



GREASY PRINTS

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

ESTABLISHED
OCTOBER 15, 1983
CHARTERED



JUNE 19, 1984

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

Volume 36 Number 1

January February 2018

Mark your calendars!

April 13-15 in Gainesville FL...the North Central Florida Chapter is hosting the Southeast Zone Meet! These folks really do it right so be sure to check the details at www.bulletnose.org

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

January 28th, February 25th, March 25th

**Down the road...August 29th to September 1st
54th Annual SDC International Meet in Tacoma WA**

Orlando Area Chapter Monthly Breakfast - 12-31-2017

By Frank Ambrogio

Five Studebaker fans showed up for the final *OAC* Breakfast for 2017 on the last day of the year. Charlie Steffy, Larry Golub, and I were joined by our newest members, Dr Mike & Joan Fryer who live in The Villages.

The morning started like any other Sunday for me with the usual *coffee fix* and a look at the depressing news on TV. Anita cooked breakfast and we sat down to eat at 7:50. It was then that I realized that our last *OAC* breakfast of the year was that day, and we were to meet in ten minutes. Yikes! Bob Coolidge had already informed Charlie and me that he would not be attending and I wasn't sure if anyone else would show up. History has shown that our members prefer the company of others instead of visiting with Bob, Charlie, and me. But we persevere, carrying on the monthly tradition that began around 1986.

Not wanting to leave Charlie without someone to talk to, I decided to *inhale* breakfast, kiss Anita goodbye, and headed straight to TooJays. I arrived at 8:15, without breaking any traffic laws, and saw Charlie's car parked next to what I thought was Larry's car. I made a mad dash for the door when I heard someone yell out, "it's about time you showed up!" It was Charlie who had been waiting patiently for my arrival. He didn't know what kind of car Larry drove, so had no idea he might be inside.

We headed in and were greeted by Larry, Dr Mike and Joan. After the introductions, we sat down and our waiter, Doug, took great care of us as always. The five of us had a wonderful time together, getting acquainted and sharing some laughs. It was so nice in fact, that we didn't leave till after 10:30, about an hour later than usual. I think we were starting to put down roots.



Mike and Joan told us about the 1949 2R5 Pickup they spotted, and purchased, and how they have been traveling around the country for the past ten years, in their 45 foot RV, pulling their 40 foot trailer behind. The image at the left is from the business card Joan gave me, and I thought this was the perfect place to share it with you.

They didn't drive the Studebaker to the breakfast as it was having some minor work done, but maybe we will get to see it next month. They were wearing matching T-shirts with an image of the truck on the front and some wording indicating it was a *genuine barn find*.



Instead of the Studebaker Pickup, they drove a corvette. It had a unique door arrangement. The doors opened about 1/3 the normal opening, and then flipped upward and forward to allow easy access and exit.



Mike offered this description: 2006. Coupe with Targa Top and LS2 engine . 400 horsepower, paddle shift, zero to 60 mph in 4 seconds . Raced at Charlotte Motor Speedway and topped 125 miles per hour . Also raced at the 3.5 mile road course at the Corvette factory Race Course Bowling Green Kentucky. The Lamborghini doors were added aftermarket.

It was such a pleasure to meet the Fryers and I hope they will plan on attending future breakfasts when they are not traveling around the USA. If you have some free time on the last Sunday of January, I hope you will join us. You might enjoy yourself.

Orlando Area Chapter Christmas Dinner - 2017

By Frank Ambrogio

December 03 was the date of our annual Christmas dinner and for the eleventh consecutive year, we met at *Stonewood Grill and Tavern* at International Parkway in Lake Mary. This year's dinner provided a record turnout as 50 Orlando Area Chapter members filled the restaurant. *Unfortunately, 45 of them came disguised as empty seats!*

Bob Coolidge set up the dinner again this year and because he was sure we would not meet the 15 person minimum to eat in the private dining room, we sat in the regular restaurant

area with the *common folks*. The group of five diehard members who set the record turnout consisted of John Gormican, Bob & Lorraine Coolidge, and Anita & me. One of the benefits of the small group was that we could carry on a conversation with all of us participating. The music wasn't too loud so we were able to speak to each other using *inside voices*.

Our server Maylene, did a fine job of making us feel welcome and serving us well. Everything went off well with no problems and Maylene made sure our evening was a pleasant one. No one drove a Studebaker to the dinner, so no one other than the Stonewood contact person knew we were there. Not a good showing Studebaker wise, but on the plus side, no one *informed* us that *they were still making them in Canada!*

Our chapter's very first Christmas dinner was held on December 10, 1983 when our chapter was just two months old. It was more of a party than a dinner, held after our regular monthly membership meeting, and hosted by two of our club's founders, Richard & Lucille Green. As far as I can tell, we have had some type of Christmas event every year since. Thanks to this eclectic group of five, the tradition lives on for another year.

Bob suggested that next year, instead of making any special arrangements for dinner, we would simply pick the date and location and show up unannounced. Seating a party of 5-8 people shouldn't present any challenge. *An alternative would be to have our event catered and based on this year's attendance, I will see if there is a phone booth available.*

Despite the lack of participation by the majority of our members, we had a wonderful time. We exchanged pleasantries for roughly two hours and then went our separate way to prepare for the Christmas holidays

Turning Wheels Format Change *By Tom Curtis, Studebaker Drivers Club President*

It's time to announce to you an upcoming change you will see in your January issue of Turning Wheels magazine. We are reorienting our magazine from landscape (horizontal) to portrait (vertical). We are all aware of the steep tradition and unique look of our sideways magazine and that many in our group believe that the horizontal format is the only way to properly publish photography of Studebakers. Rest assured that all of us who have worked on this project were very aware that the initial sticker-shock of this might not come easy to some of you, at least initially. Here are some details of which you might not be aware.

The magazine goes to full color with a higher quality paper allowing a much higher print resolution. It will be much easier for Ann Turner to manage. She estimates a two day savings for her and that's important. Further, it gets in and out of our printer, Sheridan, in 2 days less time. It will have a "perfect binder" meaning, no more staples. It will have a usable spine with volume, issue and date for easy reference. Number of pages currently is determined in

page group-ings of 16 whereas the updated version beginning in January would allow us to add only 2 additional pages if desired. The exterior cover will have an Ultraviolet coating for color stability that we currently do not have. Our current format makes sales of advertising to outside vendors such as Coker Tire very difficult if not impossible due to the fact that their art department has to start with clean paper to design an ad just for us and our landscape format so additional ad revenue can be expected at some later date. We will eliminate the number one need for replacement issues, the broken spine. We will no longer need the hand-stuffed white envelopes for First Class or International mailings. Those are many not all of what we gain.

More importantly, we will save over \$15,000 per year and enhance our club at the same time. One SDC member mentioned to me recently that to those that adamantly hang onto the idea that our cars should be photographed horizon-tally, we should remind them that it might be more fitting that they be photographed in color than horizontal. That's for you to decide. There you have it. Let the discussion and questions begin.

This project has been directed by our VP, Don Jones. He has worked on this tirelessly for almost 2 years. I mention this because I know he and Ann Turner, Jane Stinson who contributed all cost calculations and our friends at Sheridan Printing have done an outstanding job to make this as seamless as possible. They know how important this is to us.

Another note from Frank Ambrogio...one of his babies...

Tom Curtis, the President of the *Studebaker Drivers Club*, bought my *restored* 1956 GH. He is giving it a complete restoration - again! He has already had a lot of undercarriage work done, radiator, P/S pump, new interior, etc. He just got the engine back from being rebuilt. It had about 30,000 miles on it since I had it re-built in 1984. Basically, he is re-doing everything I did 35 years ago, only better. He owns a paint supply business, so I imagine a re-paint of the car will be coming up.

I hope I get a chance to see the finished product some day.

We hope everyone had a Merry Christmas & wish you a Happy New Year!



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

Information about our parent club and chapter

◦ **SDC National Officers**

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

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

◦ **OAC Chapter Officers**

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

Renewal cost for a printed version of Greasy Prints is \$10.00.

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

Orlando Area Chapter - SDC

Mail to:

Bob Coolidge

3860 Bird Dog Lane

DeLand, FL 32724-7425

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

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

- § Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.
- § Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.
- § Promote good fellowship and pride of ownership among Chapter members.
- § Publish a newsletter containing news and information concerning both national and local activities, technical advice, and items wanted or for sale.

