were handed out and we spent lots of time educating them and correcting the usual fallacies (AVANTI built in Canada, merged with Rambler, etc.)

Thanks to the participants who filled out the info sheet. It will help in keeping all informed. Sue had a great suggestion to have a flag that we can fly overhead. Let's work on that one. As far as a headquarters hotel most seemed interested in staying on the beach. The Super 8 that I was at will block 10 or more rooms at 79.95 per night. The single pre-register rate will be 100.00 a night, or 120.00 non-preregistered.

I will let you know when pictures can be seen on various web pages. I did see that our section did get in the 1999 Daytona Run video. Just a quick pass by but we are in it.

The rain Saturday morning chased some of you off but it turned into a pretty good day and the rain held off until about 3:00. Thanks again for those who participated and hope to see all of you next year.

The STUDEBAKER -stamp

*From Leigh Morris,
Upper Mississippi zone Director.*

Follow STUDEBAKER enthusiasts

To date the US Postal Service's *Citizen's Stamp Advisory Committee* - the body that makes decisions on the issuance of Studebaker stamps - has received cards, letters and postcards with the signatures of more than 10,000 people, all asking that a stamp be issued in 2002 to commemorate the 150th anniversary of the founding of the Studebaker Corporation.

The committee has advised me that a Studebaker stamp is being considered. A final decision is expected early next year.

Your help is needed one more time.

Please write a letter to the Committee asking that a Studebaker stamp be issued to mark Studebaker's 150th anniversary. **Yes, send a letter with a 33 cent stamp.**

And get everyone you know to do the same. The number of letters will count.

Let's put this thing over the top.

Write to Citizen's Stamp Advisory Committee
c/o Stamp Management
U.S. Postal Service
Room 4474E
475 L'Enfant Plaza, SW
Washington, DC 20260-2473

Uniques and Antiques AutoFest 2000

Many of us belong to more than one club (do have to admit that we need our heads examined closely). As you may have guessed, Dean and Jean, and Marvin and Cindy belong to Uniques and Antiques Car Club. Saturday, November 4th was the annual car show in

Downtown Leesburg. The show was well attended with 71 cars and 1 motorcycle. To everyone's surprise we actually had 5 Studebakers. No, this is not a typo. You ask (with some doubt), how many trophies were taken by the Studebakers? Well, you can stick your chest out as a proud owner of an orphan because your answer would be 4. Frank and Anita took a trophy and Jerry and Becky took a trophy. Congratulations to both couples.

Now a mind blower. Cecil Clark Chevrolet sponsors our show with a nice donation each year. In turn for the donation, Cecil Clark gets to pick out a car of his choice to win a special trophy (hence, Cecil Clark Chevrolet Choice Award). What do you think won? No, not the usual 57 Chevy. Nor, was it a Chevrolet pickup. The car of choice turned out to be a 1955 Studebaker Speedster. The cute part of this whole ordeal was the representative did not even know the name of the car he was picking. When I looked up the number for him and told him what he had picked, his answer was "great". "It is that car or no car". Tells you something, doesn't it? This man gets a thumbs up from all of us.

Unfortunately, I did not get to visit too many people as I was having a crisis at the registration table. Every year I say that someone else can handle registration but even when they do, some how I get roped in to the job also. Anyone who does registration needs a pat on the back from the club members. The requirements are sometimes more than you can bear. You must be partially organized, maintain a smile at all times, have a healthy bladder, be a problem solver, able laugh instead of cry, watch your brain turn to mush but hide it from the show participants, and be a dear Abby (cause you can hear it all). As I write this down I realize why mostly women are asked to do registration. I also realized that you must be crazy to get hooked into his (says a lot for me, doesn't it!). Next time one of our members is asked to help with registration at a show give them a friendly pat on the back, a shoulder to sound off on, and offer a tissue.

Well, that is about all from the west side of Orlando.

Cindy Evans (reporting with brain death).

27th Annual Daytona Turkey Run

by Bob Oakes

Paul White and I arrived on the backside of the track to enter the show. The weather on Friday was ideal. There was a half-mile back up to enter at Gate 50, so we went down to Gate 70, which had a much smaller line. As a matter of fact, we drove right in without having to wait. I had pre-registered so we were passed right through. I discovered last year that if you put your headlights on they allow you to drive right to your pre-arranged spot. Ours was right beside the Exit tunnel. It was an excellent spot. Everyone coming into the track via the tunnel saw the Studebakers first.

Mickey Praskas sure did a wonderful job of setting up the get together of Studebakers at Daytona. I don't know how he managed to get that spot for the show. Mickey even went out and scouted the field for more Stude owners who didn't know about the reserved spot for Studebakers. He had them come join the get together. I am not sure of the exact count but Mickey had twenty-five spots allowed for the show and they were all filled on Friday. Saturday proved to be somewhat of a let down because of the threat of thundershowers, which held off until about 3:30pm. There were only about twenty cars that arrived for the show.

We had a 1954 Army 6x6, but after checking all the serial numbers, it was discovered to be a REO. Oh well, most people wouldn't know the difference anyway. I would like to mention all the different Studes there, but I'm afraid I will leave someone out...so trust to memory? Here goes, three Avantis, a '60 Lark 4 door, a '53 Starliner, a '54 Starliner, a '55 Commander Coupe, a '55 Commander 4 door, a '60 Hawk, a '62 Hawk, my '62 Lark, a '56 Champion, a '62 Champ Pickup, a '39 Coupe Express Kit Car, a '56 Golden Hawk, a '57 Golden Hawk, a '54 Convertible with a 454 Chevy Engine. I know there were others there, but I can't remember them. Lou Sheffler sold his GT Hawk and arrived in a brand "X" Chevy. Mickey asked him to park in the middle of the circle of Studes.

There was a lot of people at the show both Friday and Saturday. I had twenty applications for the National Studebaker Driver's Club and with both days I passed out all but two of them to people inquiring about the club. Mickey passed out a lot of Sunshine Chapter newsletters for his area in South Florida with applications for the Sunshine Chapter. I also gave away three or four Greasy Prints to people from the Daytona and Orlando area. I'm hoping that will bring in new members.

I would like to note to the rest of the Orlando Area Chapter members, my Lark was the only car there from our chapter, although Daytona Beach is in our back yard. Enough said, see ya there next year.



2001 SOUTHEAST ZONE MEET

PALMETTO CHAPTER STUDEBAKER DRIVERS CLUB

APRIL 27, 28, 29, 2001

SPARTANBURG, SOUTH CAROLINA

33rd ANNUAL MEET

EVENTS:

FRIDAY

TOUR OF BMW
OUTLET SHOPPING
BILTMORE HOUSE
REGISTRATION

SATURDAY

CAR SHOW
SWAP MEET
AWARDS



MEET HEADQUARTERS

Days Inn Motel
Waccamaw Pottery Outlet Mall
Exit 17 off of I-26

REGISTRATION INFORMATION

Name: _____
Address: _____
City: _____ State: _____ Zip: _____

Car Information:

Year: _____ Model: _____ Stock: _____ or Modified: _____

General Registration:

Registration	(includes meet packet and plaque)	\$	<u>15</u>
Swap Meet: Inside	(cost of table - \$ 8/each)	\$	_____
	Outside		free
Concourse per car: Judging	number of cars _____ X \$10/car	\$	_____
	Display		number of cars _____ X \$ 5/car
		\$	_____
Car Corral; For Sale	number of cars _____ X \$ 5/car	\$	_____
BMW TOUR on Friday	(indicate time and how many) limited to first 25		
	_____ 1:00 PM or _____ 2:00 PM	X \$5/each	\$

Model Contest	number models _____ X \$ 5/each	\$	_____
T Shirts			
Circle sizes	M L XL	number of shirts _____ X \$15/each	\$
	XXL XXXL	number of shirts _____ X \$18/each	\$

Raffle Tickets for Studebaker Pocket Watch	@ \$1.00 each	_____ x \$1.00	\$

	Total	\$	_____

Friday night cook out no charge with registration how many _____

Make check payable to SC-SDC and mail completed Registration to: **Bob Beebe**
Rt. 4, Box 223 Tailers Tr.
Leesville, SC 29070

For information: **John Dusky**
1510 John Dodd Road
Spartanburg, SC 29303
864 -949-1206
email: SEZONE2001SDC@yahoo.com

PARTS FOR SALE

'53-64 trunk hinges - \$10 pr.

Hinge covers, Lark, \$2 pr.

Valve lifters, set of 16, NOS - \$40

Clutch disc, NOS, 10 1/2 inch - \$15

Brake shoes, Hawk, set of 4, Used, \$10

Window regulator, '62 2 dr. drivers door, \$10

64-66 Lark left rear door w/glass \$25

Exhaust manifolds, r & L, - \$20 ea.

Speedometer, Lark, '62, good, \$5

Door strikers, NOS, '57-64, Lark & Hawk - \$30 each

Rocker mldg, 47-52, NOS, #286033 - \$30

Tail lite housings, '52, \$3 ea.

62-66 Lark front bumper, good - \$40

Ignition points, 51-52 V-8, \$3.50

Valve covers, v-8, \$5 pr.

Pinion Seal, differential, 56-58, \$3

Speedometer pinion, FOUR SPEED, \$20

Hose, tank to radiator, Avanti, New, - \$5

Cylinder Head, NOS, Champion, \$20

Door handles, various, \$2 ea

Avanti Ignition Shield, Main center pc, \$15

Arm Rests, Lark, \$2 ea

Pistons, 289, standard, w/rods, used excellent, set of 8, \$50

Radio, Lark, plays, \$15

Wheels, 15 inch, \$10 ea

Tail lite, '48-49, w. lens, \$10

Rear axles, 47-50 Commander, LC \$10

Door Vent assembly, left front, w/glass for 63 Lark & 65-66 Sta.Wgn. \$10

Call;

Paul White

Ph. 352-383-7279 or

e mail Astude@aol.com

Trophy Winner at State Meet 2000 gets new gears.

In case you have not heard the OAC Secretary has turned "trophy hound" since winning a Second Place in the Truck category at Boca Raton. The greatness of this event has been somewhat neutralized by the most recent election scandal coming out of that area – just when CNN and the major networks were about to descent on laid back, rural, peaceful Sorrento. Some would say it is the luck of the Irish. (That is not meant to be discriminating or disrespectful.

"Lil Red" which won the prestigious award is now sporting a replacement tranny and torque converter. The owner even "went" for 11 quarts of new FA trans fluid. After 26 years with the same owner Lil Red is finally ready (with new paint and the crisp 2 speed automatic) to stake on the sand trucks on SR 46.

Watch your TV and news sources for the latest results. In the meantime, if anyone can use a really neat Second Place trophy please contact Marion White. She says, "Our trophy cases are full and I am not doing anymore dusting." Her phone is 383-7279.

P.S. Contact the OAC Sec'y if you are ever in need of Studebaker (or X-brand) transmission service. You will be referred to a man with expertise that is not afraid of our brand and you will not need two home equity loans to get your trans fixed. Thanks to Bob Oakes who incidentally is our Resident Parts Manager.

Paul White

2001

ORLANDO AREA CHAPTER - SCHEDULE

January

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

January

13 7:00pm OAC MEETING
28 8:00am OAC BREAKFAST

February

10 7:00pm OAC MEETING
25 8:00am OAC BREAKFAST

July

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

10 7:00pm OAC MEETING
25 8:00am OAC BREAKFAST

April

14 7:00pm OAC MEETING
8:00pm ELECTIONS
29 8:00am OAC BREAKFAST

August

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

March

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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

24 8:00am OAC BREAKFAST

July

22 SDC INTERNATIONAL MEET
23 SDC INTERNATIONAL MEET
24 SDC INTERNATIONAL MEET
25 SDC INTERNATIONAL MEET
26 SDC INTERNATIONAL MEET
27 SDC INTERNATIONAL MEET
29 8:00am OAC BREAKFAST

September

S	M	T	W	T	F	S
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30						

April

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

August

26 8:00am OAC BREAKFAST

September

8 7:00pm OAC MEETING
30 8:00am OAC BREAKFAST

October

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

October

13 7:00pm OAC MEETING
28 8:00am OAC BREAKFAST

May

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November

10 7:00pm OAC MEETING
11 OAC ANNUAL PICNIC (TENTATIVE)
25 8:00am OAC BREAKFAST

November

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

8 7:00pm OAC MEETING
9 OAC CHRISTMAS DINNER
30 8:00am OAC BREAKFAST

December

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
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30	31					

June

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24	25	26	27	28	29	30

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.

Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.

Promote good fellowship and pride of ownership among Chapter members.

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

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

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

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

ORLANDO AREA CHAPTER
DEAN GESSNER - EDITOR
P. O. BOX 428
YALAHA, FLORIDA 32797



TO:

Frank & Anita Ambrogia
31700 Wekiva River Road
Sorrento, Florida 32776



STUDEBAKER, THE CURE FOR THE COMMON CAR

32776-4-92233



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Minutes of Feb. 10, 2001 meeting of OAC

Minutes of last

meeting were read by Paul White and approved by members present.

The treasurer reported that we now have \$1832.23

Treasurer's report approved.

The Spring picnic was brought up and the Morgans agreed to let us know some specifics by the next meeting. Tentative date of April 21 was set. If this does not work out it possibly could be April 14. Paul White suggested that we RSVP this event and most future events.

The Yard Sale scheduled for Feb. 17 was discussed briefly.

The possible donation to the Studebaker Museum was brought up. Jerry Ray expressed his position against making any contribution to any cause until we get enough money. Marion moved that we table the subject until the next meeting. Jim Morgan seconded the motion.

We had two guests at this meeting. Bernie _____ from Toledo and C.W. Metzler from Sanford. Bernie expressed interest in acquiring a 53 to 56 Ht Or Cpe. Metzler announced that he has a 63 Cruiser for sale. The car at one time belonged to Russell Thomas who was a member of this chapter.

Bob Oakes announced that he is returning to N.Y. as his wife is having physical problems. He will not return to Fl. this season.

Bob Cooley told us about his 2 ton grain hauler (1960) His website deals primarily with the racing of Studebaker stock cars. 1949 was the first Stude to run at Heidelberg Speedway in Pittsburgh, Pa.

Paul White read about the 58 Stude Champion sold at Auction in New Zealand with 72 actual miles on the speedo -- and tires.

Dean Gessner is the new owner of a 31 Stude 5 window coupe that he snuck out of Sorrento probably under cover of darkness. He now needs a 19 inch tire before he can move it around his estate. Seems like one tire just decided to blow sitting there in beautiful downtown Yalaha.

The meeting adjourned at 8 p.m. Goodies were served by Marion and appreciated. The Sec'y cleaned up, loaded up, and went home. He didn't win the 50/50 and doesn't know who did.

