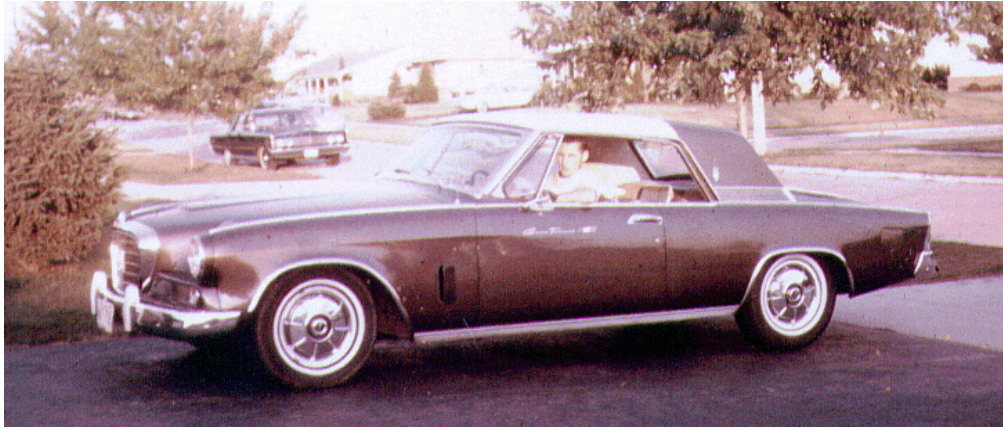


The Starliner

July/August, 2004

Vol. 36, No. 1



What Once Was,
IS Now, Again...
The Jay Crite's
Hawk Story....1967 to Now
See Cover Story, inside.



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 dinner meetings, picnics, driving events, and fellowship and technical sessions.

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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 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.

Well I hope everyone is having a great summer so far.....I hope everyone has their Studebaker out!

On the Club front, the board has been very busy getting plans put together for the 2006 Zone Meet. We should have several Meet Logo's available for member review at the Union meeting.

Linda Sinclair, the newly elected Vice President of the national SDC has graciously offered to hunt down hotels for our meet location. She has performed this role in the past, and as they say, "she's a trained professional". The rest of the board is very busy with either work or family obligations, and we certainly appreciate her help. No we just have to get Linda back into our Chapter!!

Our next Meeting will be at the Illinois Railway Museum in Union on August 1st.

Last I heard we had 77 cars signed up for Union. With two weeks to go before the event, we will clearly have more cars in the Stude-Packard-Avanti-Pierce area than we ever have before. It should be very impressive. Please be sure to cooperate with Jerry Horne and Glen Reints in parking as efficiently as possible, so the show organizers are NOT inclined to suggest that we be "dislodged" from our traditional space next year, as they did last year.

Looking ahead we have the Galt Airport Car and Air show the following weekend. Scott has put a lot of effort into setting up events for us this year. Let's support his efforts and get out there. The middle of August is the Cruise Night in Lombard, and then the Zone Meet in Chippewa Falls at the end of the month. We have lots to do before summer is over, come out and join the fun.

If you have any ideas of events you would like to see, put your hand up and let us know. Better yet, put the event together. I can tell you there is a lot of satisfaction in seeing others enjoying and event you have organized.

See you at Union or beforehand for breakfast at the Colonial Restaurant in St. Charles. We will be touring out together at about 9:00 a.m. from the restaurant. [Let's meet about 7:30 to eat.] (Just east of Randall at the south side of the fairgrounds)

Rolf

First Annual Martin J. Kelly Avanti Show

Reported by Noble Glaudell

As most of you know, the June Meeting was attended by Steve Kolish, inviting us to a "mostly Avanti" show that was held in Arlington Heights. It was a nice show, and here are the results: Best Avanti Convertible: Joe Dolezal; Best Interior, Steve Kolish; Best Paint: Chris Brauer; Best Overall, Chuck Goering, and Last but Not Least: OLDEST Avanti: Noble Glaudell, which tickled not only Noble, but former owner Hugh Edfors, who said it's the first trophy the car has ever gotten, to his knowledge.