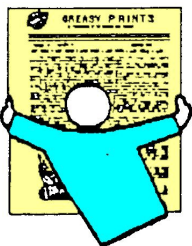
Meetings are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

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

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Volume 36 Number 2

March April 2018

Studebaker Events near and far!!

**April 13-15 49th Southeast Zone Meet
Gainesville, FL**

Hosted by the North Central Florida Chapter

>>>>Look for the registration form in this issue!<<<<

**Aug 29th – Sept 1st 54th SDC International Meet
Tacoma, Washington**

**Registration forms are in the March 2018 Turning Wheels
Hotels are filling up fast!**

**OAC/SDC Monthly breakfasts TooJay's Deli
Lake Emma Road Lake Mary, FL 8 AM!
March 25th, April 29th, May 27th**

Meeting Minutes 02-25-2018

Submitted by Frank Ambrogio - Secretary

In the absence of our President and Vice President, the meeting was called to order by Secretary Frank Ambrogio at 8:45 AM. Members present were Board Members Bob Coolidge and Charlie Steffy. The only topic of discussion was the *Orlando Area Chapter* web site.

A little history may be in order here. The web site was established in 1992 with the help of Hemmings Motor News. The web site has been hosted by Hemmings ever since with a Universal Resource Code (URL) of clubs.hemmings.com/oac. This has served us well for these many years, but Frank did some checking and found that we could get a more descriptive web site for a relative inexpensive fee.

Frank currently has two Domain Names (DN)

registered, www.1956GoldenHawk.com and www.StudebakerVendors.com which are hosted by *Web Site Managers*. The way web sites work is that first a name must be registered and renewed each year for a yearly fee. This fee varies depending on which registration service is used. Originally the two sites mentioned were registered through *Network Solutions* for a yearly fee of \$35.00 each.

Several years ago Frank switched to *Web Site Managers* which in connection with an outfit called *Twocows* allowed him to reduce the annual fee to \$15.00 each.

Along with the registration fee, there is a monthly charge to have the sites hosted so that users can access them. *Web Site Managers* allows customers the ability to *Add-On* additional sites without an increase in the monthly fee. With this option available, we could add a new web site with no increase in the monthly fee. This means there would be no charge to the chapter.

After discussing this, both Bob and Charlie agreed that the yearly \$15.00 registration fee was affordable and directed Frank to go ahead with the process. This expenditure is authorized by *Article III* of our chapter By-Laws. We selected **oacsd.com** as our new Domain Name and it was available. The registration process was completed and the transfer of the files from the Hemmings site to the new site were begun that evening.

When you have a chance, check us out at www.oacsd.com and maybe you could offer some suggestions for improving the site. Currently, we have every back issue of our newsletter uploaded, a complete history of all the officers who have served over the past 34 years, and a history of the Florida State Meets. We also have a page showing our members; and former members' cars. If you haven't submitted a photo of your Studebaker, we hope you will do so soon.

Meeting adjourned at 9:00 AM

Cars and Cows Gathering

By Frank Ambrogio

I received a note from Larry Golub about an Avanti Club event at the farm of Marcie McDowell and Frank Fox somewhere near the Bushnell area. The event included meeting at their farm for a light lunch including sloppy Joes, hot dogs, chips, dessert, drinks, and a look at their collection of vehicles.

This would all be followed by a caravan to visit to the National Parts Depot (NPD) collection of cars, and finally, a trip to downtown Leesburg for their cruise-in and movie. None of this really sounded interesting to me until I re-read the notice and saw that *chips were included*. That was all I needed to know so I told Larry I would be happy to ride along and keep him company.



He arrived on Saturday February 10 at 9:30 AM in his 1975 Avanti II which he has owned since he bought it new at the factory in South Bend. We had a nice drive to the farm through some back roads and enjoyed the nice scenery.

Finding the farm was not really difficult, but rather it was more of a feeling of, “are we going in the right direction?” The directions were clear, but we just weren’t sure we would find what we were looking for. We turned on NE 41st Lane off US

Hwy 301 and followed this dirt path for about a quarter to half a mile (or more) till we came to a gate. I hopped out and opened the gate and closed it again after Larry drove on through.

We then drove another distance till we spotted a fence with another gate which was already open. We entered and parked right near the gate. The farm consisted of a rather quaint home and several buildings, barns, and sheds. Off in the distance, about 250 feet, we saw some human life forms and the two ladies waved at us to *come on down!* We met Marcie and Amanda who told us we were a little early, but that it wasn’t a problem.

There was an abundance of *meadow muffins* all around the property, but fortunately, they seemed to have become petrified from long term exposure. I hoped these were not the *chips* I had read about. We had to worry more about tripping over them than we did about stepping on them.

As we moved closer to our hosts, we spotted a slew of cars scattered around the property. “How many cars do you own”, I asked Marcie. Her reply was “thirty six-ish.” I don’t know if Frank owns an Avanti, but none of the cars were Studebakers. Three Chevs, a Henry-J, and a highly modified pickup caught my eye immediately.





Shortly thereafter, we met Frank and Travis and we went to take a closer look at all the cars. The cows had apparently been placed elsewhere, so I felt relieved that I would not be asked to help *milk* any of them.

Last year, Frank & Marcie in the Henry-J, and Travis & Amanda in the pickup drove to Tennessee for some custom car show. Then they drove to

Reno NV for Hot August Nights, putting on roughly 7000 miles during the trip. I guess they know how to enjoy themselves. The Henry-J was built on a Chevy Blazer frame with a V6, and even had the Blazer dashboard. I've always liked Henry-Js and this one must be fun to drive.



As the clock inched toward noon, about 30-40 people showed up and we engaged in meeting, looking at the cars, and taking part in some friendly conversations.

I don't know if any of the attendees had been there before, but most everyone seemed highly impressed with the lifestyle Frank and Marcie had adopted. I believe they said the property consisted of about 50 acres, but they had also just bought another 12 acres adjacent to their property.

Frank informed us that the property right beyond their fence, was purchased by *The Villages*. I'm sure you've heard about all the *good times* that are held there as evidenced by the STD epidemic. Hey, but I'm not judging!

I counted 11 Avantis on the grounds, but I may not have seen all of them. Regardless, I would consider it a great turnout. All the Avantis were parked near where Larry had parked so they were not mixed in with the other cars. Everything was great, including the weather.



We then went into the house and as promised, *there were potato chips!* A good time just got even better! Everything was great and there was plenty to go around and a lot left over. We spent about an hour eating and talking and I have to say, it was a friendly group.

Afterwards, I watched as everyone else pitched in to help clean up. *Since I don't own an Avanti, I felt it was not my place to participate in that part of the proceedings.* I don't have any pictures of us in the house as I was too busy eating. I also didn't want to get any *Greasy Prints* on my camera, from all the chips I ate.

Finally it was time to head of the *National Parts Depot*. The caravan headed up I-75, past the Don Garlits Museum and on to the parking lot of NPD. I'm guessing the trip was somewhere between 20 minutes and half an hour.

Once inside, I was astonished at the number of cars and the condition in which they were. Very impressive! Someone named Don took us up and down each row and explained a bit about the history of many of the cars. We were probably there for about an hour and a half. All I know is that it was a longer time than my legs were accustomed to supporting my *massive body*. Eventually, we saw all the cars and trucks, many of which had less than 20 miles on their odometers. Simply an incredible collection, including several cars that never made it into production.



I asked Don how they kept all these cars running and he replied, "they didn't." Most of them don't even have batteries. However there was a long set of shelves with a bunch of batteries

along the wall of the back display room.

When we departed NPD, we opted out of the Leesburg Cruise and headed for home. I took a couple of photos of Larry's Avanti and will send them to Ann Turner for her to possibly use on a future *Turning Wheels* cover.

All in all, a wonderful day. Thanks to Larry for inviting me and to Frank and Marcie for hosting it. My only regret is that I didn't take a bag of chips for the road!

Evelyn Bales Passes Away - January 30, 2018

Those of you who have been in the OAC for a long time will remember that we used to hold our monthly meetings in Sanford on Saturday night at the car dealership owned by Don Bales. We did this for about 20 years until Don began experiencing some health issues in the mid 2000s. He passed away in 2010.

Evelyn would often show up at the end of the meeting and visit with us. Don and Evelyn attended most of our Christmas dinners during that time and were more active in our chapter than 90% of our members.

Evelyn served as an air traffic controller during World War II and modeled for Neiman Marcus in Dallas. She received a J. D degree from Texas College of Law. She met Don in the 1940s when she came to visit her parents in Mt. Dora. Evelyn was 96 years old.