Respectfully submitted,

Paul White

Treasury Report

By Jerry Ray

I've been going over the treasury books and thought I'd submit the following report. About four years ago, our treasury was at its highest point with a balance exceeding \$2000. For the next two years, our chapter made multiple donations to various charities, as well as the Studebaker National Museum. A year later, the treasury was down below \$500. Between the newsletter cost, a decline in membership income, and the donations, our treasury went the way of the Studebaker Corporations finances.

It was also our turn to sponsor the State Meet and we needed some up-front money to secure the motel site and banquet room. To help bring in a few extra dollars, we offered our members the chance to renew their dues for several years in advance. Although this helped for the immediate problem, it meant less income in futur years.

A year ago, the treasury balance was down to the point where President Dean Gessener suggested that we should raise the dues. After much discussion, we decided to hold off on a dues increase and see how much income we would generate from the upcoming garage sale. We also decided that we should no longer make contributions to various charities, as we simply don't have the resources to do so. The garage sale was a success. We also received a good response when we requested donations dedicated to the newsletter expense. The treasury was healthy and back up to a respectable level. The dues increase was averted.

Some simple math reveals that it cost about \$600 per year to do the newsletter. With a membership total of 39 at \$10 each, we have an income of \$390 per year. However, because many members paid for several years in advance, that \$390 is less than \$300. This leaves a shortfall of more than \$300. It doesn't take much scrutiny to realize that we have little tolerance for expenditures beyond club needs. This chapter has one of the lowest dues rates in the SDC. Thanks to some hard work by a few individuals, we have been able to keep it so.

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director)

February 23, 2001

There are no new members to report for this period. The membership is set at 39 families. Our treasury seems to be on a much more solid footing, thanks to the garage sales, and to the many members who contributed to the newsletter fund.

Only a year ago, Dean was talking about raising the membership dues because the treasury was so low. The reason it had dwindled was because we gave it away to various charities. Our benevolence left us in a financial vacuum, and we had to ask our members to contribute extra amounts to help cover the newsletter costs.

We raised almost \$200 through this option on the membership form. Dues have remained at \$10.00. Let's hope we have learned something from this and don't put ourselves in that position again. If anyone wants to give our treasury away again, I hope they will remember what we just went through this past year.

It is important to keep our treasury balance as high as possible. Let's face it, the cost to produce the newsletter is not going to get any lower. Also, we will have to host the State Meet in the next few years and we will need some, up front, money to secure the site and banquet facilities.

LAMONT CHURCHILL

Some of you long time members might remember Lamont Churchill. He and Bonnie Creamer stormed into our chapter in 1989. They were very active, participating in every activity, show, and cruise. Many of you will also remember that they got married at our Christmas dinner in 1992.

Then suddenly, during 1994 they sold their cars, and dropped out of the chapter. I would see them every now and then at some of the car cruises, and it was always good to visit. A year or so ago, Jeff Elliott reported that Lamont had contracted brain cancer and was deteriorating quite rapidly. I am sorry to report that Lamont died several months ago from his illness. Our sympathies go out to Bonnie.

OH, WHAT A TANGLED WEB

It would be an understatement to say that our chapter web site has not had a flurry of activity. The site is hosted by *Hemmings Motor News*, and is located on line at <http://clubs.hemmings.com/oac>. There isn't much on the site, except some basic chapter information. I'm not sure what type of information we might consider adding, but if you think of something, let one of our officers know your thoughts.

While our web site is floundering, member Bob Coolidge's web site, devoted to Studebaker racing, is in high gear. I reported on Bob's effort in the Nov-Dec 2000 issue. Bob has made a lot of progress since then. He has amassed quite a bit of information, and it is all available for everyone to view. If you haven't seen it yet, point your browser to www.studebakerracing.com and see what can be done with a little effort.

I hope you will also take a look at the site I've developed. It is at www.studebakervendors.com and is devoted to helping hobbyists and vendors get together. Quite a few of the vendors have web sites now, and Studebaker Vendors has links to

all the major ones. If you like to do your old car shopping on the web, Studebaker Vendors makes it easy. You only have to remember, or "bookmark", one web address (URL).

You can Email the vendors directly from their web site, which saves time and money over regular mail and the telephone. If your interest goes beyond Studebaker, you should check out my other site. It is Old Car Vendors, and you can find it at www.Oldcarvendors.com. It is similar to Studebaker Vendors, but covers all the major car makes.

So, when you are not thinking about how to help the chapter, why not check out these web sites?

GARAGE SALE II

The Orlando Area Chapter held its second garage sale on Saturday, February 17th. Since I am neither the Activities Director, nor the Treasurer, I will tell you my impressions from a Membership Director standpoint.

Only nine members showed up to help this year. With such a small group, we, not only, had fewer people helping, but fewer items to sell. Consequently, we took in about 1/3 as much money as we did last year.

Dave Cramp, Anita Ambrogio Paul & Marion White, Jerry & Becky Ray,, and Dean & Jean Gessner saw the value of this event, and were all there early. Once again, we must extend our thanks to Don Bales for letting us use his dealership. He has done more for our chapter than most of our members.

I think we all sensed a bit of frustration. As the day wore on, it seemed unanimous, among those present, that this would be our last garage sale for a few years.

Spread The Word: Vehicle Rights Rally

To: webmaster@covacvag.org

I would appreciate if you could include the following information - or any information about this event - in your publication.

COVA/CVAG, Inc. (Council of Vehicle Associations/Classic Vehicle Advocate Group, Inc.) is the national, not-for-profit (501c3) vehicle rights organization. We are planning a rally in April 2001 in Washington, DC. The rally is called "Wheels Across America 2001".

Wheels is going to be a way for the automotive hobbyists to come together and express their views. We want our legislators to know that by implementing scrappage programs, enhanced emissions testing, remote sensing, inoperable vehicle ordinances, and other anti-vehicle legislation that they are hurting our hobby. As the cars people use become newer and newer every day, our air pollution is contributed to by vehicles less and less. But still, our government - federal, state & local - is targeting our vehicles as a source of pollution.

We are all aware of the pollution problems in our country, but by targeting lower usage vehicles such as our antique and unique vehicles, the problem will not be resolved. We want to send a message to our legislators that we are not willing to sacrifice our vehicles so factories can crush them to earn emissions trading credits and be permitted to pollute rather than clean up their facilities. It is important that we have as many people as possible at the event. Without the numbers, our government will not consider us a valid representation of the citizens. It is important that you bring others

with you if at all possible. Make it a family or club trip!

We are fighting, as we have been for over nine years, against the laws that take vehicles (cars, trucks, motorcycles, ATV's) off the roads. But your help is needed. This is why we are writing you. To ask for your help. We are seeking clubs to commit to attending Wheels Across America 2001. It is important to have as many people as possible so we send a strong message to our legislators. Guest speakers from entertainment, sports, and legislature have been invited to speak and we are currently making arrangements for entertainment at the event. Even though we will be there for a serious purpose, I am sure everyone will have an enjoyable time.

Wheels Across America 2001 will be held on Sunday April 8, 2001 beginning at 11am on the National Mall near the Washington Monument in Washington, DC. The rally is free to attend. If you can, please contact COVA/CVAG, Inc. to let us know you are interested in attending. We are trying to get an idea of the number of people that will be attending so we can have appropriate accommodations available. Should you be traveling a distance and need hotel accommodations, please contact me.

We have been putting together information for those interested in attending. Should you have any questions, or can commit to attending, please contact me at: COVA/CVAG, Inc. PO Box 2136 West Paterson, NJ 07424-3311 1-800-CARS-166 or by email at Butch@covacvag.org

Our website www.covacvag.org will be updated as frequently as possible with more information about Wheels Across America 2001.

We believe it is of great importance to have your organization as part of this event. You and your members are needed to show your support for automotive rights and the right for each of us to own, operate, and maintain the vehicles of our choice. Committing to attend does not mean you are locked in to attending, we just need to have as good an idea as possible of what accommodations and facilities will be needed for the number of attendees.

If you are able to attend or not, I would like to have an opportunity to invite you to get involved with our organization however you can. We need clubs, individuals, and businesses to join our organization and be counted among those that we represent.

If you would like to receive additional information about our organization, please send me your mailing address and I will gladly send you some additional information. I also invite you to learn more about our organization through our website at: <http://www.covacvag.org>.

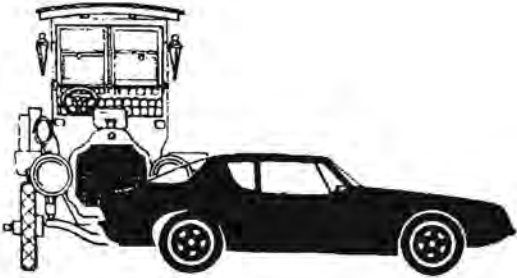
I would appreciate it if you could forward this message to any and all enthusiasts you know. It is of great importance that we spread the word about this important event.

Sincerely,
Carmen "Butch" DeZuzio
President, COVA/CVAG, Inc.

Visit us on the web at:
<http://www.covacvag.org>

EVERY AMERICAN CITIZEN HAS THE
RIGHT TO OWN, OPERATE AND MAINTAIN
THE VEHICLE OF THEIR CHOICE!

TURNING WHEELS



LARRY SWANSON

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CLUB EDITOR

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February 22, 2001

To All SDC Chapter Newsletter Editors,

President Begian has asked me to contact all the chapter newsletter editors with the following message.

Last October SDC changed its membership secretary from C.I.S. in Texas to K.R.I.S. in Minnesota. Up until that time, all of the literature that SDC had distributed said to mail your SDC dues to Texas, or call their 1-800 number with your new membership or renewal. So, of course, people are still contacting the Texas office with inquiries and memberships.

We have been experiencing some problems with mail forwarding from the Texas P.O. Box. Therefore, President Begian wants me to ask all the chapter newsletters to be sure that all references to the Texas address and phone have been deleted. The national club should be listed as:

SDC, c/o K.R.I.S.
P.O. Box 1743
Maple Grove, Minnesota 55311
Telephone (763) 420-7829

Anything you can do to instruct members to contact SDC via the Minnesota address or phone number will be greatly appreciated.

I hope to see you at the Editors Meeting in Minnesota this July!

Studebakerly yours,

Larry Swanson

Publication Director
Club Editor

Laurence Swanson

Editor

Advertising Editor

Art Unger

Feature Writer

Covers Editor

Fred K. Fox

Technical Editor

Bob Palma

Almanac Editor

Richard Quinn

Guest Writers

Clell G. Ballard

John Cosby

Frank Frost

Jim Geary

Dwain Grindinger

Bee Hamlin

George Hamlin

Charles Hatch

H. R. Johnson

Terry Judd

George D. Krem

Skip Lackie

C. M. Lampman

Greg Lentini

John Metzker

Lelgh Morris

Jon Myer

Jim Pepper

Ed Reynolds

John Shanahan

Barlow Soper

Carl B. Thompson

Ingvar Vik

SDC Printer

Chester Bradfield

Membership Secretary

Back Issues

Kris R. Wheeler

Don't Miss It!!!

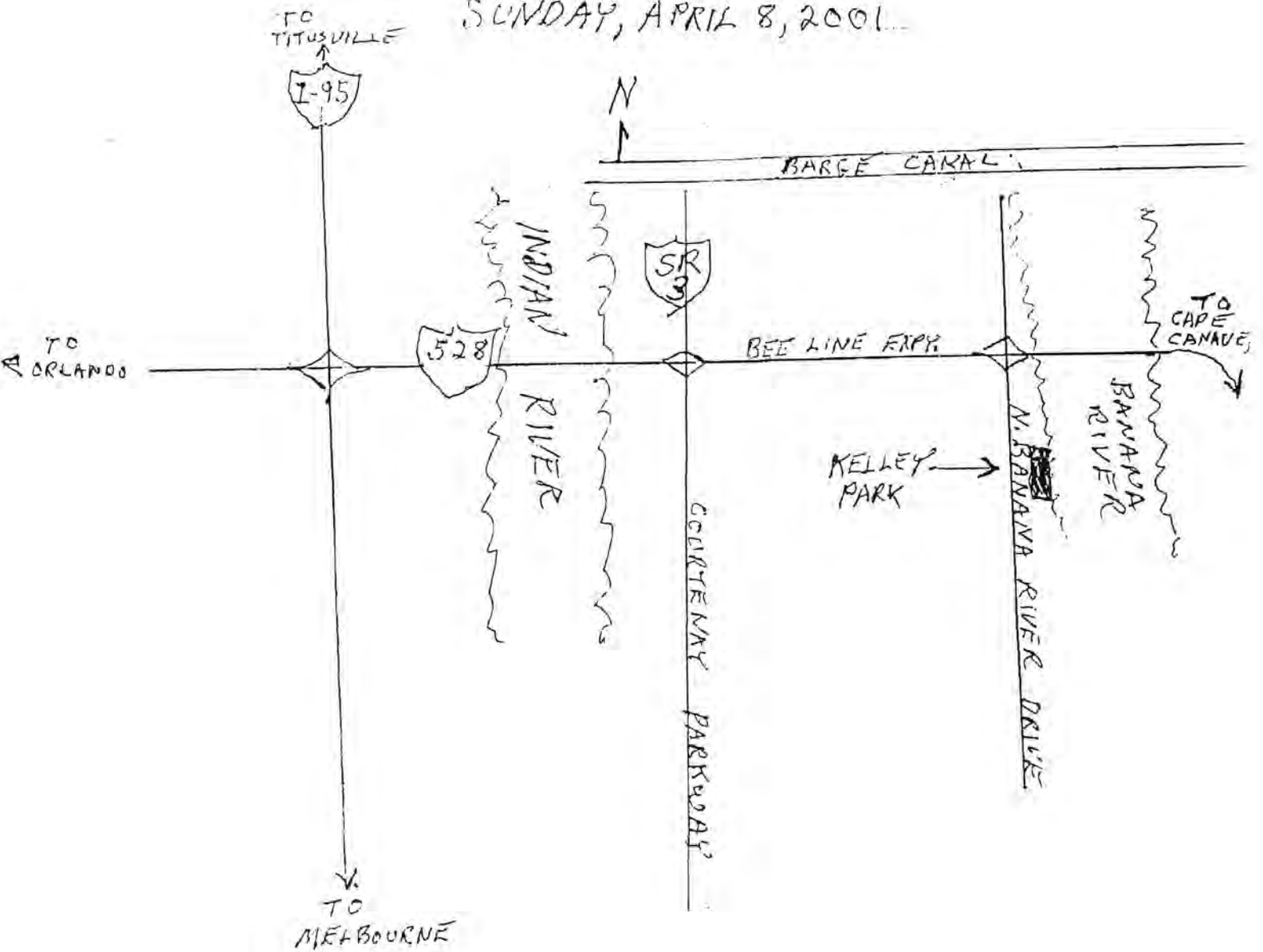
Our second annual Spring picnic on the east coast is coming up on Sunday, April 8, 2001. We'll meet at 1pm Sunday. The charcoal will be hot and ready to go. Bring whatever meat you want to cook, along with your drinks and eating utensils. All are asked to bring a covered dish to pass around. We'll have our monthly meeting after the meal. See you there.