P.S.: We have 36 paid up members, as of July 28th - - PLEASE send those forms in WITH your checks, so we don't have to start chasing YOU! THANKS!

BLACKHAWK CHAPTER SCHEDULE

Our Activity Director is Scott Stastny. His work number, for "urgent" communications, is 630-293-7750, but would appreciate it if you'd leave a message at his home [630-231-7744] with suggestions for activities or to offer YOUR place for an event or meeting. OR, you can call our new Assistant Activities Director, Al Benning, who can be reached at 630-530-7150.

Sunday, August 1st, Illinois Railway Museum show will be site of our regular August meeting

Friday, August 6th, Orphan Cruise Nite at Downers Grove 6-9p.m.

August 7-8, Wings & Wheels, Antique Classic & Custom: Autos, Cycles & Aircraft, at Bloomington, IL Airport Saturday evening,

Saturday, August 14th, Lombard Cruise Night, with us "featured"

Saturday and Sunday August 14th and 15th [I'd think we'd go Sunday] Galt Airport Flyers and Tires show, northeast of Woodstock, IL north of 120 on Greenwood Rd, or North on 47, east on Allendale Rd, Left on Greenwood Rd see: www.flyers-tires.com

Saturday, August 21, Stony Island Plaza Classic Car and Motorcycle Show, registration, 10am to 1pm, with show til 4pm, free admission, free T-shirts to first 50 cars, free Dash Plaques to first 75 cars, Free wireless car racing and music; 3 trophies in the following classes: original, modified, custom, low rider, hotrod, truck; on-site registration... Mike LaFargo 312-456-7082 [Rain Date 8/28/04]

August 27-28, 2004 Zone Meet, Western Wisconsin [Badger Wheel Chapter] Park Inn and Conf Ctr [715-723-2281 for \$69/room, refer to Studebaker Club by 7/25/04], 1009 W. Park Ave, Chippewa Falls, WI [just north of Eau Claire, WI] (about 350 miles from Chgo) www.studebakerclubs.com/bwc or bwcstude@yahoo.com Arrive by 3 Friday for driving tours of Leinenkugel's Brewery and Irving Park Outdoor Zoo, then back to the hotel for a REAL Wisconsin Tailgate Party. Nearby: Outlet stores of Mason Shoes and Presto [electric appliances and pressure cookers] - - CAMPERS: O'Neil Creek RV Park & Campground, 715-723-6581, www.oneilcreek.com

OR, if you're going to be in southwestern Michigan, the new Pierce-Arrow Building at the Gilmore/AACA Red Barns museum in Hickory Corners [just n.e. of Kalamazoo] will also be going on August 27th-29th.

Sunday, September 12th, Kane Co. Fairgrounds, Model T Club Show

Sept 17th - 19th, Crossroads Zone Meet at Marion Co. Fairgrounds, Indpls, IN Reserve early, as lots of old cars in town that weekend {Stude is the Featured Marcque at the Hoosier Auto Show on Saturday} Ramada Conv Ctr South, 317-787-8341 <http://homepage.mac.com/indychapter/>

Sunday, September 19th, Regular Meeting AND Picnic at the Lentini's in Rural Morris, IL - Beverages, table service and Hotdogs and Hamburgers will be provided, bring dish[es] to pass, plan to eat about 1pm and play until about 5pm - games for kids and adults, and Greg has built a Picnic Pavillion, so rain or shine - - directions next month

October 5th, regular meeting at Elgin State Police Post, Mike Kearney hosting, with a presentation on retrieval of stolen cars, as I recall - more info to follow

November 2nd, regular meeting, place to be determined

Saturday, December 4th, annual Holiday Party, Jay has set it up, and will give us the details - Mark Your Calendars NOW

Spring/Summer, 2005, Dick Quinn has promised us a "Visit to the Quinn Garage" in Mokena - details later.

