



# GREASY PRINTS

ESTABLISHED  
OCTOBER 15, 1983  
CHARTERED



JUNE 19, 1984

The Bi-Monthly Newsletter of the  
Orlando Area Chapter - Studebaker Drivers Club  
Web: <http://clubs.hemmings.com/oac>

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

Volume 32 Number 1

January-February 2014

## From The President

By Dick Langlotz



The nominating committee presents the following candidates for officers for 2014:

President: Dick Langlotz

Vice President: John Gormican

Secretary: Frank Ambrogio

Treasurer: Charlie Steffy

A ballot will be mailed to each member with instructions to place your vote and return to the ballot counter. Election results will be posted in the next issue of Greasy Prints.

I hope everyone had a happy holiday season.

In the latest "Turning Wheels" January 2014 issue, there is a ballot for the re-election of the Director of the South East zone. Bios are posted in this issue. Please vote.

Only one suggestion for 2014 activities has been sent in.

Please join us for breakfast at 2 Jays so we can discuss what you would like to do.

Only six members attended the December breakfast and Christmas party.

Dick Langlotz

## CALENDAR OF EVENTS

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

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

**January 26<sup>th</sup> February 23<sup>rd</sup> March 30<sup>th</sup> April 27<sup>th</sup>**



This issue we highlight one of our newer members:

**Ed Rice of Port St. John FL**

Ed spent 23 years in the US Navy, retiring in 1981. His specialty was Airplane Hydraulics. Upon retiring from the Navy, Ed became a Logistics Engineer with Rockwell International. He worked on the B-1B and Space Shuttle projects. He retired from Rockwell in 2001.

Just as interesting as his career is his Studebaker connection. While only a member of SDC since 2008, his pride and joy, a 1941 Studebaker President, could certainly garner the Legacy Award since that very car was purchased new by his grandfather in June of 1941. Passed down through three generations, the trusty President is alive and well and still motoring on. For those of you who know me, I am quite fond of the 1941 Studebakers as they prove time and time again to be one of the most comfortable and dependable tour cars out there!



Ed with the President today and Grandma and Grandpa with the Studebaker in 1955. Thanks for sharing your Studebaker Story Ed!!



**And now a public service announcement! Below are the bios on our candidates for Southeast Zone Director. Be sure to vote! A ballot is in the January Turning Wheels.**

### **BO MARKHAM -SOUTHEAST ZONE**

I was raised in small town America –Williston, Florida and grew up working on Studebakers, Hudsons, Fords, Chevrolets, and Ramblers, tractors and farm equipment. I attended the University of Florida (UF) at Gainesville, Florida and have degrees in Business Administration and Latin American Studies. Upon graduation from UF I was commissioned as a 2nd Lt. Armor/Aviation. During my career I had various assignments including managing projects and service contracts with large budgets of 1 million to 100 million dollars. I am a veteran of the 1st Gulf War and a life member of the VFW.

I retired in 1996 at Fort Hood, Texas. While living there I served as the Zone Coordinator for the So. Central Zone and on the SDC Judging Committee headed up by Rene Harger. I've also worked on the Bylaws Committee headed up by Mimi Halgren which was charged with revising/rewriting the SDC Bylaws and the Policy and Procedures Manual. I own Markham Motors, its origin dating back to 1939.

In 2005 my family and I relocated back to the family farm where I work on Studebakers, tractors and farm equipment. I love it! Seems I have come full circle! Which brings me to the reason I would like the opportunity to serve the Southeast Zone membership and the Studebaker Drivers Club. I've been around SDC for more than 20 years and have seen an awful lot of its ups and downs. More recently, quite a lot of the downs. I'm convinced by what I have seen and heard that the current Southeast Director is no longer the best person to represent the interests of the southeast Zone membership or the best interests of the SDC.

The future of the SDC is going to take increased membership and a much more responsive and progressive thinking leadership. As such, I feel that there are solutions to the problems that face us as a club today.

I support:

1. Increased transparency and accountability of our leadership. There really shouldn't be any secret or hidden agendas. This would include secret voting. As a very good friend of mine puts it – we should be an open organization representing one brand and one goal. The continuance of the marquee and all things related to it.
2. I'm pro-marketing, but I don't think it is the answer by itself. We need boots on the ground (members) as our first and best front line of recruitment and retention. We need to recruit and encourage more involvement from the 30 to 45 year old age group, who are pretty much settled and financially capable of owning a Studebaker and participating in organized club activities. A combination of marketing, individual and group action, along with common sense ideas just makes good sense to me.
3. The SDC should provide greater support to our chapters where and when needed. Increased chapter activities are our best means of attracting attention, which translates into recruiting and retaining new members. Increased support will help provide the tools necessary for them to grow, remain vibrant and fun to belong to. Studebakers, fellowship and fun is a hard-to-beat combination.
4. Renewed/improved cooperation between the SDC, ASC, AOA, the Studebaker Museum and the Studebaker Foundation. Working together under a single umbrella, or motto –“One brand, One Goal”. The continuation of “Studedom” and keeping all things Studebaker in the public eye and mind. I feel that a representative should be open to new ways to doing things, receptive to change and available to and accountable to those he/she represents. This is your club. If you elect me I will be your representative. Call me at 352-528-3304, email me at bomarkham@embarqmail.com, drop me a note on the Studebaker Truck Forum, the SDC Forum, Zone Talk Forum or write me a letter – 6451 SE 180th Ave., Morriston FL. 32668. Together we can find solutions to our club's problems. We can take action and secure the future of the SDC.

## **Jim Kranak for Southeast Zone Director**

Hello SDC friends, acquaintance, and members. Good day or evening to you. Please allow me just a few minutes of your time so as that I may introduce myself to you as a candidate for the position of Southeast Zone Director in the upcoming 2014 election. My name is Jim Kranak {jimmijim}, originally from Weirton, West Virginia about 35 miles southwest of Pittsburgh Pennsylvania and just 25 miles north of Wheeling, West Virginia. My home now and for the past seven years has been Dothan, Alabama very southeast Alabama just 6 miles north of the Florida panhandle state line rt. 231 north. I am 64 years old, I have been retired for the past seven years from a position as a steelworker for 32 years, initially as a laborer and working up to my final 13 years as a top rate electrician. I have been married to my first wife for 39 years and we are parents of 3 adult daughters and grandparents to 7 children ranging in age from 3 to 12 years. I would like to add that my wife and 1 daughter are both RN's, 1 daughter a school teacher, and 1 a veterinary assistant. I am an avid SDC member, Studebaker collector, practicing hobbyist and quasi/historian of the Studebaker marquee since high school. I have attended 5 international meets, numerous zone meets and state meets since attending my first international meet in South Bend 1978. I also attend the yearly Reedsville, York and South Bend swap meets. I have come to know many members as friends, throughout my years as being a club member. I have many year's. I would like the opportunity to serve the club/ membership as well or possibly better than it has presented itself to all, over the years. I am proud to be a member of our fine organization. Although some naysayers claim the SDC is not perfect, nothing is. Only through cooperative-creative insight and planning will this organization raise the bar that other clubs can only attempt to mimic. We all have our opinions of the hierarchy and issues that now confront the club. I'm not seeking the Zone Director position with an attitude as though I am on a witch hunt. Like I said earlier, I am interested in promoting fair agenda only. I have many ideas that I deem worthy of being recognized and possibly considered for implementation in part or all, always open to discussion and refinement. I am financially comfortable, therefore traveling to and from international meets, zone meets, or state meets does not present a problem. I am now available 24/7 available to discuss anything pertaining to our fine club or Studebakers and regardless of the election results I will continue to do so. Your vote is very important to me and is very important to you also. Please do not underestimate its value whether it is for me or one of the other candidates. Ballots will be in upcoming issue of Turning Wheels, or you will be able to vote through the website or e mail. Please vote. Thank You. cheers jimmijim

Jim Kranak  
120 Olympia Drive  
Dothan, Alabama 36301

Phone 334-792-4323



W. LANNY MCNABB - SOUTHEAST ZONE

WIFE. JANE W. MCNABB. 8 CHILDREN

BETWEEN US AND 20 GRANDCHILDREN CURRENTLY  
REGIONAL MANAGER OF TENNESSEE, SDC, BOARD  
MEMBER OF TENNESSEE  
RIVER GORGE TRUST AND CHEROKEE AREA COUNCIL, BOY  
SCOUTS OF AMERICA,

EAGLE SCOUT, AND ACTIVE MEMBER OF CLEAR CREEK  
CHURCH OF CHRIST

I AM A RETIRED COMMERCIAL REALTOR AND  
AUCTIONEER. HOWEVER, AT THE INSISTANCE OF MY SON,

JIM, WHO OWNS  
STAFFING TECHNOLOGIES, LLC, I CURRENTLY WORK FOR HIM TO ESTABLISH ANOTHER  
OFFICE HERE IN CHATTANOOGA,

I HAVE OWNED OVER 30 STUDEBAKERS IN THE PAST AND HAVE THREE AT THE  
MOMENT.

