



GREASY PRINTS

The Bi-Monthly Newsletter of the
Orlando Area Chapter - Studebaker Drivers Club
www.oacsdcl.com

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CHARTERED



JUNE 19, 1984

Volume 37 Number 1

January February 2019

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

Jan 27th Feb 24th March 31st

Down the road.... SDC International Meet Sept 11-14 2019
Mansfield OH!

Orlando Area Chapter Christmas Party

By Frank Ambrogio

Just when it appeared no one was interested in our annual Christmas dinner, we had a big increase in attendance over last year. Seven chapter members braved the inconsistent weather to attend. For the twelfth time, we met at Stonewood on Lake Mary and International Parkway at 4:00 PM

Attending this year were Bob & Lorraine Coolidge, Dave & Sharon Cramp, John Gormican, and Anita & me. We had to drive about 10 miles to the restaurant, but I think everyone else made a trip of over thirty miles. It is hard to believe that just a few years ago we had enough people attend where we could fill the private room for such occasions. For the past couple of years, we didn't even make a reservation.

It was Dave's birthday, and he brought along a cake for us to share. After dinner, our server Rod did a beautiful job of slicing it into about sixteen equal pieces and passed out seven of them to us. I didn't bring my camera, so I can't provide any photos. We haven't seen so many of you for such a long time, but if you remember what we looked like many years ago, we haven't changed!

We had a nice time visiting and began heading for home around 6:00 PM.

Dilemmas

By Frank Ambrogio

Dilemma-1 - Which State Meet Is It?

The *Orlando Area Chapter* served as host for the 40th Annual Florida State Meet in early November, 2017. However, there will be no State Meet for 2018. The *North Central Florida Chapter* hosted the Southeast Zone Meet in April, 2018, but it

was not considered a joint State/Zone meet. The *Central Florida Chapter* has agreed to host the State Meet for 2019. This brings up a few questions.

Florida State Meet for 2019

Is it the 41st?

Is it the 42nd?

Is it still an *Annual* meet?

Since there was no state meet in 2018, can we continue to call it an *annual* state meet? If we missed a year, it doesn't seem like it can be called an *annual* meet any longer.

It would seem that "41st" should appear somewhere in its name, since it would be the 41st meet. I don't think it should be called the 42nd State Meet, because, well it isn't the 42nd meet! My thought would be to call it the *41st Florida State Meet*, leaving out the word, *Annual*. That keeps the consecutive numbering system in place, and would still be accurate. What do you think?

I checked with *Central Florida Chapter* president Larry Good, and here is what he wrote:

Frank - You bring up some good points. So stay tuned and show up for the 2019 meet to see what it will be called.

My understanding at first was the meet in Gainesville was to be a zone and state meet. I've been looking for a place to hold the meet that won't break the bank to go the best price I've found so far is \$139.00 a night the feed back I've got is that too high. So I'll keep looking
Larry

I also checked with Martha Cade of the *North Central Florida Chapter* which put on the 2018 *SE Zone Meet*. Here is her response:

*Hi Frank, - I think you have the right idea. When we hosted the Zone Meet (it was not a state/zone meet combo), it was the 49th Southeast Zone Meet. It would have been the 50th except for the fact that there was no SE Zone Meet in 2017. And for that reason, we did not refer to it as the **annual** zone meet. And this may occur a lot more in the future in every state as it is not just Florida that is having a problem finding hosts each year. So, I personally like calling it by the number, like **41st State Meet**, but I reckon someone else will have to decide about that. I already plan to come to the next state meet unless unforeseen circumstances keep me from attending. I always have a great time no matter when or where they are held. Martha*

I guess this is something that the *Central Florida Chapter* will have to decide. Whatever it is called, I hope you will make plans to attend. It is always nice to see a large number of cars filling up the show field display spaces, but if you can't get your car to the meet, or as in my case, no longer own one, I hope you will still attend. Everyone in Florida who can do so, should show up with or without a Studebaker, if for no other reason than to find out what they called it.

Dilemma-2 - Modern Cars



The newer cars now come equipped with all kinds of technology to *supposedly* make driving a car easier and safer. Today's cars alert drivers when they are getting too close to the next lane, or if there is a car next to them. They alert drivers, and can stop the car if they are about to hit something. They lock the doors automatically, and admonish you with beeps and tones till you put on your seat belt. A lot of these are good things, such as back-

up cameras, but sometimes a feature can come back to *bite you in the tail pipe!*

For instance, there is one feature that senses rain and automatically turns on the wipers. What a *tremendous time and effort saver* that one is. Now the driver doesn't have to *stop texting* in order to turn on the wipers. How did we survive for the last 100 years without this incredible innovation.



This is great, unless the driver forgets to turn the wipers off before going through the car wash. This happened to the owner a \$95,000 Mercedes, who was probably texting during the wash cycle, with the brushes and ribbons slapping the car with reckless abandon. When the car emerged from the automated car wash system, the wipers were gone. Not just the blades, but the arms also, everything! Oops!

I don't know what the cost is, to replace the wipers on a high end Mercedes, but if it is anything like the

\$230.00 oil change for my neighbor's Mercedes, those wipers are easily in the three figure range. By comparison, the cost to replace the wipers on my Chevrolet was around \$25.00. My car doesn't have it, but most new cars today can be ordered with the rain sensing wiper blade system. *Just put the phone away as you sit in the car, being pushed through the wash system!*

Dilemma-3 - Minority Rule (One decides what's good for many)

Is it just me, or has the world gotten **louder**? It seems as though everywhere I go, the noise factor is unbearable. Announcements at the grocery store, background music on many TV shows, music at weddings, parties, reunions, concerts, and last but not least, car shows, all seem to be *much* louder than necessary..