A sad note from Indiana. Control/Click on the link to read the story. <http://wsbt.com/news/local/local-rare-car-collection-to-be-auctioned> During the South Bend International Meet 7 years ago the Antique Studebaker Club took a tour of this incredible collection. Mr. Hostetter was still alive and he was sharp as a tack. He could tell the story behind each and every Hudson in his collection.

On a more positive note...the Avanti Club in Palm Springs is alive and well and knows how to party! Click on the link and read an interesting article on their gathering there. My friend Frank Wenzel was host for this meet.

<https://www.palmspringslife.com/studebaker-avanti-palm-springs/>

49TH SOUTHEAST ZONE MEET STUDEBAKER DRIVERS CLUB

April 13th - 15th, 2018 Gainesville, Florida

Name: _____ Spouse: _____

Address: _____

Phone: _____ SDC Chapter: _____

Others family members attending: _____

Each family & vendor must register to participate in the meet event
 General Registration \$15.00 if postmarked by April 2nd
 Additional \$10.00 late registration fee if postmarked April 3rd or later
 Please add \$5.00 per judged vehicle. No charge for display vehicles or vending.

General Registration..... \$ **\$15.00**

Late registraion penalty If postmarked after April 2nd - add \$10.00..... \$ _____

Vehicle 1 YEAR _____ MODEL _____ \$ _____
Judged vehicle add \$5.00, If display only write NA in right column

Vehicle 2 YEAR _____ MODEL _____ \$ _____
Judged vehicle add \$5.00, If display only write NA in right column

Friday Night Country Dinner & Barn Dance Number attending _____ \$ **Free!**

BBQ lunch Saturday by Cowboyz BBQ to all registrants..... **Free!**

Awards Ceremony & Banquet - Adult @ \$25.00 each Number attending _____ \$ _____

Children ages 3-12 @ \$15.00 each. Number attending _____ \$ _____

Make payable to: **North Central Florida Chapter SDC**
 Mail to: Ronda Scarabino, 6523 La Jolla St., Orlando, FL 32818 **TOTAL** \$

Best Western Gateway Grand

4200 NW 97th Blvd, Gainesville, FL 32606

Reservations 352-331-3336 or 877-464-2378

Discount rate \$89.00 double/\$99.00 king plus taxes

You must mention "Studebaker Convention" to receive these special room rates.

For more info: Martha Cade 386-418-8252 or email: zonemeet@bulletnose.org

online: www.bulletnose.org

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

 Signature (required) _____
 Date

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

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Vice President	Don Jones
Secretary	Cindy Foust
Treasurer	Jane Stinson
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Regional Manager	Bo Markham

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Web Site Maintenance	Frank Ambrogio

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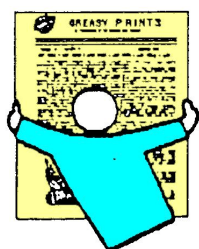
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May 27th June 24th July 29th

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SDC International Meet Tacoma, WA
See the latest Turning Wheels for info!

Meeting Minutes March 25, 2018

Submitted By Frank Ambrogio - Secretary

Our meeting was called to order by our Board of Directors at 8:32:17 AM. Those attending were Frank Ambrogio, Bob Coolidge, Larry Golub, John Gormican, and Charlie Steffy.

We discussed the idea of making a contribution to the North *Central Florida Chapter* to help with the expenses of the upcoming April Zone Meet. NCFC was very supportive of our *makeshift* State Meet last year and, while the April meet isn't a State Meet, we felt it was the right thing to do. It doesn't look like there will be a State Meet this fall and we wanted to keep the tradition of the various chapters supporting the meet, alive.

We settled on a \$100.00 amount to be sent as either a straight donation or trophy sponsor donation. Frank said he would check with Martha Cade to find out the particulars of the donation, who to make the check out to, and where to send it.

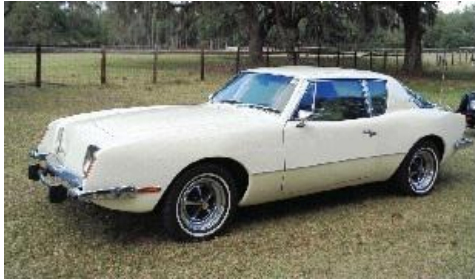
There being no other business to discuss, the meeting adjourned at 8:41:49 AM.

Note: Martha responded that a straight donation was best, and Charlie sent the check.

New Smyrna Cruise

By Frank Ambrogio

For many years, friends have told me about the old car cruise held in New Smyrna Beach on the second Saturday of each month. I never attended until two years ago when I went with Larry Golub in his 1964 GT Hawk. We had a great time and stayed well into the darkness.



This past March, Larry wanted to go again and asked me to go along. This time he drove his 1975 Avanti II which he purchased new and has been driving regularly ever since. He picked me up around 1:30 and we got to the cruise in less than an hour. Along the way, we were passed by a 1956 Lincoln Premier Convertible, probably my favorite car from that decade.

The cars were already lined up on the streets, but Larry found a nice spot that is usually a *no parking* space. We visited for a while with some friends of his and then walked along the main road to look at some of the cars.

We spotted a 1964 Avanti, but the owner wasn't around. The owner's name was on a window card, but I can't remember who it was. It was a very nice looking Avanti and some friends said Larry had met them in the past at one of the Avanti functions.

A little further on, we saw the Lincoln looking just as nice as the day it left the factory. This one was black and looked like it was well cared for. I came very close to buying one of these about 10 years ago, but decided that two old cars was enough for me. I would have had to sell one



of my 1956 Golden Hawks, and I would have had too tough a decision to make on which one to let go. The alternative was to leave one of my *normal* cars outside, and I just could not justify that line of thinking. I had to park my car outside for the first twenty years after I bought my first car in 1956, and I just wasn't ready to go through that again.

We walked a little further and I spotted another one of my favorites. This one was from the 1960s and it was a beautiful and rarely seen 1965 Pontiac 2+2 sporting a bright red paint job. My first new car was a 1965 Pontiac Bonneville that I owned for 10 years. I drove it to Tallahassee Florida when we moved there from Michigan in 1973. The car had 113,000 miles on it at that time and despite being loaded down with some of our worldly possessions, it cruised down Interstate 75 with ease.

I was hoping to keep that car forever, but the Detroit salt and harsh winters finally ate up the frame cross member that ran between the doors. I really didn't know anything about restoring cars back then, so I had to let it go. It had some other rust sections on some of the body panels, and I just figured there was no other option.

If that had happened ten years later, I probably would still have it and may have never gotten involved with Studebakers. It was a great running and handling car and was fully loaded with the exception of air conditioning. In 1965, A/C wasn't the most popular option in Detroit for lower to mid priced cars. I didn't really miss it till I moved to Florida eight years later. If I still had the car today, I guarantee you, it would have A/C!



The 2+2 was a little smaller than the Bonneville, and it was Pontiac's sporty version of that great design. Pontiac marketed it as the "big brother" to the very popular Pontiac GTO. It was built on what was then called the "B Body chassis shared by the Catalina. U.S. production ran from 1964 through 1967. The 1965 model came with a 421 cubic inch V8 with a horsepower range from 338 to 376.

This one had all the goodies and for a moment, I thought, when I got home I should check to see if there were any out there for sale. I don't think there were very many of them produced as I can only recall seeing a handful of them. This particular one was a real beauty.



The last car that caught my eye was a 1976 AMC Pacer. Some Internet research revealed the following information.

The Pacer was produced from 1975 thru 1979. A unique feature about the Pacer was that it was as wide as most domestic full size cars at the time, despite its short length of less than 178 inches. The Pacer was designed to offer the interior room and feel of a big car that drivers of traditional domestic automobiles were accustomed to, but in a much smaller, aerodynamic, and purposefully distinctive exterior package.

According to several reports, the body surface was 37 percent glass, and its surface area of

5,615 square inches was 16 percent more than the average passenger car at the time.. The May 1976 issue of *Car and Driver* labeled it "The Flying Fishbowl,"

Two six cylinder engines rated at 232 and 258 cubic inches were available for the Pacer. A 304 cubic inch V8 was also on the option list in 1978. I don't know what power plant was in this particular Pacer, but it looked like it might have been *tricked out* somewhat.

