AUTOMOBILES, of one description or another, have now been before the public for a number of years. While embodying a principle of great value, designed to furnish a vehicle with self-propelling powers, for the most part they have been crude affairs, lacking essentials of practicality and utility necessary to recommend them for general adoption. As may be imagined we have not been indifferent to the introduction of the handsome carriage. We have not, however, believed that it would be wise on our part or good faith toward the public to part upon the market an imperfect or incomplete product. The course that we have pursued has been to make a systematic and thorough study of the whole situation.

We have for years kept advised of the introduction of every motor vehicle of promise in this country or abroad. We have expended a large amount of time and money in experimenting and research conducted for us by experts, in order that the machine of our adoption should be such that we could recommend and not discredit our standing in the vehicle world.

The result is that we are now enabled to offer a motor vehicle in keeping with our high aims, one that is simple in construction, safe, easy to operate, free from vibration and noise, efficient and reliable reduced to a minimum.

In a word

THE STUDEBAKER ELECTRIC VEHICLE

will be found to combine durability, elegance of design and finish, convenience and economy, whether the purpose of the user is business or pleasure. It has a structural strength necessary for making a practical vehicle in any service short of the intentionally abusive. Unlike other vehicles of its class, it is serviceable on the usual rough paving and curvatures of the city streets, a consideration of importance in a vehicle.

STUDEBAKER BROS. MFG. CO.
SOUTH BEND, IND.
The Studebaker Drivers Club (SDC) is dedicated to the preservation of the Studebaker name and Studebaker-related vehicles produced by the company during its period in the transportation field. A sincere interest in this cause is the only requirement for membership. Vehicle ownership is not a requirement. The Black Hawk Chapter, fully supporting the parent Studebaker Drivers Club, requires membership therein. The SDC provides the membership with yearly national meetings, a monthly publication [Turning Wheels], technical assistance, historical data, assistance in parts and vehicle locating, and a membership roster on a national level. The Black Hawk Chapter fully supports the parent SDC and fully supports the parent Studebaker Drivers Club, and requires membership therein. The SDC provides the membership with yearly national meetings, a monthly publication [Turning Wheels], technical assistance, historical data, assistance in parts and vehicle locating, and a membership roster on a national level. The Black Hawk Chapter provides the same services on a local level, in addition to monthly activities including 10 issues of the Starliner, dinner meetings, picnics, driving events, and fellowship and technical sessions.

**BLACK HAWK CHAPTER OFFICERS**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address</th>
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**NATIONAL S.D.C. OFFICERS**

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**STUDEBAKER SPECIALTIES**

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<tr>
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<td>MARK van DEVENTER</td>
<td>630-421-8752 <a href="http://www.SoundsVantastic.com">www.SoundsVantastic.com</a></td>
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It’s election season folks, and I’m not talking about who will be in the White House next January. We’ve been talking about this for a few months now, the current term of your Black Hawk Chapter board expires in April, and we’ll officially pass the baton at the Spring Brunch in April.

At our February meeting we’ll assemble our slate of candidates and have our election at the March meeting.

I would like to thank Scott Stastny, Karen Jackson, Frank Lillig and Steve Jaffe all as a group for stepping up and working on the nominations committee to develop a slate of candidates. We have not had a nominations committee in any of the past few elections, so I think this is a great step to developing a slate to then elect members who can move the chapter forward.

One important item that I’ve asked the committee to do is to verify everyone’s SDC number. This is a serious matter. As a chapter we will not be covered by the SDC insurance if there is an accident and it is determined that anyone in our chapter is not current with SDC.

If we have members who have let their SDC membership drop because of financial reasons, SDC has recently come out with a $10.00 annual membership that includes everything except a monthly copy of Turning Wheels. If anyone can’t afford the full $27.50 membership, this is a great and affordable way to get us legal. I don’t want to be hard-nosed about this but have no choice. We are a legal corporation in the State of Illinois. Should something happen and our chapter be held accountable, without insurance, we all are on the hook. Simply put the liability is too great to ignore this problem.

Is everyone making up their list of Studebaker improvements for 2008? For my Cruiser after many years of “marking its territory”, this year will bring a new rear main seal, and as long we’re down there, a new exhaust system. I’ve already spoken to Scott about this, if you know you want some work done let him know early so he can schedule you before he gets busy in the spring. I bought an NOS interior at the Rockford Zone Meet last fall; Riggs Brothers will be doing the honor of installing that this year also. It was fun having the car judged at the 2007 International and at the Rockford Zone Meet. The car won a Third Place Trophy on both occasions, but with the new interior it should get a Second Place. I guess that’s the idea behind the judging programs, to push us to improve our cars every year.