In 2002, the *Orlando Area Chapter (OAC)* hosted the *25th Annual Florida State Meet*. I was the meet chairman and opted to exclude a DJ for our show. It turned out to be the largest state meet



up to that date, with 103 cars on the show field, and approximately 180 people attending the banquet. No one complained about the lack of a DJ, and seemed to enjoy looking at the cars, and speaking with other attendees, without shouting. Just to be clear, I like the music at most shows. It is usually, but not always, just too loud!



I've been to many events, including the aforementioned weddings, reunions, etc., not just car shows, where, I assume, a professional DJ (emcee) was hired. Every single time, the scenario was the same. When I suggested the music was too loud, everyone around me agreed. The decibel level was far beyond what the human ear was designed to endure. The only person who seemed to be OK with the loudness, was the one controlling the volume knob. Basically, one person, made life miserable for everyone else! There we were, shouting at each other, in order to make ourselves heard. *I need to learn to read lips!*

Countless times, someone would approach the DJ and ask to have the music volume reduced. The DJ *always* complied,

but it was just a token concession, and lasted for a very short time. It was still too loud, and unfortunately, the still uncomfortable situation lasted less than a minute. Soon things were back to an environment, which made a bowling alley seem like *the sound of silence*. At many events, the music volume increased as the evening progressed. *Maybe DJs get a kickback by providing a steady stream of new patients to Ear, Nose, and Throat doctors. I have my ENT's number on speed dial!*

OAC member Bob Coolidge made an interesting comment about the music at old car shows. Old car clubs, including SDC, are always trying to attract younger people to the hobby. As Bob pointed out, playing music that was popular over half a century earlier, probably isn't doing much toward that end. That's great for someone my age but I don't think today's thirty something attendee is interested in listening to Connie Francis, Fats Domino, *or his twin brother Chubby Checker*.

By the same token, I wouldn't last two minutes listening to Snoop Dogg, P Diddy, Flo Rida, or Kareem O' Wheat ([Wait, I think he plays basketball!](#)). Most of us tend to relate to the music we grew up with. Maybe we could have multiple DJs playing different types of music, give out wireless ear buds with volume and tuner knobs, so people can dial into the music they prefer. With today's technology, why not? Otherwise, I can't see a way to please the full range age spectrum, *other than having a show without a DJ!*

Tinnitus - ringing in the ears, is a common problem, which affects about 1 in 5 people. If you are not the 1 in 5, [be thankful](#), and try to protect your hearing in the future. I am one of the *unlucky* ones. Believe me, it is uncomfortable and makes it difficult to carry on a conversation. When I'm gone, they will simply put the word, "*WHAT*" on my gravestone.

For me, the ringing never goes away, and is exacerbated by being in a loud environment. Even the Sunday church service offers no relief. For some reason, the organist loves to surprise us with a sudden blast that pierces the silence. I don't know if they are trying to wake us, or wake the dead. Either way, the ringing immediately becomes much more noticeable, and lasts till the next day. Often, I wear ear plugs at events. They offer some help, but also make it hard to hear anyone talking to me. With the loud music, I can't hear

them anyway, so the ear plugs are the better option! *It's like doing everyone a favor, don't have to talk to Frank!*

How do we address this? The answer, for me in 2002 was to simply host our state meet, with no DJ present. Based on the number of cars and attendees, I think it worked out well. If you have an opinion, give me a call. But be aware, *I probably won't hear the phone ring!*

LEFT IT BE

By Brian Wagner

Reprinted from The Predictor - Newsletter of The Packard Club of San Diego



In 1886, Karl Benz produced his first car, the Motorwagen with a steering tiller in the middle. Early cars like the 1896 Ford Quadricycle and the 1901 Oldsmobile Curved Dash used the center-mounted tiller.

But as you know, Packard introduced a steering wheel on the second car they built in 1898. The story goes that James Packard got tired of the tiller hitting his knees and he came up with the steering wheel to solve that problem.

Before 1908, most every car in America had the steering wheel on the right. But Ford changed that in 1908 when they changed its

Model T from the steering wheel on the right to the left.

Their explanation: "The control is located on the left side, the logical place, for the following reasons: Travelling along the right side of the road the steering wheel on the right side of the car made it necessary to get out on the street side and walk around the car.

This is awkward and especially inconvenient if there is a lady to be considered. The control on the left allows you to step out of the car on to the curbing without having had

to turn the car around. In the matter of steering with the control on the right, the driver is farthest away from the vehicle he is passing, going in opposite direction; with it on the left side he is able to see even the wheels of the other car and easily avoids danger."





Now Ford might have problems today with the assumption that women would be passengers and not drivers, but it was cleaner for them to enter from the right and safer as they would not be fighting traffic while entering the car.

And they were correct that left side steering was safer since it was easier for the driver to judge oncoming traffic. If you are sitting on the right, it would be a bit of a problem to pass cars: by the time you had pulled out enough to check for oncoming traffic, most of your car would be in the other lane and

subject to an immediate lesson in the immutable laws of physics.

Cadillac moved their steering wheel from the right to the left in 1916 and Pierce Arrow was a bit more stubborn, not converting to left side steering until the early 1920's. And the Italians were even more-slow moving. Until the 1960's, many Lancias, even in left hand drive Italy, were manufactured with the steering wheel on the right.

The thinking was that their cars were made to be suitable for use on Alpine passes, so the driver, being on the right, could see the edge of the road better. Apparently falling off the edge of the road is a greater danger then head on collisions. And for many years, Italian-built trolley buses had the wheel on the right in order to better observe the passenger doors.



Spanish trucks and buses were also right-hand drive for many years in order to watch for unstable road edges and the Spanish truck and bus manufacturer, Pegaso, was producing vehicles with the wheel on the right into the 1950's.



But to be fair, there are exceptions in our country also. Street sweepers often have the wheel on the right so they can better see the gutter, and our neither snow nor rain, nor heat nor gloom of night postal trucks are right hand drive so the driver can reach the curbside mail boxes.