ORLANDO AREA CHAPTER, STUDEBAKER DRIVER'S CLUB

SECOND ANNUAL SPRING PICNIC

KELLEY PARK, MERRITT ISLAND

SUNDAY, APRIL 8, 2001



Subj: **Greasy Prints**
Date: 3/20/01 11:10:35 AM Eastern Standard Time
From: A Stude
To: Studedude2

Title: Lil Red Genealogy

One day recently while basking in retirement on the Wekiva and waiting for the Bush Brothers big tax refunds I decided to look thru some files and see if it were possible to "lighten the load". Upon doing so I discovered the receipt for the deposit I made on our '50 pickup on 9/23/74. For some reason I decided to send a postcard to the seller and see if he still existed and perhaps would like a picture or two. With the odds against anyone living in the same place for 26 years I never really expected to hear from him.

Thirteen days later the card came back with a yellow sticker saying that the return period expired. However, the forwarding address was there! Being a big spender I decided to invest another 34 cents and placed the card in an envelope. Still didn't really have much hope.

While checking my e mail on 3/19 I noticed one from a "stranger" but with Studebaker for the subject. This proved to be a reply from the seller of the truck 26 years ago. He was more than surprised to hear from a nut that he sold an old truck to so long ago. I replied via e mail (aint in great folks!) and among other things asked for any history he could give me regarding the truck. He tells me that his son actually had purchased the truck from a friend of his dad who was going to rehab it but eventually lost interest. How many of these deals have we all heard about? This friend of the dad, Jerry Ficklin worked at Packard Farms east of Indy. Apparently there were tons of parts stored in an old nunnery in So. Bend where these guys used to go to get parts for Packard Farm. He tells that they would climb on stacks of fenders, hoods, etc 20 feet high to get what they went after.

Unfortunately friend Jerry who now runs a motorcycle parts business in Sheridan, Indiana will be difficult for me to get any more history from. He is known as a grouch who works at it daily! However, I am still going to try. Yep, another 34 cents is already budgeted for this historical endeavor. Wonder if there is any grant \$\$ available in Indiana???

Surprises continue. This a.m. on e-mail is another mystery correspondent named Willard Pike. Willard is both an SDC and ASC member, a neighbor of my truck seller, owns a '32 President and a '56 President. He would love to find a '38 coupe and a coupe express.

That 21 cent postcard that started all this was surely money well spent!

Paul White

November 28, 2000



Dear Friends:

The Holiday Season is a time for gift-giving and making resolutions for the coming year. The end of the year is often a good time for some individuals to give charitable gifts to non-profit organizations; for others, the new year represents a new beginning—an opportunity to do some of the things you've been meaning to do but never got around to doing. As the holidays approach, won't you please take a few moments to reflect on ways you can "gift" the Studebaker National Museum and make a resolution to plan for future giving as well. Please consider leaving a legacy—"your" legacy--that will live on and be appreciated by many people in meaningful ways for years to come.

TOP TEN THINGS YOU CAN DO TO LEAVE A LEGACY:

- Prepare a will.
- Leave a gift in your will for the Studebaker National Museum.
- Leave a specific dollar amount or a percentage of the assets in your will to the museum.
- Consider using current assets for your charitable gift.
- Name the Studebaker National Museum as the beneficiary of your pension plan or IRA.
- Purchase a new life insurance policy naming the Studebaker National Museum as the beneficiary.
- Name the museum as the beneficiary of an existing insurance policy.
- Remember loved ones with memorial gifts to the museum.
- Encourage family and friends to leave gifts to the Studebaker National Museum in their wills.
- Ask your financial advisor to include charitable giving to the Studebaker National Museum as part of counsel to clients.

By doing any of these things, you will be moving the new museum building project closer to its goal—Opening in 2002!!

If you wish to make a gift or a multi-year pledge to the Studebaker National Museum, please complete the form attached and mail to the address provided.

Sincerely,

A handwritten signature in cursive script that reads "Richard J. Rice".

Richard J. Rice, Chairman
Community Campaign

Sincerely,

A handwritten signature in cursive script that reads "Rebecca J. Bonham".

Rebecca J. Bonham, Director
Community Campaign

"All that you have shall some day be given. Therefore, give now that the season of giving may be yours and not your inheritors."

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.

Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.

Promote good fellowship and pride of ownership among Chapter members.

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

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

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

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

ORLANDO AREA CHAPTER
DEAN GESSNER - EDITOR
P. O. BOX 428
YALAHUA, FLORIDA 32797



TO:

Frank & Anita Ambrogio
31700 Wekiva River Road
Sorrento, Florida 32776-9233



STUDEBAKER, THE CURE FOR THE COMMON CAR
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GREASY PRINTS

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



ESTABLISHED OCTOBER 15, 1983

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VOLUME 18

NUMBER 4

MAY-JUNE

2001

Minutes of March 10, 2001 meeting of the Orlando Area Chapter, SDC

Meeting called to order by President, Dean Gessner at 7:05 p.m

Members present were: Gessners, Ambrogios, Bob Coolidge, Rays, Whites, Morgans, Gormicans.

Guests present: Bernie Steinbaugh, Russell DeFazio, & Richard Miller.

Richard Miller submitted his Membership App & dues. Richard was here a year ago. He worked at Studebaker in So. Bend for 5 years. He was a test driver-mechanic until 1954. His brother Ray is the owner of the Ray Miller Museum in Elkhart, Indiana which is now for sale.

Treasurer reported our bank balance is \$1948.29

Old Business: The chapter treasurer reported that the proceeds for the chapter yard sale came to \$146. Dean suggested that we skip the "event" next year to allow the active members time to accumulate some inventory.

Marion White reported on the news from Messina, N.Y. regarding Delores Oakes physical status.

Jim Morgan reported that the arrangements have been made to hold the Spring Picnic at Kelly Park East on the Banana river on Sunday, April 8 at 1 p.m. There is a \$35 charge to reserve the pavilion. This is a Bring Your Own Picnic plus a covered dish event. Rogers Kimball will be notified. Our monthly business meeting will be conducted as part of the picnic.

Paul White read the notes from Jackie Berman that had been misplaced for some time.

Membership Chair, Frank Ambrogio reported 40 members now in the fold.

New Business: Recently received info re: 2001 State Meet was presented. It will be held on October 5 & 6 by the new North Central Florida Chapter in Gainesville.

The 2001 International Meet will be held July 22-27 in Red Wing, Minnesota. It was reported that the Host hotel has sold out of rooms.

Dean approached the subject of election of officers at the Spring picnic. Poor response observed.

Bob Coolidge, our resident Studebaker racing authority had some great photos of past Stude racing events to show. They were enjoyed by several alive OAC members.

Anita Ambrogio volunteered to research the Christmas Party possibilities and will report soon. The date for the Fall picnic was set for Nov. 4 at Kelly Park near Apopka. This is also a Bring Your Own Picnic plus a dish to pass event. Don't forget table service!

The meeting was adjourned by the President who won the 50/50 again and promptly donated his bundle to the chapter treasury. Thanks Dean and thanks to Anita for the Goodies following the meeting.

Respectfully submitted, Paul White, Secretary

Minutes of the May 12, 01 meeting of Orlando Area Chapter, SDC

Meeting called to order at 7 p.m. by President, Dean Gessner

Members present: Gessners, Whites, Morgans, Gormicans, Golubs, and Don Dodgen.
Treasurer Jerry Ray absent but advised that balance in account is \$1833.33 with no outstanding checks.

Member in attendance reported that Anita Ambrogio is working on the Christmas Party plans and hopefully will be at the September meeting with a full report.

Member present asked about the Bob Oakes situation. Marion White reported that she has been in touch via phone and e mail. Delores has had some heavy surgery and is undergoing chemo. Bob is also having some problems and will see a Dr. again this week for a biopsy.

Paul White reported that his wife had seen a Dr. this past week and is now on Lemon Drop therapy. He also reported that he had seen a Dr. this past week and is now on a low acid diet and has his b₂D elevated 6 inches at the head. Dr. Gormican, member in attendance, advised the members present that Paul's food tube valve was not sealing off the stomach acid with was causing the esophagus to be irritated. No other members reported their physical demise. There was a short discussion of the upcoming state meet and a general feeling that having it later in the month of October would be better. Larry Golub suggested that we mention this in the future to whatever chapter is having the event.

Dean Gessner reported having attended a meeting of the North Central Florida chapter that was held in Micanopy. No, he is not the President of that chapter but he was impressed with the meeting facilities.

Marion White reminded us that we had tabled the National Museum Donation question at the March meeting. Paul White reminded her that some members were not in favor of it and were concerned about further increasing the amount in our treasury. After a not so in depth discussion Jim Morgan, Col. Ret., moved that we donate \$100 at this time. Marion White seconded. Vote of members present was unanimous. It was suggested that the chapter could make further donations in the future if they so desired. The Secretary was elated that the question was not again tabled for future in depth discussion.

Someone brought up the question regarding bank charges on the chapter account. It was decided to have the chapter treasurer make a full report on this matter at the September meeting. Larry Golub has a source for "no fee checking" if needed in the future. He is soon leaving for Vermont and will not return until December 2001.

Larry had with him for the Education part of this meeting a list of 22 questions gleaned from the local AACA newsletter. The group present took the test as a group. Unfortunately the results were not obtainable and were referred to the current President Select's Supreme Court.

John Gormican announced that the Bob White Airport where he plays around and gets paid for it will have another Antique airplane fly-in over Halloween Weekend. This would be an excellent local event for the chapter activity for October. We could even do this without having a qualified Activity Person in charge. Just all show up. The eatin is always good. Just tell the servers that you know John and they pile it on.

The next event was a near miracle. We held a 50/50 drawing and it was won by your ex-interim Secretary who appears to be stuck with the job until doomsday. He wishes to thank all participants and hopes to live long enough to win it one more time when there are all 40+ members there.

Respectfully submitted,
Paul White, Sec'y Forever

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director)

April 20, 2001

This month we extend a welcome to Richard and Joanna Miller. They joined our chapter at the March membership meeting, and are the proud owners of a 1955 President Speedster. Although they spend the summer months in Indiana, they will be with us all winter. I hope to see them at many of our activities this year.

Also joining during this period is Larry Dietz. Larry lives in Eustis and recently purchased a 1958 Packard Hawk. He reports that he is getting the car painted, and otherwise, the car is in excellent shape. Larry spends the summer in Pennsylvania, so hopefully, we can see him and his car at the State Meet in early October, or at the picnic in November.

Our membership total is now at 40 families.

I've been doing a little study on the makeup of our membership. It has provided some revelation as to why we have such a hard time getting people to attend our activities and serve as officers.

Five of our families don't even live in Florida, and one of those doesn't even live in this country. Additionally, eight families live more than one hour's drive from our meeting place in Sanford, and our breakfast location in Altamonte Springs. We also have three families who are only here for part of the year.

There is some overlap in the above, but the result is that we have only 28 families within a one hour drive. That translates to 42 people who live in the general area and could make it to the meeting in roughly an hour or less.

Our average meeting attendance is about 14 people, and our breakfast averages about the same, 33%. In baseball, anyone getting a hit once every three times ranks among the leaders. Unless someone is throwing me a curve, I guess 33% isn't all that bad.

Congratulations OAC! Keep up the good work. *Stay home!*

2nd ANNUAL SPRING PICNIC

No one from any of the other chapters joined us this year for our 2nd spring picnic on Merritt Island. We still had a good time together and were rewarded with a beautiful day.

Hearty souls arriving in their Studebaker were Dean & Jean Gessner (1952 Pickup), Jerry & Becky (Charles & Gina) Ray (1957 Silver Hawk). Going that extra mile, were Don & Edith Fifer, who made the 3+ hour trip from Trenton in their 1961 Hawk. It was great to see them again, and I know everyone enjoyed meeting them.

More conventional modes of transportation brought Anita & me, Larry & Barbara Golub, Jim & Ann Morgan, Jerry & Cindi (Jeremy & Katie) Shelton. If I left anyone out, it is because you weren't there!

Jim & Ann Morgan did another great job in setting up the picnic again this year. In case I didn't say thanks, thanks!

We had a short meeting with the main topic being our need for an activities director. Dean noted that, so far, no one has come forth to offer his or her services.

30TH EASTER ROD RUN

After some prodding from Jerry Ray, Anita & I decided to attend the Easter Rod Run sponsored by the Early Irons club. We made the trip on Friday for the BBQ dinner, which was included in the price of the registration. We looked at a few cars, and then made the 30 mile trek home.

On Saturday, we took the 1956 Golden Hawk and met Jerry & Becky in their 1957 Silver Hawk, at the show. The show didn't seem to be as crowded this year, and we were able to park in the main parking lot for the first time. We had a great location with the cars in plain view, and a shade tree for us to sit under.

We didn't win any of the raffle prizes, but we did participate in a few of the games. Anita and Becky went on the poker walk, but rather than ending up with a winning hand, they ended up with losing feet (aches and blisters.) Jerry & I participated in the fan belt toss, piston toss, lifter toss, hubcap toss (no cookie toss), and the go cart obstacle course. It was fun, even if we didn't set any records.

One of the things I've always noticed about this show, is that they play some pretty good music and the volume is at a level that doesn't destroy your eardrums. It did seem to get a little louder as the day wore on, but it still wasn't as bad as all the cruises

I saw only one other Studebaker, a modified 1954 coupe which I've seen before. All in all, It was a nice way to spend a warm and sunny Saturday. In case you are interested, I have a hunch the Early Irons will be hosting 31st annual Easter Rod, next year.

ANOTHER WEB SITE (and product)

As many of you know, I have a club called the 1956 Studebaker Golden Hawk Owners Register. As you might suspect, it is for owners of 1956 Golden Hawks. Recently a new member joined. His name is John Brooks.

John has a web site and if you have web access, you might want to take a look at this one in the near future. It is a new site, but John is working to get it up to speed.

One thing that caught my eye, was the fact that he is a dealer for Pertronix Products. In case you haven't heard of them, they make a unit that will convert cars with points and condenser to an electronic unit. I wrote to Pertronix many years ago, but they said they didn't have a unit for my car with the Auto-Lite distributor.