Sorry for being absent at the January meeting, I promise to be in Chicago for February, I’ll see you there.

Rolf
SCHEDULE OF EVENTS

The address of our regular spot is: 1796 S. Elmhurst Road, Mt. Prospect, 847-228-1210.

Rolf Snobeck (630)-514-1867 and Bill Mitchell (847)-635-6785 are our Activities Director and Assistant. Please call them to offer up your place for a meeting or with any suggestions for future meetings. Call them below for any activity listed below which doesn’t have someone else listed as the contact.

Black Hawk Chapter Events:

January 8, 2008: regular membership meeting at Mr. Beef and Pizza in Mt. Prospect. Contact Rolf Snobeck at 630-514-1867.

February 5, 2007: regular membership meeting at Mr. Beef and Pizza in Mt. Prospect. Contact Rolf Snobeck at 630-514-1867.

March 4, 2007: regular membership meeting at Mr. Beef and Pizza in Mt. Prospect. Contact Rolf Snobeck at 630-514-1867.

April 6, 2007: Annual Spring Brunch with installation of new Chapter Officers. Contact Jay Crites at 847-437-1587.

May 18, 2007: Black Hawk Chapter will tour in the Lombard Lilac Parade and will have a Club Picnic at the Lombard Log Cabin Park afterwards. Contact Rolf Snobeck at 630-514-1867.

August 3, 2008 (SUNDAY): Annual Vintage Transportation Extravaganza at the Illinois Railway Museum in Union, Illinois. We’ll have our usual spot, the preferred spot by the way, behind the Depot. If everyone parks carefully we can fit in over 50 Studebakers, Packard’s, Avanti’s and Pierce-Arrows. There is a slight charge to participate this year.

Non-Chapter Events that may be of interest:

May 2 and 3, 2008: Studebaker Indiana Annual Swap Meet at SASCO and the 4H Fairgrounds, South Bend, Indiana.

June 27 and 28, 2008: Upper Mississippi Valley Zone Meet in Plymouth, Minnesota hosted by the North Star Chapter. Host hotel: Kelly Best Western Inn.

Wow, that was a QUICK couple of months! Had some good family times, as I took Mom out to see the Great Grandson in Virginia in mid-December, then spent another week with her and Kathy and Holly in Central Michigan for Christmas. HOPE your Holidays were good, too.

Please be sure you’re up to date with SDC dues. [see Rolf’s comments, above]

Here are, in no particular order, are a bunch of things I thought you might like to hear about: Scott Stastny sent me a note that Dave and Donna Neiber have a new eMail address: dneiber1968@verizon.net;

Al Krodel will be retiring from Chevron on 1/31 has a new address: stude.alkr@earthlink.net. And Al sent me a Link the other day that has an interesting subject - - A NEW Studebaker Line of Cars . . . Rosalie Torske [Publications Judge from Arizona] wrote me back that these people had Flagged her and Glen down on their way home from a meet, and asked lots of questions. My “take” on the site is that somebody’s got a pretty good CAD [Computer Aided Design] program and a good imagination…. NO idea how far they’ve gone from there! [Http://www.studebakermotorcompany.com [check out the “power plant”!]

Two Chinese auto makers has displays at the recent Detroit Auto Show: Chamco bill be introducing an entry-level SUV and a pickup truck, and Hunan Changfeng plans to sell an entry level SUV, a small 4-door sedan and a small mini-van. Chamco, a New Jersey company, is importing the cars “the way Max Hoffman brought in Mercedes thru Studebaker”. You can check out the story on http://www.designnews.com/article/CA622687.html [you might have to cut and paste this one]

I got a flyer on an Invitational Show on March 22nd, at the East Peoria Event Center - awards at 3:30 pm. For more information, or to apply, Jerry Haven, 309-367-2981 or jshaven@Mtco.com

The 100th Chicago Auto Show starts setting up Mondya the 28th, and will have the Black Tie opening on Thursday the 7th - - go to http://www.chicagoautoshow.com and go to the history section - there’s a Banner on many of the pages of a Lark convertible with a background saying “Love That STUDEBAKER”, -1917’s pics show a White Studebaker Landau with 8,000 parts Finished in Gold! And there’s a 1939 Champion on a turn-table. 1957 has a Packard Clipper

Well, Keep the Greasy Side Down

/dave/

MINUTES of the Regular Meeting at Mr Beef and Pizza, 1/08/08.