Now for those preparing to appear on Jeopardy, here is another anomaly. You know those humongous trucks that work in open pit mines and carry three hundred

tons of rocks. Well, while their steering wheel is on the left, they also drive on the left. They spend millions on tires and they save money because the driver can better see the edge of the road and avoid costly tire cutting debris.

But while the above memorable and Jeopardy worthy examples may be construed to paint a picture of manufacturers sometimes exhibiting willfulness, stubbornness, and general contrariness, it should be noted that the accelerator, brake and clutch positioning for manual transmission cars are universally the same for all makes of vehicles as this is a formally agreed upon international standard.



WE HAVE GOT A PROBLEM

**By Richard Dormois
Vice President, Studebaker National Foundation**

Chartered as a Non Profit Public Benefit Corporation, the Studebaker National Foundation has a problem and, hopefully, you can help solve it while benefiting yourself, a friend or a loved one. Primary among our three objectives is providing educational scholarships to qualified students seeking higher education in a field related to automobile preservation or restoration. Note that I said, "related to". Each scholarship application is reviewed on an individual basis by our liberal scholarship committee which determines if your field is related and makes a recommendation to the Board of Directors. A lot of weight is placed on the letter you write to the committee.

Most of us think of someone seeking a scholarship as being a young person entering college out of high school. The Studebaker National Foundation scholarship is offered to any qualified student, regardless of age or where they are on their educational journey. For instance, if a qualified high school senior wishes to enter an accredited college or university in the hope of learning about something automotive, he or she will likely qualify for a scholarship. On the other end of the spectrum, if someone is seeking a PhD in a related field and needs help financially, submitting an application for a Foundation scholarship is encouraged. It needs to be made clear here that the scholarship is currently fifteen hundred dollars (\$1,500.00) for each semester, trimester or quarter and upon successful completion of each, the student is encouraged to reapply. Several have, to take them through to graduation.

While the student or the student's sponsor should be a member of the Studebaker Drivers Club, the Avanti Owners Association International or the Antique Studebaker Club when the scholarship is granted, the course of study nor the college or university need be Studebaker related.

All this being said, WE STILL HAVE GOT A PROBLEM. We simply are not receiving scholarship applications, although our treasury can accommodate them. I think one of the reasons is that the Advertising arm of the Studebaker National Foundation is not doing an adequate job of getting the word out. We have been in the business of helping people get through college for fourteen years and too few have been helped. I am reaching out to you through this newsletter to help us turn this around.

Look at www.studebakernationalfoundation.org, complete the application and send it to the Studebaker National Foundation treasurer Brian Millette, 41633 N. Emerald Lake Dr., Anthem, Arizona 85086 without delay. Contact him at abmillette@cox.net or 602-300-5313 with questions.

A big Thank You to Larry Swanson of Sun City West, Arizona for helping us distribute this article to you.

The Studebaker National Foundation does much more for humanity than scholarships and I'll tell you more about that in the next article. Be safe.

*** * 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	Allan Dias
Regional Manager	Bob Coolidge

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:

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3860 Bird Dog Lane

DeLand, FL 32724-7425

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

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

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

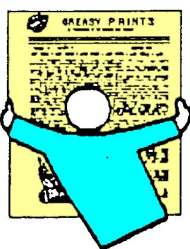
Meetings are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

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

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

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March April 2019

OAC/SDC Monthly breakfasts TooJay's Deli
Lake Emma Road Lake Mary, FL 8 AM!
March 31st April 28th May 26th

Down the road....

Vousia Region AACA Annual Car Show April 27, 2019
Downtown Lake Helen, FL

SDC International Meet Sept 11-14 2019
Mansfield OH!

Florida State Meet Oct 11-12 2019
Clearwater, FL

Notes From The Secretary

Frank Ambrogio

SDC_Chapter Annual Report for 2019

SDC is now requiring all chapters to submit an annual report to the *SDC Chapter & Chartering Information Committee*. A simple form was created for use, and is on the SDC web site at: www.studebakerdriversclub.com/documents/SDC_ChapterAnnualReport.pdf. The form also appears in the February issue of *Turning Wheels*. As secretary, I took it upon myself to handle this new task.

I downloaded the report, filled in the required information and sent it to our OAC Board of Directors for their comments. After a couple of changes, I emailed the completed report to Leigh Morris as instructed. A rather simple procedure which can be done in just a few minutes.. Hopefully, all the chapters will make the effort to comply and that there will be some report as to how many chapters did so, in a future *Turning Wheels* issue.

Monthly Breakfast/Meeting Minutes For 1-27-2019

The usual suspects attended the breakfast for February at TooJay's on Sunday January 27 at 8:00 A.M.. Bob Coolidge, Charlie Steffy, John Gormican, and Frank Ambrogio made up the OAC meeting contingent.

- \$ Frank reported on our submission of the new SDC Chapter Annual Report for 2019. We discussed the newsletter and what could be done to get members to submit articles. Frank reported that he beat this dead horse for over thirtyty years while he was (and wasn't) editor and had no new ideas. No one else offered anything, so the matter was laid to rest.
- \$ Bob reported on one new membership, Patrick and Debbie Schudel from Jacksonville, who joined the chapter since the last membership report. They own 1963 Studebaker GT Hawk.
- \$ Charlie stated that our treasury is solid with very few expenses now that the newsletter is being emailed to everyone except the four members, who still receive it by mail.
- \$ Frank informed everyone that the web site domain name at oacsd.com was up for renewal. Charlie made the payment, so we are good for another year.
- \$ We discussed the AACA show in Lake Helen hosted by the Volusia Region. This has always proven to be a well attended show with a great variety of cars for all to see. It is usually scheduled for the last Saturday in April. However, we could not find any indication that there will be a show for 2019. Bob and Charlie will look into this further.
- \$ We also discussed the AACA Winter Nationals show in Ocala that was scheduled for February 22-23. At least 3 OAC members planed to attend.
- \$ Charlie reported on a product called *Xenit Citrus Cleaner* from *Stoner Inc* www.stonercarcare.com that works great on all kinds of surfaces. He will try to provide more information.
- \$ We discussed upcoming elections to be held at our April meeting in accordance with our by-laws. Call for nominations notices would be sent to all members in good standing and official ballots mailed after the nominations period ends. If there are no contested positions, the slate of officers will be appointed by the board, and ballots will not be mailed.