I AM A STRONG PROPONENT OF MARKETING THE SDC ON A CONSTANT BASIS TO GAIN  
AND MAINTAIN MEMBERSHIP. THE SDC MUST BE WELL ORGANIZED AND HAVE  
REALISTIC GOALS AND PROJECTIONS IN MIND TO BE ABLE TO CONTINUE NOT ONLY  
TRADITIONAL IDEAS AND PRACTICES BUT NEW AND MORE PROGRESSIVE ONES.

I AM WILLING TO SPEND MY TIME AND RESOURCES TO MAKE THE STUDEBAKER  
DRIVERS  
CLUB THE MOST ACTIVE AND VIABLE AUTO CLUB IN EXISTANCE.  
GOD BLESS,

W. LANNY MCNABB  
4203 WILSON AVE.  
SIGNAL MTN., TN 37377  
AND  
1357 HUDLOW LOOP RD.  
DUNLAP, TN 37327



## Portrait of Edward Burris

By Charlotte Delli

North Georgia Chapter SDC Member

When I learned that biographies of candidates were going to be published in Turning Wheels, I asked Edward Burris if I could write his. It is difficult for a person—even one as outgoing and confident as Edward—to sing his own praises. Biographical facts are important, but getting a sense of the man himself and the representative he is for the members of the Southeast Zone is even more important.

Studebaker has been a part of Edward's life since he was a young man. His first Studebaker was a 1949 Starlight Coupe in tulip cream with directional signals, white sidewall tires, a push button radio and overdrive that he bought after WWII. At that time, all car buyers had to be on a waiting list to buy a vehicle and all prices were set by a government agency called the Office of Price Administration. Common practice was to pay \$750 to \$1000 under the table in cash to dealers for earlier delivery outside the system. Edward will tell you that he was too tight to pay this fee; however, if truth be known, he was just too honest to pay it. Even though everyone was supposed to have a "Ford in their future," Edward leaned toward Studebaker with its new styling. He found an honest salesman at Armacost Motors in Kansas City MO. When asked about the under-the table fee, the salesman said, "We don't do business like that." (This was a man whose integrity matched Edward's.) His next Studebaker was a 1951 Starlight Coupe in Sahara sand with an automatic transmission, followed by a two-tone Sky Hawk, which his wife Myrtle and he purchased in 1956. For Christmas in 1962, Edward gave Myrtle a 1963 Cruiser. In 1963, they purchased a 1964 Avanti as well. Edward still drives both of these Studebakers as daily drivers and is a familiar sight, along with his son's dog Lucy, at Studebaker events all over the United States. Both cars have been driven almost 300,000 miles.

Edward has been a member of the Studebaker Drivers Club since 1967 and first served as a representative of the Southeast Zone when he was appointed Southeast Zone Coordinator in 1998. He became an elected member of the Studebaker Drivers Club National Board of Directors in 2000 and has remained the Southeast Zone representative on the Board to this day. He is in the running for the National Board in 2014. As a Board member, he drives, usually in the '63 Cruiser or the '64 Avanti, at least 6000 miles each year. One year, he put 12000 miles on these Studebakers. The Cruiser has been as far west as Rapid City SD and the Avanti has been to a meet in Arizona. Both cars have been to meets in between and to US eastern state meets. Edward usually travels "on his own nickel" and no other candidate in 2014 can make the same commitment to Studebaking and the Studebaker Drivers Club as Edward Burris.

Above all, Edward is probably the most honest man anyone will ever meet. "What you see is what you get" with Edward. He has no hidden agendas or ulterior motives when he serves on the National Board. His purpose is to do what is best for the Studebaker Drivers Club and, more specifically, the members of the Southeast Zone. Edward is in his 80's, and you will not find anyone else who is more forward thinking or dedicated to preserving the Studebaker legacy. His many years of experience only enhance his God-given abilities and intellect. He is steadfast in his belief that God oversees his life and hopes that his beliefs can make a difference for others. Dr. Edward Burris (I will bet that none of the members knew that!) is a resource to be valued and retained on the Studebaker Drivers Club National Board of Directors.

Say it isn't so! Another year has come and gone and this could be my last Greasy Prints! Fear not! \$10 mailed to :

**Bob Coolidge**  
**3860 Bird Dog Lane**  
**Deland, FL 32724-7425**

**will keep another year of Studebaker fun coming to you!**

**And remember...you must be a member of SDC first before joining our chapter.**

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

*Information about our parent club and our chapter*

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<b>Vice President</b>	Mimi Halgren
<b>Secretary</b>	Nita Ketchum
<b>Treasurer</b>	Jane Stinson
<b>Editors</b>	Ann Turner
<b>Board Member</b>	Edward Burris
<b>Zone Coordinator</b>	Wayne Lee
<b>Regional Manager</b>	Edith Fifer

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<b>Activities Director</b>	Dick Langlotz
<b>Newsletter Editor:</b>	Charlie Steffy
<b>Web Site Maintenance</b>	Frank Ambrogio

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







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March-April 2014

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By Dick Langlotz



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Lake Emma Road Lake Mary, FL 8 AM!

March 30<sup>th</sup> April 27<sup>th</sup> May 25<sup>th</sup> June 29<sup>th</sup>

Now is the time to register for the SDC International Meet in Dover DE!!



## **This issue reintroduces Frank and Anita Ambrogio!**

The members of the Orlando Area Chapter SDC owe our very existence to this couple who, from the very beginning, have been loyal members who go above and beyond the call of duty to keep things moving forward.

Frank and Anita came to Sorrento FL after retiring from a career as a computer programmer/analyst. They joined SDC in 1981 after being bitten by the Studebaker Bug the year before. While motoring around St. Augustine FL in 1980 they spotted a 1949 Commander sedan for sale. Frank had received the book Studebaker: The Post War Years and, after seeing a post war Studebaker "in the flesh (metal?)" he was hooked. The search began for his most favorite model...a 1953 or 1954 Commander Starliner hardtop.

October 9, 1983...somehow the Starliner hardtop proved too elusive for the Ambrogios. As luck would have it, a 1956 Golden Hawk came up for sale and since it was based on the C/K platform, was a hardtop, and had a V8 Frank bought it. He still owns and drives that fine automobile on a regular basis. The love affair with the 1956 Golden Hawk did not stop there. He purchased a second one and, in the course of routine maintenance and mild restoration, came to the realization that this particular model had to be referenced in both Studebaker AND Packard shop manuals and parts manuals. Good GOD such a back and forth cross referencing. And remember folks, back in the day there were still Packard dealers and Studebaker dealers. Very few carried both brands concurrently.



Through the dedication and patience of Frank, any owner of a 1956 Golden Hawk today does not have to go through the frustration and time consuming process of searching for part numbers and repair data. Frank had made, and maintains, the 1956 Golden Hawk registry and cross reference for every 1956 Golden Hawk owner.

