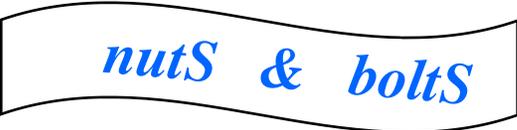


Palmetto Chapter Membership Application and Renewal



Vol. 1 Issue 14

February 2005

The nutS & boltS is the official newsletter of the Palmetto Chapter, and is published monthly.

Summerville 2/12/05

Name: _____

(First) (Last) B.D.

Spouse: _____

B.D.

Anniversary: _____ Phone: _____

Address: _____

City/State/Zip: _____

Email: _____

List Your Studebakers: Model/Year/Body Style

National SDC Member Number: _____

Expiration Date-Month and Year: _____

(SDC Number Required For Membership)

Dues: \$15.00 Per Year (Jan.—Dec.)

Checks payable to; Palmetto Chapter SDC
Remit To:

Jackie Simpson
1138 Little Acres Road
Clinton, SC 29325

Date Received
(Treasure's use only)



Inside... The Driver's Seat, Thru The Side Mirror, Under The Hood, In The Spotlight, Thru The Windshield, The Tool Box, From The Back Seat, and Closing The Trunk

FROM THE DRIVERS SEAT

PREZ SEZS – March 2005

Hard to believe another month has gone by and I'm writing this note. Our last meet at the Mullins estate was a lot of fun and all went well. Micky, with Sheila's help, slaved over the hot pots and created their own version of chili. It turned out very well based on the fact that by the end of the day there was only a small bowl left.

We didn't have too many cars in attendance but we did manage to have over 25 people. Mike parked some of his fleet in his yard for all to admire. Mike not only has the GT Hawk but also a mixed collection of some American Motors products.

We had a good turnout of the people from the low country. Wallace was their providing the corn bread and his expertise on different colors and combinations for the various Studebaker years. Richard Loskill and his son attended. Chuck Neuhaus showed up and it was good to see him attend a meet. Our vice president, David Wirth, drove his 51 Champion to the meet. CC MacBeth had his custom 41 Champion. So all in all we had a good turn out. Still waiting for David Stone to drive a Studebaker to a meet, rumor is he has an Avanti.

As usual Mike Mullins and I had an adventure the previous day. We were on a mission to rescue a Corvair from a friend's house that was rumored to be going to the crusher. We headed down to pick it up and after some discussions it appeared the Corvair is tied up in a divorce settlement and under possible threat of legal action we decided to leave. I offered Mike to the officers in trade for the Corvair, but that didn't work out. So if you can't haul a Corvair home, Mike and I stopped and picked up another Rambler. Always something to find. Don't tell Micky there's another car in the back yard.



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Robert Beebe
rlbhhh@bellsouth.net

"We don't slam Starbucks," he says. "They're our strongest supporter."

Pressed for an explanation, Panipinto says it works two ways: The coffee giant not only hipped the masses to espresso drinks, producing future customers, but it occasionally disappoints Euro-style espresso purists with its sometimes sacrilegious variations on the classic espresso drinks, java jargon and sweet, froufrou novelty drinks.

"You have to work with them," Wold says of the customers brought into the coffee fold by Starbucks. "They're used to sweeter drinks - Starbucks' version of classic espresso drinks."

Neil van den Berg, a regular, says stopping by the old truck is a matter of taste and convenience.

"I don't care for the rocket fuel," van den Berg says of the traditional straight shot of espresso loaded down with sugar. He drinks Americanos, two or three espresso shots stretched out with hot water to make a big cup with the added flavor of steam-blasted fine-grind beans, but without the shock of a straight shot.

Panipinto says Wold is a traditional barista who takes her duties very seriously. She can, and will, "pull" a world-class straight shot of espresso, topped by a beautiful "crema" - the tasty, fragrant light-tan coffee bean oil froth - that will jump-start your day.

But she's not above fighting back with other drinks. Her hot chocolate, made with French cocoa, probably will have some customers playing cold in July.