No other business was discussed, so that concluded our meeting portion of the morning. The rest of the time was spent concentrating on breakfast, *the real reason we bother to show up!*

We discussed various topics during the remainder of our stay while enjoying breakfast and each other's company. We broke up, and headed our separate ways around 9:45.

Chapter Elections

The members listed below have accepted the nomination for the indicated offices:

President - Charlie Steffy

Vice President - John Gormican

Secretary - Frank Ambrogio

Treasurer - Charlie Steffy

Membership Director - Bob Coolidge

Activities Director - Larry Golub

Editor - Charlie Steffy

The secretary sent out a call for nominations on January 28, 2019. *To our great surprise*, no new nominations were received by the February 25th deadline. Unless circumstances change in the interim, the above officers will be appointed to the respective positions at our April 28 breakfast/meeting.

Monthly Breakfast/Meeting Minutes For 2-24-2019

The breakfast/meeting for February at Toojay's was on Sunday February 24 at 8:00 A.M.. Bob Coolidge, Charlie Steffy, John Gormican, Larry Golub, and Frank Ambrogio were the only members who attended.

1. Charlie said that Martha Cade forwarded a message with information about the 2019 state meet written by host *Central Florida Chapter* president, Larry Good (see next story).
2. Frank reported that he contacted Larry and offered to contact the other FL chapters to remind them to send their chapter's support money to Larry for the meet. Larry accepted the help and the Email went out in mid February.
3. Charlie reported that he sent a check from OAC for \$150.00, to Larry to help support the 2019 state meet.
4. Charlie and Bob attended an AACA Winter National show in Ocala the day before. While there, Bob received a flyer for the AACA show in Lake Helen hosted by the Volusia Region. The show will be on the last Saturday of April.
5. Frank reported that he did not receive any nominations for chapter officer positions. The slate of officers, approved at our January meeting, will be appointed at our meeting April.

2019 Florida State Meet

From Larry Good - Central Florida Chapter President

A meeting was held on February 9, 2019 at Perkin's. 13 members were present, the main topic was the 2019 state meet. The date agreed on was October 11 & 12, 2019. The hotel is in the process of being finalized. The meet will be held in Clearwater FL. Judging will be people's choice. We will do dash plaques, and plaques by class.

We will invite the Packard club, the Avanti club, and any other orphan car club that would like to piggy back with us. Our show will be held at Quaker steak and lube. There will not be a banquet. We are looking to do an ice cream social to hand out the awards. More info will be coming.

Editor's Note: Information from Quaker Steak & Lube web site:

Motor-Themed Restaurant In Pinellas Park, FL is the first Quaker Steak & Lube® restaurant located in Tampa Bay area of Florida. This Clearwater restaurant opened in November 2003. The Pinellas Park location offers the best wings in Clearwater, FL with over 25 different wing sauces. Come visit our Pinellas Park restaurant if you are looking for things to do in Clearwater, FL. There is always something happening at The Lube® like our trademark Bike Night, Kid's events, Car Cruise-In, Happy Hour and more! 10400 49th Street North, Clearwater, FL 33762, Tel. 727-572-9464

CAR AIR CONDITIONING

Reprinted from the newsletter of Niagara Packards

This is very interesting . . . might help save a life. My car's manual says to roll down the windows to let out all the hot air before turning on the A/C.

Why???

No wonder more folks are dying from cancer than ever before. We wonder where this stuff comes from, but here is an example that explains a lot of the cancer-causing incidents. Many people are in their cars the first thing in the mornings and the last thing at night, 7 days a week. Please do NOT turn on the A/C as soon as you enter the car. Open the windows after you enter your car and then after a couple of minutes turn ON the A/C.

Here's Why!!

According to research, the cars dashboard, seats, A/C ducts, in fact, ALL of the plastic objects in your vehicle emit BENZINE, a Cancer-causing toxin - a big Carcinogen.

Take the time to observe the smell of heated plastic in your car when you open it and BEFORE you start it up. In addition to causing cancer, Benzene poisons your bones, causes anemia and reduces white blood cells. Prolonged exposure can cause Leukemia and increases the risk of some cancers. It can also cause miscarriages in pregnant women.

The "acceptable" Benzene level indoors is 50 mg per sq. ft. A car parked indoors with windows closed will contain 400-- 800 mg. of Benzene - 8 times the acceptable level. If parked outdoors in the sun, at a temp above 60 F degrees the Benzene level goes up to 2000 -- 4000 mg. - 40 times the acceptable level. People who get in to the car, keeping the windows closed will eventually inhale excessive amounts of the Benzene toxin.

Benzene is a toxin that affects your kidneys & liver; what's worse, it is extremely difficult for your body to expel this toxic stuff. So please open the windows and doors of your car and give it some time for the interior to air out and dispel the deadly stuff before you enter the vehicle.

Safety Tip

Via Email

This is the thing these days, with people out of work and needing cash)mainly for drugs!(. Beware, it's headed your way. Just last weekend on Friday night we parked in a public parking area. As we drove away I noticed a sticker on the rear window of the car. When I got home and took it off, it was a receipt for gas. Luckily my friend had told me not to stop as it could be someone waiting for me to get out of the car. Then we received this email yesterday:

Warning from Police: this Applies to Both Women and Men. Beware of a Piece of Paper on the Back Window of Your Vehicle)A New Way to Do Carjacking!()Not a Joke!(Heads up everyone! Please, keep this circulating. You walk across the parking lot, unlock your car and get inside. You start the engine and shift into reverse. When you look into the rearview mirror to back out of your parking space, you notice a piece of paper stuck to the middle of the rear

window. So, you shift into Park, unlock your doors, and jump out of your car to remove that paper)or whatever it is(that is obstructing your view.