Another innovation on the Pacer was that the passenger door was four inches longer than the driver door. The idea was to make it easier for loading, and for passengers to get into the back seat area. I didn't get a photo showing the passenger side, but I doubt the difference in door length would have been noticeable.



I always thought the car was kind of cute, but I don't think I would have wanted one with all that glass area. The Florida sun is murder on both car interiors and passengers alike and the extra glass area would seem to make matters ever worse.

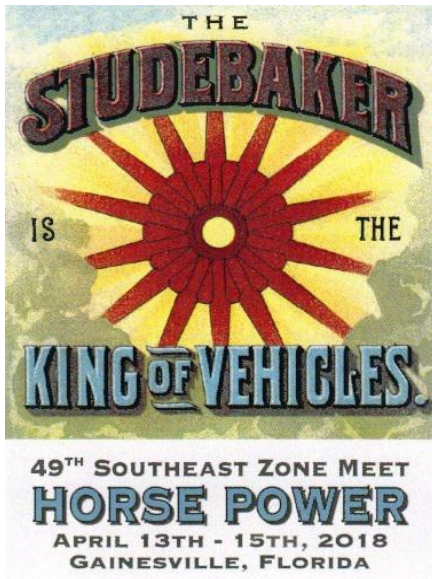
We both had plans for the evening, so somewhere in the neighborhood of 4:00, we packed up and headed for home. If you've never been to the New Smyrna Beach Saturday Cruise, it might be something to think about.



A promotional poster for a classic car event. At the top left is an American flag. The main title reads "CLASSIC CAR AUTO MALL" with "CENTRAL FLORIDA'S ONLY INDOOR EMPORIUM & SPECIAL EVENTS CENTER" underneath. The "Just Toys Classic Cars" logo features a man in a suit and a car. The website "JUSTTOYSCCLASSICCARS.COM" and phone number "407.251.7335" are listed. The event is a "Memorial Day Weekend Extravaganza Benefiting Folds of Honor" with dates for Saturday (5/26/18) and Sunday (5/27/18). It includes details about registration, DJ, and donations. At the bottom, there are three images: a classic car in a display case, a logo that says "I STAND WITH FOLDS OF HONOR", and a photograph of the event's location, a large parking lot filled with classic cars.

49th Annual Southeast Zone Meet

By Frank Ambrogio



We ate - That could have easily been the theme for the 49th annual Southeast zone meet held at the Best Western Gateway Grand hotel in Gainesville FL the weekend of April 13-15, 2018. This edition was hosted by the *North Central Florida Chapter* where meet coordinator Martha Cade chose *Horse Power* for the 2018 Zone Meet theme.

The horse drawn era had some representation at the meet, including a farm wagon which provided a photo op for anyone interested. Free prints were available at the banquet on Saturday evening. But it was mostly later model Studebakers on display, which relied on horsepower rather than horse power.

I'm sure I won't be able to list everyone, but some of the folks working so hard so that the rest of us could just enjoy the meet were:

Registration/T-Shirt sales - Ronda Scarabino, Orva Kaufmann, Cindy Brannon, Mike Brannon, John Meinelt.

Hospitality - Pat Meinelt, Faye Clay, Sallie Tanner, Verlinda McDaniels, Rita Anderson, Donna McCullen .

Drink tent and 50/50 - Carol Goodrich, Rita and Rodney Anderson, Danny Thomas, Bussey Quackenbush, George Budlong, Sam Clay.

Marketing, web and design - Danny Thomas, Bussey Quackenbush, Martha Cade.

Chauffeur in the Suwannee Cab - Don Peyton.

Horseshoe toss - Zeke Chisolm, Tony Gilyard, Wayne Tanner.

Judging - Stephen Cade, Rene Harger, Don McCullen, Michael Scarabino, Matthew Burnette, Derwood Thompson.

The hospitality room was open Friday and Saturday and saw many visitors. It was also the setting for a Regional Managers meeting on Saturday afternoon. Friday night, we were treated to a barn dance and country dinner inside a huge tent. This wasn't your run of the mill tent, but a rather upscale tent that featured *air conditioning*. An air conditioned tent at a Florida event! What a novel idea! Someone went the extra mile to make sure we were comfortable.



Square dancing couples in action



The huge tent with air conditioning

The highlight of the night was a square dancing session. It took quite a bit of coaxing to get enough couples on the dance floor. Eventually, enough people gave in, and entertained the rest of us. I managed to stay under the radar. Susie Rudder called the dance, and music by the Yazoo Kickstarts kept everyone in good spirits.



Part of the crowd enjoying the BBQ lunch

The car show on Saturday was the main attraction and there was a great turnout with Studebakers filling the parking lot surrounding the hotel. Avanti models were everywhere, probably making up close to one quarter of the show. There were about a dozen vendors set up to offer parts and information and seemed to have customers stopping by with great regularity.

In the middle of the day, a BBQ lunch was provided inside the aforementioned tent. Everything was tasty and there was plenty to go around. As was done the night before, it was buffet style and no limit to the number of visits. It was a nice break to get inside with a chance to sit down for a while. The outside temperature was in the mid 80s, so the weather was perfect for the meet.



There was a horse shoe toss contest and a 50/50 drawing held during the day. We saw some people we hadn't seen in years and met some we had never seen before. Everyone appeared to be in good spirits and if anyone found something to complain about, they simply don't understand what it takes to put on a function of this magnitude.

The show field remained populated well into the late afternoon and it seemed that no one wanted to leave. A wide variety of cars, and people everywhere, made it feel like I would be missing something if I left. So I stayed!



Urs & Stephanie May Nyffeler lead the singers

Richard Quinn who wrote *the Studebaker Almanac* column in *Turning Wheels* for 25 years, provided an interesting history of Studebaker's horse drawn era with many rare photos from his collection. Richard's passion for history and his attention to detail were evident throughout the roughly half hour presentation. He interspersed his talk with many bits of trivia while explaining the difference between wagons, buggies, and carriages.

The night before, my friend Larry Golub and I, had a two hour conversation with Richard, and I was impressed at the extent of his knowledge of both Studebaker history, and history in general. I believe he told us he was a history teacher *in a former life*.

For the last 10 years or so, the *Central Florida Chapter (CFC)* has presented the Dr. J. Robert Cade Award to the local chapter member who has been most influential in the chapter's activities. Many of you know the late Dr. Cade from his involvement at the University of Florida and the development of Gatorade.

Dave Meachum representing the *CFC* presented the award to Martha Cade for her tireless work through the decades. I think everyone agreed that she was the obvious choice. I met Martha in 1991 at our State Meet. She moved about nonstop, and hasn't slowed down since. Congratulations Martha!

On Sunday morning, many hearty souls ventured out to the Cade Studebaker collection in nearby Newberry. Those making the roughly 10 minute drive were rewarded with, as you

The Saturday night awards banquet was a well planned affair complete with awards, door prizes, and of course, more food. Sometime during the dinner, we were asked to participate in a sing-a-long led by Urs and Stephanie May Nyffeler from Switzerland. Apparently throughout Europe, this happens at all the Studebaker car shows. The anthem song is *Wait For The Wagon*, an American folk song which was first popular in the early 1850s. The song has an interesting history. If you have Internet access, you could read at:

https://en.wikipedia.org/wiki/Wait_for_the_Wagon.



Richard Quinn educated us with his presentation on Studebaker Horse Power



Dwight & Carolyn Swanson being chauffeured by Don Peyton in the Suwannee Cab

might have guessed, *more food*. Coffee, and donuts picked up by Larry McDaniel, were the morning offering, along with a visit to Stephen Allen's Studebaker parts facility.

For you number crunchers out there, Martha supplied the following: *There were 147 registrations including 19 walk in registrations during the weekend. There were a total of 291 name tags made, however 19 people did not show up. So, I think there were around 272 people at the show. 200 came to the Country Dinner & Barn Dance on Friday and there were 225 at the Banquet.*

From a personal standpoint, I think this meet exemplifies what can be done when enough people get involved to help out, *and* do the job they signed up to do. You can see by the list printed earlier that this was a total team effort, and I'm sure I didn't include everyone. I am not a member of the host chapter, but when I reached out for help with this article, they responded with the same quickness and enthusiasm they exhibited during the weekend. Congratulations to the *North Central Florida Chapter*, and thank you for a wonderful weekend.

