

# The Starliner

December, 2006

Vol. 38, No. 5



## My Favorite Studes

By Lorilee Kroulik & Lisa Lynch  
(sung to the tune of "My Favorite Things")

Golden Hawk, Silver Hawk, Power Hawk, Lark...  
President, Champion and Starlight Coupe...  
Land Cruiser, Avanti and Commanders that sing...  
These are a few of my favorite Studes.

T-Cabs and C-Cabs, M-Series and Champs...  
Speedsters, Daytonas with cute little lamps...  
Gran Turismo and Transtars, all make me sing...  
These are a few of my favorite things.

When the oil leaks...  
When the engine fails...  
When I'm feeling sad...  
I simply remember my favorite Studes  
And then I don't feel...so bad.



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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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.

The Prez Sez

November 24, 2006

We had a tremendous Thanksgiving meal yesterday! Now that I have slept and the sun came up beautifully this morning, it is time to sit down and write the Christmas edition of the Prez Sez. My daughter Jennifer came up from her place in Peoria to spend the weekend with us, so we had a truly blessed holiday. We had much to be thankful for this year, and I hope you did too.

As a chapter we had tremendous success. Our Zone Meet was well attended, well received, and profitable for us. We will reap the rewards of these successes in the coming years as we move forward with activities and sponsorships we could not have done otherwise.

Looking to 2007, remember that the Rock River Chapter will be hosting the Zone Meet in Rockford. The Studebaker National Museum will host the International Meet in South Bend. Both sites are nearby. These groups will work VERY HARD to put these Meets together. Please sign up early (like January) if you think you might attend. By signing up early you make their jobs MUCH EASIER. They can make more accurate reservations when they know how many people are attending, and they don't get buried at the last minute (actually about two weeks) with a flood of registrations. Trust me on this point, having lived through it, I know of what I speak!

Thank you to all my friends in this chapter who provide me with companionship and a willing ear. I won't name names for fear of forgetting someone, but you know who you are. Whether it is once a week or once every three months it is always enjoyable to chat with someone in my group of friends.

I am a blessed man. I have a wife that loves me and great children. Give your family a hug today. Let you know that you love them. Have a wonderful Christmas season and a blessed 2007.

I hope to see you all at the December Christmas party, let's have a good turn out. Bring the family.

*Rolf*

Christmas Party 2006

The annual Black Hawk Chapter Christmas Party will be on Saturday December 2nd.

The party will be at Villa Nova Banquets at 237 W. St. Charles Road in Villa Park. We had the party here two years ago, most folks liked it because the room was big and comfortable and the food was great.

The party will be from Noon until 4 p.m., with the meal served at 1:30 p.m.

The cost of the dinner is \$20 each. Please send a check to Mike Burke prior to the party so we have an accurate headcount. It also lets the officers enjoy the party instead of working once they get there!

We will have a Chinese Auction again this year. Please remember to set aside nice items that you can't use anymore as contributions to the Auction.

Our menu for this year includes:

Main dish: Family Style including: Baked Chicken, Roast Beef and Mostaccioli

Soup: Cream of Broccoli

Vegetables: Vegetable Medley

Potatoes: Potatoes Anna

Dessert: French Vanilla Ice Cream Sundae

The meal also includes fresh baked rolls with butter, regular or decaffeinated coffee, hot tea or soda.

Hope to see you all there at the party. [At press time, we had 34 registered, there's Plenty of Room, so come along!]

## BLACKHAWK CHAPTER SCHEDULE

[note that the Address of Mr Beef and Pizza, our "regular" spot, is 1796 S Elmhurst Rd, Mt. Prospect, 847-228-1210] Linda Sinclair(847) 698-7626 and Bill Mitchell(847) 635-6785 have agreed to be our new Activities Directors, so call them to offer your place or other suggestions, for upcoming meetings. Call them for any event below which doesn't have someone else listed as the "contact".

12/2/06, Annual Christmas Party, see notice below the Prez Sez column on page 3.

1/9/07, Regular meeting at Mr Beef & Pizza in Mt Prospect, meeting starts at 8, come earlier to eat/greet.

2/6/07, Regular meeting at Mr Beef & Pizza in Mt Prospect, meeting starts at 8, come earlier to eat/greet.