I asked John about this and here is what he had to say:

I am an authorized dealer for the Pertronix Products, but they DO NOT make the unit for the Golden Hawks. I am the one who makes the kit for the Hawk, using a trigger unit made by Pertronix. It can be used with the original tach driver installed on the distributor. I am going slow with the web page, as I do not want anyone to think I have something I don't. Pertronix did not see enough quality in sales for them to develop that kit. Thanks,

I believe John has electronic units for other Studebaker Models, and especially those with a Delco unit. If you are interested in upgrading your car's electronics, contact John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840, Email studefarm@yahoo.com
The web site address is www.studebakerfarm.com

My Stude Adventure

by Dave Cramp

I am writing this beginning paragraph at the Studebaker garage sale, waiting to make a big sale. It always amazes me that the stuff I would have thrown out sells and the good stuff (Lark radios, trim, brake handles, etc...) doesn't. Dean sold a load of pots! I bought some. Since Paul has started to run out of stories, I am writing the article I promised Dean last year. I had planned on writing an article highlighting what I had learned about paint and body repair at Mid-Florida Tech. As I started writing, I realized that how I found my '59 Silverhawk and what it needed to be roadworthy was key to understanding the process that took four years.

As a kid growing up in the Pine Hills area, my eye was on the Hawk down the street. It was always kept under the carport. Most people closed in their carport and made a sunroom with Jalousie windows, or an extra bedroom. The Studebakers were always clean and shiny with beautiful color combinations. They were decidedly, deliciously different.

Five years ago Sharon and I were spending a day in St. Cloud shopping for antiques. Joe Raimondi was helping a friend at an antique shop and his '53 Champion was parked out front. My heart started pounding as I was carried back to the time in life when cars were the only thing that excited me. I knew every make of every model and the not-so-subtle changes that delineate the years.

Joe (being Joe) became my mentor in my search for a Studebaker. We looked at a '59 Silverhawk in Montverde. It was maroon on the bottom, white on the top. While it started and drove okay, a radiator boil-over had bleached the Facto-Bake paint on the hood. Since there was little clear coat, there was little sheen. Besides that, there was a green on green '53 hardtop for half as much in Sanford that Joe, Marty, and I were going to check out. The top half looked good with no visible dents or rust. We could not see the bottom half because of all the stuff packed around it in the shed. She had been bathed in oil by her owner to stop oxidation. Her six was frozen, but there was a brand new engine. I put down a deposit but it never made it out of its cocoon. My money was refunded and I immediately went back to Montverde to buy the Silverhawk. The owner had lowered the price several hundred dollars. It was a solid car with no rust on the floor, just on the lower door, front fenders, trunk, rear quarter, and a pitting on the roof. Extensive reworking was needed on the lower trunk edge and the rocker panels by the door. Both places required replacement of metal and restoration.

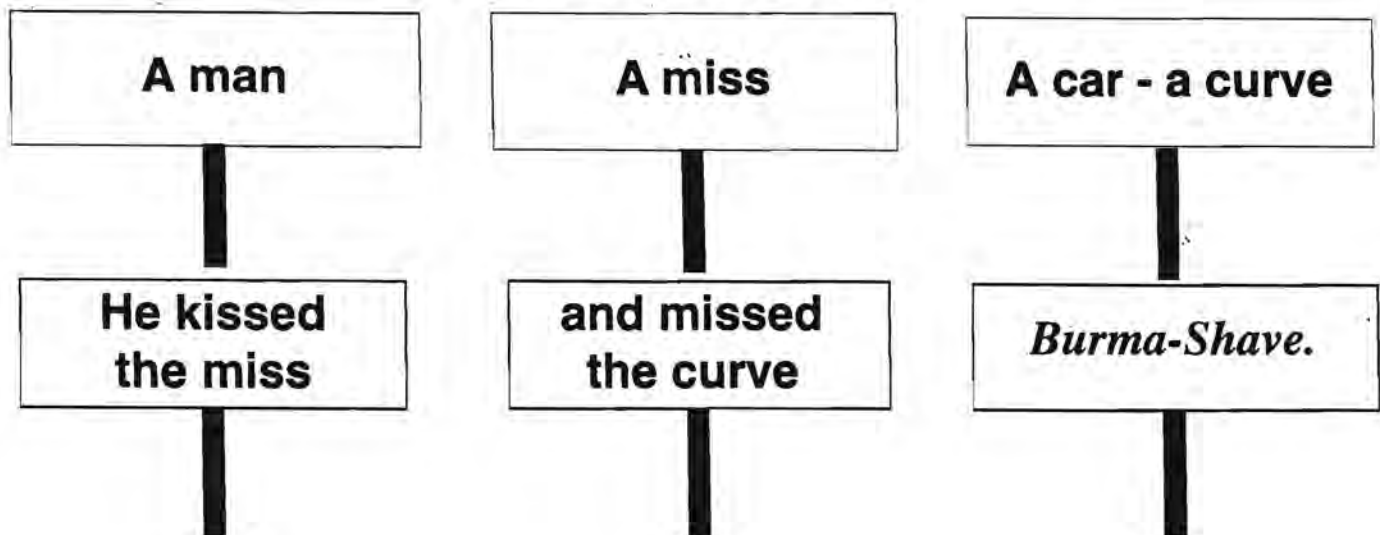
The engine and transmission were in good condition. The interior had been dyed but showed signs of neglect (broken springs, torn head liner, and vinyl, old door panels with new speaker holes). The starter, brakes, radiator, and wiring all required immediate attention. The harness was so brittle that the battery would not stay charged.

Joe introduced me to Marty Burns, Steven Cade, Dr. Sanchez, the Dean Brothers (who repair old cars), and (most importantly) the Studebaker Club. He told me about a good radiator shop in Kissimmee and sent me to NAPA for brake rebuild kits. I knew and trusted Jim Kitchens of A-Alternator, because of many past dealings, to fix my starter. When you find a bright and honest mechanic, all you need to feel secure is a second opinion. For a wiring harness Steve Cade sent me to Studebaker's West.

After cooling the car down and making it dependable, I drove my new toy while I went to paint and body and welding classes at Mid-Florida Tech. Mike Dalby was one of three paint and body instructors at M.F.T. His dad had worked in the body shop at Studebaker. Mike taught us that even brand new cars in the fifties received bondo to correct flaws in castings and accidents during production. Since no two cars are exactly alike and accidents do happen, body repairs involve blending repaired areas with the rest of the body so that the eye is fooled. Since metal stretches when it is bent, you can heat-treat it to get it to shrink or tap it out, but bondo will be needed.

Why do so many expensive paint jobs end up blistering, bubbling, or fading? My next installment will explore these problems.

- *Burma Shave* -



-- FROM YOUR EDITOR --

I want to again thank every one who has contributed an artical for the newsletter. If it weren't for you people there would be no newsletter to mail out. So thanks again and keep the articals coming in.

Our Fall picknic has been set for Nov. 4 at Kelly Park as it has been in the past, More to come later.

Due to things beyond my control my local post office decided to do some interior remodeling, They removed about one third of their post office boxes, and mine was one of those. So now after about twenty years of just walking across the street from my house to the post office I now drive down the road a quarter mile to the roadside cluster of boxes to retrieve my mail. So my new mailing address is now

DEAN GESSNER
8721 Hwy 48
YALAHA, FL. 34797
studeude2@aol.com

THE COHEN'S MEET MR. FORD

It was a sweltering August day when the Cohen brothers entered the posh Dearborn offices of Henry Ford, the car maker, Mr. Ford, announced Norman Cohen, the eldest of the three. We have a remarkable invention that will revolutionize the Automobile industry. Ford looked skeptical but their threat to offer it to the competition kept his interest piqued." We would like to demonstrate it to you in

person." After a little cajoling, they brought Mr, Ford outside and asked him to enter a black automobile parked in front of the building. Hyman Cohen, the middle brother, opened the door of the car. "Please step inside, Mr.Ford." "What!" shouted the tycoon, Are you crazy? It must be a hundred degrees in that car!. It is, smiled the youngest brother, "But sit down Mr, Ford, and push the white button." Intrigued, Ford pushed the button. All of a sudden a whoosh of freezing air started blowing from vents all around the car, and within seconds the automobile was not only comfortable, it was quite cool. "This is amazing!" exclaimed Ford. "How much do you want for the patent?." One of the brothers spoke up, "The price is one million dollars." Then he paused. " And there is something else. The name Cohen Brothers Air-Conditioning must be stamped right next to the Ford logo!. " Money is no problem," retorted Ford, "But there is no way I will have a Jewish name next to my logo on my cars!." They haggled back and forth for a while and finally they settled. Five million dollars, but the Cohens' name would be left off. However, the first names of the of the Cohen brothers would be forever emblazoned upon the console of every Ford air conditioning system. And thats why even today. whenever you enter a Ford vehicle, you will see those three names clearly printed on the air conditioning control panel:

NORM, HI and MAX

WHAT MY MOTHER TAUGHT ME

My mother taught me TO APPRECIATE A JOB WELL DONE. *"If you're going to kill each other, do it outside - I just finished cleaning!"*

My mother taught me RELIGION. *"You better pray that will come out of the carpet."*

My mother taught me about TIME TRAVEL. *"If you don't straighten up, I'm going to knock you into the middle of next week!"*

My mother taught me LOGIC. *"Because I said so, that's why."*

My mother taught me FORESIGHT. *"Make sure you wear clean underwear, in case you're in an accident."*

My mother taught me IRONY. *"Keep laughing and I'll give you something to cry about."*

My mother taught me about the science of OSMOSIS. *"Shut your mouth and eat your supper!"*

My mother taught me about CONTORTIONISM. *"Will you *look* at the dirt on the back of your neck!"*

My mother taught me about STAMINA. *"You'll sit there 'til all that spinach is gone."*

My mother taught me about WEATHER. *"It looks as if a tornado swept through your room."*

My mother taught me how to solve PHYSICS PROBLEMS. *"If I yelled because I saw a meteor coming toward you; would you listen then?"*

My mother taught me about HYPOCRISY. *"If I've told you once, I've told you a million times - Don't Exaggerate!!!"*

My mother taught me THE CIRCLE OF LIFE. *"I brought you into this world, and I can take you out."*

My mother taught me about BEHAVIOR MODIFICATION. *"Stop acting like your father!"*

My mother taught me about ENVY. *"There are millions of less fortunate children in this world who don't have wonderful parents like you do!"*

WANTED:

Studebaker truck. Looking for 1/2 ton short bed pick up, any year/model. Prefer V8 in good running and driving order, but will consider all others.

FOR SALE: OR TRADE:

1966 Ford F100 short bed pickup. Has 351 windsor, C6 auto,trans, engine has mild cam, headers. Holley 4BB1 Double Pumper. Runs & Drives good. complete new brakes all around extra Parts, slight rust needs minor cosmetic resto. to be a sharp truck. \$2200 or trade for ??

Also 1968 Chevy Nova 2dr. project car-straight body has rust in trunk floor and rear quarter, floorboards replaced. Has excellent 350 V8 New 350th trans,-runs and drives good. Needs complete Ext.and Int. restroation. \$1800 or trade for ??

Call: Jerry Shelton St. Cloud
407-957-9095 or

E-Mail: SHELTONCLS@aol.com

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315-384-3926

Studebakers

Door Prizes!

of the

You could win a Studebaker!

Sunshine State Twenty-Fourth Annual Florida State Meet

October 5th, 6th & 7th 2001

Gainesville, Florida

Brought to you by North Central Florida Chapter

Friday October 5th -	Saturday October 6th -	Sunday October 7th
4 - 9pm Check in & Registration	8 - 11am Registration	9 - 4pm Coffee & doughnuts
4 - 9pm Raffle Tickets On Sale	11 - 3pm Judging - Cars & Watches	at Stephen Allen's Auto
	6 - 7pm Cocktail Hour	Bob Cade's car collection
	9pm Banquet & Awards Presentation	Don't miss this!

Hospitality Hours
Friday 4 - 9pm
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Raffle Car Drawing

Room reservations made direct to the hotel. Reserve now! Space is limited
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University of Florida Hotel & Conference Center - A Doubletree Hotel

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Phone 352-371-3600 Fax 352-371-0306 www.ufhotel.com

From I-75 - Take exit number 75, State Road 24 - Gainesville/Archer

Go east approximately 1 mile then left on SW 34th Street (Eckerd Drugs on left corner)
About 1 mile then left into hotel parking lot

Name _____	General registration (one vehicle) ----- \$15.00
Address _____	*After September 14, 2001 ----- \$ 20.00
City _____ State _____ Zip _____	Second Car ----- \$ 8.00
Phone _____	Third Car Plus ----- No Charge
Chapter _____	Outdoor Vendor Space ----- No Charge
1st Vehicle Make _____ Model _____ Year _____ \$ _____	Total
2nd Vehicle Make _____ Model _____ Year _____ \$ _____	
3rd Vehicle Make _____ Model _____ Year _____ \$ <u>N/C</u>	
Awards Ceremony & Banquet \$24.95 per Adult - \$14.95 per Child under 10 \$ _____	

For more information contact:
Stephen Allen's 352-472-9369 or
Edith Fifer 352-463-1526

Make checks payable (no cash please) to:

North Central Florida Chapter of SDC

Mail To: **Edith Fifer**
Registration Chairwoman
9099 SW 62nd Ct.
Trenton, Florida 32693



I hereby release North Central Florida Chapter of the Studebaker Drivers Club, Inc. from any suits, damages, actions, or claims which may arise from any loss or damage to me, my family, or my personal property.

Signed _____ Date _____

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.

Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.

Promote good fellowship and pride of ownership among Chapter members.

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

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

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

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

ORLANDO AREA CHAPTER
DEAN GESSNER- EDITOR
8721 HWY 48
YALAHA, FLA. 34797



TO:

Frank & Anita Ambrogio
31700 Wekiva River Road
Sorrento, Florida 32776-9233



STUDEBAKER, THE CURE FOR THE COMMON CAR

GREASY PRINTS

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



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July-Aug.

2004

Well, here we are in the heat of the summer again. Not much doing in the Studebaker club, so there is not much to write about. I,ve been to a few local car shows and cruise ins.

I got a letter from Bob & Dolores Oaks. They want to thank everyone for the cards and letters wishing her well. She asked that I relay the letter to all of you, so here it goes.

I want to thank each and everyone of you and especially Paul and Marrion White for keeping you abreast of my progress. I couldnt have survived with out all your cards and prayers. Im half way through my chemotherapy and lucky to say Im getting stronger each time. I still have a way to go and Im hoping to get my strength back in Fla. this winter. Bob never left my side for two months after the operation. He has been chief cook and bottle washer. He can leave me alone for awhile now but usually if the van goes Im in it too. Again thank you for your support.

Dolores Oaks

FOR SALE:

Two Studebakers; a 1950 Champ. 2dr. and a1951 Champ. 4dr. Both are restorable many spare parts \$800 for both For info. write;

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Jacksonville, Fl. 32244

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Norfolk, NY 13867

315-384-3926

7th Annual "LOVE THOSE ORPHANS" meet



Saturday, September 15, 2001 from 10:30 a.m. to 2:30 p.m. at Buddy Freddys Restaurant in Plant City, exit 11, one quarter mile south of Interstate 4.



