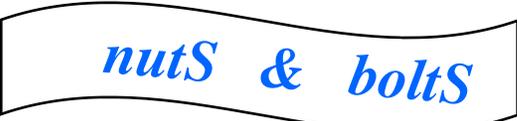


Palmetto Chapter Membership Application and Renewal



Vol. 1 Issue 16

April 2005

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

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.1—Dec.31)

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

Greetings to all now that spring is finally here. This was the winter that wanted to keep on giving. We could not make the last meet due to commitments at the Lowes Motor Speedway. This is the big swap meet that we've been attending for the last 15 years. We got rained on Thursday and Friday, but Saturday turned out to be a nice day.

For those who didn't hear I hurt my back at the March meet at the beach. I did something I almost never do; I attempted to wash my car. My back is still bothering me a little. Every year when we go to Charlotte, we set up our vending trailer and set up the tent, drag out all the fine treasure to sell and then sit back and either drink a little or rake in the money. Thanks to all my Studebaker friends of North Carolina and Sandy Mars, they helped me set up the portable empire and concentrate on the sampling of different brews to aid my back. Of course Sheila was there helping out and attempting to direct Sandy Mars. At one time we had the former NC president, former SC president, current NC and SC presidents all under one tent.

**Treasure/Membership**

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Gordon Sheldon
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SC Regional Manager

Robert Beebe
rlbhbb@bellsouth.net

KUDZU JELLY*Cook's Corner*

Kudzu's purple blooms appear in the fall. They have a grape-like aroma. The jelly is a lavender shade with an aroma of apple or grape jelly. Also tastes like grape with apple undertones.

2 cups firmly packed kudzu blossoms
4 1/2 cups water
4 or 5 cups granulated sugar
1 box Sure-Jell (fruit pectin)

Rinse the freshly gathered kudzu blossoms.

In a saucepan, bring the blossoms and water to a boil. Simmer for approximately 20 minutes, until blossoms are faded in color and the liquid is a deep lavender color. Strain in a colander and discard the blossoms.

Pour liquid through a jelly bag or cheesecloth or use a paper coffee filter. Use 4 cups of the kudzu liquid with sugar and fruit pectin, following instructions on pectin package.

Yields about 6 cups jelly.



CLOSING THE TRUNK Thanks to Diane & Bob Smith for a great April meeting. *by: Studebakerbabe*

What a nice surprise to see Del Kalal, Richard & Carol Loskill and meet our newest members Karen & David Crone with his beautiful 63 Avanti.. It was a day of fun and fellowship, hope we can have many more of these meetings..

I think people have a natural-born tendency to tell stories. There's poetry inside each and every one of us.

Every Studebaker family has a story to tell. So think of yourself as a gold prospector, look back in time sifting through the family stories you've heard in your life. No detail is too small. Then sort through for the best nuggets and make them shine and tell it like it was and share them with the rest of us we would love to hear your story.

"What difference will any of this make?" you might ask. Time does seem to pass all too quickly. I know that life can feel too full, and too demanding, to allow much time for adding anything else to our list of things to do. And some of us feel inept at anything that even resemble letter writing. Having a tough time getting started? Begin simply: "When did I get interested in Studebakers?" If that tactic fails, ask your family you never know what's going to happen. No matter how you end up, you'll learn a lot and it's good therapy.

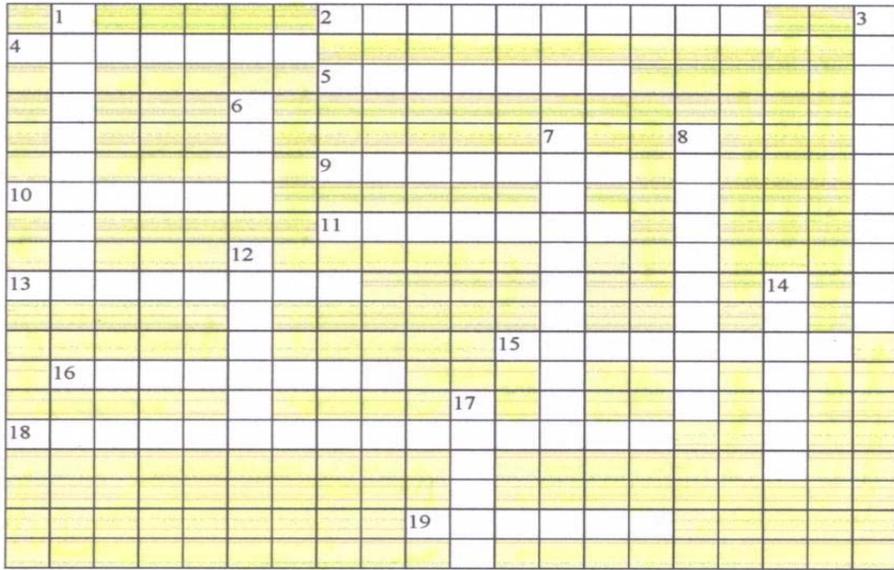
See you at Lake Keowee.