2005 Joint Chapter Tour: Duane Miller and the Quad Cities [Big 6 River Bend] chapter are planning a lollapalooza, so I've heard - - details when then become available

2005 Zone Meet, Kansas City, Missouri, Heart of America chapter sponsoring

August, 2005 SDC International Meet, Spokane, Washington

August, 2006 Zone Meet, [let's get at it...][if you have any special "interests, talents or skills", please let Rolf/Scott know, so you and put them to use most effectively - - THANKS!]

2006 SDC International Meet, Omaha, NE [September]

2007 Zone Meet, Rockford, RRVC {SDC Meet either in SB or DesMoines, should know in 3 mo.}

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!!!

1963 GT Hawk (R-series conversion), R-2 engine(JTS 1259) with R-1 set-up(no blower), Power Shift transmission, white with original red interior(replacement carpet), 66000 miles(less than 10,000 on engine/transmission),older restoration,about 10 years ago,comes with extra parts. A good driver in need of freshening. Call Joe Riemer, Pardeeville WI 608-429-9505 e-mail : dmrjpr@network2010.net

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

The RON HALL COLLECTION: Got a nice email from Luanne Hall, stating that she is planning to move in the spring, and can't MOVE all of the stuff we hauled from West Chicago to eastern Michigan back in '94 or whatever. She has everything from taillight lenses to alternators to radiators; motors, drive trains, carb's and intake manifolds; rocker arm assemblies, and exhaust manifolds. Please call for a complete list 248-625-1953 [6-10pm, EST] or stude1953@aol.com .

The South Georgia chapter is Restoring a '51 Dump Truck, and needs the following to finish it: Door glass, window channels, windlace, floor mat, rubber grommet for gas filler tube, rubber foot pedal pads, headliner, and 8.25x20 tires. Call Neil Thornton at 912-375-7986 if you can help.

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%20Shannon) 800-439-3827 or 708-670-3946. dshannon@televentvideo.com

Jerry Miers has a good working AM radio for '62 GT Hawk, with FM converter.... will swap for labor to install new radio. Send email to Studenut@hotmail.com or call 630-231-0174

1963 GT Hawk, 289 4 speed, new starter just installed, solid #3 condition, \$8400. photos available upon request. Joe Sandy 618-234-7589 jsandy56@aol.com

Treatise of a HIGHLY Technical Nature, HOW TO CLEAN A GAS TANK

from Big Band Bob Ray, editor of the Hawkeye Headliner, borrowed from Gordon Richmond, in the Echo of the Grand Canyon State chapter.

Once you get the tank out [that's removed], buy a pound of 5/16" nuts. When you get home, dump 'em in the tank along with a couple of quarts of hot water and some dish detergent. Now comes the work! Shake it real well, so the nuts abrade the crud off the inside of the tank. I'll save you from looking it up: **abrade** - "scrape or wear away by rubbing".

Now, here's the part a couple of you will really enjoy: Stop and have a beer; this is tiring work.

Shake it real good again, dump out the cruddy water, refill with fresh hot water and detergent. OK, time to work again, shake it real good some more.

STOP! And have another beer; this is really tiring work.

Repeat the above steps until the water you pour out is clean and clear, or, you may have run out of beer, or you fall down from all the really hard and tiring work, I'm sure. May your tank be in good working order.

Editor's idea: check out Eastwood Company or others, for a sealer to now install in the tank, to prevent future problems.

Minutes of the Regular Meeting, July 6, 2004

The meeting was called to order by President Rolf Snobeck at 8:25 p.m. at Mr. Beef & Pizza in Mt. Prospect. Minutes of the May Meeting were approved on a motion by Doug Kay and seconded by Chris Brauer.

Treasurer Doug Kay reported an approximate balance of \$2,300. Report was accepted on motion from Chris Brauer and seconded by Dave Peterson.