Panipinto, who leaves the barista work to Wold, keeps the ancient rig running and answers questions about the truck, when he's around.

He says retired men, in particular, are drawn to the truck. A few Studebaker aficionados have been outraged by the Studebaker-coffee-maker mutation. But more are amused or intrigued.

And some stay for the coffee.

"I love it when old-timers come in and order Americanos," Panipinto says. Some tell him they "picked it up in World War II," when legend has it that the espresso shots and hot water drink was concocted for GIs disappointed by the lack of drip coffee in Italy.

"One guy came over," Panipinto says, and told him "it was the best coffee he had since he mustered out."

• *Contact reporter Dan Sorenson at 520-434-4073 or dsorenson@azstarnet.com.*

CLOSING THE TRUNK

by: Studebakerbabe

Thanks to Mike & Mickey for a great meeting and tasteful lunch. This is my final request if your dues are not paid this will be the last newsletter you receive, Dues are to be sent to Jackie Simpson. Sorry folks but membership is from Jan.1 to Dec.31. I will have the new roster in the next newsletter. Hope to see you all at the March weekend trip & tour.



Note: Permission is granted to reprint any article appearing herein, provided appropriate credit is given to the author and to the nutS & boltS Newsletter.



Old truck perks up java fans
1952 Studebaker converted into a mobile espresso shop
By Dan Sorenson
ARIZONA DAILY STAR

It started out as a junkyard-bound pile of rusty Studebaker bones and ended up as a mobile temple of classic Italian espresso drinks in Oro Valley.

Some come for the coffee, and some come to ogle the truck parked on the front apron of the Oro Valley Fry's Food & Drug Store, 10661 N. Oracle Road. The steam-powered soul of Elixer Coffee Solutions rests on a 1952 Studebaker 2R5 pickup truck frame. There's something for both crowds.

Co-owners Charlie Panipinto and Rene'e Wold did some heavy thinking before they tried to jump into the competitive coffeehouse business nearly four years ago.

Wold was then a barista at Raging Sage, 2458 N. Campbell Ave., a locally owned coffeehouse. Panipinto was her would-be business partner, a former aerospace technician, lover of Italian motorcycles and all-around gear-head. He scribbled designs for a mobile coffee rig on napkins while hanging out on the Raging Sage patio.

Eventually, the daydreaming moved from paper to steel. Panipinto started by restoring a 1952 Studebaker pickup that caught his eye, a stunningly simple distillation of buxom post-World War II U.S. automotive design - just before it was abandoned for the fin and chrome riot of the late 1950s.

He removed the rust, replaced the rotted rubber, rebuilt the worn parts and reupholstered the interior. Finally, he painted the heavy steel a creamy beige.

But not everyone appreciated what came next, Panipinto says.

He removed the former heap's cargo box and replaced it with a chromed plate-steel platform with its own water and electrical system, refrigerated glass cases and a hot-rodged 1968 three-head Futurema espresso machine. After roughly 18 months of building and modifying the design to meet Pima County Health Department requirements, Wold and Panipinto started looking for a place to park the rig.

They decided the Northwest Side was underserved when it came to quality espresso drinks. They negotiated a deal with Fry's, slightly pre-dating the Starbucks-in-the-grocery-store trend.

And just in case there was any doubt about their market hunch, within a few weeks of opening, a Starbucks moved in a couple hundred feet to the north, just across First Avenue.

It's fashionable for longtime caffeine fiends to scorn Starbucks, but Panipinto and Wold temper their criticism.

For one thing, Panipinto says, Starbucks turned a lot of Maxwell House gulpers into espresso sippers.

Continued on next page

When we did finally get back to Mike's we discovered the one brace on my trailer had broken, so we spent the rest of the day repairing that. On Sunday we decided to swing back through Surfside and see Richard Loskill to pick up his 51 Studebaker truck that needs some repair. The truck has an interesting problem. He was driving the truck on occasion and after letting it sit for about two weeks the engine froze solid. Won't budge a fraction. I'm anxious to tear it down to see what happened. A trip to the low country would not be complete without visiting the supreme commander, Del Kalal. We stopped to see him and unfortunately he was sick with a cold. He promised to be better by the next meet.