KAISER



FRAZER



Come join us in honoring the great "Orphan" cars. This show is open to all car makes that are no longer in business. Bring your car no matter its condition. No fees, no judging, open to public viewing. A Dutch-Treat lunch buffet will be available at noon (\$10 includes tax, tip and beverage). A 50/50 raffle will be held by the Suncoast AMC Club with proceeds being used to defray meet expenses. For more information contact the people listed below.

Hillsborough Co.
Thad Suits
Plant City
813-754-3852

Polk County
Jim Esmond
Lakeland
863-644-8414

Manatee Co.
Dave McClinchy
Palmetto
941-721-1848



Richard

Participation at individual's own risk. Suncoast AMC Club and its members are not responsible for injury, damage or loss of any kind.

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director)

June 22, 2001

As some, *but certainly not all*, of you may know, we do not meet during the summer months. Consequently, there are no new members to report for this period. Membership total is still at 40 families

I received a call from *Stephen Cade* who asked about the comments made in the newsletter about the date of the State Meet. An item in the meeting minutes suggested that a few of our members were unhappy that the meet was scheduled so early in October. It appears that they would prefer the meet be held later in the month, or in November.

I explained to Stephen, that I was not at that May meeting, and I didn't know any more about it than he did.

Stephen did ask me to notify those disgruntled souls that the early October date was the only one that was available. Motels have more than just our State Meet to worry about, and the biggest obstacle is to find a weekend when the *University of Florida* does not have a home football game. After all was considered, the early October date was the best option. Now you know!

So what, in my opinion, can you do to insure that the meet is held on a date you prefer? Become the meet chairman! Then you can "call the shots" instead of "take them."

In those same meeting minutes, there was a note that those present at the meeting made a, slightly underhanded, decision to give away a portion of the money that some of us worked so hard to earn. I wonder how long it will be before they decide to raise your dues, and I say Good Bye.

There was an interesting story in the May 31, 2001 issue of *Old Cars Weekly* by Joel Prescott. The article concerns a project by the Chrysler

Corporation. In 1956, the DeSoto division which commissioned Ghia studios of Turin, Italy to fashion its most ambitious dream car ever.

It was the DeSoto Norseman designed by Virgil Exner and it was the ultimate in flare, style, technical innovations, and interior safety items. Says Prescott, "refreshingly free of chrome, the exterior exhibited none of the usual brightwork accents such as door handles, light bezels or radio antennas. The car's most striking feature was the dramatic cantilevered roofline which arched forward from the rear deck and allowed windshield and side glass to flow rearward in one great pillarless sweep."

The story takes a unique twist when Chrysler decided to ship the car from Turin to Detroit headquarters for test trials before hitting the fall dream car circuit. Again, quoting Prescott, "And it is here that the Norseman story ends so abruptly, for management chose a singular and most unfortunate method of transport: a lovely Italian liner called the *Andrea Doria*." The Ship collided with another ship, the *Stockholm*, and sank to the bottom of the Atlantic.

Prescott closes with the following: "Of course it's impossible to measure the loss of the DeSoto Norseman in terms of image and public impact. The car was simply never seen and DeSoto just kept on keeping on, never attaining the heights of the 1950s consumer acceptance which might have saved it from the orphan's fate."

The impact the Norseman might have had on DeSoto's future will never be known. However, the recent "merger of equals", fiasco between Chrysler and Daimler Benz, and the propensity of Americans to buy Toyotas and Hondas, leaves little doubt in my mind that DeSoto, would still have taken the *road less traveled*, a long time ago.

TECH TIPS

by Jerry Kurtz

CHECKING YOUR ANTIFREEZE

Keystone Keynotes (April 2001)

If you're like most of us, we open the radiator cap, look to see if the fluid is green, the right number of balls float in our tester, and there isn't too much brown stuff floating around. We then consider the radiator serviced and put the cap back on.

Permanent antifreeze is permanent in name only. In reality antifreeze needs to be changed periodically like we change other fluids in our car. Antifreeze has a life of approximately 3 years, however the inhibitors don't last that long so it really is a good idea to change it annually.

An accurate test to determine the viability of your antifreeze is to attach the positive lead from a digital volt-ohm meter to the metal part of the radiator, then center the negative lead into the coolant itself. A voltage reading of 0.2 or less is very good. A reading of 0.5 should be considered borderline, while anything over 0.7 is unacceptable. If your coolant fails this test the coolant system should be drained and flushed and fresh antifreeze should be added.

There is a new generation of "lifetime" antifreezes being promoted. Do not mix these with the ethylene glycol antifreeze that has been in use for the last sixty years, as they are not compatible. I do not recommend using lifetime antifreeze in collector cars. I understand that it will seep everywhere, including into the cylinder areas, in cars not assembled with the newer rubber bonded steel gaskets.

Your Studebaker's Other Oils

Keystone Keynotes (June 2001)

We are constantly reminded to change the oil in our engine, however when was the last time that we serviced

our transmission or rear-end? I wonder how many 50 year old cars are being driven with the original oil in the rear-end.

Inspect your transmission and rear-end assembly and look for leaks. Pinion seals and rear transmission seals are easily replaced. Check to make sure all of the bolts are tight and inspect the breather on the rear-end to make sure it is not clogged.

When draining the oil from the rear-end or transmission inspect your drainage for water or metal contamination.

The rear-end and transmission take two different oils. You should always use oil that is designated as a hypoid in your modern rear-end. Lubricants with a EP hypoid designation are specifically designed for the extremely high face pressures and wiping actions of hypoid configured gear teeth. I prefer a 75w-90 oil. A heavier oil is generally not needed in a quiet rear with no excessive backlash. A 140w oil can sometimes help in a high mileage rear. Posi-traction rears require the use of lubricants with friction modifying additives to lubricate the clutches properly.

Your transmission requires a non EP gear oil. SAE 90 gear oil is the most readily available. Running your car with an EP oil meant to lubricate the rear can cause considerable damage to such components as the planetary overdrive units. Several manufacturers used multi-grade motor oil or ATF in their transmissions, however, this type of oil doesn't have the necessary additives to properly lubricate transmissions. There are also several good synthetic oils on the market. Keep in mind that they should never be used in transmissions or rear-ends that don't have new, modern seals.

HARRY BARNES: 1914-2001

Harry Remembered By Terry Judd

This article was taken from the SDC Web Site www.StudebakerDriversClub.com

Harry Barnes, the colorful founder of the Studebaker Drivers Club, died Jan. 20 in Palm Harbor, Fla. from congestive heart failure and complications from diabetes. He was 86.



Harry & Norah Barnes with Tony Carella

Barnes was the leading founder of the Studebaker Drivers Club, now an international car collecting organization with about 13,000 member in 40 different countries. The Studebaker Drivers Club is among the largest car clubs in the United States and among the largest dedicated to vehicles produced by a single U.S. automaker.

SDC boasts more than 100 local chapters and an award-winning monthly publication.

Barnes was the driving force behind the formation of the Studebaker Drivers Club in 1962 and served as its president for seven years. He was a permanent member of the SDC National Board of Directors and remained active with the club until he was stricken with a stroke in 1998.

Barnes is survived by his wife Norah, 86, of Palm Harbor, Fla., who is suffering from the early stages of Alzheimer's Disease; his son David Barnes, 58, of Kirkland, Wash.; brothers Izzy Barnes, 80, of Glasgow, Scotland, and Nat Barnes, 80,

of Glasgow, Scotland, who died this past February; sister Gladys Barnes, 76, of Sunderland, England; three grandchildren, Michael Barnes, 16, and Stephanie Barnes, 14, both of Chapel Hill, N.C., and Kevin Barnes, 11, of Kirkland, Wash.

Barnes was the son of Sam and Minnie Barnes, who immigrated from Poland to England in the late 1800s. Barnes was born in 1914 in Glasgow, Scotland. Barnes married Norah Campbell on May 21, 1938 and two had one son, David, while living in London, England.

Barnes attended and was graduated from Eton College in England. He and Norah immigrated to the United States in 1946 and originally resided in Flushing, N.Y. The two also lived in Racine, Wis.; Milwaukee, Wis.; Toronto, Ontario; and Alexandria, Va. before moving to Long Island, N.Y. in 1954.

While in New York, Barnes

received a masters degree in business administration from Long Island University.

Barnes worked for more than 20 years for Grumman Aerospace in New York, and helped develop the Apollo space program lunar rover vehicle, the landing pod legs on Apollo lunar lander and the current generation of space shuttles.

Prior to that, Barnes worked for Sperry Gyroscope and other aviation and aerospace companies. Barnes first became interested in vehicles manufactured by the Studebaker Corp. of South Bend, Ind. when he purchased a 1941 Studebaker Commander in 1948. At one point, he owned 13 Studebakers.

Concerned with his inability to get parts, Barnes conceived a club dedicated to the Studebaker automobile. Barnes wrote Studebaker Corp. numerous times with his idea and finally received permission in August 1962 to use the Studebaker name in his club's name -- the Studebaker Drivers Club. On his own, Barnes hired an attorney, and incorporated the club in the state of New York.

Besides Barnes, the six other original members were Norah Barnes, Tony Caralla, Harold R. Kraft, Arthur J. McIntyre, Ronald L. Nelson, and Robert E. Schaffrath.

In its early years, SDC literally was a one-person operation with Barnes soliciting members, maintaining membership lists, producing club publications and organizing meets. The first two SDC international meets were held in 1965 and 1966 in Rockville Center, N.Y.

Barnes served as club president from 1962 through 1969, when a more formal club structure was adopted and Barnes stepped down as a day-to-day manager. He was replaced as president by Ed Flaherty. That same year, the club created the positions of vice president, secretary, treasurer, and membership director, which assumed all of the duties that Barnes performed virtually by himself during those early years of the club.

As founder, Barnes was named a permanent member of the club's national board and in 1970 he created the Minnie Barnes Award to be given to a person or a chapter displaying charity and community spirit.

Barnes' day-to-day role with the club diminished in his later years, but he kept in contact with a select few club members on a regular basis and attended all SDC National Board meetings when he attended SDC internationals. The last international he attended was in 1996 at Long Beach, Cal.

Barnes and his wife Norah retired in Palm Harbor, Fla.. A week before they were to celebrate their 60th wedding anniversary by taking a cross-Atlantic voyage on the QE2, Barnes suffered a major stroke, the first of four he would experience before his death.

Because of Norah Barnes' medical condition and her inability to understand her husband's death, members are asked not to contact her. Notes of sympathy may be sent to: David Barnes, 11108 NE 106th Place, Kirkland, WA 98033.

There was always: Something About Harry

Somewhere North of South Bend

by Terry Judd

From the Studebaker Drivers Club Web Site www.StudebakerDriversClub.com



When I was elected president of the Studebaker Drivers Club back in 1991, I received all sorts of advice from SDC officers:

- Be sure to promptly sign all checks.
- Return phone calls.
- Attend as many local club functions as possible.
- And watch out for Harry Barnes.

Frankly, I was a bit surprised by the last suggestion. After all, Harry Barnes was the founder of one of the nation's largest car clubs. But according to a few former club officers, Harry could be burdensome at times, was highly opinionated, would suggest some pretty far-fetched ideas and, if unchecked, occasionally would interfere with club business. To a few, he was a relic to be humored.

Perhaps because I was a relative newcomer to SDC and had not experienced the chaotic early years of the club, I wanted to get to know Harry Barnes.

So as president, I began calling him. And sure enough, as I had been warned, the conversations often were long and rambling. Harry did have wild ideas, a lingering bitterness against the city of South Bend for letting the South Bend School Corp. take over the former Studebaker Administration building, and an unrealistic assessment on the appeal of the Studebaker automobile on today's youth.

But he also was a man who still cared about SDC and its direction and for the future of the Studebaker automobile as a collectible. Our conversations went well and soon, whenever he had a problem or a thought, he did not hesitate to give me a call. He appreciated once again having the ear of a SDC president to serve as a sounding board to his ideas.

And Harry sure was full of ideas. One of his more innovative was to have SDC and the city of South Bend purchase a few old Studebaker Corp. factories and hire inner-city kids to rebuild Studebakers on an assembly line. Rusting Studebakers would enter the factory on one end and emerge as like-new vehicles.

"We've got to keep the Studebaker name

alive. Isn't that so Terry?" Harry would ask.

There were calls for a postage stamp to commemorate Studebaker. There was the idea of moving the museum out of South Bend. And there was his constant urging that SDC, the Antique Studebaker Club and the Avanti Owners Association International should merge, even though the other two clubs did not share this same goal.

"In order to be strong, we need to be unified," he told me.

But he also had legitimate concerns. He was absolutely livid that a SDC chapter, which received from him Studebaker factory photo negatives, charged SDC for the collection without his permission.

He always was concerned how the club treated its international members. At his urging I purchased flags of all countries where there were SDC members so they could be displayed at international meet banquets. He also believed Turning Wheels needed to do a better job reporting obituaries, a concern that was forwarded to the editor and resulted in obituaries being posted. He also was concerned that SDC receive proper recognition once a new Studebaker National Museum is built.

Harry also was the driving force behind the Minnie Barnes trophy, which

stressed charity and service to communities rather than mundane car collecting.

At the time, it was apparent Harry was happy to be in contact with SDC officers once again. Several times, he thanked me for including him in club business. His wife Norah, who would roll her eyes at the mere mention of the word Studebaker, even would get on the phone and talk about the club and my family.

Soon Harry and Norah once again were attending SDC internationals. And even though the SDC National Board's infamous meetings would drag on well into the evening, Harry always stuck it out and would make contributions.

One of his most active was in Nashville, Tenn. where he was joined by the late Tony Caralla. Despite sweltering heat, the two meandered with me among the Studebakers parked in the lot and recalled the early days of the club, their long association and the various Studebaker models. Tony Caralla would be dead 11 months later.

Harry Barnes' last international was the 1997 meet in South Bend. And Harry dutifully attended the board meeting in his role as founder. It would be his last.

Even though I no longer was president, I remained among the first people he would call when a Studebaker problem arose. Some times the calls were just to wish me well and to inquire about my wife Susan and children Caity and Corey.

By 1998, he suffered his first stroke, but he and I continued to contact each other about once every other month. With each call, it was obvious SDC's most famous member was slipping. My last conversation with him was about a year ago when he expressed frustration with the city of South Bend and the Studebaker National Museum and bitterness his convalescence from a series of strokes was not going better.

