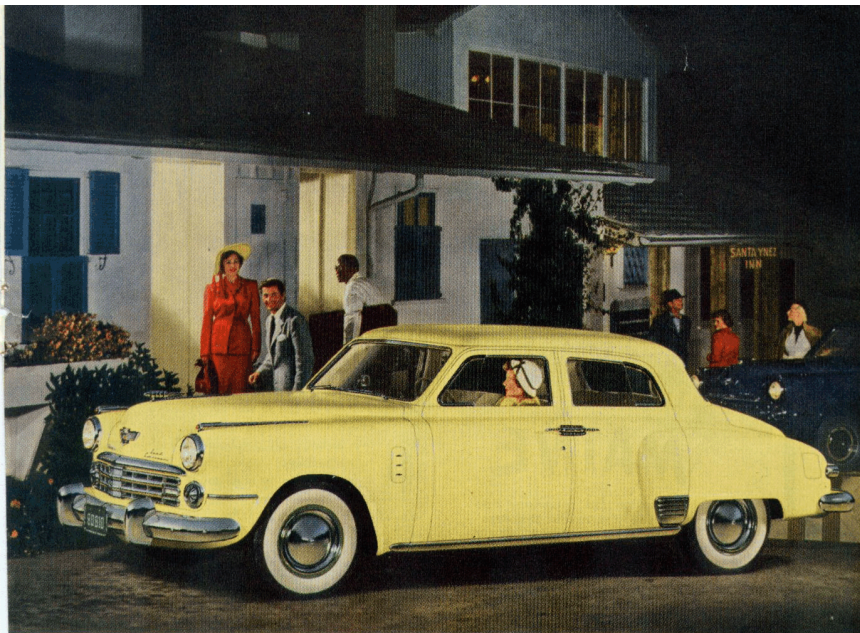


The Starliner

April, 2006

Vol. 37, No. 9

Attention Ladies!! Karen Jackson will be doing a “Tech Session” especially for YOU at the June Zone Meet - - She wouldn’t give me the exact Title, but wanted to borrow a bunch of my old Studebaker Ads, similar to this one, illustrating “The Fashions of the Day”!! - - Given her work in the Fashion Industry, I’m guessing it will be Most Interesting!! Anyone involved in “Crafting” is also invited to contact Barb Lentini at 815-942-8121 or AuntiBarbara1@juno.com and get signed up for a table to sell your “output” at the Meet’s SwapMeet.



Studebaker Land Cruiser

Studebaker's
the '49 buy word
for a welcome new kind
of low-cost mileage

ALL America knows that Studebaker sets the pace in distinctive styling—but many don't realize how much a Studebaker cuts operating costs.

The gasoline savings a Studebaker makes help to keep many an income in balance with outgo.

Owners of new Studebakers hardly ever face the problem of finding the money for costly repairs.

Even the brakes of a new Studebaker save you money—seldom need a service mechanic's care.

It's smart to be fussy this year in buying a new car. Check up on Studebaker's low-cost mileage. Make it your measure of real money's worth.

White sidewall tires, wheel trim rings and license plate frames, available on all models at extra cost.



You're delighted by the luxury of refreshingly different decorator fabrics. Pictured here is interior of the Studebaker Land Cruiser—nylon upholstered over foam-rubber seat cushions.



You use amazingly little gas in a postwar Studebaker. On the open road, or in city driving, you can always count on your Studebaker engine to give you brilliant, low-cost performance.



Your brakes adjust themselves with lining wear—an exclusive postwar Studebaker origination for safety and economy. You have the firm brake pedal feel of a new car for thousands of miles!



Trustworthy structural soundness is built into every Studebaker by painstaking master craftsmen. Many are members of unique father-and-son teams. Studebaker, South Bend 27, Ind., U.S.A.

Also, don't forget that the Spring Brunch is April 23rd, with the same great food as the past few years, at Café Alyce in Elk Grove Village... 10:30 a.m. to 2:30 p.m.