Don't forget that this month's event is an overnight adventure in Surfside Beach. More details are in the newsletter.

On a sad note, I got a phone call from my friend Ernie Padgett of the North Carolina club the other night. Gene Sunding passed away in early February. Gene was a member of the NC club but I'm sure many of our SC members know him. Apparently he was on vacation and contacted the flu or some type of condition similar to what the Pope had. He ended up getting very sick and passing away. Gene was one of the first people I had met in the Studebaker Club over 20 years ago and was a good man and will be missed. For those who can't place him he had the 1962 GT Hawk, blue with a white top that was usually at the Tri-State meets.

That's about all for now, hope to see all of you at the York Swap meet and then at our meet at the beach.

John Dusky

Thru the Side Mirror



Treasurer's Report	
Balance transferred Dec. 31, 2004	\$2,108.21
Income	560.00
Expenditures	384.40
Balance as of January 31, 2005	\$2,283.81

Respectfully submitted,
Jackie Simpson, Treasurer

NOTICE

June 4: Meet to be sponsored by John & Sheila Dusky at Spartanburg, SC, includes mystery tour with prizes.

(Please note I can only have June meet on June 4, not the second weekend of June 11 because I have a commitment in New Jersey the following week end. If this date is unacceptable to anyone please see if they will host the meet on June 11.) John

UNDER THE HOOD



His Word On It

Question: *What is the difference between a Christian 'Word of Knowledge' and a psychic's knowledge?* Both claim to be coming from God.

A valid word of knowledge received by a Christian in a Christian setting is coming by the Holy Spirit, in the presence of Jesus Christ and with acknowledgment that scripture sets a precedent for truth.

Each person's natural life sphere and zone of experience is this physical realm. In order to have more than this we must either peep over the "wall" into the supernatural realm or, to some extent, leave the natural sphere or zone to enter the supernatural or spiritual.

Many people get a "peep over the wall." This is what makes them aware that there is another dimension to life - a spiritual dimension. This type of experience, however, does not provide a word of knowledge. A word of knowledge is received while beyond the enclosure of the natural realm.

The Christian enters the eternal realm, leaving the confines of the temporal realm, by accepting Jesus as their gateway or doorway. They go through Jesus Christ. (Joh.10:1-9)

They also accept Jesus as their Shepherd both in this realm and in the eternal. The Christian who is accepting this shepherding is then protected in the eternal realm from evil and deceit. They are also led by the Shepherd Jesus to where the spiritual pasture is good. Jesus is their guide to where the spiritual conditions provide nourishing "food". In other words, they are led to where the word of knowledge is wholesome, pure and edifying. (Joh10:1-16)

The psychic receiving "knowledge" is not operating in this way at all and therefore does not operate with this safety or with this leading to where the "food" is wholesome and pure.

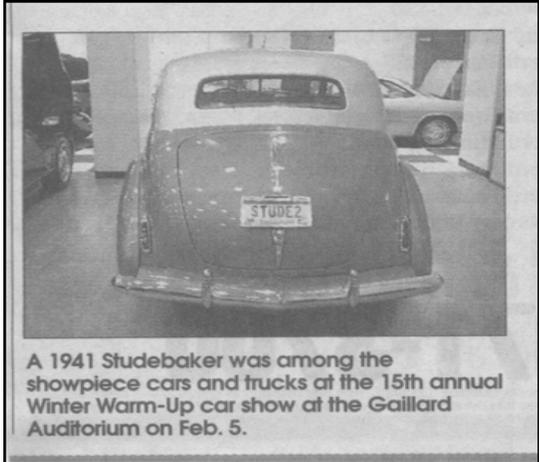


From the Back - Seat

Today in Transportation History
1852 - H & C Studebaker was founded in South Bend, Indiana. From its beginnings as a blacksmith and wagon builder the company grew to build automobiles.

