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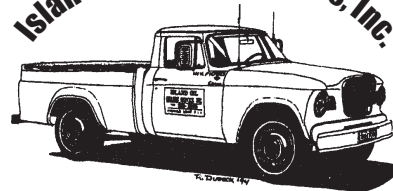


# the DipStick

Vol. 20, No. 1

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Island Oil Change Service, Inc.



News, Views and Interesting Personalities from the Wonderful and Fascinating World of Oil Changes, Lubrication and Mechanical Maintenance

THE MANAGEMENT (Emma Lou) and Staff (The DanZilla) thank each of their three and a third Favorite Customers for continuing their support of the ISLAND OIL CHANGE SERVICE Service. IOCS apologizes for its share of responsibility in creating these difficult recessionary times. The fact that *The Dipstick* was not published in 18 months was a principle factor, but not the only reason, our country suffered an economic collapse. The recession is now officially over with the printing and distribution of this 20th anniversary issue. Just watch the stock markets for proof.



A PUBLIC ANNOUNCEMENT: This 20th Anniversary issue of this resurgent newsletter is being made available via eMail. 138,746 copies. If you have difficulty downloading or reading your eMailed issue, contact The IOCS Management (Emma Lou) and she will snail mail you one of IOCS's remaining 14 printed copies.

## CUSTOMER OF THE MONTH

### Artie F. Wagner of F. W. HONERKAMP CO., INC.

ARTIE WAGNER, the world-wide Patriarch of all Warehousemen, is a native Long Islander, having been born and raised in Suffolk County. He is married to the lovely Jennifer and they have two scions, Evan and Logan. F. W Honerkamp, is the joyful beneficiary of his skills and has been for lots and lots of years Everyone knows that.

What the unwashed public doesn't know about Artie Wagner can now be revealed. These little known facts can also be found on page 197 in the Ripley's apocryphal Historical Believe it or Not Year Book for 1971. Check it out.

Artie was born in Southside Hospital in Bay Shore. His birth was recorded at the hospital and then promptly transported to the Suffolk County Bureau of Public Records in Riverhead. The birth record was carried from Bay Shore to Riverhead by Frank Mikolychek, a Polish immigrant of very questionable morals, along with the records of several other newborns.. Mikolychek could drive but could not read or write English. On the official Suffolk County birth record was a small section in the upper right hand corner indicating the make and year of the vehicle used in transporting these birth records from Bay Short to Riverhead. The transporting vehicle was a 1969 black, four door Jeep Wagoneer with a non-fuel injected V8 engine and an automatic three speed transmission and with 15 inch all weather whitewall tires. The Wagoneer was driven, of course, by Mr. Mikolychek.

Somehow the information indicating Artie's surname and the identification of the transporting vehicle was transposed on little Artie's birth certificate. The transporting vehicle became a Jeep Wagner and Artie became Arthur F. Wagoneer. Amazing. The Republican Records Department Supervisors were glad the records weren't transported in a Rolls Royce Silver Ghost. The name "Arthur F. Silver Ghost" would have been even more embarrassing. This onerous county recording error was not discovered until Artie's mother registered little Artie for kindergarten. The kindergarten administrator had requested a copy of Artie's official Birth Certificate. To everyone's chagrin, the certificate plainly stated that the youngster being registered was Artie F. Wagoneer. It was too late to officially change this disconcerting error. So, Artie Wagner went through all ten years of schooling (ten years instead of the normal twelve because he skipped a couple of grades), known as Artie F. Wagoneer.



Once these facts appeared in a Sunday Newsday article and on local channel Six, his neighbors realized that young Artie Wagoneer could have become Artie Silver Ghost. These energumens initiated a local petition to officially change his name to Artie Silver Ghost, after the vehicle that could have delivered his birth record to Riverhead.. These tendentious charlatans realized that Artie Silver Ghost could pass as a Native American and open a really profitable neighborhood gambling casino and smoke shop. The salubrious and non-smoking Artie refused to sign the petition and that deep sixed that idea. The only kind of Indian he wanted to be was an Indian motorcycle.