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



Crossword Puzzle



ACROSS

- 2. A newly coined word used the year 1942 only
- 4. The mother of the five brothers.
- 5. Had no trouble pronouncing the name "Studebaker"
- 9. Used right-hand steering.
- 10. The last Studebaker to be produced.
- 11. President of the Studebaker Bros. Corp.
- 13. The very first trucks produced were.
- 15. The lowest priced 4 door sedan offered for 1934.
- 16. 1936-1937 Coupe rear windows
- 18. Owner of a pace car that paced the Indy 500 four times.
- 19. Gear referred to as the Traffic Range.

DOWN

- 1. The Dictators used these brakes.
- 3. Coming & Going.
- 6. The father of the Studebaker brothers
- 7. Last of the GT Hawks built from 1962-1964.
- 8. Only car mfg. In 1959.
- 12. A car named in his honor.
- 14. Cowboy on the state license plate.
- 17. Amphibious.

The answers will be in next months Newsletter.

This is going to be a short letter this month. I've been working out of town on and off the last month. Most of my work is in the Virginia area. Hope to get home this weekend and get some of the cars out and on the road.

This month's event should be awesome. Please try to get your Studebaker out and attend this meet. See elsewhere in this newsletter for details.

One final comment. Every time I attend a non-Studebaker meet I almost always run into some resident of South Carolina who either never heard of the national Studebaker Club or if they are a member of the national they didn't know a state club existed. One person I spoke with said they were told by someone at the national membership headquarters that the club was centered in Columbia only. We need to try and help educate these people that we're spread all over the state and have meets scattered all over.

So until the next meet have fun this spring and if you need your car washed don't ask me.

John

Thru the Side Mirror

	Treasurer's Report	
Balance		\$2,100.52
Income	\$ 131.77	
Expenditures	\$ 225.19	
Balance as of	March 31, 2005	\$ 2,006.90

Respectfully submitted,
Jackie Simpson, Treasurer



CONGRADULATIONS

Robert Beebe

On your re-election

As South Carolina's

Regional Manager

UNDER THE HOOD

Restoring Broken Relationships *



Relationships are always worth restoring! We must get along with each other, we must learn to be a peacemaker, and we know God has called us to settle our relationships with each other, as Christians.

1. Talk to God before talking to the person! Tell God your frustrations, tell him exactly how you feel. God wants us to come to him first.
2. Always take the initiative! God expects Christians to make the first move. Go to them first; restoring broken relationships are so important. Schedule a face - to - face meeting as soon as possible. In conflict, time heals nothing; it causes hurt to fester.
3. Sympathize with their feelings! Use your ears more than your mouth (two ears, one mouth). Focus on their feelings, not the facts. Nod that you understand, it is a sacrifice to patiently absorb the anger of others.
4. Confess your part of the conflict! Am I the problem? Am I being unrealistic? Confession is a powerful tool for reconciliation. Accept responsibility for your mistakes and ask for forgiveness.
5. Attack the problem, not the person! You are never persuasive when you are abrasive. A soft answer turneth away wrath. In resolving conflict, how you say it is more important than what you say. Speak the truth in love.
6. Cooperate as much as possible! Do everything possible on your part to live in peace with everyone. Do your best to compromise, you will be blessed.
7. Emphasize reconciliation, not resolution! It is unrealistic to expect everyone to agree about everything. Remember, reconciliation focus on relationships, reconciliation focuses on the problem. Reconciliation means you can bury the hatchet, not necessarily the issue. Work hard at living in peace with others. Romans 12:18

In His Service,

Bob Smith, Jr.