The Black Hawk Chapter is the officially chartered representative of the Studebaker Drivers Club for the Northern Illinois area. The Studebaker Drivers Club 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 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.

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you can DO something!!
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The Starliner is the official publication of the Black Hawk Chapter, SDC, serving Studebaker, Avanti, and other Studebaker related vehicle enthusiasts in the Northeastern Illinois area. Reprinting of any articles contained herein is granted to any other SDC related organization provided *The Starliner* and appropriate author(s) are credited as the source. Neither the club nor the editor is responsible for the accuracy or veracity of want-ads contained herein, although reasonable attempts are made to assure accuracy in everything we publish.

Monthly chapter meetings are **usually** held on the first Tuesday of each month at 7:30 pm, at locations which change monthly. Please see the chapter calendar for the current meeting location. If there is any question regarding directions, call the editor, activities director or president at the numbers listed above.

For membership information, see the applications printed on the back page, and/or call the Chapter President or Membership Director, or call or write to Kris Wheeler at Kustom Registration Information, PO Box 1743, Maple Grove, MN 55311 or at 763-420-7829 or fax at 763-420-7849. The deadline for submission of articles, ads, etc., for the Starliner, is the 15th of the month. We publish as of the 20th, so please try to get your material to the editor sooner, if possible!! - All submissions are appreciated, and will be included as space and relevance allows.

At the March Meeting we elected our candidates for Chapter officer positions. We will install our new officers at the Spring Brunch in April. I have been elected to serve a second term as your President, and Ed Manly has also been elected to serve a second term as our Vice President. Mike Burke was elected Treasurer and Ron Smith was elected Secretary. Dave Reid and Noble Glauzell have agreed to continue on in their appointed positions of Starliner Editor and Membership Director respectively. We will still need to find a new Activities Director or group of people willing to take on the task. It is fun, so please step up take on the challenge. Thank you all for trusting me and the other officers to run your club for the next two years. I am honored by your trust.

Our April Meeting will be at Mr. Beef and Pizza. The May Meeting will be at the Hilton of Lisle/Naperville, our 2006 Zone Meet Headquarters. I hope everyone who attended the March Meeting at the Hilton had a chance to look around and get familiar with what the site has to offer. The hotel and grounds are beautiful; we should certainly make a good impression on the people who attend our Meet.

To date, we have 24 families and 46 individuals registered to attend. We also have 14 cars registered for judging and 8 for display. These are all great numbers given the time still left before the Meet happens. The last 60 days should see a sharp increase in the number of folks registering, which is normal.

As far as donations go, the donation request letter and donation record forms are included again in this month's Starliner. Please solicit donations from your employer, vendors, or business's your frequent. Ask if they can help, if they can't, tell them that's OK. I'm not asking for you or people you know to be put on the spot, just to ask for help.

Here is the reality of the effort to run this Zone Meet. It should not be funded by the Black Hawk Chapter. We are doing the work. We should get a benefit from holding the Zone Meet, and we should not be the ones footing the bill. If everyone can get just one \$50 trophy sponsorship, we will raise over an additional \$4,000.00. I know of some members who have approached businesses in their area and have dropped off the donation letters. I appreciate those efforts. If everyone can do just a little, we can accomplish great things. We have raised over \$3,000.00 in donations so far!!! If we can get the other \$4,000 + dollars, we will be able to have a GREAT SHOW that folks will really notice.

So much for the pep talk, see you at the next Meeting.

Rolf

BLACKHAWK CHAPTER SCHEDULE

UPDATE: Scott contacted the Lisle/Naperville HILTON, and arranged for us to meet there for our March 7th and May 2nd meetings, in the ASPEN room, from 6pm - 10 pm.