<http://studebaker100.com/stu/Pg1/index.html>

C.C. Mcbeth shows his car



A 1941 Studebaker was among the showpiece cars and trucks at the 15th annual Winter Warm-Up car show at the Gaillard Auditorium on Feb. 5.

(The STUDEBAKER show!)

Floyd and Clea Under The Western Sky
Goodman Theater.

This is the green 2 dr. "Challenger" that used to belong to Larry Swanson.

Here is a brief synopsis of the show that wonderful car will be in.

Floyd and Clea Under the Western Sky book and lyrics by David Cale
music by Jonathan Kreisberg and David Cale April 9th through May 8th
WORLD PREMIER!!!

Floyd and Clea Under the Western Sky is an extraordinary story full of the music of love and life.

Floyd, played by David Cale, is a middle aged, washed up singer/songwriter, retreating in to the badlands of Montana in his battered Studebaker. It is out there in the wild that he meets the aspiring country singer Clea and a friendship begins. The

story of their lives will take you through the heartbreak, joy, and discovery of two people making beautiful music together. Accompanied by an onstage country/western band, this production will have the perfect pitch harmony of rollicking good tunes and a touching tale that all will enjoy.

For Ticket Information:

Goodman Box Office 1-312-443-3800 or

www.goodmantheatre.org

STUDEBAKER PARTS FOR SALE. CLEARANCE SALE. MAKE OFFER

COMPLETE 6 CYL ENGINE & TRANSMISSION, PLUS REAR END FOR '49 R-2 TRUCK.

REAR END FROM '49 R-2 TRUCK, APPEARS TO BE A MOPAR UNIT..

FRONT AND REAR SPRINGS FROM '49 R-2 TRUCK.



COMPLETE V-8 ENGINE ASSEMBLED WITH OVERDRIVE TRANSMISSION FOR 53-54 STUDEBAKER, ONLY CARBURETOR MISSING..

2 PIECE DRIVE SHAFTS FROM STUDEBAKER CARS, VINTAGE UNKNOWN.

SEVERAL BUMPERS FROM '56 TO '58 CARS, CHROME FAIR.

OTHER PARTS ALSO. GORDON SHELDON, (864) 445-3977

Wanted:

I am looking for a Gravely-Studebaker riding mower. It will look basically like a standard Gravely riding mower, but either on the ID plate or on a decal it will say something like "Gravely, division of Studebaker (Tractor) Corporation...."

Rob Vaughter—(615) 427-5018

Support your Club Store
Do you have your plate??

For store items call
Willie Stansell at
864-855-9359

Email stude14@msn.com



C.R.A.P. Nov/Dec 2004

Crazy Ray's Auto Pages

Remember Back When

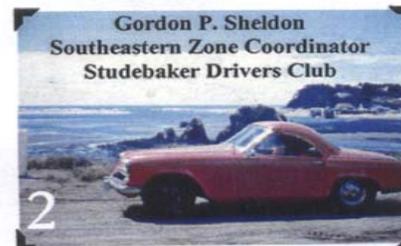
Here are photos of Gordon Sheldon's 1953 Studebaker coupe that he chopped and shortened in 1960. After he cut the top off he drove it all summer but got caught in the rain too often so he went around to junk yards with a tape measure. He discovered the top of a 1949 Ford coupe came close to what he needed and bought it for \$10. With lots of trimming, it fit nicely.



"I made a trip in 1961 from Pittsburgh, PA to Seattle, WA, down the coast to Los Angeles, then back to PA – in two weeks. My friends in Pittsburgh said the junker would never make it. My first stop was Detroit for a business meeting. I had never been to Mt. Rushmore so that was one of my stops. The next stop was my first visit to Yellowstone Park, then on to Montana and west. After meeting with friends in Seattle, I drove down Rt. 101 along the Oregon coast and took that photo. The last photo is of my car at a restaurant near the south end of the Golden Gate Bridge. These pictures documented the trip to show the yahoos in Pittsburgh that the car was durable enough to last the 7,600 plus miles.