Finally, in 1995, this records mix up was finally straightened out by the apocryphal Records Bureau and Artie Wagoneer officially became the crepuscular Arthur F. Wagner that everyone knows and admires today. So, Artie celebrated this noteworthy historic event by 1) purchasing his first Jeep and 2) taking a position at the Edgar Sabbeth Company, which is the predecessor of the ubiquitous F. W. Honerkamp.

Artie Wagner is no longer the Artie Wagoneer of yesteryear. He is still driving his first Jeep every day and is now the warehouse manager for the appreciative F. W. Honerkamp. And, he also rides a Harley Davidson, not an Indian.

# HOROSCOPES *from* HELL

The symbol of the Aries, the first and most forgettable symbol of the Zodiac, is the ram. Rams are big, hairy beasts that provide a sanctuary for female fleas. Just like the Aries. Most Aries have female fleas. Especially the female Aries. A majority of the Aries have angular, bushy eyebrows, sharply defined noses with pulsating nostrils, dark complexions and they have exceptionally straight posture, like a SAAB drive shaft. But, unlike SAAB drive shafts, most are not slender. Their feet are almost always wet and dirty because they rarely look down to see where they are going and they step in puddles. And other stuff. They are strong and broad shouldered and fat-headed and they shake hands like they were challenging Mike Tyson in an arm wrestling tournament. They are aggressive, impulsive, fearless, honest, without guile, determined, strong willed, truthful and dedicated to fighting all the injustices in the world. Batman is an Aries. Many people



**ARIES**  
21 March - 20 April

think that Superman is also an Aries but he is not. But Lois Lane is. Nobody knows what Jimmy Olsen is. Or cares. As most everyone knows, Superman is really a Capricorn. Capricorns are the best! Most Aries are Democrats. Superman is not a Democrat. Aries have a noticeable "Me First" attitude. They are tactless, which makes them difficult to work with. They have massive egos, second in size only to the Leos. Most everybody hates Leos and that is why. There has never been an

Aries that possessed humility or obedience. One trait that always identifies an Aries is that they can not tolerate pain. They are not cowardly, they just can't tolerate pain. Anesthesia was invented by an Aries oboist so he could get his fingernails clipped and a haircut. They are known for their dislike in taking medicine. In fact, there has only been one Aries drug addict in all of history. Most Aries won't even take an aspirin. They are generous, honest, strong-willed, impulsive, impatient and they hate delays and anything that wastes their time. Or yours. They are always on time. They hate gossip. They have mood swings and they have really hot tempers. They make terrible politicians. Aries are not very good credit risks. They eventually pay their bills with unmarked, small denomination currency. They are not lazy. Aries make good Olympic bow and arrow referees, soap box derby car designers, bull fighting Picadors and New York State Policemen. ♀

## PARAGONS OF PERSPICACITY

# THE FOLLOWING FAVORITE CUSTOMERS HAVE GAINED WORLDWIDE RECOGNITION FOR THEIR NOTEWORTHY ACHIEVEMENTS IN MAKING THE WORLD A BETTER PLACE

**COLDEST OIL CHANGE (and 2nd EARLIEST OIL CHANGE):** at minus 142 degrees C. at **OCEAN PRINTING** in Ronkonkoma @ 7:05 AM on a very frigid, arctic-like December morning.

**EARLIEST OIL CHANGE:** 6:24 AM at F. W. **HONERKAMP** in Central Islip.

**MOST OIL USED BY ONE CUSTOMER IN ONE MONTH:** 2ND PLACE with 90 qts. diesel oil to **BLUE DIAMOND SHEET METAL** in Medford. 1ST PLACE with 102 qts. to **CORES GALORE** in Ronkonkoma.

**LARGEST TRUCK OIL CAPACITY:** in the Big White Mercedes engined Freightliner for **CORES GALORE** @ 140,000 odometer miles / 54 qts. 15W-40 diesel oil.

**MOST VEHICLES SERVICED AT ONE TIME:** Five, for **ENERGYWISE** in Bohemia.

**SMALLEST TRUCK OIL CAPACITY:** in the little Chevy diesel truck for **FLAGPOLES, INC.** in East Setauket @ 588,000 odometer miles / 8 qts. 15W-40 diesel oil.