Dave Reid called the meeting to order at 7:45 pm. Chuck Galauner moved to approve minutes of the November meetind, seconded by Scott Stastny, passed. Treasurer Mike Burke reported a balance of $6896.47 as of year-end. Noble Glaudell moved to accept, seconded by Bill Mitchell, passed. No secretary’s report. Activities report: Jay told about a January 13th parts swap at Don McCue Chevy; There will be a combined club Valentine’s Day dinner/dance on Thursday February 9th at the old Marmon building on Motor Row near McCormick place [$55/head]; MARK APRIL 6th on your calendars for the Spring Brunch/Installation of Officers at Casey’s on North Avenue in Lombard [basically 10-2] we’ll have more particulars next month. April 19th & -20th is the Classics and Chrome Invitational show in Loves Park [more info: Jack Willis 815-389-2640]; Michiana South Bend Swap & Show is May 2nd and 3rd.

New Business [no Old Business] Scott Stastny volunteered himself and Steve Jaffe and Frank Lillig as a nominating committee. Motion by Chuck Galauner, second by Noble Glaudell, passed. [Karen Jackson then also volunteered to help.] Motion to adjourn by Bill Mitchell, second by Hugh Edfors, and meeting adjourned at 8:10 pm by Dave Reid.

Submitted by Ron Smith, Secretary.

Mount Greenwood Motors
An Authorized Studebaker Dealership
and Mr. George Shumsky - - Part Two

Mike Burke’s December Cover Story continues...

**Studebaker Lark Stock Car**

What Mr. Shumsky really wanted to tell me about was that Mount Greenwood Motors sponsored a stock car - - a Race Car.

There was a local stock car driver by the name of Bill VanAllen. He was racing a 1959 Lark at some of the local tracks. Mr. Shumsky added that he wasn’t having much luck with the car: he rolled it over, and later sold it. Mr. Shumsky’s added that his association with Bill VanAllen came about when the driver would come into the dealership for Lark parts.

Something clicked between the two, and Mr. Shumsky ordered a ‘60 Lark from the factory, made a race car out of it, and made Bill VanAllen the driver. Mr Shumsky loved telling me about all the features of the car - I think he could do it all over again today! The only problem is that all of the local quarter-mile tracks are another long gone part of history.

He stripped out the interior and saved all the pieces to sell as parts. They went with a 289 V8, bored it out, worked on the heads and added an AFB carburetor. One engine block got bored out a bit too much and they had to scrap it. The body was taken off the frame, which was then reinforced with 2 inch pipe all around. They used heavier Studebaker truck motor mounts... Beefing everything up to take the punishment. A Dodge transmission, locked Spicer 44 rear end, and 1949 or ’50 Mercury rear axles, which were easier to exchange. Adequate oil and fuel became a problem with the car going around in a tight left hand oval. They made a deeper 10-quart oil pan, double Stewart-Warner fuel pumps and a hydraulic clutch. All the modifications were made to make the car perform better on the small oval tracks.

There were two tire distributors. One dealer in South Bend did recapping of the tires and one in Chicago Heights took the tread off the new tires and made them into slicks. Bigger tires on the right side; smaller on the left.

The car was painted bright yellow with a number “6” on the side. They raced at Raceway Park [138th & Ashland in Calumet Park], Santa Fe Raceway [91st & Wolf Road in Willow Springs] and at Soldier Field in Chicago. They also raced at a sharply banked track in Rockford. He said it was like racing in a bowl. They were going for a four race sweep up there... they’d won three and broke a rear axle on the fourth. They won 29 of the 39 races they entered. In listening to Mr. Shumsky tell about it, that car was his Baby! Best yet, it was a Studebaker.

**The Avanti**

When Avanti came into being, Mr. Shumsky had more orders for the car than Studebaker could supply. He had to cancel orders because they couldn’t deliver. Problems with the fiberglass body. Who was going to make them, and where?

When Studebaker stopped in 1966, the management offered dealers left-over cars at a very low price. They would then sell them for whatever they could get. Mr. Shumsky remembers getting about eight of those cars. That was the end of Studebaker.