"I lost a hubcap, replaced the U-joints, got an oil change, got 20 miles per gallon the whole trip. On the return trip it was 120 degrees in the shade at Barstow, CA when I gassed up and just as hot near Needles, CA where I took the last room at a truck stop because even at night it was too hot to drive. I took a detour to see the Grand Canyon for the first time. Then it was on east and back to work. I eventually drove the car about 37,000 miles before it rusted out and I scrapped it. I still miss it and would like to build another one, time permitting."



Send us
Your
Back
When
Story



PRAYER LIST

Please keep these members and family in your prayers who are going through some very difficult times.



- Bill McKeown-Cancer Treatment*
- Helen Beebe-Virus*
- Irene McLaughlin-Vertigo*
- Kathleen Wise-Knee Surgery*
- Sharon Stone-Broken Nose*

Our Nation and those in the Armed Forces that they will be kept safe and return home soon.

Members at Summerville

- Bill & Sally Mckeown
- Kathleen & Cecil Wise
- Pat & Manford Robinson
- John & Sheila Dusky
- Alice & Lester Moon
- Ralph & Jeanette Rouby
- David, Sharon Stone & Grandbabies
- Richard Loskill SR. & JR.
- Chuck Neuhaus
- Wallace Moulton
- Gordon & Dot Sheldon

STUDEBAKER DRIVERS:

- David Wirth 51 Champion
- CC Mcbeth 41 Champ
- George Hollway Lark
- Mike & Micky Mullins Hawk
- Visitors:
- Walt Cribbs, Maxie Bischof,
- Tom & Edna Kwiatkowski



HAPPY BIRTHDAY

March

- 3/1 Cliff Jollie
- 3/7 Bill Quinn
- 3/8 Bonnie Myers
- 3/14 Lan Lowermilk
- 3/14 Larry Friedrich
- 3/18 Sally McKeown
- 3/25 John Anderson
- 3/27 Crazy Ray Smith
- 3/28 Ophelia Brewington
- 3/31 Sharon Stone



50/50 WINNER
Sheila Dusky

HAPPY ANNIVERSARY

- Bill & Sally McKeown 3/11
- George & Irene McLaughlin 3/28
- Ralph & Jeanette Rouby 3/31

FOR SALE:

Decent, complete 62 Lark acceptable as partialTwo 1959 Lark Regal 2-dorr station wagons. Both V8, 1 O.D., 1Auto-matic. O/D Car has factory A/C also and it runs. Lots of potential to make 1 nice uncommon Lark Wagon, \$1800.00 for the pair. trade. Contact: Ron Albrecht (828) 891-1750 after 7:00 P.M.

FOR SALE:

1959-1960 LARK 2 Door Rear Quarter Panels and rear panel \$100 for all three .
1962 Lark Daytona 2 door hardtop white with black/white Interior 259 with 2 barrel and dual exhausts, air conditioning, A/T. Great Drive Car \$5900. 803-951-3696 or 803-422-1223

FOR SALE 1959 SILVERHAWK STUDEBAKER
289V 8 AUTOMATIC \$7500 OBO
CELL 706-344-2948
HOME 706-864-5425

FOR SALE;

Complete 6 cylinder engine and 3 speed straight drive transmission out of a 1956 flight hawk for sale. Please call Larry Friedrich for more information @ 803-657-3216.

1952 COMMANDER AND 62 LARK CRUISER FOR SALE. WE WILL TAKE REASONABLE OFFERS FOR THEM. WE ARE NOW ON THE ROAD MOST OF THE TIME.. WE CAN BE REACHED AT 980-522-7010 MY NEXTEL#.