**LARGEST CAR OIL CAPACITY:** Sue Karras' (CUSTOM LAWN in Holbrook) '06 Lincoln @ 40,000 odometer miles / 7 qts.

**SMALLEST CAR OIL CAPACITY:** **HARTCORN PLUMBING** in Ronkonkoma in the '04 Prius hybrid @ 181,000 odometer miles / 3.6 qts.

**MOST DISHEVELED PASSENGER COMPARTMENT:** in the Mitsubishi Fuso diesel truck at **EASTERN COFFEE PRODUCTS** in Bohemia.

**NEATEST & CLEANEST FLEETS:** 2ND PLACE to **G-PLEX** in Holtsville. 1ST PLACE to **L & M SPECIALTIES** in Ronkonkoma.

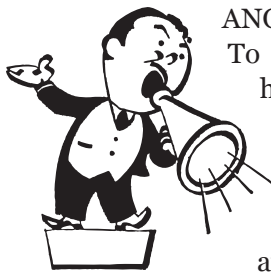
**MOST MILEAGE IN THE SHORTEST TIME:** 3RD PLACE to Steve Schoepfer @ **ALLIED AIR CONDITIONING** in Bohemia — 6163 miles in 63 days. 2ND PLACE to **NICK HARTCORN** @ **HARTCORN PLUMBING** — 6550 miles in 58 days. 1ST PLACE to the '04 hybrid Toyota Prius @ **HARTCORN** — 9328 in 75 days.

**NEWEST TRUCK SERVICED:** the '08 Hino diesel for **H. B. MILLWORK** in Yaphank.

**LONGEST OIL CHANGE:** five days for **TOM HEINISCH** @ **S K Systems** new location in Hauppauge (involved a missing oil pan drain plug gasket).

**HAPPIEST/SMILINGEST WORKSTAFF:** 2nd Place with 10 Smiling faces, at **AIR CONTROL SUPPLY** in Bohemia. 1ST PLACE with 14 Smiling faces, at **IOCS's** most enduring Favorite Customer of over 22 consecutive years, **FLORENCE CORPORATION** in Medford. ♀





**ANOTHER PUBLIC ANNOUNCEMENT:**  
To date, The IOCS Staff (The DanZilla) has serviced the 2010 Outback for Chris Walshe at HARTCORN PLUMBING, the 2010 Sienna for EASTERN COFFEE PRODUCTS, the 2010 Ford Expedition for Doug Vaughn at L & M SPECIALTIES and the 2010 Lexu350 for DAVE STEWARD in Bay Shore.

All four are brand new 2010 model vehicles. Three of these vehicles have been serviced more than once and have survived. Don't ask about the fourth...

**THE MOTHER TERESA HUMANITARIAN AWARD:** IOCS's Recognition and Appreciation is given to the following IOCS Favorite Customers that have permitted The DanZilla to perform his Official duties inside their heated garages/warehouses, protected from the unfriendly cold, rainy and snowy outside weather: ALLIED AIR CONDITIONING in Bohemia, F. W. HONERKAMP in Central Islip, HARTCORN PLUMBING in Ronkonkoma, H. B. MILLWORK in Yaphank, EASTERN COFFEE PRODUCTS in Bohemia, T. M. KENNEY'S GARAGE DOOR COMPANY in Sayville, POLE-TECH in East Setauket and FLAGPOLES, INC. in East Setauket.

## History Revisits

During May, last year, The IOCS Management (Emma Lou) and The Staff (The DanZilla) made their fourth Studebaker visit to Atlantic Canada's maritime province of Newfoundland and Labrador.

At the border crossing at Calais, Maine and St Stephens, New Brunswick, the two of them were directed to pull their '62 Studebaker over and park by the Canadian Immigration building and undergo a passport check. They did.

Upon entering the building, they surrendered their passports and awaited their interview. After a 25-minute wait, an armed and uniformed female immigration officer entered the waiting area and addressed Emma Lou, "You're OK."

Looking at The DanZilla, "You're not!"

She asked The DanZilla, "What happened with you in Knoxville, Tennessee in 1960?"

"What? In 1960?" The DanZilla was incredulous. "That was almost 50 years ago."

"Well, there may have been some unpaid parking tickets.

Maybe a speeding ticket."

The officer replied, "More than that. There was more."