3/25/07 [Sunday], Spring Brunch at Café Alyce in Elk Grove Village at the Best Western, 1600 Oakton, at Busse Hwy, 847-981-1670 - contact Jay Crites for more info, 847-437-1587

4/22/07 [Sunday] Black Hawk spring "Dust-Off" tour, to the Chicago Botanical Gardens - bring the Family!

5/1/07, Regular meeting at Mr Beef & Pizza in Mt Prospect, meeting starts at 8, come earlier to eat/greet

May 4<sup>th</sup> & 5<sup>th</sup>, 2007, Studebaker Indiana Swap Meet [and Show on Saturday] at St. Joe County Fairgrounds, and at SASCO, South Bend, IN.

5/20/07 [Sunday], we will join the Packard Club in the Lombard Lilac Parade, and have a Pot Luck Picnic afterwards in the Log Cabin, which our President, Rolf Snobeck helped to BUILD, like about 3 years ago. [Rolf will have more info at 630-514-1867]

6/5/07 Regular meeting at Mr Beef & Pizza in Mt Prospect, meeting starts at 8, come earlier to eat/greet

6/17/07 Sunday, Fathers Day] Oakbrook Mall Show, by invitation only [this is a Spectator Event!] Scott Stastny will have more info: 630-231-7744.

6/17-23/2007 SDC Meet in South Bend, sponsored by the NEW Studebaker National Museum [a FIRST!] Phil & Cindy Brown, Chairmen, Holiday Inn-City-Center 888-222-2024, utilizing these venues: St Joe Co. Fairgrounds; Century Center, and the museum...574-235-9714 or [www.studebakermuseum.org](http://www.studebakermuseum.org)

07/12/07 Regular meeting at Mr Beef & Pizza in Mt Prospect, meeting starts at 8, come earlier to eat/greet.

8/5/07,[Sunday], Regular meeting, but AT Vintage Transportation Extravaganza at the Illinois Railway Museum, just east of Union, IL we will PRINT the Application, as soon as we get it, and will see you right behind the Station, in our usual SPOT! Park carefully, as we need to fit over 50 cars into the area!! [Studebakers, Avantis, Packards and Pierce Arrows]...maybe a few "others"! - we had 51 cars this past year! - -MINIMAL COST, and you get to ride EVERYTHING!...well, mostly! We usually Call our Meeting about 1pm - - more info as it gets closer!

WOW, it's GREAT to HAVE a SCHEDULE, once again!! [that was an Editor's Comment!! - -Thanks to Linda/Bill, etal!]

Am waiting for a LIST of the FOLKS who HELPED make up this SCHEDULE!! - -IF I don't get it, YOU know WHO you are, and THANKS!!

9/14-16/2007 Zone Meet, Rockford, RRVC Third weekend of September [Clock Tower Inn Resort] Jack Willis: 815-389-2640!

2008 SDC Meet, sponsored by Keystone Region, in SE Pa.[More INFO will Follow!]

7/12-18/2009 SDC Meet will be Hawkeye Downs Speedway and Clarion Hotel and Conv. Ctr., Cedar Rapids, IA 52043 Alan Meeker of long white truck fame is the meet spokesman.319-366-8671.

October/2010 SDC meet will be in Phoenix area. Larry Vahe of Scottsdale is meet spokesman.[YOU will get a Contact Phone Number When I DO!!] [didja get the idea that this is a JUDGED ITEM???]

Thanks to Richard Dormois for the updates to the SDC Meet schedule.

## EdiTalk

By Dave Reid

WOW, SO much to Say, and So Little Space to SAY it in! - - WE, as Studebaker Folks are WELL-Recognized, within the Old Car Hobby! I subscribe to "quite" a few Magazines, and will now, as I've NOT done in quite a while, REVIEW the "Studebaker Content" of the Rags I Subscribe to:

The October issue of "Skinned Knuckles", my Favorite Old Car magazine, has articles on both OIL and Hill Holders [AND Truck Tires]...and the November issue has a Valuable Article about OWNER-Modifications by Clell Ballard, our own Stude-Feller!, as well as a break-down of all the Permatex products [SK is Highly Recommended by yer editor:\$24/year to Skinned Knuckles, POBox 6983, Huntington Beach, CA 92615-6983 SDC/ASC member owned/operated]