Perhaps Frank should have checked his maintenance records a little closer when, one day in 1990, he had a harrowing experience on Red Bug Lake Road. While stopped at the red light at Red Bug Lake Rd and 436, Frank heard a *squish* and the brake pedal goes right to the floor. How can this be? The entire brake system is new...well almost the entire system. Everything but the section of brake line by the left front wheel. But, thanks to calmness under pressure, the car was driven slowly and safely into a parking lot. And it was not long after that BOTH Golden Hawks were sporting new brake lines stem to stern.

We are lucky to have Frank and Anita as members. Through thick and thin they have been a constant driving force from the chartering of the club at the SDC Meet in Orlando in 1984 to today. Thank you Frank and Anita! Many more years of happy motoring!!

### **A Very Helpful Tip to pass along....**

#### **Storage of Ethanol Gas**

**By Roger Luksik, editor of The Packard Digest**

Besides the old rules of car storage, like renewing your antifreeze every three years, you now need to be aware of the new rules regarding ethanol diluted fuel. Ethanol fuel stored over several months in the tank of our vehicle requires special storage than what you used to do when you could buy real gasoline.

Now you have to use a fuel stabilizer that includes additives that protect against harmful effects of ethanol. If you used Sta-bil (red) old formula, then you need to move to Sta-bil Ethanol (yellow) or Sta-bil Ethanol Marine Grade (blue). Personally, I have moved to Startron—a marine-grade, fuel stabilizer with additives that combat the ill-effects of ethanol.

# Studebaker National Foundation Coin Raffle

By Chris Collins

The Studebaker National Foundation continues its fundraising efforts with a raffle that will benefit SNF programs including scholarships for students in auto related fields and support for museums with Studebakers in their collections.

Two prizes will be awarded at a drawing to take place at the International Studebaker Drivers Club Meet in Dover, Delaware, June 29-July 5, 2014. You need not be present to win.

The first prize is a set of commemorative silver Studebaker coins and a beautiful wooden display case. The set is complete through 2012, includes thirty five coins with .999 fine silver content and is valued at over \$2300.00.

The second prize is \$250.00 cash.

Tickets are \$10.00 each with only 1000 to be sold.

You help the Foundation with your generous donation when buying a ticket to win one of these valuable prizes. The raffle tickets are available from Chris Collins by sending her a self addressed, stamped envelope and a check made out to SNF with a note indicating the number of tickets X \$10.00 to 2410 W. Freeway Lane, Phoenix, AZ 85021.

For additional information, please visit <http://www.studebakernationalfoundation.org> or contact Chris at 602-995-5311 or [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net)



## Studebaker National Foundation Scholarships

Scholarships from the Studebaker National Foundation are available for students pursuing a career in the automotive industry. The scholarships are offered to members or the children/grandchildren of members of the Studebaker Drivers Club, the Antique Studebaker Club and the Avanti Owners Association International.

Amounts of the scholarships vary from \$250.00 up to \$1000.00 and previous applicants and recipients may reapply.

Criteria for applicants and applications are at the foundation web site

<http://www.studebakernationalfoundation.com> or contact Brian Millette at 602-300-5313, [abmillette@cox.net](mailto:abmillette@cox.net) or 1925 W. Medinah Ct., Anthem, AZ 85086

(Editor's Note: For those of you who think this club is just about driving old cars, please take a moment and discover all that your club does. SDC, together with the ASC and the AOAI, provide vital funds for the ongoing operation of the Studebaker National Museum in South Bend, IN. It is one of the highest rated and recognized automobile museums in the country! The Studebaker National Foundation exists to ensure Studebakers, and the history behind the men and the machines, never fades from memory. Consider supporting the SNF...if we don't who will?)

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**Newsletter Editor:** Charlie Steffy  
**Web Site Maintenance** Frank Ambrogio

**Election of Officers for 2014 OFFICIAL BALLOT:**

The nominating committee presents the following candidates for officers of the Orlando Area Chapter SDC for the coming year:

Member

Sponsor



**President:** Dick Langlotz

**Vice President:** John Gormican



**Secretary:** Frank Ambrogio



**Treasurer:** Charlie Steffy



Each paid membership entitles you and your spouse one vote each in this election. Please print out this ballot and mail it to:

Bob Coolidge  
3860 Bird Dog Lane  
Deland, FL 32724

If you have not renewed your dues for 2014 your vote will not be counted.

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May-June 2014

## From The President

By Dick Langlotz



I am pleased to announce the results of our chapter elections.

President: Dick Langlotz

Vice President: John Gormican

Secretary: Frank Ambrogio

Treasurer: Charlie Steffy

Rounding out the Board of Directors are Bob Coolidge our Membership Secretary, Webmaster Frank Ambrogio and Editor of Greasy Prints Charlie Steffy.

I look forward to another fun year with the Orlando Area Chapter. See you down the road!

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**We hope you are registered for the SDC International Meet in Dover DE!!**



This month we are going to update the club on some of our members from the past. Thanks to Frank and Anita Ambrogio for keeping in touch with these good people.

### **Marion White Update *From the Ambrogios***

Bob Webster, Marion's brother stopped by on Sunday April 13 and gave us an update on Marion's condition. She is no longer able to talk or swallow due to ALS (Lou Gehrig's disease) .

Apparently her doctors did not diagnose her condition earlier, which is common, thinking she had Parkinsons. Some time later they decided it was ALS.

She had been having trouble for a year or so, and thought it was her dentures. She had two sets, but she wasn't comfortable with either one.

Her home in Zellwood has been sold. Her family talked her into going back to Michigan for Christmas in 2012, and once there, they convinced her to stay.

She is living in a care facility run by the Methodist church and is able to take care of herself. She has a feeding tube through which she can take her nourishment and medications. Bob said she is handling it better than he is, so that's a good sign. She spends a lot of time on her phone texting.

Her current address is:

**Marion White, CRC Apt 367, 805 W Middle St. Chelsea MI 48118**

### **Judd Otte July 1, 1943 - April 10, 2014 *From Frank Ambrogio***

Former OAC member Judson (Judd) Otte passed away on Wednesday, April 10 at the age of 70.

He was only in our Chapter for a year or two during the middle 1980s when he owned a 1964 Commander. He was the owner of J-Bar Paint & Body shop in Altamonte Springs, operating it for 25 years until he retired in 2007.

He painted our Studebaker in 1988 and did a very nice job. When that job was completed, I asked him what it would cost to paint my second car. His comment was, "That first one was a resurrection. This one is just a paint job," and quoted a price of around \$700.00. I should have done it, because in 2005 I called him and asked about painting the car and things had changed considerably.

With all the base coat - clear coat now being used, and the new regulations, the price would probably be a minimum of \$4000.00. That was the end of that. We did have a nice conversation and it was nice to catch up.

I know only a handful of our long time members will remember Judd, so for those folks such as Dwight & Carolyn Swanson, and Jeff Elliott, I just wanted to pass along the information.

## **Amelia Island Concours by Mike Chernago**

**Photos by Steve James**

There is one word to describe this year's event: "Outstanding"! Last year's event was selected by Octane Magazine (London) as "The International Motoring Event of The Year". Many do not know that this is a charitable event. It is by invitation only that you can show a car. From the serious collectors to the everyday tinkerer, the awards, the arts, the auctions and seminars, this is a site to see and experience. This year, Dave Kinney's 1963 R2 SN R1002 had just completed a full restoration and was invited to participate.

Steve James, Carl Doughty and I attended both Saturday's and Sunday's events. Saturday's events consisted of a Cars & Coffee show (this is new to the show), a car auction held in the Ritz-Carlton Hotel Ballroom by RM auctions, Automotive Fine Arts, Test Drives by Manufactures (mostly exotic and foreign) and seminars on various auto related subjects. We first took in the Cars & Coffee show on the fairways of the Golf Club of Amelia Island adjacent to the Ritz-Carlton. Nice showing of many foreign and domestic cars. Next we walked around the events in and around the Ritz-Carlton and made our way to view the cars waiting to go into the ballroom for the auction. We saw many exquisite cars, including the 1937 Delahaye Torpedo Roadster which went inside shortly after we saw it and sold for \$6m !! With buyers premium, that's \$6.6m!