**Renault**

Mount Greenwood Motors went on three more years selling Renault automobiles. Two present-day employees of the transmission shop told me the following story. Renault representatives told Mr. Shumsky if he wanted to sell their cars, he would have to paint the walls of his shop in their colors: Maroon, Yellow and White. He went and bought the
paint and did the job himself - three broad bands of color that remain to this day.

**Auto Parts Store**

After Renault Mr. Shumsky ran an auto parts store in the building for a while, then sold that business to Robert Williams. He retained ownership of the building. Eventually, in the 70's, he sold the building to Jerry Turn, who used it for small engine repair and auto parts sales.

He had other interests before and while he was a Studebaker dealer. He and partner Robert Pomper owned a gas station at 108th & Kedzie. He left this station when he opened the Studebaker dealership just up the street at 10319 S. Kedzie. He also had an interest in a Shell station at 103rd & Kedzie.

From 1968 to 1970 he worked as a mechanic at Rich Truck Sales, an IH dealer in Crestwood. I bought an International Travelall from Rich’s in 1970, to haul my growing family. I had a lot of problems with that vehicle, and had it back to the dealer a few times. It didn’t want to re-start when it was warm. After our conversation, I realized that HE was the one who’d worked on my truck. I had traded in a damaged AMC Ambassador to buy the Travelall. A few months later I heard that the Ambassador I traded in was racing at Raceway Park... Was the racing still in Mr. Shumsky’s blood??

Mr. George Shumsky is 80 years old, retired and living in a southwestern suburb of Chicago. He and Pat have been married for over 55 years

Now a few of us may know a little more about Studedom and one of its Dealers. Thank you sir, for your time and your stories.

Michael J. Burke
Black Hawk Chapter and Studebaker Drivers Club Member
From the Truck Talk Forum

I need information on removing and replacing the rear axle seal on my M5. Thanks.

Dick Eichof

Axle Seals

by Ted Jensen

The best and only way to replace the axle seals on your M5 is to pull the drum and backing plate then pull the axle. You can then get into the tube where the seal is and pull it with a hook of some kind or a slide hammer with a hook on it.

To pull the drum you will need a three jaw puller that will attach to the studs on the drum. This puller will need to have a heavy duty screw with the ability to apply a lot of pressure to the axle. If you have the ability to use a Snap-on puller it will have with it a turner that can be hit with a hammer for max pressure or it is possible to use an impact wrench to add pressure to the center screw of the puller. Do not try to use an impact on some of the cheap pullers on the market as they can explode and hurt you. If by applying pressure to the axle with the center screw it does not pop the drum off the axle use a fairly heavy hammer and pop the end of the pressure screw while there is pressure on the axle. Often just the pop of a hammer will dislodge the drum. Be sure you have backed the brakes away from the drum.

After the drum is off remove the 6 or 4 bolts that hold the backing plate to the axle. Hang the backing plate on the spring with a wire and remove the shims. Be careful to not lose a shim as that is the proper amount for the side load on the bearings.

Reach in the axle tube and pull the seal. Install a new seal. Clean and repack the bearings with new wheel bearing grease and reassemble the way it came off.

If the reasons you wish to replace the seals is that there is a lot of axle grease on the brake parts drain down the grease in the axle as the level is probably too high. If there is grease on the brake parts that is gun grease no doubt there are grease zeks on the axle tube where the bearings sit and some one is pumping grease in large amounts too often in the bearings. These should be greased with just a couple of pumps of grease at no more often than about 10,000 miles.

If the brake parts are soaked with grease you will want to clean up the mess and replace the brake lining as grease soaked lining will cause trouble such as grabbing when the brakes are applied. If they are extremely soaked they may have little effect when the brakes are applied.

Northwest Newsletter
May - June, 2003
B.S. COLUMN
\'bout Studebakers
by Jerry Blount

If you have a Studebaker that has been parked outside over the winter, or have purchased one that has been sitting around, then you are faced with an exterior cleaning project. Cars that are parked under trees or near vegetation get a black slime on them that is difficult to remove. However, there is a product marketed for recreational vehicle owners that is ideal for this situation. It is a spray called "Black Streak Remover" and, after spraying it on a wet car, only takes a very light scrubbing to completely remove the black stains and pink mildew. It has saved me hours of cleaning, and since it is formulated for motor homes and travel trailers (things that sit outside for long periods of time), it should not harm your paint or chrome. It is available at Bi-Mart in the recreational vehicle section for about $5.00 per bottle.