It was another great gathering of friends from the Studebaker community. We no longer own a Studebaker, so we couldn't participate in the car show. However with several visits to the hospitality room, the country dinner, BBQ lunch, and the banquet, I can safely say that *We ate!*

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

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

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Secretary	Frank Ambrogio
Treasurer	Charlie Steffy
Membership Director	Bob Coolidge
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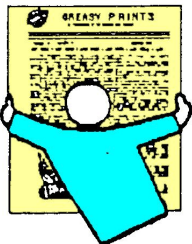
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JUNE 19, 1984

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It's a great day to go Studebakering!!



August 29th – September 1st Seattle/Tacoma WA
54th Annual SDC International Meet!
Still time to register! www.sdcmeet.com



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

July 29th Aug 26th Sept 30th Oct 28th



MY STUDEBAKER PARK BENCH

By Ernie Loga

From The Echo, Newsletter of the Grand Canyon State Chapter, Chris Collins-Editor

One day while texting with a customer, he asked me if had or could find him a beat up Studebaker truck tail-gate he could use for a wall hanging in his Man Cave. I texted back that I didn't have one myself but thought I knew where I could find one.

A few days later I had one in my possession and texted a picture of it back to him. He did not respond. Several days later I was vending at a Studebaker Swap Meet and told a man about the Studebaker tailgate wall hanger. He said that he wanted it and wanted me to send him a photo of it and he would send me the money, but never did. The tailgate continued to lean against my house for several more weeks.

Then a friend from Michigan City, Indiana visited and wanted to find an old Studebaker pickup box and tailgate to make a bench with. We located one at another local parts vendor and we cut the back 18 inches off with a sawzall.

This past summer our local Studebaker Club went on a tour to Elmer's in Fountain City, WI. And on the way we stopped for lunch at Bucknuckles Bar & Grill in Praag, WI. There were two

tailgate benches on the property but they were basically made from round cedar posts and used a truck tailgate for the backrest framed with posts...

I wasn't fond of my friend's idea for a bench using the pickup box. Neither did I like the Bucknuckles benches because of all the wood. My mind started to turn

In my mind I started planning a Studebaker bench using the beat up tailgate. I figured I could use the Studebaker R-Series tailgate for a backrest. I looked around my collection of parts. I found an old rusted running board from an M-Series Studebaker pickup that I thought would make a seat for my project. It was rusted badly where it mounts to the running board brackets. I measured it and thought I could just cut it off where it was rusted and it would be the right length. I found two worn out wire wheels that had oblong lug holes for the arm rests.

Next, I started sharing my vision with others. Most liked the idea and offered some advice. I listened to their suggestions and milled them around in my mind. Some were good and some I didn't like. However, one suggested that I should consider using an old valve cover from a six cylinder, cut it in two and weld them to the top of the wheels. I liked the idea but realized that only overhead-valve Studebaker six cylinder engines had the right type of covers, but they have the fill hole tower on one end. I didn't want the fill-hole tower to be in the way of laying your arm on the arm rest. Then I saw the Studebaker 232 V8



standing in the corner of my garage. I removed one of the covers and placed it on one of the wheels. It was a perfect fit, right length and height without cutting it. I just needed two covers, one for each wheel. Another suggestion that I liked was cutting the rust out of the M-Series running board and welding the curved ends back so the seat would have curved ends with no sharp edge.

Next, I needed to make a frame of metal to attach the parts to. I am not a very good welder. I needed to find someone to make the frame for me. I texted the welder who made new ramps for my transport trailer. He was very excited about the project and came over the next day to look at my parts and get an idea of my vision. We made a rough drawing and he took some of the parts back to his shop and returned in about two weeks with the finished frame.

When I put the wheels on the brackets I realized something was missing. The wheels needed a Studebaker hubcap. I started calling around to some of my Studebaker friends that I knew had cars of the same era as my wheels. I found a beat-up Studebaker Rocked Hubcap that fit the bill. So, basically my Studebaker bench is complete but I still need one more hubcap.

Note: Ernie is a member of the Badger Wheel Chapter in Wisconsin.

Getting To Know You

By Frank Ambrogio

One of the things I learned not long after I joined SDC was how easy it was to converse and correspond with so many of the people who keep things running. I joined in March of 1981 and things stayed pretty quiet for the next year. Then in the Summer of 1982, we attended our first International Meet in Seattle.

In the hospitality room, I met a guy named Gus Zaros (spelling is probably wrong) who had something to do with the Studebaker Museum, such as it was at that time. When I told him I was from Orlando, he responded that the 1984 meet would be held in Orlando. Wow, I thought! Here I am 4000 miles from home to attend the meet, and in two years the meet will be about 40 from home.

At the membership meeting on Wednesday, Linda McCain, now known as Linda Sinclair gave the pitch for the 1984 meet in Orlando. The Board approved and afterwards, Anita and I approached Linda to offer any help she might need. The meet was to be hosted by the Sunshine Chapter near Miami, and the Central Florida Chapter near Tampa. There was no Orlando Area Chapter at that time. Linda belonged to the Sunshine Chapter and introduced us to meet co-chairman John Ernst from the Central Florida Chapter.

John introduced us to George D. Krim and his father George Krim. George D., would be elected SDC President at that meet. We formed our chapter in late 1983 and I was elected President. I read the names of board members, zone coordinators, and regional directors (now regional managers), and wrote to George asking what were the duties of these positions. He answered my letter and also printed my letter and his response in his February 1984 *Turning Wheels* Presidents message.

Later, during the 1984 International meet, George came over to say hello, thank me for my letter, and asked if I had received our chapter charter which we recently applied for. He told me it had been approved and it was later presented to me by newly elected president Stu Chapman at the end of the Friday night banquet.

At the editors meeting, I met *Turning Wheels* editor Larry Swanson. At the swap meet, I met the late Phil Brown (Phil's Studebaker), Ed Reynolds (Studebaker of California), Bill McDowell (Packard Farm), and John Kelly (Kelly's Corner). The next year I met Bob Johnson (Special Interest Autos of St. Louis), the late Bill Martin, Luther Barnes, and Bill Fenese. I met Jim Geary at the York swap meet who was the first person to tell me the difference between the 1956 Golden Hawk tail light housings and the other three 1956 Hawk models.

During the 1984 meet I also met Vince Hazel whom I later would learn at one time kept a roster of 1956-1958 Golden Hawks. When I started the 56J Register, Vince sent all his records to me. I even met Jim Quigley from Australia who has written many *Turning Wheels* articles. Jim and I have never corresponded since that initial meeting, but I'm sure that if I wrote to him for any reason, he would respond.

When I started the 1956 Golden Hawk Owners Register in 1989, I added Fred K. Fox, Richard Quinn, and Bob Palma to the newsletter mailing list. They were all major contributors to turning wheels, and I thought they might be able to help our group. All of them mentioned our Register from time to time in their respective columns and we always got an influx of new registrations whenever that happened. I had never met any of them, but once we made contact, we have kept in touch ever since.



Richard called me and thanked me for the newsletter and offered to help but informed me his interest was in pre-war Studebakers. That proved to be of no consequence as he has helped our group many times over the last three decades. We had a nice long talk at the 2018 SE Zone Meet in Gainesville.

Bob Palma introduced himself to me at the 1994 meet in Minneapolis. He was always helpful whenever I had a question about my cars. Every year after that, he would always find me to say hello. I even met Bob's mother, Alice, and father Lu at the International meet in 2002.

As former editor of our chapter newsletter, I exchanged newsletters with many chapters and got to know quite a few of the editors, including Chris Collins, Terry Jidd, Dale McPhearson, Gary Lindstrom, Dennis Jolicoeur, Doug Hughes, and Linda Costell, just to name a few. I have yet to meet Ann Turner, but I met the late Art Under several times at various International Meets. Ann and I have had many correspondences over the last five years, so meeting in person is just a formality yet to come.

There have been many more, including past SDC Presidents, chapter editors, parts suppliers, and *Turning Wheels* editors. I know it sounds like a lot of name dropping, but the point is that all of them have been easy to reach, always cordial, helpful, and made me feel comfortable to be around them.

We owe a lot to all of them since they are the ones who keep the Studebaker segment of our hobby viable. It is nice to know that they are all easy to reach.

Ten years ago, I would have suggested the next time you encounter one of the more well known SDC people, that you say thank you and maybe even give them a hug. However, in today's politically *incorrect* climate, *I would refrain from touching, of any sort!!!*

2018 Cars 'R' Stars car show at the Packard Proving Grounds

By Frank Ambrogio

Anita and I were in the Detroit area and my brother John asked me to join him for the show on Sunday June 10. He set up in the swap area and did a fairly good business on a less than perfect day. The temperature was in the upper 60s and the wind, although not too strong, seemed to get stronger as the day progressed. But although it threatened, the rain held up.