THE CARS CAN BE SEEN AT OUR HOME IN CLOVER, 473 PATROITS WAY. OUR HOME # IS 803-222-6939, YOU CAN MAKE APPOINTS TO SEE. THANK YOU, DEE AND FX WARNER

WANTED
Gary Smith would like to buy a 1950 or 1951 Studebaker 4 door Champion-in running condition.
SMITH BODY & PAINT
803-532-3435

1949 Studebaker Land Cruiser

For more details call Steve Shealy at 532-6026 or toll free 1-888-532-6026

South Bend and others objected, and Bankruptcy Court Judge Eugene Wedoff refused to allow the proposed settlement, according to court records. Allied appealed to a federal district court, where Judge Rebecca Pallmeyer upheld Wedoff's ruling.

South Bend has a "cognizable interest in Allied's insurance policies that is not adequately protected under the proposed buyback transaction," Pallmeyer wrote.

Meanwhile, Allied in July 2003 approached the city with a slightly different buyback offer, this one making \$3.4 million available solely to environmental claimants, such as South Bend.

The city also declined that offer, saying it "falls woefully short." Wedoff has been so busy handling claims from other parties in the case that he has yet to rule on South Bend's interests, said attorney Jeff Featherstun, who is representing the city in both cases.

Featherstun said South Bend is not the first city to try funding brownfield redevelopment by holding polluting companies or their insurers accountable, but he was not certain whether any such lawsuits have succeeded.

But in the interest of the city taxpayers, the city think it's worth a try.

"We wouldn't have brought the case if we didn't think they were good cases," Featherstun said.

Staff writer Jeff Parrott:

jparrott@sbtinfo.com

(574) 235-6320



IN THE SPOTLIGHT

**Palmetto Chapter, Studebaker Drivers Club
March 11 -12, 2005 Weekend Trip & Tour
Days Inn, Surfside Beach Resort
15 South Ocean Boulevard. Surfside Beach, SC**

Plan is to spend the weekend at an Ocean Front Hotel. All rooms have small balcony overlooking the beach and hotel is adjacent to the large Surfside Beach pier.

Cut off date for special rate of \$65/night was Feb. 11, but Call hotel at 843-238-4444 and see what rate can be negotiated. Confirmation number is P61215 under Dusky



Agenda:

Friday, March 11:

Arrive when you want to. Walk the beach, enjoy the sunset. Meet in lobby at 6:00 PM to see if we want to do anything as a group.

Saturday: March 12:

8:00 AM - walk the beach, fish from the pier next to the hotel, etc.

**10:30 AM - Palmetto Chapter Putt-Putt miniature golf Championship.
Meet in hotel lobby for directions**

12:00 PM - we will drive to either historic Georgetown (30 miles) or Pawley's Island (5 miles) depending upon groups desire and weather conditions.

5:45 PM - meet in lobby and depart for dinner, special group rate at "Crabby Mikes" all you can eat for \$18 each, includes tax, drink and tip. Full buffet with crab legs, only 4 block from hotel

7:45 PM - meeting back at hotel to caravan to the Loskills residence to play special mystery games and give out golf prizes. Loskill residence is about 1/2 mile from hotel.

Sunday: March 13:

On your own for breakfast and other activities, flea market is just around corner from hotel.

**For more information call Sheila or John Dusky at
864-949-1206 or 864-949-9960.**



THRU THE WINDSHIELD

Palmetto Meet 2005 Schedule

Note: all meetings are held on the second Saturday of the month unless other wise posted

March 12 — Weekend at the Beach John & Sheila Dusky 864-949-1206

April 9— Newberry SC
Bob & Diane Smith 803-321-2007

May 6-7 — Easley SC (Car Show & Meeting) Willie Stansell 864-855-9359

June 4 —Spartanburg
John & Sheila Dusky 864-949-1206

July 9 — Lake Greenwood
Earl & Janice Davenport 864-229-0453

August 6 — Laurens SC (Car Show)
Bruce & Jackie Simpson

September 9-10 — Tri-State

October 15 — Prosperity SC
(Business meeting)
Gordon & Dot Sheldon—864-445-3977

November 12 — Chesnee SC
David & Sandra Walker 864-461-8298

December 3, — Columbia SC
(Christmas Party)
Sandy & Ann Mars 803-772-1858

March 4 –6 2005
Swap Meet York Pa.
Info: Frank Mc Carthy
(570) 992-2912

March 12 Shelbyville TN
33rd Annual Car Show
MTC-SDC
Info: Marie Burk (615) 459-7755