Membership Director Noble Glaudell reported a membership of 94, however, many members have not yet renewed.

There were no Editor's or Secretaries report because Messer's Reid and vanDeventer had other commitments and were unable to attend this evening.

Activities Director Scott Stastny reviewed upcoming events. He asked for comments back from members regarding activities just completed. Chuck "S" Galauner reported on the Charlotte International Meet. Roger Gorski and Jay Crites gave reports on the Dubuque tour put on by the RRVC. Scott Stastny reported on the SDC International and the Pierce-Arrow Society (PAS) National Meet, also in North Carolina. PAS requires all judged cars participate on a tour to be eligible for award, and he related some of the "horrors" which occurred during the course of their tour. Our next significant event will be our next regular meeting, to be held at the Illinois Railway Museum in Union, Illinois. For those that want to tour out to Union together, we will be meeting for breakfast at 7:30 a.m. at the Colonial Restaurant at the northeast corner of Route 38 and Randall Road in St. Charles. We plan on leaving The Colonial no later than 9:00 a.m. travel out to Union. August 8th is the Orphan Cruise Night in Downers Grove. We are scheduled to be at the Lombard Cruise Night August 14th. August 28th – 29th are the SDC Zone Meet in Chippewa Falls and the PAS/Gilmore Museum dedication in Kalamazoo. Greg Lentini will be hosting a club picnic on September 19th, which will be our September meeting.

Old Business:

- Chris Brauer will look into getting the Studebaker flags and banners manufactured for sale at the upcoming Chippewa Zone Meet. These flags and banners are to be sold to help raise funds for our upcoming Zone Meet. A motion to have these made was approved at the March meeting.

New Business, all of which involved moving forward on the 2006 Zone Meet:

- It was discussed, moved, voted and approved that there should be a separate checking account set up for the Zone Meet. It was also determined that the Club Treasurer will be responsible for both accounts. Moved by Doug Kay, seconded by Roger Gorski, passed.
- Six different Logo Designs were reviewed. It was determined by a show of hands which designs were most popular, which proved to be one design by Elizabeth Snobeck and the Black Hawk Chapter logo. The materials will be given to an artist to options for a final Logo of sufficient detail quality to allow for reproduction onto shirt, hats, coffee cups, etc. The Board will make the final decision after the artist finishes their work. The final designs, from the artist, will be available for members to review at the meeting at Union.
- It was discussed, moved, voted and approved that up to \$300 be spent on a professional artist and that \$1,000 be budgeted for production of salable items (shirts etc.) at the Chippewa Falls and Indianapolis Zone Meets. These funds are to be transferred out of the club account, to the new Zone Meet account. They will be returned to the club account as profits are realized from the sales. Moved by Chris Brauer, seconded by Doug Kay, passed.
- Chris Brauer suggested that we ask club members to donate funds to help "jump start" the fund raising process. This will be taken up in more detail at a future meeting.
- A show of hands was asked for to determine who would be attending the Chippewa Falls Zone Meet, to determine who could help sell shirts and etc. A sign up sheet will be distributed at the next meeting.

Rolf Snobeck asked for a motion to adjourn, moved by Chris Brauer, seconded by Scott Stastny, and the meeting adjourned at 9:36 p.m.

Attendees: Guests: Mike Nikkel; Members: Hugh Adam, Alan & Diane Benning, Chris & Aven Brauer, Jay Crites, Adam DeRosa, Eric DeRosa ('63 Lark), Chuck "S" Galauner, Noble Glaudell, Roger Gorski, Frank Guadagno, Steve Jaffe, Bill & Anita Janowiak ('64 GT Hawk), Doug Kay, Tony LaForti, Ed & Linda Manly, Carl Mayer, Dave Peterson, Tom Schemennauer ('49 Pick up), Wayne Smida, Stan & Ron Smith, Rolf & Elizabeth Snobeck, Ed & Gladys Stastny, Scott Stastny, and Mike Williams