If your Studebaker has a broken plastic emergency brake handle, it can be easily repaired with a 1554483 Handle and Pin Kit, consisting of the black plastic handle injection molded over a die cast zinc shell, and a drive pin. This can be replaced without removing the handle assembly from the car. The method I have used, is to break the rest of the handle off of the zinc die casting, and then, using a hacksaw blade, saw a slot in the die casting so that it can be split and peeled off with pliers. (It fits the shaft too tightly to drive it off.) Then, place the new handle on the shaft, tap in the drive pin, and you are done. The current price on the 1554483 Kit is $10.90.

The rocker type instrument light switch as used on '63-'66 Lark type cars is on full bright in the "up" position, but middle position is controlled by a dimmer. This may not be very apparent, since the small dimmer knob is under the dashboard to the left of the steering column. If your instrument lights do not come on in the middle position, or if they blink off, it is usually the fault of the dimmer, not the switch. The dimmer, #1559409, is easily replaced, and the current price is $19.00.
Some More Little Known Studebaker Facts
By Ron Powell

My Commander has a transmission that more then likely came from something other than a 1955. I've gotten two transmission gasket sets and neither pan gasket was the proper one. This brings to mind something I read in a book Paul Wold was kind enough to lend me called "More Than They Promised", by Thomas E. Bonsall.

In 1956 the first personal performance car the Golden Hawk by Studebaker came about. It was powered the venerable Packard 352 with ultramatic drive. Studebaker had a problem with the transmission supply for the rest of its vehicles in the line. They had been purchasing automatic transmissions designed for Studebakers (also used on the 1954 Hudson) from Borg Warner. The volume of automatic equipped automobiles being produced was not high enough to justify the production of this unit at Borg Warner.

Studebaker was obliged to purchase what could be considered, an off the shelf product offered, the flightomatic.

Other manufacturers during this period were designing fuel injection units for their upper line vehicles. The top of the line Chevy's and Pontiac's and even the 1957 AMC Rebel had planned to come so equipped. Because of the cash tight atmosphere in South Bend, Studebakers plans for a fuelie died in its infancy.

About this time there was a project, that I had never heard of, which was the German Company of Porsche which did automotive consulting for other manufacturers. Porsche designed a sedan for South Bend called the Z-87, using a 120 degree V-6 engine that might have been water or air cooled. The sedan was ahead of its time as it incorporated 4 wheel independent suspension. A prototype was built and sent to South Bend. It received a thumbs down from the director of experimental engineering, non other than John Z. DeLorean. Now where have I heard that name before? It was decided that it wasn't anything that the American consumer would consider buying in 1956.

South Bend even considered assembling VW vans in the Hamilton-Canada plant.

At one time Studebaker/Packard considered buying the dies that had been used for a previous Lincoln design. These would be used to renew the Packard for a 1957 model year offering.

Studebaker attempted at one point, before it built its own overhead valve-6, to replace the flathead Champion engine with the Rambler overhead valve-6 that was new for 1956. This engine was produced in Kenosha but this deal was nixed by George Romney as he felt Rambler would be short for its own requirements.

By May 28th, 1956 Studebaker/Packard was bankrupt again and Curtis Wright had purchased controlling interest in South Bend. Packard production in Detroit came to an end and any Packards from then on would be Packabakers. It's ironic that in the beginning Packard bought Studebaker and Packard president, Jim Nance, on assuming control of Studebaker, allowed Packard to disappear. James Nance retired from Studebaker in the fall of 1956 and by November he accepted a job with Ford, Harold Churchill became President of Studebaker. John DeLorean went to Pontiac and began designing the wide tracks which launched the muscle car era.
WANT AD’s  You know the drill, we just print them, it’s up to you to exercise “due diligence” - you know, that stuff they’re all talking about on TV !!!


Doug Hodak sent in a WANTED ad: “I am in search of a ’50-’51 Business Coupe This will be a Project Car, not already restored. Consequently, I do not want to take a survivor and cut to pieces, or take a beautifully restored car and trash it.  I am looking for something “in the middle of the road” - - something that is almost there, but needing TLC... when I’m done with this project, it’ll be TW cover material - I’ve got it all planned out!” If anyone can help Doug find his Dream Car, contact him at dhodak@sbcglobal.net

Jerry Miers [West Chicago] has sold his White ’62 GT Hawk, but has a Custom Autosound CD AM/FM New in the BOX that he never got around to installing... It says Studebaker on the faceplate and fits the dash without modification.  He paid about $450 for it, would like at least Half what he paid for it.  He also has a good 289 Distributor.  Studenut8@comcast.net or 630-231-0174.