Other Regular Meetings will continue to be the first Tuesday of each month, [8pm] at Mr. Beef and Pizza in Mt. Prospect. Contact Rolf Snobeck at 630-514-1867 with any questions. Due to the upcoming Zone Meet, we will stay with Mr. Beef until after the meet, so we can concentrate our efforts on it.

Sunday, April 23rd, 2006: Our Spring Brunch, with Installation of New Officers/Recognition of "Old" Officers will be at Café Alyce, at the Best Western, Elk Grove [as the past few years]. It will be from 10:30 - 2:30, with the presentations at about 1pm. Prices went up a bit this year, with Adults \$22, Seniors 62+ at \$18, and Kids, 6-12 \$13. This includes beverage, tax and tip.

Sunday, April 30th, 23rd annual WPC club show at Larry Roesch Chrysler, 200W Grand Ave, Elmhurst. Reg: 8-11am

May 18-21, 2006 This [coming] year's "Spring Studebaker Rally," begun by Jack Willis and the RRVC in Dubuque a couple of years ago, this past year in the Quad Cities, and now, in Springfield, IL... Tours of Illinois State Museum, Shea's Gas Station museum, Lincoln Depot [Thurs]; Lincoln Pres. Museum and nearby attractions (Capital, Lincoln Law Office) then cruise 22 miles to Ashland, IL for Cruise Night (Stude's featured)[Friday]; Cruise 30 miles to Lincoln's New Salem, lunch in Petersburg, IL, then drive to Lincoln Tomb and WWII & Korean Memorials in Oak Ridge Cemetery, group dinner TBA [Sat]; breakfast and home [Sun] [I believe the Avantis, Pierces and Hudsons have also been invited] Host Hotel is Route 66 Hotel/Conf Ctr, So. 6th St & Stevenson Dr., \$55/night. [has restaurant, lounge, pool] - - mark your calendars... [see info in last issue, and get reservations in]

May 21, 11:30 am, line up for Lombard Lilac Parade at the high school, south of downtown, as usual. NO picnic or meeting this year. They'll send us more details later.

June 8-11, 2006 Zone Meet, [Yes, THURSDAY thru Sunday, with Lots of Tours, Quick Judging, and lots of FUN and Family Stuff!!], at the Lisle/Naperville Hilton (right across the street from site of '92 meet) YOU MUST RESERVE YOUR ROOM BEFORE MAY 18TH TO GET THE GREAT RATE - AFTER THAT, IT JUST ABOUT DOUBLES!!

Sunday, June 18th, Father's Day Car Show at Boone Co. Fairgrounds in Belvidere, IL, with STUDE class - - let's join Rock River Valley chapter for a good showing - - info: 815-703-4993 or Jack Willis jwillis3767@cs.com .. And if you can't make that one, take a look at this:

Sunday July 23rd, Rock River Valley SDC invites us to join them at the Walter Lawson [Benefit] car show, which has raised over \$85,000 for special needs children in past years. Loves Park, IL [Stude Class] call the Russells 815-654-0907 for info.

9/24-29/2006 SDC International Meet, Omaha, Nebraska

7/17-23/2007 SDC Meet in South Bend, sponsored by the NEW Studebaker National Museum [a FIRST!]

9/14-16/2007 Zone Meet, Rockford, RRVC Third weekend of September [Clock Tower Inn Resort]

Editalk

By Dave Reid

Just got a flash thru my Jeff Rice/Ed Meyer/Larry Swanson media blitz team- the old Studebaker Administration Building in South Bend, opened in 1909, has been placed on the "10 Most Endangered Buildings in Indiana" list. - - it will remain on the list until it is saved [or destroyed]. 40 such buildings have been saved since the list was created in 1991. This is the building just south of the tracks south of the old Museum building, which has the fantastic murals, which had been considered as a museum site, but was not available due to the local school corporation's ownership.