The Cover Story on the 12/06 "Cars & Parts" is ABOUT Bill Mitchell's '56 Packard Caribbean: well, ALMOST!... it's the identical CAR, that is in TWO articles!, 800-448-3611 or [www.amosadvantage.com](http://www.amosadvantage.com)

You MIGHT want to check your birth-date at [www.paulsadowski.aor/!Birthdate/asp!](http://www.paulsadowski.aor/!Birthdate/asp!) It'll tell you WAY more than you ever wanted to KNOW!

Didja get the idea that this is all in NO Particular Order?? Check it out, anyhow!

I am remiss, in NOT reporting the following LOSSES the past few Months!: Chuck Galauner lost his Brother and Mother-in Law, Jim Niklaus lost his Dad, who was over 90 , in August, and Doug Kay's family has had an absolute Deluge of Trouble!

The World's Largest Collection of 1957 Cars is in a museum in Branson, MO!

There's a [yet another] Book about Route 66: Drew Knowles' "Route 66 Adventure Handbook" [Santa Monica Press, \$16.95]

Didja SEE the Movie:"Who Killed the Electric Car"?? If NOT, get the DVD when it comes out!...Valuable Information! [Motorized Studebakers started with ELECTRIC Cars in 1902!!] If you Google the movie title, you'll come up with 28,900,000 responses in 11 seconds! The first ten include movie trailers and clips, a blog by Arianna Huffington, and "what really happened to GM's EV-1"

Report from Dennis Wilson, about his Father-in-Law's Auction in August: '65 Cruiser sold for \$210 to an SDC'er from south of Bloomington, IL, '64 Commander sold for \$50 to a scrap buyer [boo, hiss], and Dennis's '52 Champion sold for \$3,500 to one of his wife's cousins, who will likely "soon" join

the chapter! The Military JEEP sold for \$225, and the FC150 Jeep sold for \$50, and the '49 Jeepster sold to a Restorer for \$2,250...SMALL crowd, and a LOT of his tools went Dirt Cheep!

Make SURE you "fix" Mike Burke's Email address from "AOL.com" to "SBCGLOBAL.net"!

The December "Auto Restorer" covers stuff like "Battery Tray "Restoration" and "Wheel Alingment Pt 2".

"Vintage Truck" (Nov/Dec, 2006), had a Big Story titled: "What happens when a Big Employer closes shop and leaves town?" [about Guess WHO?!!] YUP, Studebaker!

"Car Collector" magazine's December issue had articles on "Pebble Beach", Woodward Avenue Cruise", "Glass Installation" AND the Owl's Head Museum in Rockland, Maine! They cover "everything"!

HOPE that YER Still Reading, as I'm still throwing IMPORTANT stuff in , willy-nilly!!

Didja see the Letter to the Editor from Rich Volkmer?? [TW?] Check it out! He was once a busboy at Warren Buffet's Favorite Restaurant, in Omaha, which I visited, whilst there! Oh Yes, Rich, who was once the Mayor of Warrenville, and who's spent years helping to preserve the town's history, was profiled in the 10/29/06 Sunday Daily Herald, after winning a Studs Terkel Illinois Humanities Award - - Bravo!

Speaking of TW, Duane Miller's STORY "BY his '53" is also quite interesting! [pg 12]

Dave & Judi Peterson have MOVED NEXT DOOR, as yer editor did several years ago, and their NEW ADDRESS is 41 **W 118** Brown Rd, St. Charles, IL 60175! [same phone number]

George Krem's "Plain Brown Wrapper" 64 DRAGSTER is Featured in the December "Hot Rod" magazine, on page 84... check it out!

The Jan.'07 "Hemming's Classic Car" has a Column by Patrick Foster, entitled "Could Studebaker have SURVIVED?"... WHICH CONCLUDES THAT THEY PROBABLY could have!! wow! [I'm guessing that we ALL KNEW THAT!??]

As Hawkeye, on MASH would have said: "Finest Kind!"...THAT being Black Hawk chapter READERS!! Hang in there, my Friends! Have a GREAT Holiday Season!