Cover Story: **What Once Was, IS Now, Again..... the Jay's Hawk Story** **by Scott Stastny**
[credit for all photos: Jay and Scott]

Let's start this story back on October 31 of 1963 in South Bend Indiana. A 1964 Bermuda Brown G.T. Hawk was ordered by World Wide rent-a-car in Miami Florida. Optioned out rather unusually with 289 V-8, 2bbl., Power shift transmission, power steering, fabric seats, radio, seat belts, heater, outside mirror, white walls, and a white "sport" roof. It is said that there was about 300 Hawks with the "sport" roofs built, but only 86 were white.

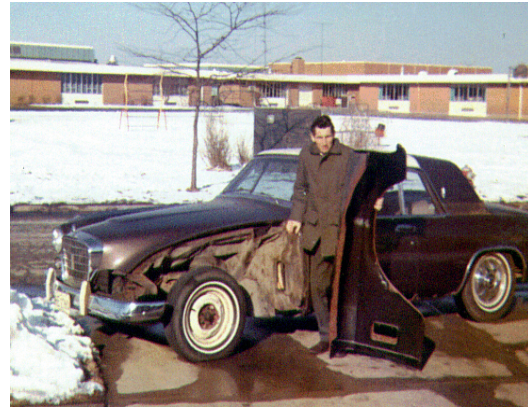
After spending approximately 2 years down in the "Sunshine State," she ended up at Arlington [Hts.]Motors, owned by Bill Curtis. Our story now begins with her new (and current) owner, Mr. Jay Crites. The classic lines of the Hawk caught Jay's eye as she sat out on the used car lot. At that time Jay was driving a 1953 Studebaker Commander Hard top that he had purchased in 1965 from a private party in Elk Grove Village. The '53 started out as red with a white top but after some handy bodywork by Jay she ended up maroon. The G.T. was priced out at \$1300.00 and Bill Curtis was more than happy to give Jay \$100.00 for the Commander as a trade in. This took place in December of 1966 and became Jay's Christmas present.

The Hawk became the primary transportation for the Crites family: going shopping, on vacations, and to little league games. Jay had been an avid Studebaker driver since 1959, when he and Bev had taken a trip with his parents out to California in a 1956 President. Around 1967 Jay met Wayne Johnson, a Studebaker parts supplier in Hoffman Estates. Wayne would always have or get a part that you needed; this enabled Jay to keep the Hawk in top notch running order. [see top cover photo] Another event that happened in 1968 was that Jay became a Studebaker Drivers Club member. This helped fuel the fire for driving Studebakers on a daily basis.

Along about 1969, Jay's family had grown to the point of needing a station wagon. With coming across a 1964 Wagonaire the Hawk was retired to a "second" car. No longer needing to fulfill the daily chores the Hawk spent more time in the garage and out of the salt. Jay's oldest son Loren had the opportunity to learn to drive with the Hawk and would also later own a 1964 Hawk with a white "sport" roof.

The Hawk had now gotten a chance to get out of elements of Chicago living, but years of driving had already taken its toll. Those all so famous "Studebaker rust spots" were starting to appear all over the Hawk, and about 1973 Jay had decided to try some of his bodywork once again. Contacting Wayne Johnson he purchased some NOS front fenders, and rocker panels. Mileage at this time was around 73k and the Hawk still seemed mechanically quite sound. With some help from his brother-in-law they started to tackle the project. Removing the left front fender and rocker panel they started patching the front floor. One of the things Jay

had not checked into was the structure of the main body shell, checking how much of it had rusted away. After removing the left outer rocker panel it was evident that the



inner rocker box and cross structure was gone. In the "K" Studebakers along with the convertibles, and hard tops there was a rocker box and cross structure put in to strengthen "A"

& "B" pillars. Another problem that was lurking was the famed trunk and rear body support rot. Because Studebaker did not have the type of corrosion protection that the manufacturers do today, these parts rotted away quicker (even faster in the Midwest). The more Jay worked on the Hawk the more overwhelming the project became. So in about 74-75 the Hawk became a shelf in the garage.

