



# GREASY PRINTS

The Newsletter of the Orlando Area Chapter -  
Studebaker Drivers Club [www.oacsdc.com](http://www.oacsdc.com)  
ESTABLISHED OCTOBER 15, 1983 - CHARTERED JUNE 19, 1984



Volume 38 Numbers 4-6  
Volume 39-44 Numbers 1-6  
Volume 45 Numbers 1-2

April - December 2020  
January - December 2021-2025  
January - April 2026

## Catching Up Is Hard To Do

From Frank Ambrogio

It's been a while, so Charlie and I thought it would be a good idea to bring our newsletter up to date. This edition covers the missing issues from March 2020 to March 2026. While we've been out of touch, a few things have happened.

We lost our Vice President John Gormican in 2023. We hadn't heard from John in a couple of years as he did not attend our monthly breakfast while he apparently wasn't doing too well. John was 93 years old at the time of his death. He was a regular attendee at our monthly breakfast 40 almost 40 years.

That same year, we lost our Membership Director Bob Coolidge who had been suffering with non hodgkin's lymphoma for about 7 years. Bob was 75. Bob was also one of our breakfast regulars, and we miss him greatly.

In addition, our Activities Director Larry Golub moved to Vermont after being in Florida for over 50 years. Since the Chapter hasn't been active, so there was no major impact, but we still miss Larry at our breakfasts..

Meanwhile, we changed our monthly breakfast and meeting from the last Sunday of the month at 8:00 AM to the last Monday at 8:30 AM. Then we changed it again to its present date and time of the last Friday at 9:00 AM. Though we lost 3 of our regular breakfast attendees, we gained 3 newcomers.

Jim Dunn was the first to make contact with Charlie and the three of us met for the first time in October. Jim owns a highly modified 1950(?) Studebaker with quite a few innovations. He brought it to that first breakfast, and it was the only Studebaker present.

Jim hosts a monthly old car event at his home in Longwood on the second Thursday of each month. The location is at the corner of Pomelo Court and Sunshine Tree Boulevard. If you're free on those Thursdays, Jim will welcome you at the event which runs from 6-9 PM.



Corner of Pomelo Court and Sunshine Tree Blvd.  
Second Thursday of the Month  
Always a few interesting cars - sometimes more... Bring yours or just stop by and socialize  
Good Folks Bad Jokes and plenty of useless information

Next came Eddie Quinn who drove all the way from Clermont to join us. Eddie is the owner of a 1957 Golden Hawk and is working on upgrades to help improve ride and handling. Eddie, we recently found out, is the current Regional Manager for Florida.

Finally, new SDC member Mike Chiappone dropped in, bringing our total up to five. Mike developed the process of putting a Studebaker Bulletnose look on an El Camino thus creating what he christened, the Studemino.

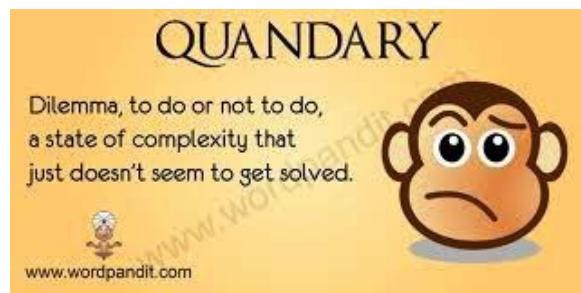


During this span, former regular attendee Dave Nelson became a no show. We are unaware of his status, but he does have some health issues. Dave lived in Indiana and

moved to Lake Mary a little while back. He lives about a mile from our breakfast site at TooJays. Repeated emails to Dave have not produced a response.

Another loss we were unaware of was Jim Morgan. We discovered Jim had passed away in the spring of 2023. He was a long time member of OAC and regularly drive approximately 70 miles one way, every month for over 20 years, to attend our breakfast. Jim owned his 1956 Golden Hawk since new and was probably the last surviving original owner of that year and model.