Photo by Rick Mayer from the Cars 'R' Stars web site at <http://www.carsrstars.com/p>



The show helps support the preservation and renovation of the Historic Packard Proving Grounds in Utica MI. Many vintage Packards were on display in the Engineering-Tank Test Building. Also on display was the famous Gar Wood race boat, Miss America X, a 38 foot mahogany beauty which was powered by 4 Packard V-12 engines. I'm pretty sure I saw

this boat, race on the Detroit river, when I was a kid.

(From the meet flyer) Also on display was the Miller Special, the original indy race car that set a world record on our test track on June 14, 1928. This Miller Special front-drive car qualified on the pole for the 1928 Indianapolis 500 race. After the race, the car and it's driver, Leon Duray, were invited for a speed demonstration at the newly-opened 2.5 mile oval test track at the Packard Proving Grounds. Leon Duray set a world record speed of 148.7 mph on the Packard Proving Grounds Test Track to mark the dedication of the facility.



The PPG is an excellent facility and a great place to hold a car show. I've been there a couple of times before, and each time the place looks better. It is nice to see this historic site being utilized and preserved. There were many super nice cars from all the decades of the 1900s. Vintage Packards were everywhere.

I saw one Studebaker, a highly modified 1953 Starliner, and I spoke briefly with the owner who said he owned it for about a year.

It had a high powered non Studebaker engine and rumbled like it was begging for action. Whoever did the work on it did a super job, from the paint, to the wheels, to the interior. Personally, I don't think you can improve on the original Bob Bourke design, but this one was still a beauty.



Another interesting car on display was a 1954 Kaiser Darrin. This car was produced for only one year and featured a unique door arrangement which opened by sliding it forward into the front fender.

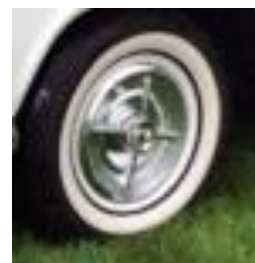


The 2360 pound Darrin had a top speed of approximately 94 MPH and featured a 161 cubic inch engine pumping out about 90 horsepower.



Next to the Darrin was a stunning 1957 Dodge Custom Royal Hardtop

sporting a beautiful red and white paint job and hubcaps which we called *spinners* when I was growing up. I think some people also called them flippers.



They were a hot item with the hot rod set, as were the Oldsmobile spinners.

I had a set of the Dodge ones on my 1953 Ford, and a set of the Oldsmobile spinners on my 1956 Chevrolet convertible.



I can never resist taking a photo of a 1955 or 1956 Packard Convertible. Only 276 of these were produced in 1956, and I think I have a photo of all of them.

The same V8 engine, with different cubes and HP, was used in both my 1956 Golden Hawks, and proved to be a solid engine. The engine was only produced for two model years, at the Utica Michigan plant which was constructed in 1951 and was part of the old

Packard Proving Grounds.

Another car I couldn't resist taking a photo of was an all black 1956 Chevrolet Bel Air Hardtop. My brother John bought one of these brand new in 1956 and it soon became one of my favorite models. John's car had a continental wheel on the back and featured a *Wonder Bar* radio that could seek out the next nearest broadcast station with a touch of the bar.

That was pretty radical back in 1956, but is pretty much standard on any car built today with a radio as part of the equipment.

That car traveled through the family with my sister buying it in 1960, and then I bought it from her in 1962 after I sold my convertible (for \$650). I drove it till 1964 and sold it for \$200. *They're each worth a bit more today.*

The owner of the car on display saw me admiring it and came over to talk. He opened the door and said, "hop in." Of course, I had to be polite, and although I don't hop at my age anymore, in I went. What a beauty! The interior was just like the one I owned. Other than the engine which was upgraded to a 350, and the wheels, the car was exactly like



the one I owned. I had removed the continental wheel while I owned it, and brother John was not too happy about that.

The *continental wheel* got its name from the Lincoln Continental series of luxury cars produced by Lincoln. Introduced in 1939 as a personal vehicle of Edsel Ford, it featured a rear-mounted spare tire. Soon after, any rear mounted spare tire became known as a continental wheel.

Funny, I owned two 1953 Fords, and two 1956 Chevrolets, and in both cases, one car had a continental wheel. In both cases, I removed that wheel, although I will admit, the one on the Chevy looked better than the one on the Ford. Still, I had to add my personal touch, and the continental wheel went to the scrap yard, probably causing Edsel Ford to groan in his grave. Today, that continental wheel probably commands a pretty hefty price at any swap meet.

Good move, Frank!

This was one of the better shows I've been to, and the venue made it even more special. Packard was a main manufacturer in the town where I was born, Detroit, and it was good to see that there were so many people still involved with preserving the marquee.

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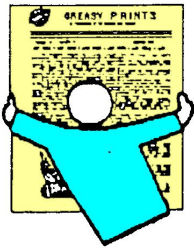
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CHARTERED



JUNE 19, 1984

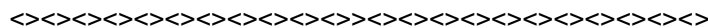
Volume 36 Number 5	September October 2018
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For those of you up North, the antique car season is winding down. For those of us here in the Sunshine State, the weather is just about right to get the Studebakers out of summer storage and get them back on the road!

We hope to see some of you at our monthly breakfasts, the last Sunday of every month. It is always a good time!

If anyone is going to the huge AACA Eastern Fall Meet in Hershey PA October 10-13, stop by flea market space CC-88 in the Chocolate Field during the week or Class 16 the Saturday of the judged show. Say "Hello" to your editor. Sit a spell and let's swap Studebaker stories!!

And if anyone is in central PA just before Hershey, drop me a line and come on along on the Antique Studebaker Club Annual Eastern Fall Roundup. Monday, October 8th ! I have room in the back seat of the trusty 1941 Commander! Meet more car folks who love to drive their prewar Studebakers!



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

Sept 30th Oct 28th Nov 25th Dec 30th



**Mark your calendars...Sunday December 9th
OAC SDC Christmas Party at Stonewood Grille Lake Mary, FL**

End of an Era

By Frank Ambrogio

Although I was not into old cars nor Studebaker at the time, my research shows that the first Florida State Meet was held in 1978. I believe it was hosted by the *Central Florida Chapter*, possibly in Casselberry. The State meet has been held every year since through 2016 when it was held in Crawfordville and hosted by the Big Bend chapter.

The *Orlando Area Chapter* served as host for 2017, but the traditional type of State meet had to be abandoned due to the lack of support from our members. Instead, we hosted a meet that was completely different. There were no awards, swap meet, door prizes, goodie bags, etc., and no host hotel. Instead, it was what many would consider a chapter outing, such as many that have been held in the past.

The turnout was *as expected*, considerably less than the usual meet. Those who participated seemed to have a good time, and accepted the fact that for 2017, that format, was our State meet. One nice thing about the meet was that the usual fees were discarded. The only cost to the participants was for food, gas, and lodging. Rather than a \$30.00 a plate banquet, people could choose their dining preference. Everyone had the chance to drive and show their Studebaker as always, but not at a Concours type of show.

The best thing about it, at least for the host chapter, is that the whole thing was handled by just two people. No one had to make up an excuse as to why they *couldn't* help out. My past experience with five previous meets convinced me that the amount of help from our members, which wasn't so great back then, would be even less than in previous years. This was due to the aging of our membership, members passing on, and a general lessening of enthusiasm. All this is understandable and we accepted that fact early in the planning process.

For 2018, the burden of hosting the State meet falls on the *Northeast Florida Chapter* in the Jacksonville area. Unfortunately, that chapter is in the same as, or worse shape than, OAC. As far as I know, *there will be no State meet in 2018* for the first time after 40 consecutive years. I don't put the blame on the *NEFC*. The reality of the situation makes the outcome clear. It seems as though everyone in the state has accepted that fact as I have not heard a single word from anyone about a possible state meet.