When you reach the back of your car, that is when the carjackers appear out of nowhere, jump into your car and take off. They practically mow you down as they speed off in your car. And guess what, ladies ? I bet your purse is still in the car! So now the carjacker has your car, your home address, your money, and your keys. Your home and your whole identity are now compromised! Beware of this New Scheme That Is Now Being Used.

If you see a piece of paper stuck to your back window, just drive away. Remove the paper later! And be thankful that you read this e-mail. I hope you will forward this to friends and family, especially to women. A purse contains all kinds of personal information and identification documents, and you certainly do NOT want it to fall into the wrong hands.

*** * 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	Allan Dias
Regional Manager	Bob Coolidge

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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.

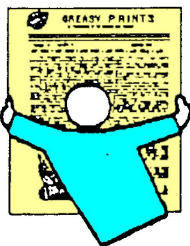
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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
103 LARKSPUR DRIVE
ALTAMONTE SPRINGS FL 32701





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www.oacsd.com

ESTABLISHED
OCTOBER 15, 1983
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JUNE 19, 1984

Volume 37 Number 3	May June July August 2019
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OAC/SDC Monthly breakfasts TooJay's Deli
Lake Emma Road Lake Mary, FL 8 AM!

Aug 25th Sept 29th Oct 27th Nov 24th Dec 29th

Down the road....

SDC International Meet Sept 11-14 2019
Mansfield OH! There is still time to register!
www.sdcmeet.com/Home/Welcome

FL State Meet/SE Zone Meet 2019
October 11-12 Clearwater, FL
Hosted by the Central Florida Chapter SDC
Host hotel is the LaQuinta Inn and Suites
www.cfcscdc.com for registration

Orlando Area Chapter Christmas Dinner
Sunday December 13, 2019 4 PM
Stonewood Grill
1210 International Parkway Heathrow FL

2019 Florida State Meet

From Larry Good - Central Florida Chapter President

A meeting was held on February 9, 2019 at Perkin's .13 members were present, the main topic was the 2019 state meet. The date agreed on was October 11 & 12, 2019. The hotel is in the process of being finalized. The meet will be held in Clearwater FL. Judging will be people's choice. We will do dash plaques, and plaques by class.

We will invite the Packard club, the Avanti club, and any other orphan car club that would like to piggy back with us. Our show will be held at Quaker steak and lube. There will not be a banquet. We are looking to do an ice cream social to hand out the awards. More info will be coming.

Note: Information from Quaker Steak & Lube web site:

Motor-Themed Restaurant In Pinellas Park, FL is the first Quaker Steak & Lube® restaurant located in Tampa Bay area of Florida. This Clearwater restaurant opened in November 2003. The Pinellas Park location offers the best wings in Clearwater, FL with over 25 different wing sauces. Come visit our Pinellas Park restaurant if you are looking for things to do in Clearwater, FL. There is always something happening at The Lube® like our trademark Bike Night, Kid's events, Car Cruise-In, Happy Hour and more! 10400 49th Street North, Clearwater, FL 33762, Tel. 727-572-9464

Notes From The Secretary

Frank Ambrogio

SDC_Chapter Annual Report for 2019

SDC is requiring all chapters to submit an annual report to the *SDC Chapter & Chartering Information Committee*. A simple form was created for use, and is on the SDC web site. The form also appears in the February issue of *Turning Wheels*.

I downloaded the report, filled in the required information and sent it to our OAC Board of Directors for their comments. After a couple of changes, I emailed the completed report to Leigh Morris as instructed. A rather simple procedure which can be done in just a few minutes.. Hopefully, all the chapters will make the effort to comply and that there will be some report as to how many chapters did so, in a future *Turning Wheels* issue.

Monthly Breakfast/Meeting Minutes For 1-27-2019

The usual suspects attended the breakfast for February at Toojay's on Sunday January 27 at 8:00 A.M.. Bob Coolidge, Charlie Steffy, John Gormican, and Frank Ambrogio made up the OAC meeting contingent.

- \$ Frank reported on our submission of the new SDC Chapter Annual Report for 2019. We discussed the newsletter and what could be done to get members to submit articles. Frank reported that he beat this dead horse for over thirty years while he was (and wasn't) editor and had no new ideas. No one else offered anything, so the matter was laid to rest.
- \$ Bob reported on one new membership, Patrick and Debbie Schudel from Jacksonville, who joined the chapter since the last membership report. They own 1963 Studebaker GT Hawk.
- \$ Charlie stated that our treasury is solid with very few expenses now that the newsletter is being emailed to everyone except the four members, who still receive it by mail.
- \$ Frank informed everyone that the web site domain name at oacsd.com was up for renewal. Charlie made the payment, so we are good for another year.
- \$ We discussed the AACA show in Lake Helen hosted by the Volusia Region. This has always proven to be a well attended show with a great variety of cars for all to see. It is usually scheduled for the last Saturday in April. However, we could not find any indication that there will be a show for 2019. Bob and Charlie will look into this further.
- \$ We also discussed the AACA Winter Nationals show in Ocala that was scheduled for February 22-23. At least 3 OAC members plan to attend.
- \$ Charlie reported on a product called *Xenit Citrus Cleaner* from Stoner Inc www.stonercarcare.com that works great on all kinds of surfaces. He will try to provide more information.
- \$ We discussed upcoming elections to be held at our April meeting in accordance with our by-laws. Call for nominations notices would be sent to all members in good standing and official ballots mailed after the nominations period ends. If there are no contested positions, the slate of officers will be appointed by the board, and ballots will not be mailed.