Romans 8:28

VINTAGE CARS

**1962 Studebaker Lark Cruiser A Turning Point**

BROOKS T. BRIERLEY Published Date: 4/18/05

Cruiser was Studebaker's longtime designation for its top-of-the-line sedans. Its body stretched from a standard sedan, the Cruiser is easily identified by the vent window in the rear door.

When the compact Lark model debuted in 1959, no Cruiser was offered, but once the Lark was established, the designation was revived. In 1961 the longer-bodied Lark Cruiser added four inches to interior legroom; the wheelbase increased slightly too, from 108 to 113 inches. That made the Lark more competitive, edging it into the medium-price field.

1961 saw a drastic change in Studebaker management, too, with Sherwood Egbert, an energetic leader, taking over as president. Egbert seemed to know exactly what was needed to revive interest in the cars; on his watch Brooks Stevens restyled the 1962 Larks, revising the boxy design with a new, longer rear end. The front was shaped with a grille resembling Mercedes-Benz, whose cars Studebaker then distributed in the United States. Buyers liked the Lark—production of the 1962 model was about half again over the 1961 rate, to just more than 90,000 cars.

This 1962 Lark Cruiser came to the AACA Museum in Hershey, Pennsylvania, from the Paul Shultz family. Shultz had licensed the car as an antique, driving it to various antique car events. Several years ago the Lark was repainted a slightly lighter hue than the original green-blue. The odometer shows 84,226 miles driven.

In characteristic Studebaker fashion, this Lark's motor—the optional 210-hp 289-cid V8 with two-barrel carburetor—is not too quiet, yet it sounds more powerful rather than just being noisy. The three-speed automatic transmission works well; its gear placement, R to the right of D rather than to the left, reveals Studebaker had yet to adopt a uniform gearshift design.

Despite a simulated wood-grain-pattern-ed dash topped with crash padding, the Lark's vinyl-upholstered interior is a bit spartan. Equipment choices were equally modest: a pushbutton all-transistor radio, rollup windows and full wheel covers. The car has the deluxe Climatizer heater/defroster, likely a popular option back then in states with a northern latitude.

The Lark Cruiser is equipped to be a practical car for today, with both power steering and power brakes. Its stout shape makes for good visibility and there is a split bench comfortable enough for a six-foot-tall driver. Regular gas has all the octane needed, though the engine was developed in the days of leaded fuel, so an occasional additive is a good idea. Studebaker enthusiasts like to point out that the rear fender lights have had a shorter life than those of other model years—probably a function of how they extend from the body.

After the 1962 Larks were introduced, a contentious labor dispute crippled production at the factory. Company leader Egbert got into the middle of it when strikers surrounded his car at the factory gate. An imposing former Marine, Egbert was said to mount a challenge to the picketers one by one. A worker complained to the police, resulting in Egbert's arrest.

The walkout took six weeks to settle, but not before it undermined the economics of Studebaker's car business. The company introduced the Avanti sports model in spring 1962 and that year had the distinction of its Lark being the first compact car to pace the Indianapolis 500.

But rather than working as promotions, both occasions instead took the focus off the company's determination to diversify away from the car business. The main South Bend, Indiana, factory closed in 1964, with token production continuing at the Hamilton, Ontario, branch into March 1966.

Forever laden with tradition, the last Stude off the line was a Cruiser sedan.

STUDEBAKER PARTS FOR SALE. CLEARANCE SALE. MAKE OFFER

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

SOLD

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 ASSEMBLY WITH OVERDRIVE TRANSMISSION FOR 53-54 STUDEBAKER, ~~SOLE~~ CARBURETOR MISSING.

SOLD

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

THRU THE WINDSHIELD

Palmetto Meet 2005 Schedule

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



NATIONAL MEET:

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

**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

October15 — 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

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

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

DO YOU HAVE A NAME TAG???