In 1976 I had met Jay at a Northern Illinois Chapter tour. He was driving a 1963 Cruiser that he had just bought from George Krem, and was talking to me about a 64 Hawk project that he was working on.



Knowing that I was in the business he was feeling me out to see if I might be interested in taking on the project. At that time I was driving a 63 Daytona that I had just put floors and fenders on (and might I say badly). Being it was my first repairs of that kind I was rather reluctant to take the job on.

Somewhere in that time (1978) someone had mentioned to Jay to cut down his working time should buy a rear clip (from rear window back). He located one in Tennessee and would pick it up at the Nationals in South Bend that year. Another long time acquaintance was made then by meeting Mr. Greg Lentini, who brought it back to Elk Grove.

Years went by and not much work was being done (that is, none). In 1981 I decided that I had enough experience to

tackle a job like Jays and contacted him to bring the Hawk over to a body shop I was working at in West Chicago. That fall Jay towed the Hawk over so I could start my long relationship with her. First I started by removing the interior, remaining chrome, lights and bumpers. Jay had the rear clip acid dipped and I proceeded to cut the rear half of the Hawk off. Well some time about then I decided that my JERK boss was jerking Jay and myself around too much so the Hawk and I left. The Hawk now had to nest in my garage at my house until I found employment and a place large enough for the work to resume.

Soon both of us transplanted ourselves to a small shop in Geneva and work once again resumed. Working on the Hawk in between everyday wrecks made progress slow, so I would pick and choose what parts I would work on. My schooling on Studebaker production changes was about to begin. First thing I found was that the front fenders Jay had purchased were 53-62 "C-K" fenders. This meant that a lot of cutting and welding had to be done around the turn signal housing area for correct fitting. Also the rear clip was from a 53-61 "C-K". This too, provided a stumbling block to try and make things fit. The area around the trunk opening is a different length along with the area above the tail lamp where the rear fender bolts on. Soon I was noticing that trying to get through this project was like wading through quick sand (you know going nowhere but down). After a year of nesting in Geneva the Hawk and I took flight again and the Hawk nested back into my garage at home.

It was now 1982 and I was moving out of the auto body biz. Jay had also had some set backs by losing his job and deciding to become a business owner. Money was lean for Jay and I really had no room to work on the Hawk, so in my garage it slept for a couple more years.

The new horizon came and in 1985 I had gotten sick of working for other people and decided to go into business for myself. Jay was still creeping along with his business and I was beyond broke, so the Hawk came to nest in my shop (in the back corner). Different directions for the project would be talked about. Show or driver? One thing that we had agreed on was that the main shell was in too poor shape to try and bring back from the dead. A thought came up that Jay should try and find a clean Southern or a Western shell to cut down man-hours of time. Other things talked about were maybe checking or rebuilding many of the mechanical parts on the car. Apart came the motor for a complete rebuild. Tons of new parts went in along with a lot of machine work. Next came the transmission. Once again it needed some major attention. Strange, what problems you find when you take a car completely apart. The search for the new shell had started and this task would take Jay four years of rigorous calling around the country to find.

Meanwhile the task of acquiring new trinkets had started. New parts like lens, scripts, rubber seals and gaskets, headliner material, wind lace (this one took for ever), carpeting, and the list goes on and on. Yes if you haven't

noticed by now he opted for the "show".

Framework had now started and Jay came over to the shop to learn how to play in the sand. Sand blasting is one of the first things done to eliminate all rust and find out what kind of metal you have left to work with. Well in this case the lower plate of the frame had started to rust away (a problem very common to all studebakers). We were able to invert the frame and make a jig to hold it, then remove the plate and replace it with hand made stainless steel plating. Yes this will last long after all of us are gone. The entire bolt on parts were then sandblasted, painted and rebuilt to complete the rolling chassis.