Chapter Elections

The members listed below have accepted the nomination for the office indicated:

President - Charlie Steffy

Vice President - John Gormican

Secretary - Frank Ambrogio

Treasurer - Charlie Steffy

Membership Director - Bob Coolidge

Activities Director - Larry Golub

Editor - Charlie Steffy

The secretary sent out a call for nominations on January 28, 2019. *To our great surprise*, no new nominations were received by the February 25th deadline.

Unless circumstances change in the interim, the above officers will be appointed to the respective positions at our April 28 breakfast/meeting.

Additional appointments include:
Web Manager - Frank Ambrogio
Historian - Frank Ambrogio

Monthly Breakfast/Meeting Minutes For 2-24-2019

The breakfast/meeting for February at Toojay's was on Sunday at 8:00 A.M.. Bob Coolidge, Charlie Steffy, John Gormican, Larry Golub, and Frank Ambrogio were the only members who attended.

1. Charlie said that Martha Cade forwarded a message with information about the 2019 state meet written by host *Central Florida Chapter* president, Larry Good.
2. Frank reported that he contacted Larry and offered to contact the other FL chapters to remind them to send their chapter's support money to Larry for the meet. Larry accepted the help and the Email went out in mid February.
3. Charlie reported that he sent a check from OAC for \$150.00 to Larry Good to help support the 2019 state meet.
4. Charlie and Bob attended an AACA Winter National show in Ocala the day before. While there, Bob received a flyer for the AACA show in Lake Helen hosted by the Volusia Region. The show will be on the last Saturday of April.
5. Frank reported that he did not receive any nominations for chapter officer positions. The slate of officers, approved at our January meeting, will be appointed at our April meeting.

Monthly Breakfast/Meeting Minutes For 3-31-2019

The attendees at the breakfast/meeting for March at Toojay's consisted of Bob Coolidge, Charlie Steffy, Don Dodgen, John Gormican, Dick Langlotz, Bob Stowell, Larry Golub and Frank Ambrogio. This constituted our largest breakfast/meeting in several years.

- \$ We discussed sponsoring a trophy at the SDC International Meet scheduled for Mansfield OH in mid September. The trophy sponsor form taken from the www.sdcmeet.com web site offered three options. We selected option #3, to sponsor 3 trophies. Charlie will write the check and send in the sponsorship.
- \$ Next we talked about the value of the newsletter. For the past 25 to 30 years, it was extremely rare that any members submitted anything to the editor. After some discussion it was decided to inform the members that unless more articles are received, *Greasy Prints* will only be published on an as needed basis. Therefore, the fate of the newsletter is in the hands of the members. No news articles! No Newsletter!

Special Notice To All OAC members

The full Board of Directors, along with the other members present at our March meeting, decided to issue a notice to all OAC members to request articles for the newsletter. In the future, the newsletter will only be published on those occasions where a sufficient amount of material has been received from our members. We can't send out a newsletter if there is nothing to put in it!

A Message from your Editor:

For those of you who diligently watch your Inbox for the next issue of Greasy Prints, you may have been wondering "Where is my issue?" Well, as Secretary Ambrogio stated in the minutes above, due to the total lack of submissions from any member except Secretary Ambrogio and occasionally your Editor, the Board has decided to issue a newsletter only when A) there are important Studebaker Events that you need to know about or B) someone out there takes a photo, writes a little story, shares some mechanical advice or even makes something up all together and sends it to me. In this day of digital cameras and Talk to Text, it is very simple to snap a picture of you and your Studebaker and share your adventures with the club. I will get the ball rolling. In September I am driving my trusty 1941 Commander from Altamonte Springs FL to Rock Hill SC to participate in the AACA/VMCCA Glidden Tour. After 5 days of touring around Rock Hill and Charlotte NC, I will continue driving the trusty 1941 Commander back to my garage in Lititz Pennsylvania.

Madness you say? Or just doing what Studebakers are meant to do...be driven and enjoyed! Stay tuned for a play by play account of this adventure. Until then...share YOUR adventures with us! We really do love to hear about your Studebakers!

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

Information about our parent club and chapter

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Vice President	Don Jones
Secretary	Cindy Foust
Treasurer	Jane Stinson
Editor	Ann Turner
Board Member	Lanny McNabb
Zone Coordinator	Allan Dias
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**Join the Studebaker Drivers Club online at
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Bob Coolidge

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DeLand, FL 32724-7425

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

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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:

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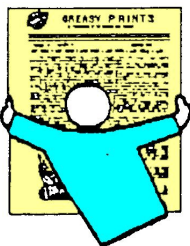
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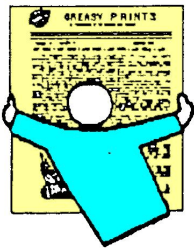
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November December 2019

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Orlando Area Chapter Christmas Dinner
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Stonewood Grill
1210 International Parkway Heathrow FL

Down the Road...

Aug 5-8 2020 SDC International Meet
Chattanooga, TN
[**www.sdcmeet.com**](http://www.sdcmeet.com)

A full list of hotels is in the November Turning Wheels.

Book early, Chattanooga is a great city and gets lots of visitors!

The following advice comes from an SDC member up North. While winter is the best time for us to be driving our Studebakers, the same storage advice could apply to us over the summer. Good food for thought!

WINTER STORAGE

In an effort to keep vehicles from biodegrading due to road salt, many of our members in northern states store their Studebakers during the winter months. Improper storage procedures can lead to premature mechanical failure and unnecessary problems in the spring. The following steps will allow you to store a car for winter and successfully return it to the street in spring. I have also included the reasons for each step. The whole process should take two to four hours, but it is time well spent.