Apr. 15-16, 2005
Ga. 2nd Annual State Meet
Marriott at Windy Hill (I75 at
I285), Marietta, GA. North
Georgia Chapter
Info: John Brown (770) 977-3881

Sept 30-Oct 1 2005
SE ZONE MEET
Graceland Mansion &
Heartbreak Hotel
Memphis TN 662-895-4708

Oct 28-29. 2005
Florida State Meet
Lake Mary Fl
352-324-2230

NATIONAL MEETS:

August 14-19,2005
Spokane, Washington
Headquarters Hotel
Red Lion at the Park
www.redlion.com

W. 303 North River Dr
Spokane WA 99201
509-323-7219 or
1-800-733-5466
Registration Questions?
Mark Wheeler
763-420-7820
Reg@SDCMEET.com

Marion Superior Court Judge Michael Keele, who presides over environmental cases, had tossed the suit out, finding the city lacked legal grounds to bring it.

Keele cited the state's "direct action" common law rule, which bars an allegedly injured party from seeking damages directly against the insurers of the party causing the injury -- before a judgment is obtained.

But the appeals court determined the complaint should be allowed to proceed because the city is not yet seeking any direct payment from the insurance companies, thus there is no "direct action." It is only seeking a declaration that the insurance companies would be obligated to provide coverage under the policies it issued to Studebaker -- if the city can prove Studebaker caused the contamination in its underlying case.

"We still have to carry forward a burden of proof, but at the same time it doesn't shut us out completely, which was what the original order was," said assistant city attorney Cheryl Greene.

Handling the case for the city is the Indianapolis law firm of Plews, Shadley, Racher and Braun.

The firm is waging another legal battle -- with even more money at stake -- on the city's behalf in a U.S. Bankruptcy Court in Chicago, where it has entered a claim in the bankruptcy case of Allied Products Corp. Allied occupied some former Oliver Plow Works properties, plus a nearby stamping plant on South Franklin Street.

By comparison, the two properties combined are nearly twice as large as the now-demolished former Uniroyal plant in Mishawaka.

In the Allied case, the city says cleanup could cost from \$6.7 million to \$19.6 million. Allied in July 2002 filed with the court an agreement allowing it to sell back its liability insurance policies to its insurance companies. In return for a total release of liability, the companies would pay \$3.5 million to be distributed for the general benefit of Allied's bankruptcy estate.

Continue next page

Feb.-Page 13

Submitted by Larry Swanson
Studebaker cleanup effort gets a boost

Ruling lets city lawsuit against former automaker's insurance proceed

By JEFF PARROTT
 Tribune Staff Writer

SOUTH BEND -- Enter downtown South Bend from the south and you can't help but notice them.

The dilapidated eyesores stubbornly sit there. Thousands of tons of weathered bricks, rotting wood, crumbling concrete, rusting metal and broken glass. Decades ago they were vibrant, productive -- a source of community pride. Today they waste 140 acres of prime urban land, erode surrounding property values and serve as a constant reminder of the city's once-glorious industrial past.

Mayor Stephen Luecke wants his legacy to include toppling the former Studebaker and Oliver Plow Works factory buildings, ridding the land of contamination and successfully marketing it to light industrial and high-tech ventures. From blight and ruins would spring jobs with solid paychecks, the kind that generate taxes, feed families, finance vacations, put kids through college and finance comfortable retirements.

But the city's budget is tight. Demolishing the structures could cost \$21 million, money the city is seeking in federal government loans.