Anyone involved in "Crafting" is invited to contact Barb Lentini at 815-942-8121 or AuntiBarbara1@juno.com and get signed up for a table to sell your "output" at the Zone Meet's Swap Meet. [THAT'S THE NUMERAL "ONE" AFTER BARBARA]

Larry Swanson has been doing some research on copyright issues, and came up with the article from Hagerty Insurance about Specialty Old Car Insurance. Thanks, Larry.

I "borrowed" this month's Tech Tip from "Home of Champions", whose editor, Phyllis Middleton, had borrowed it from a couple of other chapter's publications.

Make SURE you've got your reservations in for the Zone Meet., as the Hilton's rates will nearly DOUBLE after May 18th. While you're at it, send Doug a check for the April 23rd Spring Brunch!

As Spring has arrived [BRRRR!!!], warmer days will get our juices flowing, so check out your wheels before you put them onto the road - - Safety First!!

I've heard that Chuck and Rolf will both have tables at the Fairgrounds the 5th and 6th of May, and will be hawking Zone Meet paraphernalia as well as their own stuff... Anyone who can help cover the "booth" will be appreciated.

I picked up a window sticker from the current [Jeep] Commander at the auto show, and am sorry I can't find a copy I tho't I'd kept of the sticker from my '65 Commander... the comparisons would have been humorous, I think... note that the engine is just under Large Stude V8 size, and the MPG probably less, but the COST!!!! I seem to remember that mine listed as about \$2,400, about 1/17th of the price of the newbie!.

Well, my friends, keep that GREASY side DOWN!!

"STUDEBAKERS don't Leak Oil; they Mark their Territory!!!"

/dave/

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 lately!!!

MarkEOffice@yahoo.com a contractor in Crystal Lake, IL, has a '63 2-door Lark for sale for \$700, obo, 6vyl starts and runs, but car needs brakes, clutch work. Includes some extra parts and owners and Chilton's manuals. 3-speed trans, AM radio, 4 good radials, Stude wheel covers. 3 horns, White over Pink exterior, red/white interior...even has a Notre Dame sticker in back [owner lusts after a bullet-nose]



Jack Willis sent in this ad: '70 Avanti for sale in Byron, IL. 350 ci Corvette engine, 700ra trans, xlnt cond, w/ air, could use paint job for show: \$12,500 obo Ron Weber 815-520-0130

Jay Crites has the following left over from his restoration: for GT Hawk, set of 4 new floor frame to body supports: **HALF PRICE!** \$120 + shipping [made by Classic Ent.] 847-437-1587

I understand that my Bridgeport "neighbor" Bob wants to sell his '50 2-door [black]. He has \$1800 in it. Call him, talk about it, and make an offer: 312-326-1199 [I've seen it parked here and there around the neighborhood for at least the last 10 years]

Member Bob Peak has decided to thin out some of his "stuff": '60 Lark Wagon [2dr], black, 350 engine, 4spd, w/ 3:31 posi rearend, clean, interior like new, see to believ; bit of normal fender rust, \$10k; T10 4spd trans with bell housing NOT o/d: Best Offer; TWO '39 PACKARD 3spd floor shift trans: best offer Bob Peak: 773-765-7007 peakphoto22@sbcglobal.net

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(firm) 630-898-5374 stansmith@sctsconsulting.com

Paul Scachnitowski has a split-rim truck tire bead breaker [looks like a small jack hammer. Let editor or Paul know if you're interested, as it's not easy to haul around. Skikruse87@sbcglobal.net

Doug Kay sent us an ad for his car: '**54 Land Cruiser**, new Maui (powder blue) paint, 33k orig. miles, 232 V8/new camshaft, 3spd w/ OD, Hillholder clutch. Best offer near \$10,000 Call 630-935-7821 or dkbusters@aol.com [wonderful car!!!/ed.]

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.

Clarence Clark was in Beardstown, IL, for a reunion, and found out about this '**50 Champion 2-door**: Older restoration, stored 6 yrs since owner died, "ran fine" but now has flat tire, clean, and kept covered, starting to show signs of age from storage. Brian Ralston 217-323-3522 [h] or 217-248-0580 [c]. Family is asking \$8k or offer - Clarence would tell you about it, as he and Ivan looked it over carefully 630-553-9567.