Our President Charlie Steffy has retired and spends part of the year in Egypt leaving us one short at our breakfast for a few months. If you are free on that last Friday of any month, please drop by and join us.



With Charlie *on location*, what to do? I figured I would serve as Editor for at least this one edition. That is, *if no one has an objection!* Seriously, if you want the job, Charlie and I can accommodate your wishes.

**Note: The following story is on Vapor lock, a fuel system failure where liquid fuel overheats and turns into vapor in the lines, pump, or carburetor, restricting flow and causing engine stuttering, stalling, or hard restarts. It primarily affects older, carbureted vehicles in hot weather or high altitude. Immediate fixes include cooling the fuel system with water or resting in the shade, while prevention involves insulating fuel lines, using proper fuel, or adding fuel pump heat shields.**

## Vapor Lock

*From Bob Ferrand*

*From The Packard Digest newsletter of Motor City Packards - Reprinted with permission*

**Note from The Packard Digest Editor, Kevin Luedke: We had several requests from members to print transcripts from the presentation former editor Bob gave at the annual MCP Tech Session, held this time on Saturday, May 20, 2023. Bob has graciously allowed us to publish his notes.**

For our discussion of vapor lock, it's important to know that when a liquid is put under pressure, the boiling point of that liquid rises (this is why your engine's cooling system is pressurized, to prevent the coolant from

boiling out of the radiator under extreme conditions), and conversely, when the liquid is under a condition of vacuum (or reduced atmospheric pressure), the temperature at which the liquid will boil is reduced. It is due to this relationship that in our "older" automobiles which utilize a mechanical fuel pump, gasoline will have a tendency to boil first on the suction side of the fuel pump.

When this occurs, the mechanical fuel pump's diaphragm, as well as the fuel line and the inlet cavity of the pump, can suddenly be left void of liquid gasoline, with only vapor remaining in the pump. This causes the carburetor to starve for fuel, and the engine to quit running. When that happens, fuel being supplied to the pump is interrupted by this pocket of vapor, until the temperature is reduced enough in that area for the vapor to condense. The flow of gasoline will then be restored to the fuel pump.

In order to remedy this situation, steps need to be taken to make sure that the engine's cooling system is operating efficiently (no blockages or restrictions of coolant or airflow, a correctly functioning thermostat, and also smooth operation of the shutters if so equipped). If you are satisfied that the cooling system is operating efficiently, then we will need to examine the fuel system to make sure that nothing in that system is impeding the flow of gasoline between the fuel tank and the carburetor.

Things that can cause this are kinks in steel fuel lines, a collapsed rubber fuel hose between the fuel tank and supply line, and



collapse of the fuel hose between the supply line and the fuel pump. This hose may have a flexible steel braid surrounding it to protect it from kinking, and also chafing against the frame of the vehicle.

Often these hoses may look just fine externally, but may be collapsed on the inside, causing a serious restriction in fuel flow. Another thing to look out for are these brass plumbing fittings that may be installed on the fuel pump. I have seen these to be the cause of a fuel starve on some of the cars that I have worked on. If your car's fuel system was engineered with 5/16" steel fuel line supplying fuel all the way forward from the tank, then you must ensure that the 5/16" diameter is maintained even when the fuel must pass through a brass fitting on its way into the fuel pump.

Although some of those plumbing supply fittings that wind up on our cars may accept the male fitting from the

supply line, they can have a much smaller, diameter orifice on the inside of the fitting, seriously impeding fuel flow. In some cases, you can drill these out from both ends in order to ensure that proper volume of fuel flow is maintained through that fitting. If drilling is not a good option, then you will need to find a more suitable fitting.

Of course, if your mechanical fuel pump's spring and diaphragm are weak, they can contribute to a fuel starve as well. If you can't remember when it was rebuilt or replaced, it may be time for a fuel pump rebuild.