Oh, yes, check out the newly updated Chapter Calendar - thanks to Linda Sinclair and Friends at this past month's Planning Meeting.

Keep the Greasy Side DOWN!

/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 !!!

Jay Crites sent me this ad: 1951 Champion parts car. \$150, 920-361-2728

Clarence Clark sent info on two Stude's he saw at the Morris Car Show: '61 Lark, was 6, now 289/auto, R1 heads and full flow P Code block, white, overall condition very good, repainted, no visible rust, fancy wheels and good tires, original interior with some wear. Asking price \$5,500 Jerry kotecki, 219-323-6260, Dyer, IN ...and... '55 4dr champion, 3spd OD, Overall good body condition, but poor brightwork, didn't see engine compartment, interior looked good thru closed windows, lt. Green and white. Asking \$4,950 815-342-5909

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

From the WLEC Drivers Seat: on July 9 or 10, a Stude guy was driving northbound on I-75 near the Detroit Ave exit in Toledo, OH. A blue Ford pickup with Michigan plates was towing a cream Studebaker truck with brown fenders on a flatbed trailer. The drivers side rear fender fell off the Stude. Our friend pulled up next to the carrier, and honked and waved, but the female driver wouldn't make eye contact, so he went back, picked up the fender, and has it in North Toledo.... call Douglas Fish at 419-478-6574... he'd be happy to give it back! [thanks to Linda Costell!]

Mike Kearney has two cars for sale: '63 Lark 2dr, 6cyl, 3spd, 74k miles, rebuilt engine, new clutchg, starter, alternator, master cylinder, many other new parts. Cream with blue interior. Older repaint, good interior Solid car, good rubber, some rust on fenders \$3,200... AND '63 Lark Wagonaire, 8 cyl, OD, 59,500 miles, solid drivetrain, recent dual exhaust, good tires, project car \$1,700 Both cars in Elgin Mike Kearney 847-695-9561

If you were at Union, you saw the cream colored '32 Model 55 Convertible Sedan. Hezzy Kappus [gotta guess he's in his late 70's or 80's] drove it down from near EauClaire, WI, so it's very road-worthy! 6 cylinder, older restoration, but still beautiful, overdrive, leather, \$50,000 firm 715-832-4619 until 11/1/06, then in AZ til mid April 623-933-8320

Ken Libert has decided that one or the other of his cars has to go, and whichever goes first will be the one: we ran an ad here some time ago for his red Olds Convertible... the other choice is his Very Nice '58 Golden Hawk, Auto, PB, PS, PW, TT, tinted glass, Arizona car, \$22,500 [Call him about either car] 708-422-3691 or [libertsoaklawn@aol.com](mailto:libertsoaklawn@aol.com)

Scott ran across this car while setting up our meet tours: 1953 Packard Clipper, 98k miles, runs good, interior good: \$2,500 [also a '77 Chrysler Newport, 38k miles, runs good, good interior, \$2,500] Chris Cosmos, 773-548-1207 or cell: 773-430-0059.

From Heart of America: Misc **parts for '61 Lark VI coupe**, head, block, trans, crank, cam, etc., also '63 Lark seats. If there is anything you need, email [kkad0711@aol.com](mailto:kkad0711@aol.com) or call 816-718-9584. Pics avail. On request.

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

Ed Costell [WLEC] is selling a **1939 Commander 4dr**, 6cyl, 3spd OD, less than 6500 miles on rebuilt engine, incl rblt carb, dist, fuel pump, starter, gen, wiper motor, shocks, drive shaft, fuel gage and sending unit. New rad. Core, cooling fan, battery, wiring harness and chrome plating. Also avail: dozens of NOS and used parts incl and engine and a reconditioned radio. It

needs int. work and upholstery plus TLC. Asking price reduced to \$6,295. Sylvania, OH .....(419) 882-1147:Home; (419) 304-7752:Cell 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 believe; 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](mailto: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](mailto: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](mailto:Skikruse87@sbcglobal.net) 708-485-8310 AND: Paul has the following **tools he will LOAN** to those who need to use them: Drum Puller, also has specialty alignment, front end, coil spring, brake tools, and axle puller for 50's to '70's cars, which he worked on in the '60's and '70's. Also has [to sell and share the income with the club...] a space saver spare that fits Studebaker, a NOS 3 case 6-volt battery, and a universal bumper trailer hitch, that would fit the curved bumpers of Stude's.