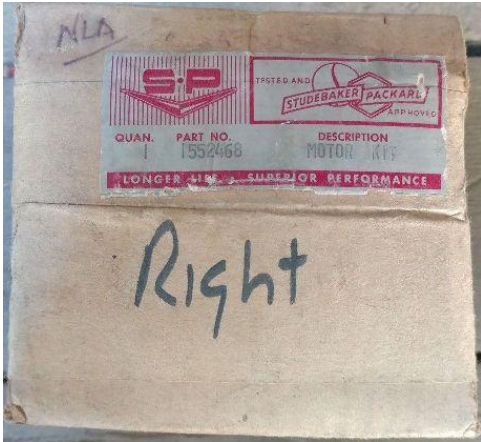
At the 2016 meet in Crawfordville, a meeting was held to help insure the future of the State meet tradition. Everyone present became a part of the State meet Planning Committee, with the idea of maintaining communication and try to set up a plan for future meets. Our preliminary plan was to try to get all the chapters involved in hosting the State meet, no matter which chapter served as the actual host. We felt that with the help from the movers and shakers from each chapter, we would have enough firepower to put on a meet. Unfortunately, that plan stumbled out of the gate, and within a few months, all communication stopped, and the committee suffered a quick, and probably inevitable demise.

I think the State meet situation is simply a reflection on the condition of most of our Florida chapters. The newsletter is a prime example. Input from the members is non-existent. I don't think there have been more than one or two member submissions in the past 5 years. Lack of motivation to contribute and/or participate has become the norm.

Using the schedule of the past decade, the *Sunshine Chapter* is in line to host the meet for 2019. If there is one, I hope you will make an effort to join in. You might not get another chance.

The Elusive Motor Kit

By Frank Ambrogio



In August 2018, I spotted an Ebay auction which stated, *Studebaker-1956-golden-hawk-motor-kit-1552468-NOS*. The description stated, *"1956 Packard Studebaker Hawk Motor Kit for right side power window. New old stock in factory packaging. Part # 1552468. Never opened. Be the first to open this box in 60 + years. Smell that original Packard factory air. This box was once part of Steve Williams Packard Studebaker in California. Obtained in the 1960's from dealership"*.

I searched through all my parts catalogs from 1953 through 1964, but could not find this part # anywhere. Although I'm supposed to be the 1956 Golden Hawk *expert*, the fact is that I don't know as much as people give me credit for. However, I do have several *go to* guys, in this case Brent Hagen and Joe Hall, who between them have been able to answer any of my questions.

This time however, they were also at a loss also. Joe wrote, *"Nope, never seen it before, but the description says it is an electric window motor, right side."* Brent added, *"The 56-58 power window motor number is 1312250 and is not superceded. I am stumped on what it goes to. Power window motors don't have a right and a left motor, they are the same. It is a different p/n that used for Avanti's. Could be for a GT Hawk, though the parts book does not list it. I once parted out a GT Hawk that had power windows."*

I decided to write to the seller. I told him that none of us had ever seen that part # and asked how he determined it was for a 1956 Golden Hawk. His reply, *"I typed the part number in my search engine. Google led me to a sight that said it was for a 1956 golden hawk."*

Simple enough I thought. I did a *Google* search and got an extensive list, but they all seemed to have the message, "missing 1552468". Parading down the list, I stumbled upon one that looked like it might provide the answer because this one included the part # as part of the description. A closer examination of the link brought quite a surprise, it was a link to my own 1956 Golden Hawk web site at www.1956GoldenHawk.com. It turns out that this part # was identified in *Service Bulletin # 359 from January 1961*. Many years ago, I posted all the Service Bulletins on that 56 GH web site, if they pertained to the 1956 Golden Hawk (56J).

Unfortunately, I only had the last page of the six page Bulletin, which had been sent to me by Brent Hagen in the early 1990s. The information appeared at the top of page 6, but the identification as to what it was and what models it pertained to began at the bottom of page 5. I wrote to Brent to see if he had the full Bulletin and would send page 5 to me. As has been the case for almost 30 years, Brent came through once again. I forwarded the information to the Ebay seller, who corrected his auction.

The Motor Kit in this instance, was for 1955 and 1956 Packards. So an incorrectly identified Ebay auction, and the single page from an SDC Service Bulletin, that was the only place that part # appeared, just happened to come together and solve this mystery.

I still could not figure out why the part # did not appear in my Packard parts catalog. When I know the part #, I go to the index which directs me to the location where it is described in the catalog.

So, now that I knew it was for electric windows for 1955 and 1956 Packards, I knew where to look in the parts catalog. I found it in section 30.50212 *Motor Assy-Window Regulator Electric*. The original part # is 474386-87, but in my book, that number is crossed out and 1552468-9 is hand written to the left. Somewhere through the years, someone was aware of this change and made the notation.

While searching for Service Bulletin # 359, I chanced upon a Packard web site at www.packardinfo.com. They had posted most of the *Packard Service Councilor Bulletins*, and several *Studebaker Service Bulletins*. However, they were missing six of the Studebaker Bulletins. I asked Brent if he had them, and if so would he let me borrow them. I would scan them into searchable .pdf files and forward them to the Packard club. Once again, Brent was so accommodating, and the package was on its way to me, the next day.

Part No.	Description	QTY
30.479-30.50225	DOORS-DOOR REAR WINDOW	30.479-30.50225
30.479	DUST SEAL-WINDOW	
45544-45	5551; 5652	RT-CT, FOWER..... 1
48434-41	5551; 5652	RT-CT, OUTER..... 1
48434-47	5542-62-82; 5642-62-72A-82	RT-CT, FOWER..... 1
48434-45	5542-62-82; 5642-62-72A-82	RT-CT, OUTER..... 1
437591	ALL 5578; 5678	CRIP, OUTER BEARING..... 2
30.480	MOLDING-WINDOW FINISHING	
42475-47	5552-62-62	RT-CT..... 1
43775-51	5552; ALL 5678	RT-CT..... 1
616117	ALL 5578; 5678	SCREW #2 X 3/8..... 10
616133	ALL 5578; 5678	SCREW #4 X 3/8..... 6
30.489	GLASS-WINDOW	
425388	ALL 5578; 5678	HEAT ABSORPTIVE PTFE..... 2
437935	ALL 5578; 5678	HEAT ABSORPTIVE PTFE..... 2
30.4957	STOP-WINDOW GLASS	
411591	ALL 5578; 5678	SCREW 1/4-20 X 1/2..... 2
372211	ALL 5578; 5678	SCREW 1/4-20 X 1/2..... 2
30.500	LIFTER ASSY-WINDOW	
484398	ALL 5578; 5678 2
30.5005	CUSHION-WINDOW LIFTER TO GLASS RUBBER	
514305	ALL 5578; 5678 2
30.502	REGULATOR ASSY-WINDOW	
455278-73	ALL 5578	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
475194-65	ALL 5578; 5678	C-2, WIPER PLATE..... 1
461856-57	5512-52-82; 5612-52-72A-82	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
474425-27	5542-62-82; 5642-62-72A-82	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
435477	ALL 5578; 5678	SCREW #12-24 X 1/2..... 12
455038	ALL 5578; 5678	WASHER, LEATHER, TO LIFTER..... 2
300104	ALL 5578; 5678	WASHER, STEEL, TO LIFTER..... 2
375038	ALL 5578; 5678	RETAINER, SPRING STR, TO LIFTER..... 2
30.50212	MOTOR ASSY-WINDOW REGULATOR ELECTRIC	
474386-87	5542-62-82; 5642-62-72A-82	RT-CT, INCLUDES TRANSDUCTION HOUSING..... 1
015118	ALL 5578; 5678	SCREW #12-24 X 1 3/4..... 6
0150217	ALL 5578; 5678	LOCKWASHER #10..... 6
30.50216	PLATE-WINDOW REGULATOR ELEC MOTOR MOUNTING	
474393	5542-62-82; 5642-62-72A-82 2
30.50217	INSULATOR-WINDOW REGULATOR ELEC MOTOR MOUNTING PLATE	
474378	5542-62-82; 5642-62-72A-82 2
30.5022	COVER AND BUSHING ASSY-WINDOW REGULATOR ELEC MOTOR TRAN	
474391	5542-62-82; 5642-62-72A-82 2
30.50223	SHAFT AND PINION ASSY-WINDOW REGULATOR ELEC MOTOR TRANS	
474382	5542-62-82; 5642-62-72A-82 2
30.50225	WORM GEAR-WINDOW REGULATOR ELEC MOTOR TRANS	
474392	5542-62-82; 5642-62-72A-82 2

When they arrive, I will the scan them and forward them to the Packard club web master, for him to add them to their web site. There is an old saying which went something like, *One hand washes the other*. Maybe if I or Brent Hagen need something from the Packard club in the future, they will remember how they got those missing Studebaker Service Bulletins.