Paul Thomann (1963 Lark Wagonaire) sent this in: I can offer large format photography of your automobile (4x5, 5x7 or 8x10) as long as it is a Studebaker, Packard or Pierce Arrow for only $150 plus expenses for the film and the processing.  This would involve shooting either in Black and White (for that period look) or transparency (like a slide except much larger).  Prints can be made off of the transparency by going to a Ilfochrome print (it used to be called Cibachrome). The advantage of doing it this way is that the prints look much better and the process is archival (more than 10 years without any fading).  Yours, Paul Thomann  pthomann@cs.com  Cell 773 517-0981

Mike Kearney has two cars for sale: ’63 Lark 2dr, 6cyl, 3spd, 74k miles, rebuilt engine, new clutchg, starter, alternator, master cylinder, many other new parts.  Cream with blue interior.  Older repaint, good interior Solid car, good rubber, some rust on fenders $2500...obo AND ’63 Lark Wagonaire.  8 cyl, OD, 59,500 miles, solid drivetrain, recent dual exhaust, good tires, project car $1,700...obo  Both cars in Elgin Mike Kearney 847-695-9561

Roscoe Stelford has discovered a new/better Rust Remover: “Ultra One Rust Remover”, and is selling it: Non-Acid Product, NO fumes, no gloves required, reusable product, cleans up with water, biodegradable, easy to use.  Does not affect rubber, gaskets, seals, decals or stickers, plastics, most paints... Dissolves RUST only!  www.weremoverust.com  code RCS15... Call 847-464-5119 for a brochure, or write to him at 15N119 Reinking Rd, Hampshire, IL 60140, or email at stelfordsinc@aol.com .

Stan Smith wants to sell his ’61 Lark VI, 3-spd, 4-door, Desert Sand, NO rust, 100,000 miles on odo, but about half of that while it was being towed back and forth to Miami from DesPlaines for many years..  Purchased from original owner, who bought it new in Miami.  $2,500* 630-241-2343  stansmith@setsconsulting.com  (*)ANY REASONABLE OFFER WILL BE APPRECIATED!! [“Motivated Seller!”]

Please Let Your Editor Know If Your Ad Is No Longer Needed

Ken Holste has a ’64 Daytona 4-dr sedan that he’s had for years.  100k miles, dk green, fair green vinyl interior, sitting long time,trans seals may be leaking.  V8/Auto, radio, heater $4,000 or offer [looks good in photo] 708-385-2190.

Frank Lillig wrote: It’s time to pass on the Avanti, so here goes: Studebaker Avanti: ’63 R1, CA car, solid frame, hog troughs, rear cross member, Good Interior.  All there.  Needs Mech work and Paint.  Reduced to$6,900  (Now at Scott’s 630-293-7750)

Scott Stastny says to reduce the prices on the following items which are still available:’57-61 Coupe doors with NO guts, but very solid doors, left and right, $100 each.  Call 630-293-7750

1964 DAYTONA HARDTOP. One of the last hardtops made by Studebaker. This like-new California car is an unrestored 3-owner 50K original. 259, Auto, PS, PB, Bordeaux Red by Scott Stastny/Deluxe Auto Works, 200 Watt Kenwood Audio System with 10 disc CD in trunk (no holes cut to install), Electronic ignition, Original wheels and covers. 10K Firm. Ask for video.  Photo at studebakerclub.com/memberprofiles/Don Shannon 800-439-3827 or 708-670-3946.  dshannon@televentvideo.com

Ed Meyer, of the MO Gateway chapter sent the following ad: ’62 Lark Cruiser, V8-Auto... runs, shifts, drives pretty well, pretty solid, didn’t feel any rust in the “usual places” but there’s a cracked dent repair in the left rear door. Rubber seals around the doors are pretty degraded, and the carpets are stained. Other than that, you can get in and drive her anywhere.  Asking $5k OBO Owner Bob’s phone # is 618-538-5172. [Editor’s comment: I sent this out to the e-members, and got a response from one guy who knows the car, who says  it’s worth more like $3 or 4k.] [believe it’s near Belleville] [I have some pics I can get to anyone interested../df/]