#### **PLEASE LET YOUR EDITOR KNOW IF YOUR AD IS NO LONGER NEEDED**

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

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

Scott Stastny says to reduce the prices on the following items which are still available: '**53 Commander "C" rear axle**, complete: drum to drum. \$40 [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 [\$20 each]; **Coupe doors** with NO guts, but very solid doors, left and right, \$100 each. Call 630-293-7750

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

Just noticed in the new OCW, that Lloyd Richardson of Machesney Pk has 4 Stude's listed: '57 Pres Broadmoor Wagon, '60 ChampV8/OD shortbed, '63 6/OD shortbed [both AZ trucks], '64 Commander 4dr, 6 auto, 815-633-4552 evening's best

'62 Az bus, 5 rows of seats 259/4spd 602-866-8758  
'66 Wagonaire, 283/auto, slider \$1000,604-591-6875

## Studebaker Plant Demolition

Rolf Snobeck © 2006

Slowly but surely more Studebaker history is disappearing. The Final Assembly, Stamping Plant and Rail Car Shipping buildings are been demolished. These buildings were towards the south end of the "Studebaker Corridor" in South Bend.

Attached are several photos showing the progress made through early September, by the time you read this the work will likely be complete. There will be little if anything left standing the south of the Engineering Building, which is now the home of SASCO. Due to the demolition it is now possible to see the east side of the Foundry building. Time will tell how long it is until it also falls to the wrecking ball.

The "last thing standing" in September were towers that had previously been surrounded by the buildings. They appear to have built with cast-in-place concrete. Apparently they must be tougher than the rest of the building construction as they were left to take down once everything else was demolished. Surely on your next trip to South Bend this will be nothing but an open field



Black Hawk Chapter Meeting Attendance				
Name	07/11/06	08/06/06	10/03/06	11/07/06
Adam, Hugh	x	60 Lark	60 Lark	60 Lark
Brauer, Chris			x	
Burke, Mike	x		x	x
Clark, Clarence		63 Avanti		
Clark, Ivan		64 Comm		
Crites, Jay	x	64 Hawk	x	x
DeLapp, Mike	x		x	
DeLapp, Renee			x	
DeRosa, Adam				72 Avanti
Edfors, Hugh	x	89 Maser	x	x
Galauner, Chuck		63 Avanti	x	x
Garmisa, Gary	x			x
Glaudell, Noble	x		x	x
Goering, Chuck		63 Avanti		
Goldspiel, Andrea		66 Comm		
Goldspiel, Steve		66 Comm		
Gorski, Roger	x			
Guadagno, Frank	x	Merc	x	x
Holste, Ken	x			x
Jackson, Karen				x
Jaffe, Steve	x	61 Hawk	x	61 Hawk
Juday, Don				x
Kapteyn, Bob	x			x
Kapteyn, Marie	x			x
Kay, Doug		x		
LaForti, Tony			x	x
Lillig, Frank	x			
Malecki, Jerry	x			
Manly, Ed	x		x	x
Manly, Linda			x	x
Markert, Bob			x	x
Meyer, Carl	x	x		x
Miller, Mel	x	x		
Mitchell, Bill		56 Pack		x
Niklaus, Jim				x
Peterson, Dave	x			x
Pienta, Bill			x	
Reid, Dave	x	56 wagon		x
Reints, Glen		40 Champ		
Shannon, Don				x
Sinclair, Linda		x		x
Smida, Wayne	x	66 Cruiser	x	
Smith, Ron	x	x	x	x
Smith, Stan	x	x	x	x

Snobeck, Rolf		64 Cruiser	x	x
Stastny, Ed	x	63 Hawk	x	x
Stastny, Gladys	x	63 Hawk	x	x
Stastny, Scott		Pierce		63 std
Stelford, Roscoe				x
Stewart, Dick	x			x
Swanson, Larry		x		
Thomann, Paul			x	

Tech Tip from SD Hawk, from StudeFlyer, by Tom Lerch

### A Tale of Rebuilt Brake Cylinders

Live and Learn, 'tis said. I like to have essential spare parts on hand for my Classics for expected usage, and especially for long-distance traveling in old cars. In late April one year, one Classic developed a brake fluid loss, traced to the master cylinder. The second Classic, being of a sympathetic nature, immediately developed a leaking front wheel brake cylinder. With two national meets, a CARavan and a Grand Classic at hand, immediate repair was indicated. I would replace all four wheel cylinders on the second car.