1. Fill the gas tank (3/4 tank minimum). An empty tank can collect moisture and rust internally. Avoid storing a vehicle with oxygenated fuel in it if possible. Oxygenated fuel has a very short shelf life, (about 30 days) can attack soft items such as hoses and gaskets, and it can corrode fuel system components.
2. Add a fuel stabilizer such as Sta-Bil per instructions. Fuel stabilizer prevents oxidation of the gas and formation of gum deposits in the fuel system. If you use E-10 fuel, make sure the product you use is made to treat ethanol type fuels.
3. Change the oil and filter. As an engine runs, unburned fuel, moisture, and by-products of combustion leak past the rings and contaminate the oil. As an engine sits, these contaminants react chemically with the engine bearings (ie. rod, main and cam). This reaction etches the bearings and bearing journals. This etching destroys the bearing surfaces and increases running clearance. Storing with clean oil prevents this from happening.
4. Lube the chassis. A lube job pushes out any moisture that might have worked into the various joints. This will prevent rust from forming and causing wear.
5. Check for proper strength anti-freeze. Drain, flush, and refill if it is more than two years old. Proper strength anti-freeze will prevent coolant from freezing. Drain, flush, and refill will keep acids from forming and keep the cooling system clean.
6. Start engine and run to achieve operating temperature. This is done to circulate the fresh oil and to introduce the fuel stabilizer into the carburetor and fuel system.
7. Remove the air cleaner and while the engine is at idle, spray fogging oil into the carburetor for about 30 seconds. Keep the engine running for a short time then let it die while still spraying. If it does not die on its own, shut it off. You can pull the plugs after shutting off the engine and spray directly into the cylinders for added protection but that is somewhat overkill. Re-install the plugs if you do this. This step puts a coat of oil on all the internal engine surfaces (cylinders, pistons, valves, etc.) preventing rust formation.
8. Cover the carburetor mouth with a piece of plastic or a small plastic bag and reinstall the air cleaner. Stuff a rag in each tailpipe and the cover with a small plastic bag and zip ties to seal them off. What this does is it seals off the engine from both ends preventing air exchange. This will minimize moisture in the air from condensing on cold (very cold) engine and exhaust parts.
9. Remove battery and clean and cover cable clamps, clean battery tray, clean battery top and posts. A battery should be stored, fully charged, on a block of wood or it can be left in the vehicle on the tray. A fully charged battery will not freeze or be damaged by cold. Do not store a battery inside your house or basement.

10. Jack up the car (truck) and place on four quality jack stands. Place the stands under the rear axle and under the front axle or lower control arms. This is done to promote air movement under the car to keep it dry. It also maintains the load on the suspension. Loading the suspension is important because it prevents the front upper frame snubber from being squashed and keeps rust from forming between spring leaves. Another option is to place the vehicle on vehicle dollies. That will keep the load on the suspension.
11. Remove all four tires If it is on stands. Cover each drum (disc) with a plastic garbage bag. Tie it off behind the backing plate, sealing it as good as possible. Nox-rust, chemically treated rust prevention paper or equivalent moisture absorber (desiccant packets) can be added to the inside of the bag but it is not absolutely necessary. This prevents brake drums and components from getting rusty. This step should be mandatory on any disc brake equipped vehicle. You can cover the tire and wheel assembly with the tire on the vehicle if your bag is large enough.
12. Wash and wax the exterior including polishing the chrome. Any chrome under the hood can be wiped with an oily rag, or polished with chrome polish to prevent rust or corrosion.
13. Place dryer several sheets such as Bounce throughout the interior, trunk, and under the hood. These deter rodents from hanging up a home sweet home sign for the winter. More is better. I also use one **Fresh Cab Botanical Rodent Repellent** purchased from the local **Farm and Fleet** store in each vehicle. Pull down the sun visors away from the headliner. Mice will also make a home above the visors if left up.
14. Cover the vehicle with a breathable car cover and wait for spring.

WINTER STORAGE MYTHS

-Starting an engine and running it every few weeks or once a month. Running for over an hour will only bring the coolant up to operating temperature. The oil and the exhaust system will not get warm enough to burn off all moisture present. A driving load is needed to do that. You will probably draw in more moisture than you expel. The cold starts will leave a lot of unburned fuel and moisture in the oil due to the rich choke/low heat conditions counteracting the benefits of the fresh oil change. The battery will eventually wear down and freeze due to the severe cold start draw and minimal charge time.

-I'll drive it only when its nice out and the roads are clear. After any snowfall the roads are salt laden for many weeks. Even though they're dry, the roads contain salt ground into a fine powder that can penetrate seams in the underbody, fenders, or frame and start a chemical reaction when teamed with humidity, moisture and condensation, etc. Another thing that happens when its nice out in winter is the snow piles start to melt and the run off contains as much salt as it did when it was plowed into a pile. The point is your car can get covered with as much corrosive salt when the roads are clear as when it is snowing. Last, if you drive a generic brand "X" all winter, you will appreciate 'that Studebaker (or any classic car) a lot more in the springtime.

Jim Pepper

P.S. In spring when you bring the car out, remember to remove the plastic from the tailpipes and over the carburetor before starting the vehicle.

And the following advice is very important for us in the FL heat! Heat kills more batteries than cold does!

What Is a Trickle Charger?

by Jeremy Laukkonen Updated June 28, 2019

Taken from Smoke Signal, newsletter of the South Georgia Chapter – Wayne & Ann Lee, Editors

The term “trickle charger” technically just refers to a battery charger that charges at a very low amperage, but the situation is a little more complicated than that. A lot of battery chargers are capable of putting out a variety of different amperages, to charge a battery slowly or quickly as the need arises, and some are also designed to be left connected long-term without overcharging. When you hear people talk about trickle chargers, that’s typically what they’re referring to.