It could cost another \$20 million to clean up the contamination.

Luecke would like to do it all with as few city tax dollars as possible, and he got a little help Tuesday from the Indiana Court of Appeals.

The court ruled that the city's lawsuit against the former Studebaker Corp.'s liability insurance companies can proceed in court. The city aims to make the companies pay to clean up pollution left behind when the automaker shut down in 1963.

Continue next page



THE TOOL BOX

Turning Wheels July 1993 Vol.25, No. 7



Do It Yourself . . . You Can!

by Charles Hatch
 1250 Jones St., Newberry, SC 29108

When you start work on one of our cherished old cars, there is one very difficult decision that you need to make. Restore or just fix her up?

When I found my '49 Commander, I had only one thought in mind, "How to keep it on the road the most while fixing what really needed fixing." When you *really* restore a car and do a frame-off job, you can expect that the vehicle will not be drivable for a year or two at best. This decision is a real dilemma for people like me who likes nothing better than to ride down the road in an old Studebaker.

The problem is that there really is no way to achieve quickly the equivalent of a frame-off restoration. You will always know that when you look under your car that it could have been immaculately restored.

One instance exists where there is absolutely no reason to do a complete restoration. I'm speaking of that rare instance of a really well preserved original Studebaker with limited mileage and many original aspects that would actually be lost in restoration. In this case, what you should consider is a really careful clean-up and detailing.

Let's see how you could set about to restore the undercarriage of an older vehicle economically. I disassembled mine and got the body, motor and transmission off the frame. This just left the running gear. There was so much grease and dirt that there was no way to get it off easily at home with mild tactics, so I contacted a diesel garage who would steam clean the frame for \$30/hour.

All that was needed was a tow bar and a pickup. It took them about two hours of actual work. Even though they did a good job, there were many spots that needed further attention. For this step, you will need scrapers, a wire brush and a composition wheel for your drill. Eastwood

sells wheels that work fine—just remember, they wear out pretty fast—in about an hour or two. I went through five or six on the frame and bottom of a body. Now start on the cleaning step by spraying with purple cleaner and wash. Keep on repeating until perfectly clean.

Pay close attention to the bottom of the body as you work and look for badly rusted or damaged areas. You will want to correct these as you go.

I found a very simple method for washing off the body and frame. I drilled a very small hole in a brass end cap for a hose. This produced an amazingly powerful spray that cleaned parts FAST. Hope for warm weather because you will get soaked.

Some people think that every bit of rust must be removed by sandblasting, but I did not find this true. I used Corless primer from Eastwood with good results. The product comes in pint, quart and gallon containers as well as a spray can. I used two quarts and two spray cans for one car. The spray cans are good for those spots that are too difficult to reach with a brush. The spray cans don't seem to want to work with many pauses. Just plan to use each one up as you go. Mine clogged up if I didn't—even though I inverted and cleared the nozzle.

Corless actually *likes* a bit of surface rust to form a tight bond. It leaves a rather thick reddish-brown surface. You will find that some items that are fairly heavily rusted with pits (like the rear axle) will come out almost smooth. If you desire, you may sand lightly and recoat for a better surface.

The next step is to put on a top coat to simulate the black factory finish. The item that is absolutely correct is a semi-gloss black, but I used a gloss epoxy in spray cans (Wal-Mart, about \$2.20 each). These worked well and left a fine durable finish. 

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1955 Studebaker Champion 2-dr HT and parts. Restoration of the car is in progress and the owner of the car (Larry Hasse) is moving out-of-state from Huntsville, AL to Washington state. Engine has been rebuilt and the trunk lid and two fenders have been painted. The underneath has been sanded and about 3/4 of it has been undercoated. There is a new windshield and door glass and other NOS parts ready to be put on the car. Owner says he has over \$7,000 in parts alone. His wife is still in Huntsville and can show the car. Her number is 256-883-0750. Her husband's e-mail is ljhasse@juno.com. His number is 509-258-8935.