TO ORDER CALL OR EMAIL
ROBERT BEEBE @
803-364-3358
E-mail - rlbhbb@bellsouth.net



Support your Club Store
Do you have your plate?? →

For store items call
Willie Stansell at
864-855-9359
Email stude14@msn.com



PRAYER LIST

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

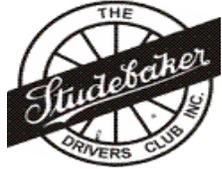


*Bill McKeown
Bill & Elaine Hillan
Davis Killian
Kathleen Wise*

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

HAPPY BIRTHDAY

Rita Boozer 5/5
Mary Killian 5/6
David Wirth 5/2
Paul Brewington 5/21
Susan Curtis 5/30



HAPPY ANNIVERSARY

John & Rita Boozer 5/18
Cliff & Roxie Jollie 5/11

Diane & Bob Smith
David & Sharon Stone & grandsons
Richard & Carol Loskill
Del Kalal
Earl & Janice Davenport
John & Linda Sinclair
John & Rita Boozer
Sam & Susan Coakley

Studebaker Drivers:

David & Karen Crone 1963 Avanti
Charles Hatch 1949 Commander
Robert Beebe 1961 Lark
Willie Stansell 1955 President
Gordon & Dot Sheldon 1958 Commander H.T.

Sharon Stone was the lucky door prize winner of the Studebaker radio.

FOR SALE:

Decent, complete 62 Lark acceptable as partial Two 1959 Lark Regal 2-dorr station wagons. Both V8, 1 O.D., 1Automatic. 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. N.C.

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 S.C.

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. S.C

1949 Studebaker Land Cruiser

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

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

MEMBERS AT NEWBERRY

Floridian Stephen Cade's family has had this Champion Starlight for 10 years. The coupe has an 85-hp 170-cid six-cylinder engine with a three-speed overdrive manual transmission. It has an 18-gallon tank and uses regular gas. The previous owner added a 12-volt electrical system for more reliable starting.

Loewy was a master of design, and the Champion's exterior and interior both attest to that. Details, such as finely shaped door handles, complement the car's intriguing black cherry paint, an original color. The front split bench seats look inviting, and indeed, they are extreme-ly comfortable. A curved obser-vation window dominates the rear seat area, which is built for two. The big armrests open to reveal deep storage compartments, each large enough to hold a case of beer.

There is a spartan elegance to the car's flat dashboard, which houses a large, half-round speedometer, a slatted radio speaker in the center and a spacious glovebox to the right—all artistically underlined with a strip of chrome. The dash is set away from driver and passenger, near the base of the windshield, which allows for a great deal of room up front.

Once under way, the Champion's engine makes reassuring sounds. Our drive included taking the car over an uneven dirt road, where it maintained its poise, riding as smoothly as a modern car. Cade says "as long as you're not in a big hurry," the car is fine. The coupe shows its age when you step on the gas going uphill.

Cade uses the Starlight coupe every now and then, driving to car club meets and the like. Recently though, the Studebaker proved its reliability, commuting 75 trouble-free miles a day for an entire month.

Midway through the 1950 model year, Studebaker offered a special low-price version of the Champion to compete directly with Ford, Chevrolet and Plymouth, which reportedly started a price war. Unfortunately, Studebaker was a relatively inefficient manufacturer. When sales began to weaken in 1951, the combination of high production costs and increased price competition created serious financial problems for the company. It would be almost a decade later before Studebaker made another comeback.

A mechanic was removing a cylinder head from the motor of a classic Jag when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come take a look at his E-Type when the mechanic shouted across the garage, "Hey Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to where the mechanic was working on the Jag head.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic... "Try doing it with the engine running...."

IN THE SPOTLIGHT

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



We will meet May 7 with a cook out of hamburgers & hot dogs on the deck at my daughter's lake house over looking Keowee Lake. you can come anytime Saturday morning and spend the day enjoying the lake, fellowship and of course all the Studebaker news.

Lunch will be at 12:30
Bring a dish to share.

A - I = DESERT
J - R = SALAD
S - Z = VEGETABLE

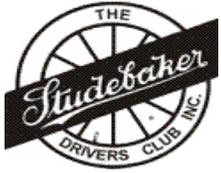


Friday May 6 to any members that plan on attending the Cruise-In at the Blue Ridge Fest. There was a flyer in April 's newsletter. If you want to spend the night in Easley there are several good hotels. Days Inn 864-9902, Jameson Inn 864-306-9000, Comfort Inn of Easley 864-859-7520.