Well, after four years had passed, Jay located a shell. He had found one in San Antonio Texas, which was strange since Jay's mother was also living in San Antonio. Seeing this opportunity to kill two birds with one stone, Jay and a friend took off to retrieve the last part of this puzzle. With a new



interest in the project Jay quickly brought the shell out to my shop. Upon inspection, I made a suggestion that the shell might be bead blasted to see what great things might be



hiding underneath the layers of paint. SURPRISE, SURPRISE, SURPRISE, just what we didn't want to see! I had already known that there was going to be some work on the shell because it was an early '63 body. Changes were made on the heating systems between the '62's and the '63's of the location of the heater. The early '63's carried the firewall from the '62's but had block off plates welded in.



This would be completely wrong for a '64 so half of the firewall would be spliced in with the one from the old shell. Pin Holes, Pin Holes, Pin Holes. That's what we found in every floorboard and channel for the weather stripping, along with a part of the roof that maybe had been hit by a small tree! Well this might seem bad but the main structures of the shell were very solid. The old treat of making floor pans, channels, lower kick panels, and rear body panel began. All of this was done after the chassis was done so that it was used as a jig to get all the proper floor heights and body support locations. Some of the ways for me to keep



pricing down was to have Jay do some of the grunt work, like cleaning and grinding welds down. Jay had a lot of weekends to perfect his technique of this operation - - - just ask him!

We are now up to January 2001. I met with Jay to get a game plan on when or if this project would get done. One of

my main concerns was if Jay still wanted to finish her. A lot of times when a restoration drags on forever the owner tends to loose interest, this was not the case with Jay. He was more than willing to make the Hawk an every weekend project.

It was knuckle down time since we had decide to make the Studebaker Nationals (remember always set a goal in a long term project, and try in anyway to meet it), I put aside working on my '57 Station wagon so I could spend nights and weekends working on the Hawk. Now remember, how many years this car had been apart: I had the opportunity to pick up three GT parts cars. In re-assembling her I was surprised how many parts we DIDN'T loose! The paint was custom mixed from the underside of the trunk lid, and the body was then painted piece by piece. As the body shell was painted it was shimmed and mounted onto the chassis. The next parts were the rear fenders, deck lid, and doors. As the



parts left the spray booth they were mounted on the car. We were assembling the car as it was built 37 years ago (this is always the best and fastest way to put a car back together).

I'm sure Jay had been getting sick of my afternoon calls (Jay) "Hello this is Jay" (me) "I need parts". One of the thing we had done through out the years is stored all "non needed parts" at Jay's house. Yes Jay had been just like a squirrel and packed thing all though out the house. I remembered one weekend when Jay had talked about how Bev had found all the script in the china cabinet!

Most of the body was now assembled and the vinyl top, wind lace, and headliner needed to be installed. Over to Riggs Brothers she went. They were able to match the seams on the vinyl top to a "T". The summer was flying by and I was starting to have my doubts if we were going to make the Nationals (really, we weren't even close), so we set our sights on the 2002 Nationals at South Bend.

The next major event came about when after 20 years the Hawk breathed life again (we started it). Working out bugs like bleeding brakes, doing all transmission settings, getting running time on the engine for tune-up settings etc., etc..... became the next concern.

Somewhere through out this time I had started noticing our next major stumbling block. This was never mentioned to

Jay 'til after the fact. The deck lid had started to have very small cracks appear on it. At first I thought I was just seeing



things BUT they were there. I kept assembling the Hawk figuring that we would only have to repaint the deck lid. WRONG! What came about was taking the car completely apart, stripping it back down to metal and repainting, this was a great feat since I used all my men in the shop to complete this task in three weeks. Jay was finally told after the car was completely back together (further then the last time he saw it). I'm still arguing with PPG about that one.