From Carl Meyer: [the T-Bird sold, but he'd like to sell the '**55 Studebaker Salesman's Zippered Catalog Case** - - you may have seen it at one of our meetings [Beautiful!] - swatches, color charts, several pages of interactive charts, complete with forms for sales, trade-ins and credit. 773-585-8031.

Roger Gorski called with this ad: '**73 Buick Riviera** [friend's] nice shape, \$3,500 OBO, 440 cu.in., White over Blue, call Skip at 630-243-0181.

Frank Lillig wrote: It's time to pass on the Avanti, so here goes: **Studebaker Avanti: '63 R1**, PW, Am/Fm, Auto, powerful, solid, good interior, needs paint and detailing. Asking \$10,900. Contact Greg Lentini 815-942-8121

Scott Stastny says the following items are still available: '**53 Commander "C" rear axle**, complete: drum to drum. \$75 [630]293-7750; Also, '**58 Golden Hawk hood and "scoop"**, a little surface rust, but the corners are good \$300; '63 Hawk doors - have rust, but the guts are all there [\$30 each]; **Coupe doors** with NO guts, but very solid doors, left and right, \$125 each.Call 630-293-7750

Scott just sent in these next two, as well: '**63 Avanti**, rl, 4spd, ps, pdb, red. Runs great, new rebuilt ps system, rebuilt motor, repainted. Great shape \$15k call Boyd Limberg [h]847-334-1464 [shop] 847-385-8340

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 [studebakerclubs.com/memberprofiles/Don Shannon](http://studebakerclubs.com/memberprofiles/Don_Shannon) 800-439-3827 or 708-670-3946. dshannon@televentvideo.com

Ron Fohrman, whose dad owned Studebaker by Fohrman at 4748 W Fullerton from '53-'65, has **TWO car storage buildings for rent**. They are both in good neighborhoods, are secure, and have heat and light. The building in Hammond fits 3 cars [rent is \$550/mo], the Butler building in Mundelein will fit 8-10 cars [rent is \$1350/mo]. Contact Ron at 847-648-9755, ronfohrman@aol.com or P O Box 245, Highland Park, IL 60035.

Things you should know about antique automobile insurance.

By Kristen Kazarian

You finally found the car you've wanted your whole life. So now what? The next step is to protect your investment. There are a lot of choices out there, but a basic auto policy may fall short for your collector car needs. This article offers the basics on collector car insurance and provides guidance in selecting proper coverage for your collector, as well as an appropriate provider.

Standard vs. Specialty

Standard insurance annual premiums can cost a great deal more than those offered by a specialty program provider who better understands the nature and purpose of a collectible vehicle. Although standard companies can provide adequate coverage for a daily driver, they rarely offer the added benefits associated with collector car programs. In most cases, you'll pay a significantly higher annual premium with standard insurance, and the coverage will be inferior. Additionally, you'll probably pay fees for liability coverage on each vehicle, whereas a specialty policy may only charge a single liability fee for your entire collection.

Fewer than half of the collector vehicles on the road today are insured by specialty programs. Although collector car insurance has been available for five decades, most owners of collectibles, specialty cars and street rods are still insuring them through a standard insurance company despite the higher cost and often more restrictive policies. When your collector is driven only occasionally for pleasure drives, club events, special excursions, perhaps 1,000 or under 5,000 miles a year and not used for transporting passengers or for business, it's time to enroll those cars in a "collector car" specialty insurance program. The basic premise of collector car insurance is that you have a daily vehicle that's insured elsewhere, and many collector-car programs will require you to have at least one other car in your name for everyday use. There are several specialty insurance providers available to suit your needs and usually, it's cheaper to insure a classic/collector car than it is to cover a new vehicle.