Sunday, was the 19th Concours d'Elegance held on the 10th & 19th fairways. We arrived early and Steve's father Richard James accompanied us for the show. Our first goal was to locate Dave Kinney's Avanti. John Hull and Lou Schucart were there for this event and after greetings were exchanged, we looked over the car. The restoration by Gary Johnson is superb (see photos by Steve James). The attention to detail to restore the car as it was produced by Studebaker in 1962, (being the first production car for showing to the public), using many original and NOS parts and many hours of research by Dave and Gary is a credit to them. Having met Dave Kinney for the first time, I found him to be very personable and answered many questions about the car and its restoration. We spent a few hours examining the car and talking with Dave, John, and Lou. The car was entered in the AP Class (American Production) and true to the quality of the restoration, won "Best in Class". What a honor for Dave and the Studebaker Avanti! The rest of the show was magnificent with one of our own ACOF members, Don McCullen and his lovely wife Donna there with their meticulously restored 1958 Pontiac Bonneville, and won a 2nd place. Don always has a great car at this event. I always look forward to seeing them and spending some talk time with them. They are great people! Well, the day went by too fast and it was time to head home, we had a great two days and I hope we can do it again soon.









## Rotor - Self Destruct

By Frank Ambrogio

I bought my first 1956 Golden Hawk in October, 1983 and only had to come home "on the hook" one time. That adventure could have been prevented had I followed my instincts. It happened in 1990 when I was returning from a car show in Lakeland. I recently had all the steel brake lines replaced. That resulted in there not being enough free play on the brake pedal. On the way home from the show, the brake fluid heated up and caused a sensation of driving while pressing on the brake pedal. I suspected a problem even before I left for the show, but thought maybe it was just my imagination. I didn't have a problem whenever I drove my usual 20-25 mile trips on Saturdays. But the longer trip meant more heat and that's when the problem occurred. We were caravanning with Paul and Marion White. Paul in his 1938 Commander and Marion and her mother were in their modern vehicle. Originally, I was behind Paul, and Marion was behind me. Unfortunately, Marion went around me and pulled in between Paul and me. As I was now the last car in the caravan, they were oblivious to my plight as I watched them drive off in the distance.

I waited for two hours on the side of I-4 watching all the traffic including several show cars pass by. During my wait, a friend, Joe Sangiorgi stopped and offered to help. He had what I didn't have, a wrench, which I used to adjust the plunger on the master cylinder. I think I could have driven home, but Anita had hitched a ride to the next exit to call AAA and I didn't know where to find her. Very few people had mobile phones at that time, and I was in the majority, which left me still basically stranded. I did drive a few miles and pulled off the road closer to the exit. Anita and the flat bed truck finally arrived as it was just starting to get dark and we were transported home.

More recently, on my return home from the March breakfast, the car began to sputter and finally died on SR-46, less than a mile from my home. John and Joanne Gormican stopped by about 15 minutes later to offer help, but I had already called AAA. I told them they should just go on home. No sense all of us waiting. I knew it was something in the distributor because five days earlier I had the cap off to take a look at the electronic ignition module that was installed about 10 years ago. I decided to replace the rotor with one that I thought was new. It was in a box with a NOS distributor and cap I had gotten about 5 years ago. I also adjusted the timing a little which caused it to idle a little better.

This time AAA arrived in about 40 minutes with a flat bed truck and me and the car the last mile home. On Monday, I removed the cap and the rotor had broken at the flat spot that is used to align it correctly on shaft. I am always amazed that I haven't broken down more often. I think of all the things that could go wrong. A simple little crack in left me stranded. I've never carried spare parts with me because I know what to bring. The list could be endless and I'm sure I wouldn't one part I needed. I don't want to load the trunk with a spare fuel water pump, carburetor, fan belt, radiator hose, etc. Not only that, I don't want to be changing any of those parts on the road.



hauled noticed the whenever one item wouldn't have the pump,



It's approximately 10 miles from home to the Toojays restaurant where we meet for breakfast. So, the rotor lasted about eighteen and a half miles. I think I coaxed about half a mile out of what was left of it till everything shut down. The funny thing is that all the while to and from the breakfast, I was thinking that the car was running exceptionally strong that day. I even "punched it" a few times because it felt so good.

Well it finally punched me back and suddenly my plans for the day took an unexpected detour. It's times like these that make me wonder why I bother owning an old car. Although I've learned a lot about the mechanical aspect of the car, I don't like making repairs. I like washing, waxing, driving, and occasionally showing it, but once I've done a certain repair and understand how that part works, I don't want to have to ever do it again.

I did replace the distributor cap before taking it back out on the road as it looked like the underside had taken a few hits from the wobbly rotor. I guess when driving any car, we can expect to have a problem every so often. I've owned the car over 30 years, so I guess I should be OK till 2029.

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

*Information about our parent club and our chapter*

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





# GREASY PRINTS

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

ESTABLISHED  
OCTOBER 15, 1983  
CHARTERED



JUNE 19, 1984

Volume 32 Number 4

July-August 2014

## From The President

By Dick Langlotz



I hope the members who attended the International Meet will share their experiences with us at the breakfast meeting on July 27<sup>th</sup>.

I would like to discuss with the Northwest Central Chapter plans for "Drive Your Studebaker Day" on October 18, 2014. Please mark your calendars!

## CALENDAR OF EVENTS

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

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

July 27<sup>th</sup> August 31<sup>st</sup> September 28<sup>th</sup> October 26<sup>th</sup>

**October 18<sup>th</sup> Drive Your Studebaker Day!**

**We hope you are registered for the Florida State Meet!!**



This month we meet some of our snow bird members, Robert and Denise Stowell. Summer months find the Stowells up in Perry NY but when the cold winds start to blow they call Lady Lake FL home. Bob is a former police officer so those of you with Avanti's and R series cars...No Speeding!

In the Stowell stable right now are a 1957 Silver Hawk, a 1963 Avanti and a 1965 Commander sedan. Bob's first car was a 1957 Silver Hawk which cost him all of \$80 back in the day! If we could turn back time! His entire family was smitten with Studebakers. Dad bought a brand new 1951 convertible and a 1953 sedan. Both brothers' first cars were 1955 Studebakers!

A member of SDC since 1999, Bob's most exciting Studebaker Moment happened at the International Meet in Lancaster PA when his car was presented with the Best in Class Award!

We hope to see the Stowells at one of our functions in the cooler months! I am sure they will be motoring in Studebaker Style!



# 38<sup>th</sup> Annual Heritage Classic & Antique Car Show

By Frank Ambrogio

## About The Show

The show was hosted as always, by the Volusia Region A. A. C. A. at Blake Park in Lake Helen. This year's show featured a celebration of the 50<sup>th</sup> anniversary of the For Mustang. OAC members Bob Coolidge brought his 1966 Mustang, and Charlie Steffy brought his 1973 Pontiac Convertible. Larry & Barbara Golub entered their 1964 Studebaker Avanti and Anita & I brought our 1956 Golden Hawk. I don't think any other OAC members brought old cars to the show. I'd guess there were over 200 cars on display altogether.



The 50 mile round trip provided completely opposite degrees of comfort. The 25 mile drive to the show was a joy as the sky was overcast for the whole trip and the temperature was in the mid 70s. But once we arrived, the sun came out and the temperature kept rising on its way to a high of 89 degrees. The trip back home was very uncomfortable, especially after spending the day in the hot humid weather. This show will be the last one for us till late October.