It was an angry phone call. He was disgusted with the museum and the city, and frankly was sick of Studebakers,

which he said almost cost him his marriage and family. I tried to calm him down and promised I'd try to get the museum moving again. I regret that was the last conversation I had with him. I also regret I kept putting off calling him back. Frankly, I was scared what he would say next. Recently, the March-April issue of Wonderland Cruiser that was mailed to his home was returned by the postal service with no forwarding address. That got me concerned and I repeatedly called his home. There was no answer. Then this spring, I heard a rumor that Harry might have died in January and that Norah was suffering from Alzheimer disease and was living in an adult care facility.

Once again, I called their phone number and Norah answered the phone. She was disoriented and did not have clue who I was or where Harry was.

It took more than a week, but I was able to track down the Harry's son David, who now lives in Washington state. David confirmed that Harry had died Jan. 20 and that Norah is suffering from dementia. Only three people attended a simple service for Harry held in Palm Harbor, Fla.

It was a sad end for SDC's founder, made even sadder by the fact his death and burial occurred without the knowledge of a single SDC member. The club once again had lost touch with Harry Barnes at a time he needed friends the most.

In looking back at my brief SDC presidency, I'm perhaps most proud I got to know a man who truly loved the club and Studebakers and the history surrounding both. Yes, he was a man who had some pretty wild ideas. But one of these ideas was to create a club in 1962 for a car company on the verge of going out of business. At the time it was absolutely crazy. Today, we call it visionary.

And thanks to Harry Barnes, we as a club are the results of that vision. For that reason alone, we owe Harry Barnes a big thanks, even though he no longer is around to hear it.

November 28, 2000



Dear Friends:

The Holiday Season is a time for gift-giving and making resolutions for the coming year. The end of the year is often a good time for some individuals to give charitable gifts to non-profit organizations; for others, the new year represents a new beginning—an opportunity to do some of the things you've been meaning to do but never got around to doing. As the holidays approach, won't you please take a few moments to reflect on ways you can "gift" the Studebaker National Museum and make a resolution to plan for future giving as well. Please consider leaving a legacy—"your" legacy--that will live on and be appreciated by many people in meaningful ways for years to come.

TOP TEN THINGS YOU CAN DO TO LEAVE A LEGACY:

- Prepare a will.
- Leave a gift in your will for the Studebaker National Museum.
- Leave a specific dollar amount or a percentage of the assets in your will to the museum.
- Consider using current assets for your charitable gift.
- Name the Studebaker National Museum as the beneficiary of your pension plan or IRA.
- Purchase a new life insurance policy naming the Studebaker National Museum as the beneficiary.
- Name the museum as the beneficiary of an existing insurance policy.
- Remember loved ones with memorial gifts to the museum.
- Encourage family and friends to leave gifts to the Studebaker National Museum in their wills.
- Ask your financial advisor to include charitable giving to the Studebaker National Museum as part of counsel to clients.

By doing any of these things, you will be moving the new museum building project closer to its goal—Opening in 2002!!

If you wish to make a gift or a multi-year pledge to the Studebaker National Museum, please complete the form attached and mail to the address provided.

Sincerely,

A handwritten signature in cursive script that reads "Richard J. Rice".

Richard J. Rice, Chairman
Community Campaign

Sincerely,

A handwritten signature in cursive script that reads "Rebecca J. Bonham".

Rebecca J. Bonham, Director
Community Campaign

"All that you have shall some day be given. Therefore, give now that the season of giving may be yours and not your inheritors."

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.

Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.

Promote good fellowship and pride of ownership among Chapter members.

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

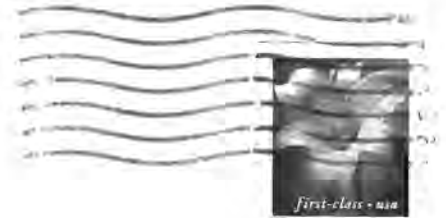
Meetings are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

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

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

ORLANDO AREA CHAPTER
DEAN GESSNER - EDITOR
P. O. ~~BOX 448~~
YALAHA, FLORIDA 34797

DEAN GESSNER
8721 HWY 48
YALAHA, FL 34797



TO:

FRANK AMBROGIO
3165 WEKIVA RIVER Rd
SOBREPITO, FL 32726-9233



GREASY PRINTS

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



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

VOLUME 18

NUMBER 6

Sept. - Oct. 2001

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

Minutes of Sept. meeting 2001. Submitted by Jim Morgan

The meeting was called to order at 7:15 pm by Dean Gessner. Attending were new member Joe Donoughe, Robert Coolidge, Russell De Fazio, the Gessners, Gormicans, Rays and Morgans. Old business. A letter from the national SDC states that a plan to insure local chapter officers requires 50 percent of the chapters to subscribe before it can be instituted. To date, only about 35 per cent have done so. We need to send a letter to SDC stating our wish to participate and willingness to pay the \$100.00 premium. Paul White in a recent letter says that there is a rumor that the museum may have to be moved to another city other than South Bend because there have been insufficient contributions to the fund by members. Forthcoming events. The fall picnic is scheduled to be at Kelly Park at 1:00 pm on the second Sunday in November. A discussion of a location for the Christmas party mentioned two locations-Logan's Steak House on SR46 just east of I4 and Ryan's Buffet in Apopka. Because Logan's is more centrally located and has a larger room, it was selected as the site for this year's party. Dean will attempt to reserve the room for the second Sunday in December. New business. Robert Coolidge discussed his work on a new web site for the antique Studebaker club. Jerry Ray reports that we have \$1,682.52 in our account. The report was accepted as read. Jerry as noted that there will be a southeastern zone meeting in Jacksonville, Fla. on April 5th and 6th, 2002. The proposed location is the Jacksonville Marriott. A letter from Marty Burns states that he is having difficulty attending nighttime events because the elderly lady living with him is in declining health and requires his presence. A letter from Leroy Long says that he has two cars for sale. One of them is in the current issue of Turning Wheels. On Saturday, September 15th, there is an orphan antique car show in Plant City-several members expressed an interest in attending. Dean discussed the possibility of a convoy of Studebakers to the State Meet next month in Gainesville. It was decided that those wishing to participate should meet at the Coastal Gas truckstop in Wildwood at 10:00 am on Friday, October 5th. Russell DeFazio won the 50/50 drawing and the meeting was adjourned. These minutes are submitted by Jim Morgan in the absence of the secretary.

OAC 2001 CHRISTMAS PARTY

Date is Sunday Dec. 9, 2001 at 1:00 pm - 5:00 pm. at Logan's Roadhouse Rest, on St. Hwy. 46 1/4 mi E. of I-4, Sanford, Fl. The Price is \$10.00 per person which includes meal, beverage, Tax & Tip (and free peanuts). Menu will include a selection of burgers, salads and sandwiches. Chinese Auction Gift Exchange. Bring a gift valued at \$5.00 MINIMUM if you wish to participate. RESERVATIONS MUST BE MADE BY MONDAY, NOV. 26TH. CONTACT ANITA AMBROGIO PHONE: 352-735-9193. for reservations

2002

SOUTHEASTERN ZONE MEET

HOSTED BY:
NORTHEAST FLORIDA STUDEBAKER CLUB (NEFSC)

&
AVANTI CLUB OF FLORIDA (ACOF)

APRIL 5TH, 6TH, & 7TH 2002

JACKSONVILLE, FLORIDA

MEET REGISTRATION

NAME _____
ADDRESS _____
CITY _____ ST _____ ZIP _____
PHONE WITH AREA CODE (____) _____
SDC/AOAI CHAPTER NAME _____



GENERAL REGISTRATION

ADD \$10.00 AFTER MARCH 1, 2002

\$20.00 _____
10.00 _____

JUDGING (YEAR, MODEL, BODY STYLE, CLASS: STOCK/MODIFIED/CUSTOM)

STUDEBAKER

CAR #1 _____ 10.00 _____
CAR #2 _____ 5.00 _____
CAR #3 _____ 5.00 _____

AVANTI

CAR #1 _____ 10.00 _____
CAR #2 _____ 5.00 _____
CAR #3 _____ 5.00 _____

DISPLAY CAR

_____ NO CHARGE

CAR CORRAL (FOR SALE) _____ 5.00 _____

SWAP MEET SPACE (10' X 20') _____ 15.00 _____

NOTE: WE WILL USE POINT STANDARDS FOR TROPHY AWARDS. THE SAME 400 POINT JUDGING FORM & DIVISION CLASSES WILL BE USED IN ACCORDANCE WITH THE OFFICIAL HANDBOOK, COMPILED BY LARRY SWANSON, PUBLICATIONS DIRECTOR, SDC. 1996.

AWARDS BANQUET NUMBER ATTENDING _____ X \$21.00 _____

INDICATE HOW MANY OF EACH DINNER CHOICE:

TOTAL AMOUNT ENCLOSED \$ _____

#1 CHICKEN _____ #6 BEEF _____

#1 CHICKEN VENETIAN; SAUTEED CHICKEN WITH PROSCIUTTO HAM, FRESH SAGE, WHITE CHEESE MEDLEY AND PORT WINE.

#6 MARINATED LONDON BROIL; THINLY SLICED SOY MARINATED BEEF TOPPED WITH CARMELIZED ONIONS AND CRISPY ORIENTAL NOODLES.

PLEASE MAKE RESERVATION EARLY TO INSURE SPACE. A CHOICE OF EITHER SOUP DU JOUR, FRESHLY TOSSED GARDEN SALAD WITH HOUSE DRESSING, OR SEASONAL FRUIT CUP; CHEF'S SELECTION OF VEGETABLE AND POTATOES, RICE OR PASTA; WARM ROLL W/ BUTTER; AND A DELECTABLE DESSERT; COFFEE, DECAF, AND ICE TEA.

PAYMENT: MAKE CHECKS PAYABLE TO: NORTHEAST FLORIDA STUDEBAKER CLUB - SDC.

SEND REGISTRATION AND PAYMENT TO: STEVE & PAT FLOWER, 1155 PEBBLE RIDGE DR.
JACKSONVILLE, FL 32220 PHONE: (904)378-5310

HOST HOTEL: JACKSONVILLE MARRIOTT HOTEL

4670 SALSBURY RD. JACKSONVILLE, FL 32256 RATE: \$59.00/NIGHT+TAX

RESERVATIONS: 1-800-584-2842 OR (904)296-2222

MENTION 'STUDEBAKER DRIVERS CLUB' FOR DISCOUNT



MEMBERSHIP REPORT

By Frank Ambrogio, MD (Membership Director)

September 15, 2001

The time has come once again when I must make my annual notice that it is time to renew your membership in the *Orlando Area Chapter*. As in the past, the renewal fee has remained at \$10.00 and it are due no later than October 1st.

So many of you don't fill out a form, which I so diligently provide, and this can sometimes present a problem. Of course, we have always accepted your renewal money, with or without the form. The truth is, all we want is your money. However, it is nice to have, and keep, your personal information up to date.

Recently, a member called asking for another member's phone number. A check of my records revealed that the 2nd member hadn't submitted a new form since 1994. Consequently, I didn't have the latest phone number and the caller could not reach him. Granted, this is not a daily occurrence, but not having up to date information on each member defeats the purpose of maintaining a roster.

Usually, I ask the editor to include a membership form with the September newsletter. This year, I've decided on a different approach, because, I don't know when the newsletter will reach you.

I've mailed forms to everyone who is up for renewal. The form that you receive(d) is already filled out with your information as it appears on my records. All you have to do is make any corrections, write out your check, and mail it back to me in the envelope that I have provided.

Please make any corrections and return it to me immediately, along with your check, so that I can get everything up to date, and relax the rest of the year.

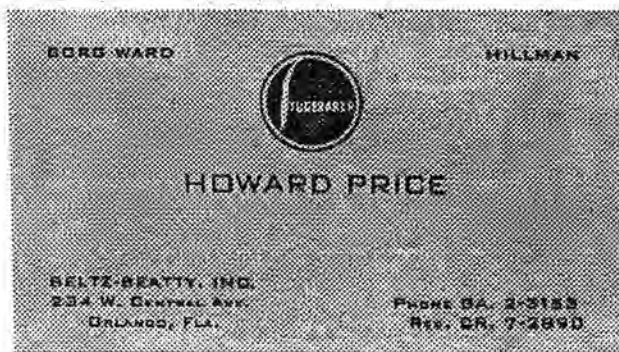
TALK ABOUT COINCIDENCE

In case you are not in tune with happenings on the internet, there is an online auction site called Ebay. Individuals and businesses can place items for sale on the site, and then anyone who has registered can bid on those items.

I haven't bought too many items, but recently I saw Studebaker brochure that I wanted. I placed my bid, and waited for the auction to close. At the end, I was the highest bidder.

The seller and I exchanged mailing information, I mailed a check, and in a few weeks, my package arrived. The brochure was in excellent condition, and I was very pleased with the price. All in all, it was a good deal.

Included with the brochure, was a business card from a former Studebaker dealer right here in



Orlando. That dealership name is Beltz-Beatty, Inc., which just happens to be the dealership that my car was first delivered to, from South Bend.

When I wrote to the Ebay seller about the business card, here is what he had to say.

Hi Frank, it is outstanding that there is a chance the business card can possibly have a relation to your situation. These dealer brochure

items are a Consignment situation that I have been dealing with for a couple months now. That business card came in a separate box from your item. When I saw it was Studebaker I decided to add it to the next Studebaker item that went out, as a "bonus", and yours happened to be the one. Your appreciation of it makes me smile. Thanx again and cheers! Bob

Most of you have never met Karick Price Jr., but he has been a member of our chapter since very early in our existence. Many years ago, Karick sent me some newspaper clippings from 1952 which detailed the sale of the Studebaker dealership from Price Collins Motors, Inc to Beltz-Beaty, Inc.

Karick is the Grandson of one of the former owners of Price Collins Motors. As you can see, the name on the business card is Howard Price. I wrote to Karick to see if Howard was any relation.

Karick wrote back with the following:

Frank: I am sorry it has taken a couple of days to respond to your e mail. Thanks for thinking of me.

Mr Howard Price was no relation. I tried a few years ago to contact Mr. Roy Beaty one of the owners (successor to my grandfathers dealership) and he was still alive but did not respond to my letter. The widow Collene Collins (grandfathers partner for a short time) is still alive, I need to contact her to ask for any remaining documents she might still have.

I am still enjoying my 48 Champ, keeping it garaged and driving it some, not much during the HOT summer. I travel so much for my job in citrus it has been not possible for me to attend any meetings of SDC. I hope to change that this summer. I hope you are in good health and I hope to see you soon. Thanks again for your thoughtfulness.

Well, there you have it. Howard is not related to Karick. Of all the people who might have bought this brochure on Ebay, I ended up as the winning bidder. And of all the Studebaker items this seller had offered, this is the one that he placed the business card in as a bonus.

Sounds like quite a coincidence, but to me, it worked out just the way it was supposed to.

IT'S IN THE MAIL

Or is it?