Types of Policies

Insurance companies will use one of three different policy forms. These are:

Actual Cash Value. This policy coverage insures most everyday cars and pays out a depreciated "book" value in the event of a claim. With this coverage, the insurance company claims adjuster ultimately decides what your collector car is worth at the time of the loss making this an undesirable form of coverage for collectible cars that have a tendency to appreciate.

Stated Value. Policies that allow you to "state" a value for your vehicle greater than its depreciated "book" value. One important factor to remember is that a Stated Value can still depreciate vehicles because the policies generally require the insurance company only to pay "up to" the "stated" amount.

Agreed Value. Insurance policies that guarantee you'll get all of your money back in the event of a total loss. There's no depreciation of a car's value with an Agreed Value policy. Most collector cars have stable values and slowly appreciate over time. Because the values are stable, an "Agreed Value" insurance policy should be obtained to protect your collector cars. Under an Agreed Value policy, if your car is stolen or totaled, you'll receive the Agreed Value listed in writing on your auto policy. You simply agree on the value of your collector car with the insurance company. In the event of an accident, you'll be covered up to the dollar value of the policy. This type of coverage is the way to know in advance how much you'll receive from an insurance company if your car is totaled or stolen. With Agreed Value, you'll get the amount listed on your policy, which is also the basis of your premium. The insurance company will pay you the lesser of: the agreed amount or the cost to repair the covered auto, not to exceed the agreed amount. Finally, the agreed amount should represent the market-reflective value of the car at the time the policy is written. If the market value changes during the policy period, the agreed amount should be changed by endorsement. Before a policy renewal each year, the agreed amount should be changed, if necessary, to reflect current market value.

Restrictions

Collectors should consider the types of restrictions that accompany a specialty policy and find one with flexible usage guidelines that best suits their overall needs. While many specialty programs strictly limit owners to driving their collector vehicles to 2,500 miles per year, some providers offer more flexible usage guidelines. For instance, if the insured has a daily driver in addition to his/her collector vehicle, the mileage on the collectible vehicle may not be strictly limited - assuming it's driven on a limited basis consistent with owning a collector. Something else to keep in mind is that most specialty insurance programs don't allow vehicles to be used for the commercial transportation of goods or passengers, racing or daily transportation.

What's Covered

While the popular standard used to be 25 years and older for vehicles covered, it's always best to inquire on a per-vehicle basis. There are *new* cars that are insurable as collector cars; including kit cars, replicas and modern classics.

Exotics. Coverage for exotic vehicles, whether new or collectible, is available. Exotics that are considered collectible vehicles and won't be used on a regular basis are easier to cover, due to the fact that it generally indicates the car will be garage kept and maintained.

Street Rods and Customs. The uniqueness of these vehicles lends to some differences in how they are insured. The difficult part is determining the actual value of these custom vehicles. The quality of the parts used, as well as the workmanship employed, is an important factor which isn't easily valued in every case. Often there can be a premium placed on a vehicle that was constructed by a well-known or famous vehicle builder. It's also recommended to get your street rod or custom appraised by a licensed appraiser for its actual cash value.

Young drivers. Many specialty insurance companies require that all drivers be 25 and older; some even require that a person be 30 years of age. Some providers will be more flexible on the age limit, but generally won't accept an owner/applicant younger than 21. There are, however, some specialty insurers that will allow a driver as young as 18, so make sure to inquire.

Multiple vehicles. Depending on the coverage provider, a single liability charge is applied regardless of how many collectibles are in your collection. After all, you can only drive one car at a time

Terms to Know

An auto insurance policy is made up of different coverage and, while the exact requirements vary from state to state, these descriptions explain the basic types offered.

Physical damage coverage. Also known as comprehensive and collision, makes up the majority of a given premium. This is calculated by the value of the car and its age. In the event of an accident, your vehicle may be protected by comprehensive and collision coverage, which includes theft and vandalism, as well as physical damage.