We and the Golubs managed to get a little relief from the heat when we walked to a nearby restaurant that featured a large selection on the menu including ice cream treats. We enjoyed the break for as long as we dared before walking back to the show. I don't know what time Bob left, but the rest of us left before 3:00 PM. We missed the awards presentation, but I wasn't interested in awards by that time.

The Volusia Region does a great job on this show each year and I've always enjoyed displaying our car. We attended for the first time as spectators in 1981. It was one of the springboards that led us to start looking for an old car finally purchasing one in late 1983.

## So Much For Awards

Once the restoration was nearly completed in early 1988, this was the first show in which it was entered. We ended up winning a first place award which really surprised me since we hadn't installed the carpet yet. There were only three cars in our class, so outscored the other two. The next year with the addition of the carpet, we didn't win anything. That time a fourth car, a cute Nash Metropolitan was entered in the class and secured one of the awards. The same two cars we had beaten the previous year earned higher scores than our car did. I don't think those two cars looked any better than they did the year before, *so I guess installing the carpet lowered our score!*

I wasn't near our car when the judges came by, but a friend of mine who was, told me that one of the judges insisted that the paint colors on our car were not the original colors. I assume that had some effect on our final score but it really doesn't matter now. I decided a long time ago that I didn't really care about awards. I'd hate to win a trophy I didn't want and end up depriving someone of one who wanted it. I just like to give people a chance to see a car they might not normally see at most shows.

About 15 years ago, we gathered up our awards and gave them all to the Easter Seal camp a few miles down the highway at Camp Challenge. The Camp administrator said she would use them for prizes to give to the kids. I felt they would serve a far better purpose at the camp than they would sitting in boxes in my garage. That's a win for me, the camp, and most importantly, the kids.



# 37<sup>st</sup> FLORIDA STATE MEET STUDEBAKER DRIVERS



Holiday Inn Express, 13625 Icot Boulevard, Clearwater, FL 33760  
On north side of Ulmerton Road (SR 688), 0.9 miles west of 49<sup>th</sup> St. N or 0.5 miles east of US Hwy 19

### General Registration (you must register to participate in any event)

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: Home \_\_\_\_\_ Work \_\_\_\_\_ Cell \_\_\_\_\_  
Chapter \_\_\_\_\_ E-mail \_\_\_\_\_

General Registration: Individual or family Preregistration \$10.00 \$ \_\_\_\_\_  
After October 1, 2014 \$15.00 \$ \_\_\_\_\_  
1<sup>st</sup> Veh. Reg. Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Div. \_\_\_\_\_ \$15.00 \$ \_\_\_\_\_  
2nd Veh. Reg. Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Div. \_\_\_\_\_ \$10.00 \$ \_\_\_\_\_  
Display Veh. Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Div. \_\_\_\_\_ \$5.00 \$ \_\_\_\_\_  
Judged Watch # of entries \_\_\_\_\_ X \$3.00 \$ \_\_\_\_\_  
Judged Studebaker Toy # of entries \_\_\_\_\_ X \$3.00 \$ \_\_\_\_\_

Judging of vehicles, and toys will be People's Choice with vehicle awards for Best of Show and First and Second Place in each of the 9 Divisions defined in the SDC Judging Policy Manual. Watches will be judged by George Reitenour (if he is available).

Swap meet space is free with general registration. Check if space is requested. \_\_\_\_\_

### AWARDS DINNER

Adults (Menu choice - # Beef \_\_\_\_\_ # Chicken \_\_\_\_\_ \$25.00 X No. of adults) \$ \_\_\_\_\_  
Children under 12 (Menu choice - # Beef \_\_\_\_\_ # Chicken \_\_\_\_\_ \$12.50 X No. of children) \$ \_\_\_\_\_

**TOTAL** - \$ \_\_\_\_\_ **Make checks payable to Central Florida Chapter, SDC**

Please mail your registration with a check (no cash) to: Wayne E. Studebaker, 2701 Regency Oaks Blvd., Apt. N-101, Clearwater, FL 33759-1529

Please make your hotel reservation as early as possible. Rooms at the Holiday Inn Express are limited. To get the meet discount rate of \$75.00 + tax per night for a standard room, you must make your reservation before October 1<sup>st</sup> by calling the hotel directly, 727-536-7275, NOT the Holiday Inn 800 number. Ask for the Studebaker Drivers Club State Meet rate.

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For general information contact Larry Good at 727-392-2198 or 727-235-2428 or Dave Meachum at 727-868-7474 or 727-808-1986 or go to our web site at [www.cfcsc.com](http://www.cfcsc.com)

I do hereby release and hold harmless the Central Florida Chapter of The Studebaker Drivers Club, Inc. and its members from any suits, actions, damages or claims which may arise from any loss or damage to me, my family, or my personal property during participation in this event.

**SIGNED** \_\_\_\_\_ **DATE** \_\_\_\_\_

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**ORLANDO AREA CHAPTER - SDC**  
**CHARLIE STEFFY**  
**103 LARKSPUR DRIVE**  
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Volume 32 Number 5

September-October 2014

## From The President

By Dick Langlotz



I hope everyone had a good summer. I have heard several positive comments about our international meeting in Dover, Delaware.

We have two important meetings in September and October. Drive Your Studebaker Day is September 13 (see the activity section). Also, the state meet in Clearwater is on October through October 26. The registration form is in the September 14th Turning Wheels on page 30.

Please also mark your calendar for our Christmas party on **Sunday, December 7 at 4:00 p.m. at the Stonewood Grill and Tavern**, 1210 International Parkway in

Lake Mary. This is the same location where we celebrated last year.

Dick Langlotz

## CALENDAR OF EVENTS

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

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

**September 28<sup>th</sup> October 26<sup>th</sup> November 30<sup>th</sup> December 28<sup>th</sup>**

**Saturday, September 13 in conjunction with the SDC meeting, we will hold our meeting at John and Pam Meinelt's home at 1666 W. Euclid Avenue, in Deland, Florida 32720. Their phone number is (386) 734-0912. Please bring a dish to share. If you would like directions on how to get there, or any other questions, contact Dick Langlotz (407) 260-5526 or [BunkyLanglotz@gmail.com](mailto:BunkyLanglotz@gmail.com).**

**October 18<sup>th</sup> Drive Your Studebaker Day!**

**Lake Mirror Classic Lakeland, FL October 18<sup>th</sup>**

**OAC SDC Christmas Party will be Sunday Dec 7<sup>th</sup>  
At Stonewood Grill Lake Mary, FL**

**37<sup>st</sup> FLORIDA STATE MEET  
STUDEBAKER DRIVERS CLUB  
October 24 – 26, 2014  
Clearwater, Florida**



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**SIGNED** \_\_\_\_\_

**DATE** \_\_\_\_\_



## The 50<sup>th</sup> SDC International Meet

By Charlie Steffy

The 50<sup>th</sup> Annual SDC International Meet is history. For those of you that missed it, it was quite a fun filled week. The host hotel was a great venue and the hotel staff went above and beyond the call of duty to make all of us “car people” feel welcome. Each staff member wore a Studebaker ribbon on their name tag all week, the lobby was filled with Studebaker banners, a Studebaker Conestoga wagon and a three tiered Studebaker cake! Since I was serving out my last term as Vice President of the Antique Studebaker Club I was involved with several meetings with the ASC early in the week. But I did manage to take in a few of the optional side tours that were offered.



Wednesday a handful of us ventured all of 4 miles to downtown Dover to the Johnson Victrola Museum. Initially I thought this is not going to be much but BOY was I wrong! This little gem is absolutely amazing. Our docent was so personable and knowledgeable. She made the history of early recorded music come alive. I am sure everyone has heard of the RCA Victor “His Master’s Voice” dog in front of the phonograph horn. But did you know it was not RCA who came up with this advertising slogan? It was Johnson Victrola Company, a pioneer in recorded music, that thought up this memorable image and slogan and sold it along with the rest of the company to RCA in April of 1929. And for those of you who thought Poor Mr. Johnson must have lost his entire fortune just a few months later when the stock market crashed in October. Wrong again! He had put all his millions into gold and was basically untouched by the collapse of the financial markets. In fact, in 1932, at the height (or bottom) of the Great Depression, he orders a new yacht costing \$1.2 million with a full crew of 55 to keep it ship shape! What a wise business man!