The events of September 11, 2001 have forever changed the way Americans enjoy the freedom that we took for granted. Although this newsletter is not the proper forum for a discussion of those events, they have had an effect on us as SDC members. I found the following on a web site at stude.com:

It is very likely that TW will be late for October and perhaps even November. As you know all air traffic has stopped in the States and the same applies to Canada. This means NO mail will move, no FEDEX will move (some of our correspondence with the printers is by FEDEX). I know there are cover photos in the system somewhere but they will be late. Even when things get back to semi-normal, there WILL be a backlog. I'm sure everyone will understand. If TW arrives on time you will be lucky.

Even worse, here in Canada, many members don't see their TW until about the 20th of the month. This means their Sept TW has not yet arrived and who knows when that will be.

We will continue to try to be upbeat and spread good cheer. We hope all Americans can somehow get over this tragedy with time.

Sincerely: Art Unger & Ann Turner,
the editors of Turning Wheels.

MUSEUM RUMOR

There is a rumor circulating that the planned new Museum in South Bend is possibly being re-studied. There seems to be a possibility that a change of plans could bring about the museum being relocated to the original Studebaker Administrative Building. As always there are numerous hurdles to be conquered and perhaps this is only a faction's hope. Time will tell us all where, if at all, the new museum will be located. Apparently there is a serious lack of funding from the Studebaker Driver's Club contributing to the re-study of this endeavor.

If anyone knows anything more about this I would appreciate hearing it. Another rumor in South Bend is that the Hall of Fame Museum is in trouble as they have not been able to entice enough warm bodies to attend. It has been said that the SDC museum is a bigger attraction in S. Bend. It is too bad that it took the city 35 years to discover that Studebaker could bring people to their city.

Paul D. White

FROM YOUR EDDITOR:

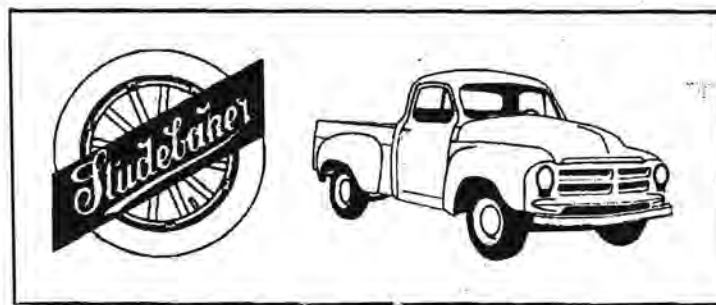
Our annual fall picknic will be held at Kelly Park on Sunday Nov. 11 north of Apopka where it has been in the past. We will start at 1;00pm till 4;00pm and the coals will be hot when you get there. As before bring your own food, drink, and eating utensils you will need, Also bring a covered dish to pass. We will have our monthly meeting at the picknic.

I did not say it before but we will also have our December business meeting at the Xmas, party.

DONT FORGET about the State Studebaker Car Show in Gainesville on Oct. 5,6,&7. Call 352-472-9369 or 352-463-1526 for more information. At some time on Sat. during the car show we will have our Oct. business meeting.

Soif you have not noticed we will not have any more meetings in Sanford untill next year.

dues
are
due



DUES
ARE
DUE

Studebaker 1957 - 1962

1957 - Assumed the distribution responsibilities in North America for Mercedes Benz.

1958 - Introduction of the new dimension in motoring, the 1959 compact car described as "smart, sensible, solid, smooth, spirited", the Lark.

1959 - On May 12, 100,000th Lark produced. Earlier, the Lark V-8 entry in the 1,890 mile Mobile gas economy run topped all 8 cylinder engine models entered with 22.287 miles per gallon.

- ◆ Acquisition of C.T.L. plastics research and manufacturing organization; ultra-high temperature applications for space research. Gering Products Inc. plastic firm acquired.

1960 - Opened Studebaker car and truck assembly in Arica, Chile

- ◆ Acquired Gravely Tractors Inc. of Dunbar, West Virginia, manufacturers of self-propelled, outdoor power tools for lawn, garden, farm and commercial uses.

- ◆ Car Magazine Best Buy Award presented to the Studebaker Lark.

- ◆ Acquired Clarke Floor Machine Co. of Muskegon, Mich., manufacturer of floor maintenance equipment.

- ◆ Acquired D.W. Onan and Sons Inc., Minneapolis, builders of electric generating plants.

1961 - Two Studebaker Larks placed first and second in class IV of the Pure Oil Economy Trials.

- ◆ Studebaker Packard announced that seat belt anchors will be provided on all passenger cars.

- ◆ Acquired Chemical Compounds Inc., St. Joseph, Missouri, processors and distributors of STP motor oil and gas treatments.

- ◆ Studebaker announced production of medium duty trucks and tractors equipped with diesel engines

- ◆ Studebaker Lark V-8's took first and second place in the 4,100 mile Trans-Canada Rally.

1962 - CTL Div. developed heat shielding used in successful orbital flight of astronaut John H. Glenn Jr.

- ◆ Acquired Schaefer Inc., Minneapolis, manufacturers of low temperature cabinets for dairy products and frozen foods.

- ◆ Acquired Paxton Products Inc., Santa Monica, Calif., manufacturers of superchargers, industrial blowers and similar equipment.

- ◆ Studebaker Avanti sets new world production car speed record. Two and one quarter miles in 60.8 seconds. Top speed 171.10 mph.

- ◆ Studebaker Avanti, new high performance personal, prestige automobile introduced to stockholders and also at New York Auto Show. Studebaker shareholders approved a change in the company name, dropping the word Packard.

- ◆ CTL Division developed heat shielding used in successful orbital flight of Lt. Comm. M. Scott Carpenter.

- ◆ Caliper disc brakes were made available on all Studebaker cars and other safety features introduced on the Avanti were carried through to other cars in the 1963 model lines of Studebaker automobiles.

- ◆ Studebaker acquired Franklin Manufacturing Co., Minneapolis, manufacturer of private brand household refrigerators, freezers and kitchen appliances.

- ◆ Studebaker acquired Trans International Airlines, Burlington, Calif.

FOR IMMEDIATE RELEASE

August 3, 2001

Living Legends of Auto Racing, Inc.
June Vogt Wendt
Daytona Beach, Florida
(386) 763-0681
email: jwendt22@mindspring.com

DAYTONA BEACH, FL. -- NASCAR legend, Ray Fox, President of Living Legends of Auto Racing, Inc., along with Vice President Carol Peoples, Secretary Paulette Mandala and board member John Peoples recently delivered three checks totaling \$6,000 to local charities. The checks were given to Halifax Medical Center Foundation, Inc., to support Betty Jane France's Pediatric Center ("Speediatrics"), Arnold Palmer Hospital for Children and Women and the National Brain Injury Association. These donations came from proceeds of the Living Legends annual Racing Memorabilia Auction held during Speed Weeks in February at the Plaza Resort and Spa. Items in the auction were generously donated by tracks, race teams, drivers, sponsors, and club members.

The Living Legends operate a museum of racing history at 253 Riverside Drive in Holly Hill, FL. The Saturday Story Telling Time is a popular activity held twice a month at the museum. The public is invited to hear about racing in the early days from the men and women who were there. Items currently showing at the museum are race car building equipment from Red Vogt's racing shop, which was located at 2500 W. Bellevue Road for many years, a collection of Fireball Roberts memorabilia belonging to Rolland Via and many pictures and artifacts of famous drivers and mechanics from beach racing days. The museum is open from Wednesday through Friday, 10 a.m. to 6 p.m. and on Saturday from 10 a.m. to 5 p.m.

Membership in the Living Legends is open to drivers, mechanics and others who were involved with racing before 1980. Race fans and historians are encouraged to join and support the organization's efforts to preserve the history of racing. Meetings are held at the Daytona Beach Shores Community Center, 1050 S. Atlantic Ave. on the third Tuesday of every month. Visitors are welcome. The Living Legends of Auto Racing hosts an annual reunion banquet during Speed Weeks, preceded by a live race memorabilia auction. The annual beach parade and re-creation of the measured mile is a popular event enjoyed by everyone. For more information on the museum, club activities or becoming a member, please call (386) 257-2828 or write Living Legends of Auto Racing, Inc., P.O. Box 290854, Port Orange, FL 32129-0854.

FOR SALE:

1955 Studebaker 4-Dr Sedan, Champion. Fully restored
Excellent running condition, smooth and quiet.
Asking \$5,000 Far more invested. Contact Leroy Long
1103 Black Acre Trail, Casselberry, Fl. 32708
407-699-0509 emale; letamlong@aol.com.

FOR SALE:

1960 Lark two door. 3-speed, 6cl. Blue/ And a
1950 Land Cruiser, Light Green Both cars run
Call 352-235-9016(Gil) Leesburg area.

Studebaker Parts & Service

ROBERT W. & DOLORES H. OAKES

10 / 1 to 5 / 1
203 Palm St.
Fruitland Park, FL 34731
352-365-0743

5 / 1 to 10 / 1
1152 Cl. Pl. 38
Norfolk, NY 13667
315-384-3926

www.Studebakerracing.com

Bob Coolidge
407-695-4992



Studebaker

THE STUDEBAKER DRIVERS CLUB ORLANDO AREA CHAPTER



MEMBERSHIP REGISTRATION FORM

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

NAME _____ SPOUSE _____

ADDRESS _____

CITY, STATE ZIP _____

PHONE (____) _____ E-MAIL ADDR _____

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

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

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

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

RENEWALS \$10.00 PER YEAR (DUE DATE IS SEPTEMBER 30)			
* DUES SCHEDULE - NEW MEMBER ONLY *			
(PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)			
SEP - DEC = \$10.00	JAN - FEB = \$8.00	MAR - APR = \$6.00	MAY - JUN \$4.00
JUL - AUG = \$2.00 (OPTION: \$10.00 PAYS DUES THROUGH OCTOBER, NEXT YEAR)			
Membership Dues (Renewal \$10.00)		\$	_____
Newsletter fund contribution		\$	_____
Late fee (\$1.00 after Nov 10)		\$	_____
Total		\$	_____
MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC			
MAIL TO:			
FRANK AMBROGIO, 31654 WEKIVA RIVER ROAD, SORRENTO, FLORIDA 32776			

PAYMENTS: (THE PART BELOW, WILL BE FILLED IN BY THE MEMBERSHIP DIRECTOR)

DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____

SEND THE ENTIRE FORM - DO NOT CUT OFF

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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Promote good fellowship and pride of ownership among Chapter members.

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ORLANDO AREA CHAPTER - SDC
DEAN GESSNER - EDITOR
8721 HWY 48
YALAHA, FLORIDA 34797



TO :

Frank & Anita Ambrogio
31700 Wekiva River Road
Sorrento, Florida 32776-9233



STUDEBAKER, THE CURE FOR THE COMMON CAR

32776+9233



GREASY PRINTS

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



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

VOLUME 19

NUMBER 1

NOV-DEC 2001

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

Minutes of the November 11, 2001 meeting of the Orlando Area Chapter of SDC.

The meeting was opened by President Dean Gessner who welcomed Tedd & Martha Lear. The Lears are hoping to locate and purchase a 1953, 4, or 5 coupe (not a hardtop). They are now members of our chapter.

The following members were present: Whites, Anita Ambrogio, Gormicans, Don Dodgen, Oakes, Gessners, Sanchez de Fuentes & family members, Rays, Morgans, Marty Burns, & Beulah.

The minutes of the September were read and approved.

Treasurer Jerry Ray reported that our treasury has grown to \$2033.28. Report accepted & approved.

Anita A. reported that the Christmas party is set for December 9 at Logan's Roadhouse at I-4 and state road 46 from 1 to 4 p.m. The usual Chinese auction will be held.

Dean Gessner reported that two members of OAC won trophies at the recent State Meet. Also that there were approximately 180 people at the banquet. One member reported to me that the meatloaf was delicious. Another member said it made him sick. There were no reports about the chicken wings. OAC member Alberto Sanchez de Fuentes set a new record by not buying another Studebaker. I am almost sure it was due to a shortage of garage space - not \$\$.

Marion White who continues to shoulder the heavy responsibility of seducing members to bring goodies to the monthly meetings continued her campaign and was successful. We are now assured of an abundance of calories thru May, 2002. Thank you Marion!

It was announced that the OAC will be doing the 2002 State Meet sometime in October. All members were encouraged to don their scouting gear and see what is available. WE will be discussing this each month and hopefully will be faced with some choices. Anita has made contact with Holiday Inn at 436 & I-4. Bob Coolidge(whose wife Lorraine makes the greatest Brownies) is going to check out the facilities at UCF and in the Daytona area. It is essential that we have room for approximately 100 cars and banquet facilities for approximately 150 persons.

The Studebaker group will be at their usual Daytona Speedway location which is adjacent to the tunnel entrance. We are glad to continue to have this high visibility location.

Jim and Ann Morgan are researching the possible locations for the Spring picnic.

The Southeastern Zone Meet will be held April 5-7 in Jacksonville. It is suggested that you make your hotel reservation early as there are only a limited number of rooms at the \$59 rate.

Dean reminded us that our annual dues are now due. It is also possible to make a contribution to the Newsletter expense fund at the same time you pay your dues. This is helpful as our annual dues have not been raised and are barely enough to cover the costs.

Someone announced that Leroy Long was successful in selling his 1955 Studebaker.


There was no 50/50 drawing.

Meeting was adjourned by President Dean Gessner.

Respectfully submitted,
Paul White, Secretary of Sorts

Dean: This is an ad of Parts for Sale for the next Greasy Prints

'49-59 pickup tailgate, 52 inch, good condition, \$50
 NOS Champion pistons (1561394) 6 for \$50
 NOS Champion pistons (1547559) 5 for \$40
 NOS Champ pickup parking lenses, \$20 pair
 Oil bath air cleaner, complete, 2 3/4 throat, \$10
 NOS axles, 47-50 Commander, \$20 pair
 1951 pickup horn button, nice, \$15
 1950-52 gas door guard, stainless, \$5
 NOS 52 parking lens, \$5
 52 trunk V-8 emblem, \$5
 52 dome lite lens w/frame, \$3
 55 front bumper, \$25
 1980's Chevrolet automatic trans, perfect
 when removed, \$50 (350 size)
 Studebaker window regulators, \$10 each
 NOS 63 vent window, \$10
 Used Prestolite alternator, \$10
 1956 Brake drum, w/hub, excellent, \$35
 (should fit other later models)
 Studebaker shock absorbers, \$10 each
 1956-1964 trunk hinges, \$10
 Champion transmission, 3 speed, excellent, \$25
 Head gaskets, pre 259/289, NOS, \$5 each
 NOS 1957-1964 door strikers, \$30 each
 NOS Champion cylinder head, \$20
 New rear main seals, (154604) \$20 each
 New AC spark plugs, 46N for 65-66 six cyl, \$1 each
 NOS 1938 Stude assist strap, \$10
 NOS 1935-1942 Dictator or Commander (195731)
 timing gear, \$20
 Pair of 6 volt horns, hi & low, used, \$7
 1960 Lark 6 cyl camshaft, good, \$10
 '42-46 Champion speedo cable, NOS, \$4
 '64-66 Lark rear door, excellent, \$20

WANTED: 
 INTERIOR STAINLESS WINDSHIELD MLDG
 FOR 56-61 C-K coupe or hardtop.