This was now March 2002 and Jay was starting to bring people by to show off the Hawk. These were people that have known about this project forever. One Saturday morning, Jay had brought over his son Jeff, peering around the corner of the shop he exclaimed "Oh my god you've brought it back from the dead!" Bev, too, had made an appearance at the shop, and I asked her the question "Did you ever think you would see it back together again?" Answer: "NO".

Well, the final day came and I knew that we would have to do some more tweaking for the Hawk to be ready for the Nationals, but with leaving her in the shop would just give more of a chance of getting damaged. Upon taking her for an 8-mile test run I was confident that Jay could take her home. The phone call was made. "Hello this is Jay" (me) "you're taking the Hawk home tonight". An eerie dead silence on the line "Uh, uh, uh, I didn't get the garage cleaned out yet" "Oh man, I need to move things". I think at that point the realization had hit Jay that the Hawk was coming home after 20 years. Jerry Malecki and Jay were over at the shop at 6:00 pm and I had found a couple of more things to tweak, as long as she was still there. Around 10:00 it was time for Jay to take his first test drive. It was like he had never been in the car before, check out switches, seat adjuster, etc. etc.

Feeling pretty confident, we were on the way to Elk Grove.

The Nationals had now come and the Hawk got its first ride on a trailer (this will also be the last time she will be on a trailer). Cleaning started the night before with many people being drawn to the Hawk and Jay being able to tell the tale of the restoration. A looming rumor of hail would always keep creeping into the night's conversations, but a

little luck from mother nature kept the storms always away from us. The next morning started out with the regular picture taking and then to the display area where they had gathered the largest class of GT's in the history of the Nationals. There was talk that the class count was around 27 and out of those Jay's was the only White sport top and Brown one there. Out of the box Jay managed to take a 1st place trophy and was the second highest points in class.

The next show was in Springfield at the Secretary of State show. Once again Jay pulled a second place in the 63-64 Studebaker class with many hard competitors in the field. On to Lexington for the Route 66 show, once again "Best Studebaker in Class" this from a car that had been driven over 400 miles that weekend. Many more shows that year and many more trophies.

After reading all of this you might ask "Was it worth it?" I know Jay's answer is YES! , Mine on the other hand is "I don't know", but it's great to save a piece of history.

Mirror Finish!



That is NOT Smoke [Chilly Morning!]

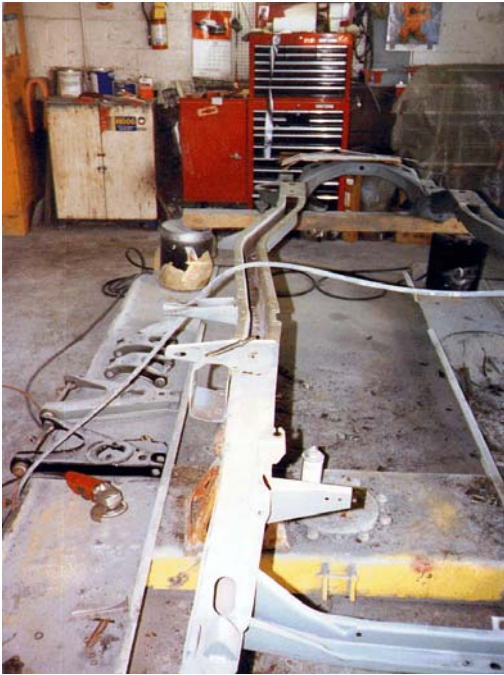
Note, yer editer neglected to do his usual pep talk, so we could make this story fit - - [no loss!]



Sand Blasting the Frame



Interior nearly Done



Welding the Frame Plates



Jay Practicing His Grinding



Piles of Rusty, Dusty Parts!



Welding the Trunk

The Starliner, Black Hawk Chapter
Studebaker Drivers Club
Dave Reid, Editor
3212 So. Lowe Ave.
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