Another fine tour offered during the meet was to Auburn Heights and the Marshall Steam Museum there. After touring the mansion we went down to the garages and got to see the largest collection of steam powered automobiles in the country. And all are in operating condition and are driven regularly on tours. (I guess SDC can be Studebaker or Stanley Driver’s Club!) I have never ridden in a steam powered automobile and after getting a few lessons from the mechanics I don’t think I have the coordination to make it all happen! As we were told several times, one Drives a gasoline powered automobile but one Operates a steam powered car. A beautiful tour on a warm summer day and a stop for lunch on the way back to the host hotel made for a fun time. And plenty of time to get the 1941 Commander ready for show day the next morning.

Concours day was well organized and the Studebaker Band entertained in the afternoon. Of the many special vehicles at the meet were several WWII weasles (built just down the road in Dover) and a very rare restored Studebaker water wagon owned by the Reist family of Lancaster PA. The only drawback to the day was the threat of a hurricane that was heading up the Atlantic coast and expected to either turn in

and go up the Chesapeake Bay or veer out to sea. Who says we Floridians get all the hurricanes?? Anyhow, better to be safe than sorry I fired up the trusty 1941 Commander just before noon and drove back to Lititz PA just as the first few sprinkles started falling. Luckily the hurricane did veer out to sea and all we got as a good soaking rain. Congratulations are in order for the DelMarVa Chapter for putting on such an enjoyable meet. It was great to see old friends and see so many beautiful Studebakers on the road!





## Newsletter History Lesson

By Frank Ambrogio - Web Manager And Self Appointed Chapter Historian

### Editors note :

*"if you're wondering why our Newsletter suddenly has a name, it's because it's been lacking one for a year and no one seems very interested in choosing a name so I did. We spoke of having a contest to name the Newsletter. If you have any problems with the name I have Christened it with, let me know. Maybe this will spark some interest. Hey, if you like it, we'll leave it alone."*

Confused? Most likely you are, so let me explain. The Editor in this case is not our current Editor, Charlie Steffy. It was our very first Editor, Ruth Wilcoxson, and she is the one who came up with the name for our newsletter beginning with the August 1984 issue. The name she selected was *Greasy Prints*. Apparently, everyone liked the name, and we've been using it ever since. Personally, I think it's the best name for a chapter newsletter in all of SDC.

The reason I mention this is because there are only a handful of us in the chapter who were around when Ruth's message appeared. Our history spans parts of four decades and we are probably one of the few chapters, if not the only one, that has documented so much of our history. And it's all available for everyone to see on the web site at <http://clubs.hemmings.com/oac/>

We have a page that details the events that led to our forming the chapter and includes an image of our charter. How many of you have ever seen that?

I seriously doubt that any chapter which has been around as long as we have, has any documentation to show all the officers who served the chapter and the period during which they served. But we do, and it too, is on our web site.

Also on our web site is a link that shows information on all the Florida State Meets. It's missing a few items, but is basically complete. This goes beyond our own chapter's history, but our chapter is part of the whole package and we are the only ones who show it.

Spotting the note from Ruth in that 1984 issue got me to thinking. I may be the only one in our chapter who is crazy enough to have saved EVERY newsletter issue from day one to the present. The printed copies take up a minor amount of bookshelf space, and in the past 31 years, I've occasionally looked for articles I wanted to reference when preparing something to give Charlie for the newsletter. One example you probably don't remember is the story I did last year about the car wash our chapter did when *we were all a lot younger*.

Our newsletter was originally a monthly publication, but beginning in February 1989, then Editor



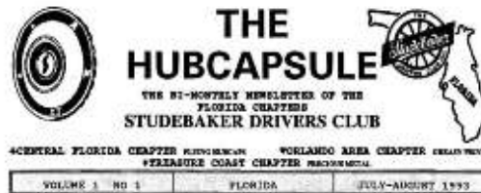
First issue to use the name Greasy Prints

Anita Ambrogio changed it to a bi-monthly schedule. This cut the printing/ mailing costs in half, and was less work for the Editor (and her helper). The bi-monthly format has continued to this day except for two months (May, June) in 1999 when John Goodall was the Editor.

Did you know that in 1993 and 1994 our chapter was producing a statewide newsletter for all the Florida chapters? At that time, there were only three chapters in Florida. The newsletter was called *The Hubcapsule* and I was the coordinating Editor. The way it worked was like this:

- § The Editors from the other two chapters would send their information to me and I'd include it in *The Hubcapsule*, identifying their Newsletter name and chapter.
- § I then sent one master copy to each Editor who in turn, did their own printing and mailing. It was a bi-monthly setup which allowed each Editor the option to produce a separate newsletter of their own on the alternate months.

*The Hubcapsule* met its demise when Chris Altenburg took over as President/Editor of the *Central Florida Chapter*. He wanted to produce a newsletter every month. At that point, each chapter reverted to producing their own newsletter, and I was off the hook. Thank you Chris!



**REGIONAL DIRECTOR NEWS** By Frank Ambrogio

THE HUBCAPSULE is the result of a two month effort by Keith Robinson, Central Florida Chapter President/Editor, and Elaine Collins and Eugene Klueh, Treasure Coast Chapter President and Editor respectively, to combine our newsletters into one bi-monthly publication. We will publish on the odd months and the individual chapters will be free to publish their content on the even months if they desire.

Information from all three chapters reaches every member on the day of your living in the larger areas, as well as those of you who are a little more adventurous, our annual events sponsored by another chapter. There is no longer any need to join more than one chapter. Perhaps, this would be a good concept will make all three chapters stronger and draw new members as well as create former members to rejoin.

Hopefully, this effort will also lead to the revitalization of South Florida's Sunshine Chapter, and Jacksonville's Concord Class Chapter, as well as the creation of new chapters where none currently exist.

The most recent national SDC roster lists over 300 Florida members, yet the three Florida chapters have a combined membership total of about 150, so not.

This issue will be sent to many one chapter members around Florida. Those of you in that category who wish to start a Chapter are urged to write me at 2025 N.W. 11th Ave. in Casselberry. The zip code is 32707. I will provide you with all the information you need and I will help you get your chapter started.

With a combined newsletter, even a very small chapter could exist and provide a good information vehicle for its members.

We will be providing information on this year's State Meet in Kalamazoo and encourage Florida club photo. I will also be keeping you informed of any national SDC news which finds its way into my mailbox.

**CHAPTER NEWS**

**CENTRAL FLORIDA CHAPTER FLYING HUBCAPS**  
Editor - Keith Robinson

NOTE: I do not expect to see Keith before getting the newsletter printed, so I have included information on the State Meet which was previously held at the club's membership meeting.

The 10th annual Florida State Meet will be held on October 8-9 at the Holiday Inn on SR 60 and US 19. This is the same location as the 1985 and 1990 meets hosted by CFC. The event runs will be \$42.00 and the budget will not \$15.00.

There will be people's choice judging again this year. Please register early so that the CFC can make its plans to host a fine meet. Plans are still being worked out as much for further details in the September issue of *The Hubcapsule*.

**ORLANDO AREA CHAPTER GREASY PRINTS**  
VOLUME 10 NUMBER 5 JULY-AUGUST 1995  
Editor - Frank Ambrogio

**FROM THE PRESIDENT**  
By Duane Gonzalez

I want to thank everyone for thinking enough of me to elect me to your new President. I will do my best to fulfill the responsibilities of the job. I'll always be open to new ideas or suggestions, so please call me at 504-526-2280 at any time. You can write me at P. O. Box 420, Yulee, FL 32097.