‘54 Commander, V8, 3spd/OD, rust-free CA car assembled in LA, Astro Blue, Radio, Original Interior, new carpeting, rebuilt engine, new radial tires and wheels.  $18,900 Jim Kummer: 262-895-2897, C: 262-210-0718

‘64 Champ [Cal. Truck] 259 V8, 3spd/OD, 8.5’ box, runs good, 74,800 orig miles, $6,500 608-658-2772;  AmphiGill@charter.net

Your editor got a flyer from Harold Doebel, POBox 321 Ocean Gate, NJ 08740  hdoebel@comcast.net  www.oceanvideomovies.net  732-269-1206x4152 who has 49 Stude and 23 Packard videos listed, prices vary by length of the tapes.
STUDEBAKER ELECTRIC VEHICLES

DETAILED DATA FOR
STUDEBAKER ELECTRIC RUNABOUT
CATALOG NO. 1354

DIMENSIONS
- Track: 54 inches
- Wheel Base: 61 **
- Wheel diameter (both): 30 **
- Tires: 7 x 2
- Body Length: 71 **
- Body Width: 24 **
- Seat Width: 135 **
- Floor Height: 18 3/4 **
- Weight of vehicle complete as illustrated: 1,500 lb.

EQUIPMENT
- Running Gear: Complete and independent.
- Motor: 44 volt, 40 volt, Westinghouse.
- Controller: Four speeds, foot press reverse.
- Reserve: 92 cells, capacity 96 ampere hours. Total weight, 520 lbs., arranged in two battery cases.
- Reserve Indicator: Standard Westinghouse, direct reading.
- Carbon Rereact: Standard Westinghouse, fitting as standard plug.
- Speed Bell: Standard, operated by waterproof foot press.

CAPACITY
- Maximum: One charge, two passengers, 40 miles.
- Speed: 5, 7, 9, and 11 miles per hour on level with two passengers.

TOOLS AND PARTS
- We furnish free with each vehicle, the following tools and parts:
  - One combination side cap and side nut wrench.
  - One combination general purpose wrench.
  - One charging plug with 1 x foot cable.
  - One set of terminals.
  - One quick die repair outfit.
  - One tire pump.

The difference in weight and in the body dimensions on the several vehicles shown is so small that we do not consider them of sufficient value to give limits. Actual weights and measurements of each vehicle, if desired, will be furnished on request.

If batteries of greater capacity are desired than those regularly supplied they can be furnished at extra price.

STUDEBAKER BROS. MFG. CO.,
SOUTH BEND, IND., U.S.A.
Studebaker Drivers Club International Membership Application
Memberships are for one year from inception, and include 12 issues of Turning Wheels. Dues are $27.50 per year, or $60.50 for First Class mail.
Amount of dues enclosed $____.___
Vol. Contrib: Museum Fund $____.___
V.C.-Car Restorer Ton Fund $____.___
Make to SDC for Total Amt. $____.___
and mail to KRIS, POBox 1743, Maple Grove, MN 55311

Name____________________________
Spouse___________________________
Address__________________________
City_______________ST___Zip______
Email____________________________
Phone (____)______-_________
If Renewal, Due____/____, and member number_____________
List Studebakers, with year, model, body style, serial#, etc. [use add’l page, if req’d]

Black Hawk Chapter Application
Our membership year runs July thru June, and includes 10 issues of the Starliner. Dues are $18 for the [mailed] paper version, and $15 for the e-mailed version, which you can print off in “living color”. If you want the lower rate, you must include your e-mail address. If you have one, but still want the paper version, NO problem! [but please include your email address for “bulletins”... SDC Membership [at left] is required: include SDC #_________

Please make ck/m.o. to Black Hawk Chapter/SDC and mail to address at top left of this page - - Thanks!

Name____________________________
Spouse___________________________
Address__________________________
City_______________ST___Zip______
Email____________________________
Phone (____)______-_________
List your Studebakers, with year, model, body style, etc.____________

Studebaker National Museum
201 South Chapin St.
South Bend, IN 46601
Please send me information about membership and the building campaign.

Name____________________________
Address__________________________
City_______________ST___Zip______
Phone (____)______-_________
Email____________________________

Black Hawk Chapter/Chicagoland