After a minute's reflection, The DanZilla responded, "Well, there was an incident during which I was arrested for. Disorderly Conduct for yelling at cop, spent a night in the slammer, paid a \$40.00 fine and that was the end of it."

The officer then asked, "Why didn't you tell us that when we took your passport?"

"Mostly because I had completely forgotten about it. Please understand, 50 years ago in Knoxville, outsiders were not the local law enforcement's favorite people. I was an outsider at the time. Still am, in fact."

She said, "OK. You can go. Had this incident occurred in the past 10 years, we would not let you into Canada."

Emma Lou and The DanZilla left the building, humbled. The rest of the Canadian visit was uneventful.

**MORAL:** There is no expiration date for stupid. Stupid Stuff follows you forever. 💧

## The Dobbins' Autocross the '64 GT Hawk

*From Dan & Rich Dobbins*

*With Comments by Graham Gagné*

*Reprinted with permission from eStudeNews, the official newsletter of the Atlantic Canada Chapter of the Studebaker Drivers Club*

Dan Dobbins and his son Rich(ard) once again display the legendary Studebaker marque to thousands. In November, they participated in Autocross races in Saratoga, New York.

Before the race Dan reported the state of the GT Hawk's engine to the race organizers — no humility here! "Concerning the Studebaker engine — a standard '289 Studebaker V8 block was tanked, cleaned and bored out 0.040" over. The engine was constructed with semi-dished 0.040" over pistons, an Avanti R3 278 degree racing cam, oversized intake valves and dual valve springs, a Mallory coil, a modified PCV system and a home made baffled oil pan."

"A homemade dual-point Delco distributor and a high-performance AFB 3506s carburetor were installed. After a year of testing, a Varicam adjustable steel cam gear was installed and the electrical timing set at 37 degrees advanced at 3000 RPMs. In addition, the car has an Avanti Power Shift automatic transmission, a rebuilt Dana, 1:3.73 Twin Traction Differential and a rear sway bar."

Dan also installed a set of "Quick Steer" steering knuckles on the Studebaker. The expectation was a 50% reduction in steering wheel turns from lock to lock. This is critical in autocross racing to maneuver around closely set pylons. When Dan and Rich tested out the steering after the upgrade they were disappointed to find that the improvement was more in the 20%–25% range.

There is a video clip on YouTube of the first heat of the race. Of course Dan & Rich drove the GT Hawk to the races and so

what you see is a street legal car on the course. There are a lot of small cars, a few exotics, like a Ford GT, and some other classics ('70s Camaro and Monte Carlo). The GT Hawk has to be one of the heaviest cars on the track. Even so it is nimble enough to get through the course at a reasonable pace.

Here are Rich's brief comments on the race. "Our first run (the 1:15 marathon) can be found at approx. 6:30 on this video. Man, was I slow as I tested the car and the track. I wish we could've seen that 3rd run at 1:09. I NEED MORE LAPS TO GET THAT TIME TO UNDER 1:05! At the very end you get to see that ass in the GTS 16 'drift' his way around the course and wipe out a dozen cones — a well-deserved DNF."

Dan writes, "An Autocross is a timed racing event whereby each car individually speeds twice around a closed, 4/10 mile paved track marked with orange traffic cones. Seconds are deducted each time a cone is hit. The pathway through the cones causes the racing vehicle to accelerate, brake, twist and turn. At the November event, each of the 70 vehicles entered was individually timed over three, two lap runs. Each run time was posted on a large chalk board. Each driver could then see his own time and the times of each racer. Each driver competed with himself against the clock. A real opportunity to test the car & driver.

The Hawk, which was the oldest and at 3600 lbs, the heaviest racer entered, had the slowest time of the day. Rich ran one minute, 15 seconds for his first run. By his third run, he was down to one minute, nine seconds. No traffic cones had been

*(continued on next page)*

## The Dobbins' Autocross the '64 GT Hawk *continued from page 3*

impacted on any of his three runs. Experience knocked a full six seconds off his time. Some of the cars that had been entered were real race cars. A high horsepower Ford GT came in at a bit over 50 seconds. But, again, Rich had fun with the Hawk. Which should be the purpose of all Studebakers.