A car club newsletter is a very important tool. It

**The Hubcapsule newsletter for all the Florida Chapters**

**GREASY PRINTS II**  
THE ALTERNATE MONTH SUPPLEMENT TO GREASY PRINTS  
ORLANDO AREA CHAPTER - SDC

MARTIN BURNS - ACTIVITIES DIRECTOR  
1415 W. SMITH ST.  
ORLANDO, FLORIDA 32804 407-422-6706

Please send any race related flyers, etc. to me for inclusion in my next report.

So far, there has been a good response to the call for show and activity info. I have lots of show entry forms. If you see one you'd like to enter, give me a call and I'll send you a copy. Dates far enough in the future would merit a S.A.S.I.C. thus cutting my postage expenditures.

On with the SHOWS:

THE 4th "RODSTER" of Altamonte Springs-CAR & TRUCK Show at 202 S. W. 12th St. Altamonte Sp. on 1/22 track 5:00-9:00 PM. Info: 407-422-9920. Free adm. ends Jan. 27. Info on's clinic, cheap and likely to be good weather. How many Studeis can we get there? Check photos on 1/26 on file.

10-Valentines' Day car show - Cars of Broward - Uccoo: 320 Pro/313005, Ph. Carl Sparks 407-423-5372 or Ron Sotar 407-629-2172

10-11 Cent. FL Auto Meet. & Toy Expo. - Apoplectic - Ph. 312/205537  
Each day, Saturday: Rods, Customs, Street Mod., Shows  
Sunday: Antiques, classics, spec. interest, stock, Mustangs.  
Info: 941- 857-0225

10 Antique & Classic Auto Extravaganza - Tallahassee - A, FL Fairgrounds  
311 Broadway 900s free reg. ends Feb. 11. Ph. 9 813-528-6361

20-25, Zephyrville) - 22nd Annual Auto and Antique Winterfest  
No entry info, available, suggest contacting the Zephyrville  
C. of C. If you wish to participate,

23-24, Old Town Avonli Show - All STUDEBAKER owners are invited  
to exhibit their cars in addition to RVANTS; CONTACT Mr. Daughty  
407-727-8642

24, Homosassa Springs, 6th Annual Antique & Classic Car Show, Riverfront  
Inn Resort, 3297 S. Cherokee exp. Info: 352-628-2669.

25, Antique and Classic Auto Extravaganza - 15th Annual - Plantation  
Key Race Club, 515 Prad 810 305. Free reg ends Feb 17. 813-526-  
0051

27, 2nd Annual Car & Truck Challenge - Lakeford - Reg. Time 6-11PM  
5:15-10 20 classes. Contact Bill or Cathy Cox 813-685-8487

MEM 1-5, 13RE Swap Meet Info. in T.W. and Greasy Prints for Jan.

2-3, Avonli City Car & Truck Show - Palatka (Just between Orlando)  
Free reg ends Feb 27. 30 Free/50 DOD Each day. 10 Productions  
904-247-2988

Frank - Anita, Can You make this work? The flying Saab? Thanks

Another situation arose in 1996-1997 when our then Activities Director, Marty Burns, decided to produce a smaller activities type newsletter for the alternate months. It was called *Greasy Prints II*. Marty would list all the cruises in the area as well as any car shows, along with some personal stories.

Well, those newsletters are also part of our history and I decided they deserve to be included on our web site as well. So I scanned **each page of each issue** produced during the past 31+ years (a total of 2106 pages), created a series of files in Acrobat Reader (.pdf) format, and uploaded them all to the *Orlando Area Chapter* web site. The files are separated by year allowing anyone to view one entire year with one click of the mouse button.

OK! I'm not naive enough to think that anyone is going to parade through all, or even one, of the back issues. The reason I did all this was, I wanted to convert my printed copies to electronic media so I could store them on my computer. Now, if I ever want to find something, I can just

**GP-II The alternate bi-monthly by Marty Burns**

search for it and find it much faster. Uploading everything to the web site provides a backup copy. Having the whole package available for everyone to view is just a by-product which may or may not have any value.

So now the newsletters are stored in a convenient place documenting the Orlando Area Chapter's history. And the best part? I have some extra space on the bookshelf where I can store some other kind of *useless junk* for the next 30 years!

## **\* \* About SDC & OAC \* \***

*Information about our parent club and our chapter*

### ◦ **SDC National Officers**

<b>President</b>	Carl Thomason
<b>Vice President</b>	Mimi Halgren
<b>Secretary</b>	Nita Ketchum
<b>Treasurer</b>	Jane Stinson
<b>Editors</b>	Ann Turner
<b>Board Member</b>	Edward Burris
<b>Zone Coordinator</b>	Jack White
<b>Regional Manager</b>	Edith Fifer

**Join the Studebaker Drivers Club online at**

**[www.studebakerdriversclub.com/joinsdc.asp](http://www.studebakerdriversclub.com/joinsdc.asp)**

**You must be a member of SDC before you can join our Chapter**

### ◦ **OAC Chapter Officers**

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

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- § Promote good fellowship and pride of ownership among Chapter members.
- § Publish a newsletter containing news and information concerning both national and local activities, technical advice, and items wanted or for sale.

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

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

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

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







# GREASY PRINTS

The Bi-Monthly Newsletter of the  
Orlando Area Chapter - Studebaker Drivers Club  
Web: <http://clubs.hemmings.com/oac>

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

ESTABLISHED  
OCTOBER 15, 1983  
CHARTERED



JUNE 19, 1984

Volume 32 Number 6

November-December 2014

## From The President

By Dick Langlotz



A note of sadness...one of our long time members Marion White passed away September 22<sup>nd</sup>.

The 2014 Florida State Meet #37 was held by the Central Florida chapter from October 24-26 in Clearwater. It was very successful. More than 55 vehicles - Audi's, Studebakers and trucks were displayed and judged by all participants who registered. Our club was well represented. They were Mike and Dottie Chernago, Don Dodgen, Don & Edith Fifer, Larry and Barbara Golub, Richard James, Steve and Lark James, Dick and Tina Langlotz, Jim and Ann Morgan, Alberto Sanchez de Fuentes and Dwight and Carolyn Swanson.

The State Meet was attended by more people than those who attend our breakfast meetings. Next year's State meet will be hosted by the North Central Club in Gainesville.

## CALENDAR OF EVENTS

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

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

November 30<sup>th</sup> December 28<sup>th</sup> January 25<sup>th</sup> February 22<sup>nd</sup>

OAC SDC Christmas Party will be 4 PM  
Sunday Dec 7<sup>th</sup>

Stonewood Grill 1210 South International Parkway  
Lake Mary, FL

# Seven States in One Day in a 74 year old Studebaker...Now THAT'S Drive Your Studebaker Day!!

Charlie Steffy

This little trip came about as a result of good Studebaker friends of mine Jim and Irene Shoul and I deciding to participate in the AACA Sentimental Tour in Portsmouth NH September 7-13<sup>th</sup>. The Shouls are proud owners of a totally original 1946 Champion Double Dater coupe. The car was awarded its HPOF (Historic Preservation of Original Features) certification at the AACA 75<sup>th</sup> Anniversary Meet in Louisville KY in 2010. We have gone on several week long tours together in our trusty Studebakers and this jaunt up into New England sounded great. The day we set out was unseasonably hot and humid for PA (but typical for here in FL) and the trusty Studebakers had nary a glitch on the trip North crossing thru New Jersey and New York, over the Tappan Zee bridge, into Connecticut and Massachusetts and then on to New Hampshire. We planned to arrive a day early for the tour and make a side trip to the Owl's Head Museum of Transportation in Owl's Head Maine. If you ever get that far North...definitely a must see!