It's Hope for Studebaker International

By Frank Ambrogio

I am sure many of you already know this, but it was news to me. A few weeks ago, I was speaking with Tom Curtis, who bought one of my Studebakers. He informed me that the new owners of *Studebaker International* would close both the South Bend and Greenfield Indiana locations and move the entire operation to Hope IN.

I have a feeling that a lot of low volume selling parts will not make the trip, and where they might end up is anybody's guess. For instance, if they have 1000 hoods for a Zip Van, it is highly unlikely they will ever sell them during the next fifty years.

Here is what I found on the Internet: *We are currently located in Greenfield, IN. We will be moving to Hope within the next two months. We are looking to hire someone on here in Greenfield and then follow us down to Hope.*

If you are looking for a job in the Studebaker world, this might be something to think about, especially if you don't like Florida winters. At my age, I think I am right where I need to be, and I'll pass on sending in my application.

Since I sold both my cars, this will have little if any, impact on me. At least it is good to know that the *Studebaker International* operation seems on track to carry on the with the former Ed Reynolds parts offerings.

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

Information about our parent club and chapter

◦ **SDC National Officers**

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

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Membership Director Bob Coolidge
Activities Director Dick Langlotz
Newsletter Editor: Charlie Steffy
Web Site Maintenance Frank Ambrogio

Renewal cost for a printed version of Greasy Prints is \$10.00.

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

Orlando Area Chapter - SDC

Mail to:

Bob Coolidge

3860 Bird Dog Lane

DeLand, FL 32724-7425

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

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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.

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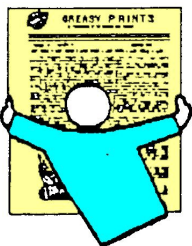
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ORLANDO AREA CHAPTER - SDC
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GREASY PRINTS

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Orlando Area Chapter - Studebaker Drivers Club*
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Lake Emma Road Lake Mary, FL 8 AM!
Nov 25th Dec 30th Jan 27th Feb 24th**



**OAC SDC Christmas Party
Sunday December 9th 4 PM
Stonewood Grille Lake Mary FL**

**Planning ahead.....
Sept 11-14 2019
SDC International Meet Mansfield OH**

Doing what we do best...for over a decade!

Upon retiring in 1996 I decided to strike an item off my bucket list. It was time to go on an AACA Glidden Tour! I had just purchased my 1941 Commander Skyway cruising sedan and after a new set of tires and a once over to replace any worn or old/cracked parts I signed up for a week of fun with the AACA in Gettysburg PA. Now one cannot or should not tackle a multi day motorcar adventure alone. Who could I possibly convince to go along? Hmmm. I bet Mike Margerum would! And sure enough, we have been touring together ever since!

For those of you who are not familiar with the AACA, there are two parts to membership. One is the show aspect. Hershey in October, Charlotte in the spring and fall, and numerous other shows around the country each year give car owners the chance to have their pride and joy evaluated by trained judges against a consistent 400 point system. The best of the best then go on to compete at the annual Grand National competition. If you purchase a car that is wearing an AACA Senior First or Grand National badge you know the car was "done right". The other aspect of belonging to AACA is the touring. There are a half dozen tours each year for every age range of vehicle. Pre 1914 brass era cars can go on the Reliability Tour. Cars up to 1928 can enjoy the Vintage Tours. Prewar cars (my 1941 just makes it!) are eligible for the Glidden Tour. 1928-1958 make up the Sentimental Tours and anything up to 25 years old can participate in a Founder's Tour. And that is why one cannot have just one old car!!

Back to Mike and the 1941 Commander, because of its location, the 2007 Glidden Tour made it possible for quite a few Pennsylvania ASCers to participate. The first photo shows not one but five Past Presidents of the Keystone Region Chapter SDC and the current ASC President posing at one of the stops on the tour...the site of the Studebaker blacksmith shop just outside East Berlin PA. The second photo shows Mike, Jim Should, Ed Wenger,



Ben Margerum, and another couple on the tour. We had stopped here at a gentleman's home to see his collection of stuff. And I mean stuff! Everything and anything was arranged and displayed in his basement and out buildings.

A few years later, I twisted Mike's arm (with the help of Jim Dunlap!) to come down to Florida and participate in the Founder's Tour in central Florida. Here is the 1941 on the World's



Most Famous Beach, Daytona Florida. And after a day in the sun what goes better than a cool refreshing cocktail?? After this adventure in the Sunshine State, there was a spell when all of the AACA National Tours were a bit far away. But one cannot let a Studebaker sit idle in the garage! Let's go on an Orphan Car Tour in the meantime! These tours are in the Maryland/Virginia area and were sponsored on a rotating basis by the local Studebaker, Packard, DeSoto, Nash and Hudson/Essex/Terraplane clubs. A beautiful drive in the MD countryside with several very picturesque and informative stops along the way. This particular tour made a stop along the old C&O canal. Here is Mike waiting for his ship to come in. Sorry Mike...those locks have not seen a boat in over a century!



As I said earlier, one should never travel alone. If touring a one 1941 Studebaker Commander is good, then two 1941 Commanders touring together must be great! Bob Burchfield of Shiremanstown PA brought his original 1941 along for the tour. And when two Studebakers park anywhere they always draw attention! This fellow stopped his car and just had to take some photos. Good thing we travel on back roads!!

By now word of our touring adventures had spread to other ASCers. Past President Frank Wenzel has set up some great mini tours in and around Palm Springs. No, we did not take my 1941 out to California. But we did get the chance to tour in style in Frank's 1923 Big Six 7 passenger touring.



Blue sky, sunshine, riding in a vintage Studebaker....does it get any better?? That year Frank took the group to the Palm Springs Air Museum. Quite a collection of vintage aircraft very well

documented and displayed. If you have ever wanted a great West Coast event, Frank and Kent do it right!

Another beautiful tour was just three years ago when the AACA Sentimental Tour was in Portsmouth NH. Yes, driving TO the meet was not the most relaxing experience but once we got out of the NY/CT mess it was a great trip. One day took us up to Maine and a stop at the Nubble Lighthouse.



We also wanted to stop at Kennebunkport to chat with the Bush's but their schedule was booked. After a week of lobster and New England scenery we headed back home.

The next two photos show us that after over a decade and countless thousands of miles the fun still hasn't stopped. Mike and I did the AACA Founder's Tour in Gettysburg last year. Although the 1941 had a timing gear issue before the tour, she was back on the road to finish the fun. Our last day was a beautiful drive through the Gettysburg Battlefield. For those that took the time to read the fine print in the tour book, each participating car was asked to help keep the monuments clean. With government cutbacks the National Park Service needs help maintaining these sites. Civic minded visitors were given a rag and a can of monument polish and asked to spiff up any monuments that need a cleaning. Here you see Mike hard at work keeping a piece of Civil War history shining!



So there you have it. The trusty 1941 has been driven from Maine to Florida. Our touring has taken us from coast to coast. But can one country possibly contain our fun? NO! Along the way this Studebaker hobby has introduced me to so many great friends from all over the world. The last photo is from the 2008 ASC Fall Roundup in Lititz PA. Dan Vestegaard from Denmark, Doug Bixley and Ivan Horn from New Zealand are ready to hop in the trusty 1941 and tour some more!!



Don't keep your pre war Studebaker in the garage! Wash it off, gas it up and drive it! Studebakers make excellent tour cars and thanks to our club and this fine publication, if something does go wrong with your car there are many knowledgeable and helpful members who will have it up and running in no time. Life is good! And even better when behind the wheel of an antique Studebaker!

Hello: - I have items that may be of interest to your club members. The 1986 book "Studebakers in the News", original condition books.

I have about 30 left. They are being sold individually, prices range from \$25 - \$50 depending on condition (some have bindery flaws) and whether they are signed and dated by the author. Visit website for pricing table. www.mdscherer.com/books

Here is the information:

Studebakers In The News, 1986, box of original books found. Book is compilation of articles from 1902 through 1983. Hundreds of articles and photos, 386 pages. NEW OLD STOCK !

These are scanned copies of the original articles. Therefore there are a lot of articles covering all kinds of things such as the introduction of new models over the years, inside politics, mergers, etc. Pretty much anything Studebaker that happened and was newsworthy is included.



Clubs are buying the book to use the hundreds of article stories in their own club newsletters. Please visit the website to understand how this book was produced. This is a softbound book.

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