Some of our cars were equipped with a heat shield mounted at the fuel pump, to help minimize heat transfer from the engine fan to the fuel pump housing. Even the proximity of your car's exhaust pipe to the fuel tank can cause the fuel temperature to rise in the tank, exacerbating fuel vapor-lock issues by the time that already pre-heated fuel reaches the fuel pump.

An electric fuel pump can of course overcome many of these issues if it is properly installed. It also saves considerable wear & tear on your starter and battery when your car sits in storage, as most of our seasonally used cars do. Install the electric pump as close to the fuel tank as is practical to do. This provides a longer run of pressurized fuel forward to the engine compartment, and allows the electric pump to operate more efficiently.

I recommend using Marvel Mystery Oil as a fuel additive. Benefits include the reduction of corrosion in your fuel tank, and top cylinder lubrication of valve guides and rings in your engine. I do not recommend adding diesel fuel or kerosene to your gas tank. Research on this indicates that it can only cause problems, not remedy them.

## **And Now, A Little OAC History**

**From Frank Ambrogio**

Eight of us, four couples met at our home on October 16, 1983 and formed what would become the Orlando Area Chapter. We each served as officers, with one couple sharing the duties of Treasurer. I was our first President and served for 7 years.

Our Chapter grew by leaps and bounds during the next two decades, eventually reaching a total of about 80 families. All did not go smoothly however.

Two years later, four of those charter members left and two years after that two more moved out of state. My wife Anita and I carried on with new officers, but the enthusiasm of the departed members never reached that height again.

As time passed and members came and went, Anita became less involved and today, I am the only active

member from the original eight.

Our newsletter bounced around from one Editor to another, until we decided it wasn't worth printing anymore. We opted to send it by Email to everyone with the exception of two members who did not have web access.

With the newsletter printing cost down to a buck or two, we decided to offer free memberships to anyone who would receive the newsletter by Email. The response was less than spectacular, and I'm not sure if we got any new members.

No one had submitted anything to the Editor for many years, and Charlie and I were the only ones to supply anything. After much deliberation, we did one more issue with a note that there would not be another newsletter until we had something to print.

Six years later, we still haven't received a single story. However, our newsletter has always had a special place in my heart and our Chapter. Therefore, after checking with Charlie, I decided to get the newsletter up to date and put out a new issue. This is it.

We don't know how many members we have so Charlie is going to distribute this to the folks he has on his old email list.

If you are a member of the OAC, let Charlie or Frank know, so we can try to get our membership roster up to date.

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

#### **Information about our parent club and chapter**

SDC National Officers

President - Don Cox

Vice President - Ernie Brown

Secretary - Cynthia Sale

Treasurer - Avi Prochazka

Editor - Ann Turner

Board Member - Clyde Furr

Zone Coordinator - Douglas Watts

Regional Manager - Eddie Quinn

**Join the Studebaker Drivers Club online at  
[www.studebakerdriversclub.com/joinsdc.asp](http://www.studebakerdriversclub.com/joinsdc.asp)**

### **OAC Chapter Officers**

President - Charlie Steffy

Vice President - **Vacant**

Secretary - Frank Ambrogio

Treasurer - Charlie Steffy

Membership Director - **Vacant**

Activities Director - Larry Golub

Newsletter Editor - Frank Ambrogio

Newsletter Distribution - Charlie Steffy

Web Site Maintenance - Frank Ambrogio

## **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 free to anyone who can receive the newsletter via Email..

**Ownership** of a vehicle is not required 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.

**Reprinting articles from Greasy Prints.** Greasy Prints is published by the Orlando Area Chapter-SDC. All rights reserved. Reproduction in whole or part is permissible. We request credit be given to: Greasy Prints - Orlando Area Chapter-SDC or to the original source.

---

**ORLANDO AREA CHAPTER - SDC**  
**FRANK AMBROGIO**  
**31654 WEKIVA RIVER RD**  
**SORRENTO FL 32776**