The Tour officially kicked off Monday and we spent the next 5 days seeing all sorts of interesting, beautiful and different places. This photo, captured at one of the stops, shows the great cars of Indiana that were touring. My 1941 Commander is to the left, Jim and Irene's 1946 Champion Double Dater is in the middle and a 1933 Duesenberg convertible sedan is on the right. Yes, the Duesenberg was *driven* every day. These folks ENJOY their cars! Some of the notable stops were the New Hampshire Motor Speedway the former owner of the speedway owns this Duesenberg and six others)



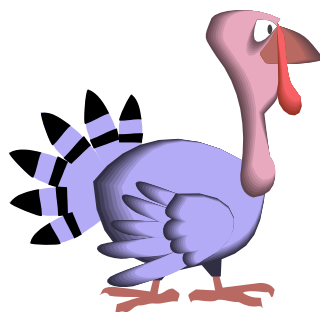
a cruise around Portsmouth Harbor and the Naval submarine repair facility, the Nubble lighthouse in Maine, the world's largest collection of trolley cars, several car collections and a WWII era museum. Plus a stop at Kennebunkport ME, but George and Barbara were not in when we rang the doorbell. All in all about 1500 miles of driving from PA to the tour, the tour itself, and then home again, all without a problem on either Studebaker. Well, a wee bit of vapor lock due to the unavailability of pure gasoline in New England. But the electric fuel pump and a dose of Marvel Mystery Oil cured that.

It is sad to see so many people hauling cars on trailers. Most of the serious mishaps that have happened to folks I know are all caused by or from trailer incidents. Blowouts, cars coming untied, trailer axles or bearings failing, one even had the tongue of the trailer snap off completely. That poor couple watched in the rear view mirror as their trailer and rare 1933 DeSoto convertible rolled backwards down the mountain, flip over the guide rail and plummet several hundred feet, tumbling over a half dozen times and coming to rest at the bottom of the ravine. Needless to say there was nothing left of either the trailer or the DeSoto.

Yes, we all take pride in our old cars. A well maintained vintage automobile is a total joy to drive. I have had the pleasure to participate in so many driving tours with my old cars, both here in the United States and in New Zealand as well. Do yourself a favor...go out in the garage, fire up an old car and go for a ride. See what others have discovered. If you come back and don't feel refreshed, a smile on your face and a few stories to boot, maybe you should sell the car and take up stamp collecting instead.

**The Frost is on the Pumpkin...well, up North anyhow...  
And that means it is time to renew your membership in the  
Orlando Area Chapter SDC!**

**Send \$10 to:  
Bob Coolidge  
3860 Bird Dog Lane  
Deland, FL 32724-5211**



# Odds “N” Ends

## Helpful tidbits from other Studebaker Owners...

Car components break down with age and usage. Recently, an SDC Member visited with me. He told me of having a wheel cracking around the outermost part of the recessed dished area of the wheel around the bolt holes. My friend pointed out the area on the dish which is about an inch outward from the center and between the bolt holes, there is a buttress embossed into the dish. This embossment is about an inch in width. On a wheel mounted on a '63 Lark parked on my driveway, we noticed that there was cracked paint on the buttress and rust where the cracked paint was. It was suggested to me that there must have been flexing to have caused the paint to crack due to metal fatigue and the wheel will no doubt crack. In having worked around machinery for all of my working years, I fully agreed with the observation that my friend had made. In his case, he said that he heard a squeaking noise while he was driving and thought that the wheel was coming off. He stopped and checked. . . . It was fortunate that he did as the wheel on his Stude was soon going to detach itself from the car. There are other places that would be better than sitting in a car that is going 60 miles per hour and having the wheel and the car going in different directions at the same time. The object is to have the car and all of its components traveling together in unison if you wish to arrive at your destination safely. Take a few minutes to pry the hubcaps off and look at the wheels on your Studebaker. If there is any sign of cracked paint on the dished area as previously mentioned, then consider that wheel as a strong candidate for failure and replacement is needed.

*Please note: The parts catalog lists a different wheel for disc brake equipped cars, part # 15558827 . For cars with drum brakes, the wheel is part #1558828. The difference is with the greater amount of offset for the cars with disc braking system so that there is clearance between the wheel and the brake calipers.*

Metal fatigue, if present can be heard elsewhere on your Studebaker as well. If an unusual squeak is heard coming from the engine compartment when the motor is operating, shut off the ignition immediately and check the fan. **DO NOT GET INTO THE ENGINE COMPARTMENT WHILE THE MOTOR IS RUNNING. You do not want to see a piece of the fan coming at you in the area between your eyes and knowing that you cannot duck fast enough to avoid getting hit.** If ever a person gets hit on the head with a piece of the fan, it would give them a headache that ASPIRIN and EXCEDRIN cannot relieve.

Due to age, the Studebakers in use today should have a periodical check of the fan, starting now! Look for cracks around the rivets. Grab a hold of a fan blade and **gently** see if it will flex at the rivet. Do this on all of the blades. Be sure not to bend any of the blades. A bent fan blade will cause it to pull more or less air than the others that are not bent and may result in vibration while in operation. Most Studebakers used a 4 blade fan, some with the rivets close to the outer edges of the blade. **The other type used has been riveted in the center of the blade. This type of fan blade is more prone to metal fatigue and they do fail.**

## **The Best State Meet - That Wasn't** *By Frank Ambrogio*

In 2002, the Orlando Area Chapter served as the host chapter for the 25th Annual Florida State Meet held at the Marriott Hotel in Lake Mary on October 25-26. When we contracted with the hotel in March, it was still under construction. But we were assured it would be completed in plenty of time for our meet, and they were true to their word.

It was the first time the meet was held in the Orlando area since meet number 17 at Wilson World in Kissimmee in 1994. It turned out to be the best meet in terms of attendance and vehicles. A record total of 104 Studebakers were on the show field and 168 people attended the banquet. Those totals exceeded many, or possibly all Southeast Zone meets. We had a bunch of door prizes, great trophies, dash plaques, meet program, and everything seemed to fall in place with only a few minor problems. Since the hotel and the entire complex was new and only a few of the businesses had opened, we had almost the entire parking lot to show our cars. The weather was a little warm, but no rain. The immediate area is business oriented so traffic was minimal for the weekend.

When 2005 rolled around, it was our turn to host the meet again. We again selected the Marriott, which gave us the same room rate as was given in 2002. As meet chairman, I decided that the goal would be to exceed the totals from the 2002 meet. To help accomplish this we lowered the registration fee to \$5.00. This registration fee included the meet program, dash plaque, special Greasy Prints state meet issue, and goody bag. It also included free entry for as many Studebakers as a participant wished to enter in the show. This also included free vendor space, either inside or out and we even provided tables for vendors to display their wares. We charged \$21.50 a person for the banquet which is what the hotel charged us. So a party of two could bring one or more Studebakers, receive a swap meet space, and attend the banquet for a total of \$48.00 plus the cost of lodging. Children had a special rate of \$15.00 for the banquet.

We covered our trophy costs by soliciting trophy sponsors and we did well enough to pay for the trophies, dash plaques, and meet program. Because I was expecting a larger turnout than in 2002, I opted to have 4 trophies in each class instead of three, plus one best of show and a peoples choice award. Additionally, I ordered a bunch of smaller participation awards which I planned to give out to anyone who didn't win an award or bring a car. Everything was in place to exceed the totals from the meet held three years earlier.

However, things did not go as planned. All the totals were down considerably from 2002. Instead of 104 Studebakers, the number of cars registered amounted to 72, the banquet attendance dropped from 168 to 132, and registrations slipped from 132 down to 100. To say I was disappointed would be a major understatement. We had more trophies on hand than we had car owners to present them to. There was no need for the participation plaques.

To this day, I have no idea why the numbers didn't match up favorably with those from the 2002 meet, especially considering the prices we charged. Even if we didn't exceed those totals, I would have been happy with anything close. We couldn't have made it any less expensive to attend without losing money. We had a great venue and a great room rate. The only things missing were the people and the cars. Once purchased, awards have no resale or return value and I ended up literally throwing away boxes of awards.

It was still a good meet. All State Meets are good meets no matter the weather or the turnout. For me personally however, because my expectations were so high, it was a major disappointment.



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