For general use, any battery charger, or trickle charger, that puts out between about 1 and 3 amps will do, and you don’t really need one with float mode monitoring unless you want to be able to leave it connected for some reason.

As to why you should charge your battery instead of just driving it around, there are really two issues. One is that your alternator can only put out a limited amount of amperage, so your battery is likely to still be low on a charge if you just drive to work or run some errands. The other issue is that alternators aren’t designed to charge totally dead batteries.

Trickle Chargers versus Normal Car Battery Chargers

There are two main ratings you’ll see attached to car battery chargers: amperage output and voltage. To charge a typical car battery, you need a 12V charger, but many car battery chargers have 6, 12 and even 24V modes.

In terms of amperage, car battery chargers typically put out anywhere between 1 and 50 amps for the charging mode. Some also have a jump start mode, where they can put out upwards of 200 amps, which is what it takes to turn over most starter motors.

The main thing that defines any given charger as a trickle charger is that it will either have a low amperage option, or it will only be capable of putting out a low charging amperage. Most trickle chargers put out somewhere between 1 and about 3 amps, but there is no hard and fast rule on that.

In addition to providing a low charging amperage, some units are referred to as “automatic” or “smart” trickle chargers, to contrast with manual chargers. These units include some type of mechanism to automatically switch off, and sometimes back on, according to the charge level of the battery. This is a nice feature to have if you want to maintain the charge level of a battery that isn’t going to be in use for quite some time, and trickle chargers with float mode monitoring are often used in applications like golf carts, or when storing a car or truck.

Why Charging Faster Isn’t Better

The reason that charging a car better slowly is better than charging it quickly has to do with the science behind lead acid battery technology. Lead acid batteries store electrical energy via a series of lead plates and an electrolyte solution of sulfuric acid, so when a battery discharges, the lead plates undergo a chemical transition into lead sulfate, while the electrolyte turns into a very dilute solution of water and sulfuric acid.

When you apply an electrical current to the battery, which is what happens when you connect a battery charger, the chemical process reverses. The lead sulfate turns, mostly, back into the lead, which releases the sulfate back into the electrolyte so that it becomes a stronger solution of sulfuric acid and water.

Although applying a higher charging amperage will indeed speed up this reaction and cause the battery to charge faster, doing so does have its costs. Applying excess charge amperage can generate a great deal of heat, and may cause off-gassing. In extreme cases, it’s even

possible for a battery to explode. To prevent this, “smart trickle chargers” are capable of detecting the charge level and automatically adjusting the amperage. When the battery is very near dead, the charger will provide more amperage, and it will slow as the battery nears full charge, so that the electrolyte doesn’t off-gas.

Does Anyone Really Need a Trickle Charger?

In most cases, a trickle charger is more of a luxury than a necessity. However, they aren’t really that expensive, and it’s definitely a nice tool to have around.

If you can’t afford to be without your car, then picking up an inexpensive trickle charger would probably be a smart move. You’ll just want to make sure that you follow safe charging practices and avoid overcharging the battery, especially if you go with a cheap manual trickle charger.



If you are leaving your car in the garage undriven over long periods of time it is best to have the trickle charger monitoring your battery. My Father in Law said “to always disconnect the battery because they can catch fire.” I have researched this and cannot find evidence that it is true; however I always park the Studebaker cars in the garage and disconnect the batteries and place a trickle charger on each of them.

Submitted by TWBrooks

OK...enough about STORING your Studebakers...here are some folks who DRIVE them!

Danny Thomas was kind enough to post great photos of the Southeast Zone/FL State Meet held in October. Borrowed from the North Central FL Chapter website.

<http://bulletnose.org/2019-florida-meet-clearwater/>

And now for a final recap of just how much fun it is to DRIVE your Studebaker! In September my good Studebaker friend Mike Margerum from Pennsylvania flew down to my place in Altamonte Springs and we set off in the trusty 1941 Commander Skyway for Rock Hill SC and the AACA Glidden Tour. We left mid morning Saturday Sept 21st and had no issues along the way. Not much traffic on the way to Walterboro, SC, our stop for the night. The next morning we had a good breakfast and headed to Rock Hill to check into the host hotel and get our instructions for the 5 day tour.

For those of you who are not members of the Antique Automobile Club of America, it is the largest old car club in the world and has something for everyone. For those who want their cars judged there are several national meets held around the country throughout the year. For those who like to drive, there are 5 different tours. Some are held annually, some every other year. Each tour is for certain age groups of automobiles. The Glidden Tour is for any car built before 1946. On this tour the oldest was a 1906 Buick. My trusty Commander was one of the "youngest".

For the next five days we travelled around the back roads of NC and SC, stopping to tour historical sites, private car collections and of course take in some great food! The weather was much warmer than usual...95 degrees each day. But the trusty 1941 Commander never missed a beat. Yes, the backup electric fuel pump helped. So did finding 100% pure gasoline. After completing the tour, Mike and I set out for Pennsylvania. Once again, rolling up Interstates 77 and 81 at 60 MPH averaging 19 MPG fully loaded...not bad for a 78 year old car!

The photo below shows some of the pre war Studebakers on the tour. There were also not one but two Coupe Express's on the tour that took off before we could get them lined up for the photo. It just goes to show that Studebakers were meant to be Driven!



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

Information about our parent club and chapter

◦ **SDC National Officers**

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Vice President	Denny Foust
Secretary	Cindy Foust
Treasurer	Jane Stinson
Editor	Ann Turner
Board Member	Lanny McNabb
Zone Coordinator	Allan Dias
Regional Manager	Bob Coolidge

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

◦ **OAC Chapter Officers**

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Vice President	John Gormican
Secretary	Frank Ambrogio
Treasurer	Charlie Steffy
Membership Director	Bob Coolidge
Activities Director	Larry Golub
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:

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DeLand, FL 32724-7425

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THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

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

The Chapter was formed to:

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

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

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

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

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