If you have any questions you may call me at 864-855-9359

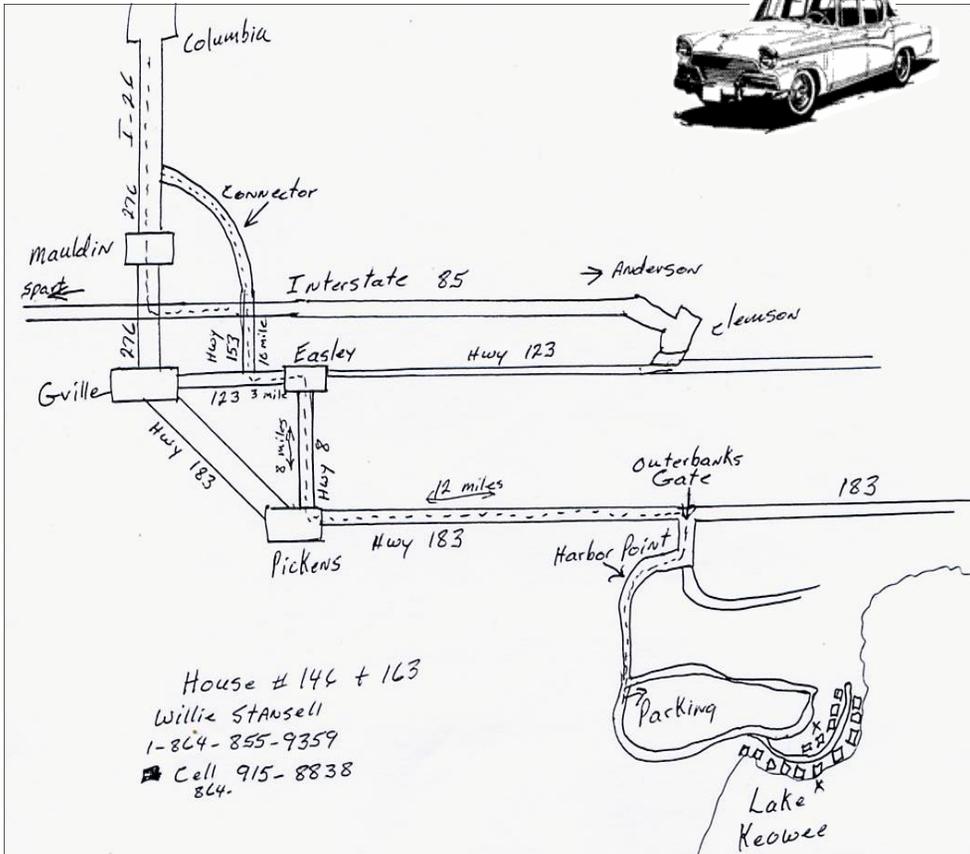
SEE MAP & DIRECTIONS ON PAGE 8

8th Annual
Blue Ridge Fest
Beach Night Cruise-In
Largest Cruise-In in the Upstate!
May 6, 2005 6 pm—10:30 pm
Gates open at 1pm—Dash Plaques for the first 200 classic cars
\$15.00 admits a carload of four (1979 or older)



DIRECTIONS TO THE MAY 7 MEETING

Go to Pickens S.C. Take Hwy 183 south towards Walhalla, This is also Pickens Main St. 90 exactly 12 miles . Look for the Studebaker Signs at “OUTERBANKS” on right . Turn right into gated street follow signs, someone will show you where to park your car.



vintage cars

Auto Week



1950 Studebaker Champion Starlight Coupe

BROOKS T. BRIERLEY

Published Date: 10/25/04

An Airplane for the Road

Studebaker made a dramatic comeback following World War II, offering some of America's first new postwar cars marked by the unconventional styling of Raymond Loewy's industrial design firm. Prototypes were introduced at New York's Waldorf-Astoria Hotel in April 1946—too soon, it turned out, as widespread postwar industrial disputes would delay production for some time. Eventually, Studebaker had to acquire a steel mill to ensure a steady supply of sheetmetal.

Sales of the new Studebakers began modestly at 100,000 cars in 1947. By 1949, about 200,000 cars sold. Studebaker was an international company then, and the new design was idolized worldwide.