Paul White, (352)333-7279 or e-mail astude@aol.com

ORLANDO AREA CHAPTER HOLIDAY DINNER

SUNDAY, DEC 9TH 1:00 - 4:00 pm

LOCATION: LOGAN'S ROADHOUSE, STATE RD. 46, SANFORD
(exit 51 - 1/4 MILE EAST OF I-4)

PRICE: \$10.00 PER PERSON (INCLUDES MEAL, BEVERAGE, TAX & TIP)

ENTREE ITEMS:

- Deluxe Chicken Sandwich w/chips
- Mesquite Grilled Chicken Sandwich w/fries
- Logan's Club Salad
- Fried Chicken Salad
- 6 oz. Sirloin w/baked potato or sweet potato
- 8 oz. Roadhouse Burger w/fries

All meals include: Dinner salad (except w/salads), Homemade Yeast Rolls
Plenty of peanuts, choice of soft drink, tea or coffee

Chinese Auction Gift Exchange - bring a gift valued at \$5.00 minimum
(if you wish to participate)

Contact: Anita Ambrogio 352-735-9193 by Nov. 30th (seating is limited)

PACKARDTIPS

From Packardtips by Gary Russell

Published by Pacific Northwest Region, Packards International

The following item was taken from the Caribbean Courier, newsletter of the Florida Packard Club, managed by Tom Kaiser of Sarasota FL. Though it discusses Packard cars, it is also applicable to our Studebakers.

BALLAST RESISTOR 1955-1958 PACKARDS

What the heck is a ballast resistor, you say? Well, in the simplest terms, it is the white ceramic thing on the firewall, usually near the top on the passenger side. It is wired into the coil circuit between the ignition key and the coil. Its purpose is to drop the voltage from about 14 volts (when the car is running) to about 10 volts. This prevents the coil from burning out. There is also a bypass circuit, which is activated when you turn the key to the start position. This circuit provides current directly from the battery to the coil so the coil receives more voltage for starting.

Eventually, the resistor will burn out. Usually it will give some warning signs. The most common sign is a slight miss or hesitation, barely perceptible at first. This will gradually get worse until the engine will suddenly stop. Often, after sitting for a few moments, the engine will start and run again. Sometimes it will then run for quite a while, sometimes only for a few moments. The most telling symptom is that the engine will start and stop as soon as you release the key. The reason is the bypass circuit previously mentioned.

If you are out on the highway and the car suddenly stops then runs in the start position only to stop as soon as you release the key, you can be sure it is the ballast resistor. In an emergency, you can get home by undoing the wires from one side of the resistor and attaching them to the other side. Now you have a complete circuit and the car will run. Keep in mind that the coil will be getting more voltage than it is supposed to, so if you have to go far, it will eventually burn out. However, it may get you a lot closer to help. If you are stopped in daylight, you can undo the field wire from the voltage regulator. The field wire is the small one. This stops the generator from charging, so you are now running on the battery only. With everything turned off the car will run a long time, assuming the battery is fully charged and in good condition. By doing this the coil is only getting at best 11.5 volts and that will be dropping, as the battery goes down, so the coil will probably not burn out.

The bottom line is this -- carry a ballast resistor with you. Make sure you get the right type. There is one for Autolite coils and one for Delco coils. They are similar, but not the same, as they have slightly different resistance so they provide slightly different voltages to the coil.

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director)

November 13, 2001

Our renewal period has ended and, as is usually the case, we gained a few and lost a few. One of the loses was LeRoy & Leta Long of Winter Springs. The Longs joined our chapter in 1989 after purchasing a 1955 Champion. I received the following Email from Leta on October 30th.

Dear Frank, I have been intending to send you an email for sometime and haven't done so. You probably saw our ad on the Stude in the September issue of Turning Wheels. We were receiving inquiries before we received our issue. We sold it to a man in New Braunfels, Texas and he had it shipped it out to him on one of those big car transports. Haven't heard a word from him since, so guess he was happy with it. We got the full price that we quoted in the ad. Therefore I have not sent in my renewal dues for the coming year. We made a number of very good friends in the club and always enjoyed coming to the meetings. However we haven't been able to get out to meetings and it is time to divest ourselves of some of the things we can get along without. LeRoy seems to be holding about the same as he has been, for which I am thankful. Best regards--Leta Long

Normally, we don't acknowledge non renewals, but since Leta took the time to explain her action, I felt that those members who know the Longs would be interested.

New members joining since our last issue are Joe & Sandy Donoughe from Lake Mary who own a 1956 Commander 4 door, Howard & Jeanmarie Hansen Jr from Lake Panasoffkee who own a 1960 Lark hard top, and Tedd & Martha Lear of Eustis who joined at our picnic.

We also welcome Jim & Deb Beekman, of Cocoa, back to the fold after a 3 year lapse. The Beekmans seem to prefer pickup trucks and currently

own a 1951 and a 1953. The number of family memberships totals 41.

Following is a list of all those who have renewed, and the date of there next renewal (as of the date above.)

MEMBER	RENEWED THROUGH
FRANK & ANITA AMBROGIO	2002
JIM & DEB BEEKMAN	2002
J. MARTIN (MARTY) BURNS	2002
DR. ROBERT & MARY CADE	2099
STEPHEN & KIMBERLY CADE	2003
STU & THELMA CHAPMAN	2002
ROBERT & LORRAINE COOLIDGE	2002
DAVE & SHARON CRAMP III	2002
LARRY DIETZ	2002
DON DODGEN	2002
JOE & SANDY DONOUGHE	2002
JEFF ELLIOTT	2002
MARVIN & CINDY EVANS	2004
STANLEY & GERTRUDE FAIBISY	2002
DONALD AND EDITH FIFER	2002
DEAN & JEAN GESSNER	2003
LEROY & HELEN GESSNER	2002
LARRY & BARBARA GOLUB	2002
LARRY & JOANNE GOOD	2002
JOHN & JOANN GORMICAN	2002
BILL HAHN	2003
LOUIS & MARILYN GUGLIELMELLO	2002
HOWARD & JEANMARIE HANSEN JR	2002
HERMANN & MARGARET KRUEGER	2003
KURT & JUDY LARSEN	2002
RICHARD & MARJORIE LATCHAW	2002
TEDD & MARTHA LEAR	2002
JOHN & PAT MEINELT	2002
SAM MILLS	2002
JIM & ANN MORGAN	2002
ROBERT AND DELORES OAKES	2002
KEITH & JOANGAY PHILDUS	2003
KARICK A. PRICE JR.	2002
JERRY & BECKY RAY	2002
ALBERTO/OLGA SANCHEZ DE FUENTES	2003
GORDON & DOT SHELDON	2002
JERRY & CINDI SHELTON	2002
DAVID STRAUGHN	2002
DWIGHT & CAROLYN SWANSON	2002
PAUL & MARION WHITE	2002
BRYAN & DEBBIE WOOD	2002

I have asked Dean to include a complete roster for each of you.

TITLE	ADDRESS	CITY	HP#	SDC#
FRANK & ANITA AMBROGIO	3165 NEKIVA RIVER ROAD	SORRENTO, FLORIDA 32776-9233	352-735-3193	038105A
JIM & DEB BEEKMAN	350 ANGELICA ST.	COCOA, FLORIDA 32926	321-632-5279	070372B
J. MARTIN (MARTY) BURNS	1415 W SMITH ST.	ORLANDO, FL. 32804	407-422-6706	062799B
DR. ROBERT & MARY CADE	529 NW. 58TH STREET	GAINESVILLE, FLORIDA 32607	904-338-0951	063881C
STEPHEN & KIMBERLY CADE	520 NW. 55TH STREET	GAINESVILLE, FLORIDA 32607	352-332-5628	070693C
STU & THELMA CHAPMAN	22-245 COUNTRY CLUB DRIVE	BURLINGTON, ONTARIO L7M 4E1 CAN	905-319-8882	022499C
ROBERT & LORRAINE COOLIDGE	2077 HIGWOOD DRIVE	WINTER SPRINGS, FL 32708	407-695-4992	033648C
DAVE & SHARON CRAMP III	109 FINEVIEW TRAIL	KISSIMMEE, FLORIDA 34747	407-396-6830	069854C
LARRY DIETZ	21 SAND LAKE PLACE	EUSTIS FL 32727	352-589-8906	20
DON DODGEN	9155 CONCORD AVE.	ORLANDO, FL. 32805	407-425-8090	059666D
JOE & SANDY DONOUGHE	321 WASHINGTON AVE	LAKE MARY FL 32746	407-321-8090	20
JEFF ELLIOTT	321 WACASSA TRAIL	SORRENTO, FL 32776	352-383-0841	030890E
MARVIN & CINDY EVANS	3727 ROLLING ACRES RD.	LADY LAKE, FLORIDA 32159	352-787-0461	051602E
STANLEY & GERTRUDE FAIBISY	1273 LINDEN CIR	DELAND, FLORIDA 32724-7516	904-734-6350	073135F
DONALD AND EDITH FIFER	909 SW 62ND COURT	TRENTON, FLORIDA 32693	352-463-1526	069881F
DEAN & JEAN GESSNER	872 HWY 48	YALAHA, FLORIDA 34797	352-324-2230	057305G
LEROY & HELEN GESSNER	1388 N.C. 475	OXFORD, FLORIDA 34484	352-748-6807	056386G
LARRY & BARBARA GOLUB	102 WILD PLUM	LONGWOOD, FL 32779	407-788-0117	039796G
LARRY & JOANNE GOOD	364 BOA CIERA POINT BLVD	ST PETERSBURG, FL 34608-2716	727-398-5550	073678G
JOHN & JOANN GORMICAN	980 WEST MCCORMICK RD.	APOPKA, FLORIDA 32703	407-889-9252	005624G
LOUIS & MARILYN GUGLEIMELLO	1100 CRYSTAL BOWL CIR	CASSELBERRY FL 32707	407-695-2155	2002
BILL HAHN	543 DAYTONA AVENUE	HOLLY HILL, FL. 32117-3758	904-255-6093	033926H
HOWARD & JEANMARIE HANSEN JR	775 TR 481	LAKE PANASOFFKEE FL 33538	352-793-4244	2002
HERMANN & MARGARET KRUEGER	5932 TINER AVENUE	ORLANDO, FL. 32809	407-851-6431	007144K
KURT & JUDY LARSEN	60 PINET CT.	SELDEN, N.Y. 11784	631-732-5458	058821L
RICHARD & MARJORIE LATCHAW	1465 DEERFOOT ROAD	DELAND, FL 32720	386-734-2653	056010L
TEDD & MARTHA LEAR	480 POMELO AVE	TAVARES FL 32778	352-343-5606	2002
JOHN & PAT MEINELT	1665 W. EUCLID AVE.	DELAND, FLORIDA 32720	904-734-1912	067447M
SAM MILLS	109 FOLK DR. SE	WINTER HAVEN, FLORIDA 33884-1965	863-324-6339	073104M
JIM & ANN MORGAN	205 CARRIGAN BLVD.	MERRITT ISLAND, FL. 32952	321-453-0986	040062M
ROBERT AND DOLORES OAKES	203 PALM STREET	FRUITLAND PARK FLORIDA 34731	352-365-0743	005765O
KEITH & JOANGAY PHILDUS	1992 S CHICKASAW TRAIL	ORLANDO, FLORIDA 32825-8408	407-380-6569	059621P
KARICK A. PRICE JR.	1245 AYRSHIRE ST.	ORLANDO, FL. 32803-1109	407-895-1390	050033P
JERRY & BECKY RAY	1012 CAMA CRT	WINTER SPRINGS, FL 32708	407-699-5364	058828R
ALBERTO/OLGA SANCHEZ DE FUENTE	1482 GRANDVIEW BLVD	KISSIMMEE, FL 34744	407-847-4678	039400F
GORDON & DOT SHELDON	147 BEAVER DAM RD	BATESBURG SC 29006-9000	864-445-3977	060289S
JERRY & CINDI SHELTON	1660 CASSIDY DRIVE	ST. CLOUD, FL. 34771	407-957-9095	040455S
DAVID STRAUGHN	305 GEORGE STREET	MISHAWAKA, INDIANA 46544-2651	219-255-9592	046345S
DWIGHT & CAROLYN SWANSON	745 WEST COBB PKWY	MARIETTA, GA 30064	770-423-1202	033960S
PAUL & MARION WHITE	3240 OKALOOSA TRAIL	SORRENTO, FL 32776	352-383-7279	008298W
BRYAN & DEBBIE WOOD	1137 MARSEILLES BLVD	CLERMONT, FL 34711	352-242-2215	057060W

41 FAMILY MEMBERSHIPS

Studebaker Parts & Service

ROBERT W. & DOLORES H. OAKES

10 / 1 to 5 / 1
203 Palm St.
Fruitland Park, FL 34731
352-365-0743

5 / 1 to 10 / 1
1152 Cl. Rt. 38
Norfolk, NY 13657
315-384-3926

www.Studebakerracing.com

Bob Coolidge
407-695-4992



Studebaker

7

THE STUDEBAKER DRIVERS CLUB

ORLANDO AREA CHAPTER



MEMBERSHIP REGISTRATION FORM

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

NAME _____ SPOUSE _____

ADDRESS _____

CITY, STATE ZIP _____

PHONE () _____ E-MAIL ADDR _____

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

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

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

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

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

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

SEP - DEC = \$10.00	JAN - FEB = \$8.00	MAR - APR = \$6.00	MAY - JUN \$4.00
JUL - AUG = \$2.00 (OPTION: \$10.00 PAYS DUES THROUGH OCTOBER, NEXT YEAR)			

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

MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC
MAIL TO:
FRANK AMBROGIO, 31654 WEKIVA RIVER ROAD, SORRENTO, FLORIDA 32776

PAYMENTS: (THE PART BELOW, WILL BE FILLED IN BY THE MEMBERSHIP DIRECTOR)

DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	_____	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____

SEND THE ENTIRE FORM - DO NOT CUT OFF

OAC FORM REG-1 (09/00). Previous editions are obsolete

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.

Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.

Promote good fellowship and pride of ownership among Chapter members.

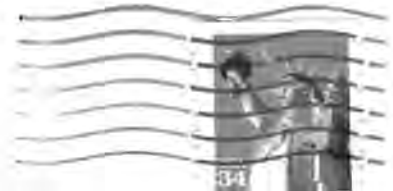
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