A careful viewing of the films taken of all the cars participating in the autocross indicated that the Hawk's performance was competitively restricted by its antiquated suspension and not by its power train. The Varicam cam geared engine performed very well and sounded great! The rolling and twisting motions of the vehicle's body on the tight turns dramatically slowed its time around the asphalt track. Back to the drawing board. And the bank."

A comment that caught my eye which shows how people

notice Studebakers, appears on the YouTube site. There were 70 cars in the race including other US brands besides the Studebaker but, it is the Studebaker that stands out! A comment posted on the YouTube site reads, "Nice, you don't see a Ford GT followed by, what, a Studebaker??? too often."

Dan is already planning for the next event. He reports, "After seeking counsel from Jim Pepper and some other racers with experience, we decided that heavy duty sway bars and front springs would lessen the car's twisting and rolling on tight turns. The rear heavy duty sway bar was delivered early this month. Next will be the front heavy duty sway bar and the heavy duty front springs. We hope to have the car ready for the 2010 CNYIRA ice racing season in two months. Studebakers should be used and not just viewed." ❄️

## Autocrossing with a Studebaker

*An update on the Studebaker Racing Team, written for a couple of Studebaker Club Newsletters*

On the return home drive from Otisco Lake, south of Syracuse in upstate New York, in late February 2009, following their third ill fated attempt to capture the Vintage Automobile Ice Racing Championship, the son and father team of Rich and Dan Dobbins reviewed the performance of their '64 GT Hawk. Their efforts, and that of the car, had been less than spectacular on the lake's 12" frozen racing course.

As those of you that follow the Dobbins's annual ice racing adventures know, the car had been readied for the 2009 season with the installation of five screwed tires. Using a set of five already studded Winterforce snow tires, 175 # 10 sheet metal



screws were inserted into and through the tread of each tire. The protruding points were ground down to a uniform length of 3/16". The resulting screwed tires

looked like something out of the 1975 SciFi film, Rollerball.

The issue of getting these five tires to hold 30 lbs of air pressure without leaking was addressed by adding 24 oz of liquid Slime sealant into each tubeless tire. The Slime worked. Kinda. In fact, retaining the air pressure in the tires ended up being a minor issue on race day.

A major cooling system problem erupted in New Jersey on the way up to Otisco Lake, when the neck of the radiator blew off. Not the cap, the entire neck assembly. An emergency repair was fashioned with duct tape. The next morning, during the practice laps, a rear brake line began leaking. These problems ended the Hawk's racing performance on the ice.

A total of eight high speed laps were registered before the contaminating loss of Dexcool coolant and brake fluid became an environmental issue. However, those eight laps hooked Rich on ice racing with screwed tires. He claims there is no racing thrill exceeding that of negotiating a sharp turn at 70 mph on hard ice, and not sliding or slipping. Wheeeeeeeeeeee!

The radiator neck and brake system repairs were made during the first week of March. A new master cylinder was installed. The car was again raceworthy. A new test was needed to determine the competitiveness of the renovated ice-racing Hawk.

The Adirondack Motor Enthusiasts Club (AMEC) announced, in the fall, that an Autocross would be held at the Albany

Saratoga raceway in upstate New York in early November. An Autocross is a timed racing event whereby each car individually speeds twice around a closed, 4/10 mile paved track marked with orange traffic cones. Seconds are deducted each time a cone is hit. The pathway through the cones causes the racing vehicle to accelerate, brake, twist and turn. At the November event, each of the 70 vehicles entered was individually timed over three, two lap runs. Each run time was posted on a large chalk board. Each driver could then see his own times and the times of each racer. Each driver competed with himself against the clock. A real opportunity to test the car & driver.

The Hawk, which was the oldest and at 3600 lbs, the heaviest racer entered, had the slowest time of the day. Rich ran one minute, 15 seconds for his first run. By his third run, he was down to one minute, nine seconds. No traffic cones had been impacted on any of his three runs. Experience knocked a full six seconds off his time. Some of the cars that had been entered were real race cars. A high horsepower Ford GT came



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As of this writing, a heavy duty front sway bar has been installed. The HD front coil springs and a HD rear sway bar are awaiting installation.

The Hawk and its driver will soon be ready for its 2010 competitive season, be it ice racing or autocrossing. ❄️