1950 would prove to be a big year for Studebaker, with the addition of an airplane-style front (resembling the P38 fighter of World War II fame) to the existing body shells. The design was practical, with the increased surface area allowing for larger air intakes. Also, a Studebaker won its class that year in the Mobilgas Los Angeles-to-Grand Canyon economy run, averaging 24.887 mpg. Demand soared. Some 300,000 Studebakers were sold in 1950, the company's best year ever.

The Starlight coupe was the most striking-looking Studebaker, with a rounded rear quarter filled with glass. It came in a Champion (113-inch-wheelbase chassis) or Commander (119-inch) version, with a respective base price of \$1,756 or \$2,100, and as driveable as the car looked, it also looked ready for flight.

Continue next page

Huntsville Times



Several older vehicles being restored

Monday, April 04, 2005

By DEBORAH BENNICK

Huntsville Times

Several 1920s-era vehicles that have been languishing at Historic Huntsville Depot also are getting facelifts.

Volunteers are donating their time and talent to return the two cars and two trucks to driving condition, with three of them set up for kids to explore.

"Our intent is to restore them to the point they are attractive, but not showroom," said Gregg Smith, who is coordinating the restorations. "We want kids to be able to climb on them and honk the horns."

Among the car enthusiasts helping with mechanical and body work are automotive mechanics instructor Scotty McLaughlin and some of his students from J.F. Drake State Technical College, Woody Anderson Ford and Andy Washko of Heritage Collision Specialist.

The goal is to have the vehicles on display by August, during Huntsville's bicentennial activities, said Smith, president of the financial advising firm G.L. Smith & Associates.

Here are the vehicles being restored:

1925 Model T Speedster, a "hot rod" used for racing.

1925 International Harvester 1-ton flatbed truck.

1926 Model TT truck, which looks like an open school bus.

1927 Erskine Roadster, one of only seven from that year known to still exist, named for Albert Russell Erskine of The Studebaker Corp.

Smith hopes to acquire other vehicles from the 1930s to the 1960s and a semi-truck with sleeper that would contain a working CB radio, sound and mechanical effects for children to play with.



THE TOOL BOX TW 1/1991 Technical Tidbits by Jim Geary



The Copper Starlight

If the wiper control switch on your Avanti will only run the wipers at fast speed and the wipers will not park properly when the switch is turned off, the switch is improperly grounded. To correct this, solder a wire to the outside of the switch case and ground the other end of this wire.

Orange Empire Chapter

When replacing distributor caps and rotors, there are a few things to look for. If the cap has aluminum inserts, it is not compatible with copper wires. Electrolysis between these two, unlike metals, will result in the formation of corrosion which results in excessive resistance. When subjected to spark and heat, aluminum inserts produce aluminum oxide. This is the white-like powder you see inside the cap towers. These deposits will cause excessive resistance and will cause hard starting and misfire.

Quick and Dirty : When was the last time you routinely removed and cleaned all battery and block grounds?

South Carolina

SERVICE

Halls Auto,
2054 Laurens Highway
Greenwood 29646,
(803) 229-5117.
Specializing in air condition repairs

John Dusky
1510 John Dodd Road,
Spartanburg 29303,
(864) 949-1206

Sardis Auto Salvage: George McLaughlin,
3960 Olanta Highway,
Timmons ville 29501,
(803) 346-7575

PARTS

David Walker,
Studebaker Road,
Chesnee 29323,
(864) 461-8403

Palmetto Studebaker,
Edward Carter, P.O. Box 1357,
Georgetown 29442
(843) 546-1298.
N.O.S. and Remanufactured Parts

John Dusky,
1510 John Dodd Road,
Spartanburg 29303
(864) 949-1206
website: <http://members.home.net/stude53>

"For Sale & Wanted"

Studebaker South

Cars For Sale

1988 Avanti LSC, anniversary edition, 9 inches longer than standard coupe, true 2 + 2 touring with real back seat, white with black leather interior, 9th car made, not perfect but very nice, runs and drives great, Avanti style with GM reliability, price reduced to \$12,500 or trade.

1952 Studebaker truck, good solid truck, needs restoration, \$1,500.

1960 Lark, 4 door, 6 cylinder, automatic, needs restoration, original interior, \$1,200.

Also have a warehouse full of Studebaker parts, new and used.

Details call 864-949-9960, or mail to John dusky, Studesouth, PO Box 197, Inman, SC 29349 or email at studesouth@yahoo.com

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.