Liability coverage. Typically this is relatively inexpensive and is usually between \$30 and \$50 regardless of the number of vehicles in question.

Medical coverage. You and your passengers may be covered by medical payments coverage, no fault (Personal Injury Protection) and/or uninsured and underinsured motorist protection.

Bodily injury and property damage liability coverage. Damage you may accidentally cause to other people, their cars and their property.

Towing. Get a policy that includes towing; specifically, flatbed towing, which makes it far less likely that your collectible vehicle will be damaged.

Selecting a Specialty Provider

As insurance is regulated on a state-by-state basis, premium computations vary slightly throughout the country. Anyone insuring a collectible vehicle should research all of the options available before making a final decision. Rates are a consideration, but should not be the determining factor. When buying insurance, it's vital to remember you are buying service. First look for quality customer service, excellent claims handling and a knowledgeable staff that understands collector vehicles. For example, a specialist insurer knows why the windshield of your '56 Corvette costs \$3,000 - and knows where to get one - as opposed to a standard insurance agency, who figures the same 'shield should only cost \$500 and, unfortunately, will only pay up to that amount. Also take into consideration whether the insurance company is skilled at servicing collector car claims. "A collector car program should have dedicated claims adjusters who know collector cars," says an insurance executive. "It's not in the total loss; it's in the partial loss. It's where the better programs shine." First and foremost, your policy should be underwritten by an insurance company certified to doing business by your state insurance department. Furthermore, the auto policy should be written using policy forms approved by your state insurance department.

- **Kristen Kazarian, Article reprinted with permission from Kristen Kazarian**

- **Editor at Hagerty Insurance Agency.**

- **1/800/922-4050**



TECHNICALLY SPEAKING

From Ed Goff

PAN GASKET

I was changing the transmission fluid in the automatic transmission in the '63 pick up and called the parts house for a pan gasket. Guess what, no one stocks or carries individual gaskets any more. I bought gasket material the right thickness and made my own. The easy way is to lay the pan, or any gasket surface on the paper and spray around it with a can of black spray paint, or any color visible against the gasket material. The bolt holes will show perfectly. Punch the proper size holes first, and cut out the outline and you have a perfect gasket. If you don't have a hole punch set for crying out loud, get one. It only costs a few dollars and you will not ruin your gasket trying to cut holes. Another way is to lay the old gasket, if it is in good shape, on the gasket trying to cut holes. Another way is to lay the old gasket, if it is in good shape, on the gasket paper and spray around that. If the metal is thick steel, lay the gasket paper on the surface and peen around the gasket area with a small ball peen hammer, this will provide you with a new gasket.

(Taken from the Greater Seattle Chapter, Bill Schiffer, Editor)

Hood ornaments, door handles and other small items for earlier vehicles are sometimes of chrome plated pot metal. With age, the pot metal often blisters and has unacceptable appearance. And, some chromed steel parts rust so badly they are unusable.

There is a solution to these problems that is less expensive than having someone repair and re-plate the item.

Verdone Casting in Pennsylvania have cast and polished new stainless steel door handles for me at \$95 per handle. The new ones were cast from molds they made using my old poc-marked parts. They are beautifully polished and ready to install.

Jere and Marge Verdone can reproduce any type of smaller parts in stainless. Call them at 1-717-949-3341 for their info packet.

If any of you have such things needing repair or replacement, the idea of doing it in stainless is the way to go, I'm thinking. The address for shipping is:

**Verdone Casting
31 Stricklerstown Loop Road
Newmanstown, Pa, 17073**

The rest of the Starliner is about the Zone Meet in June the link to those pages is:

<http://www.studebakerclubs.com/upmvzm>

The Starliner
Black Hawk Chapter
Studebaker Drivers Club
Dave Reid, Editor
3212 S Lowe Ave
Chicago, IL 60616-3408

Address Service Requested
First Class Mail
[Time Sensitive!!]

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 Restorati 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