I was prepared. My spare parts supply contained two master cylinders, two new front wheel cylinders, recently obtained, and six rebuilt wheel cylinders. I had very carefully rebuilt them all some years earlier for just this need. My tags, to my surprise, showed they were all rebuilt in 1980! [Time flies at my age.] I rapidly discovered that all the internal pistons were stuck. They had to be driven out of the bores. The bores of the cylinders all had nice rust rings at each piston, and some pitting had occurred. None were usable as is - - they all required re-honing. Several were pitted enough to be unusable.

Hence - - this lesson learned the hard way. Do not store rebuilt hydraulic brake cylinders wet (that is, filled with brake fluid) for an extended period!

Now those cylinders had been carefully stored, filled with new brake fluid, all openings plugged with rubber or plastic plugs to keep air out. But, somehow in that thirteen years [guess this was written a few years ago/ed.] in their boxes, moisture had gotten absorbed by the fluid and caused the rust and pitting. My advance rebuilding was all for naught!

A freshly rebuilt master cylinder fixed car #1. Two new front wheel cylinders and two freshly rebuilt rear wheel cylinders fixed up car #2. The both again have safe, good brakes.

I will get my old "spares" cleaned up, re-sized if necessary, honed and ready for rebuilding. Their internal parts and new cups will stay IN their boxes until the next time I need a brake cylinder.

The bores of the cylinders will be well greased and stored dry. When next needed, the grease will be removed with acetone and lacquer thinner, blown dry, and then rebuilt just before putting them in the car.

This experience was an expensive lesson that I should have foreseen.





# Lark saved the day..... for a while

If you can clear your mind of Chevrolet and its small car of the late '60s, a more appropriate name for Studebaker's 1959 compact car would have been Nova.

You see, a nova is the last burst of brilliant energy emanating from a dying star. And that's what the Studebaker Lark was — a last burst of remarkable success from a dying automaker.

It's easy to dismiss the Lark as nothing more than a cobbled 1953 that Studebaker foisted off in 1959 as a new car. But the Lark was more. It gave Studebaker that last rush of financial adrenaline that made possible the GT Hawk, the Avanti and the redesigned Larks of 1962, 1963, 1964 and 1966.

If it weren't for the Lark, there would have been no R-2 and R-3 engines. Andy Granatelli would not have raced on the Bonneville salt flats. Sherwood Egbert would not have been hired corporate president. Studebaker could not have launched its survival diversification program. And Studebaker would have been gone by 1959. Done and forgotten.

And the done and forgotten almost happened in 1958. In June, the company had \$29.9 million in cash and marketable securities. But it had accounts payable totaling \$24.2 million and a three-year loss of \$97.4 million.

Fortunately, management already had taken action back in 1957 when President Harold Churchill ordered the development of a compact car. Spurring Churchill's decision was the moderate success of the Studebaker Scotsman and the fact American Motors was seeing huge success with its all-new Rambler.

At first, engineers and stylists toyed with resurrecting a redesigned 1947-52 Studebaker sedan, but found its high beltline unacceptable. They settled the basic '53 body and shortened the front and rear. The windshield was from the 1955s, the engines the same as seen in 1951, the

company increased by 60 percent to 12,000 and Studebaker passed Cadillac to become 10th in the industry, a position it had not held since 1953. The Lark had become Studebaker's post-war Champion.

But it would not last. Although sales in 1960 held to 138,866, of which the most by far were the Lark, profits dropped to \$708,850. Churchill had anointed the Lark the U.S. version of the Volkswagen and stifled redesign attempts. But the Lark was no VW. By 1961, sales dropped to 70,560 as the Big Three launched their own compacts. Profits were \$2.53 million.

Churchill was unceremoniously dropped and Sherwood Egbert hired. The 1962 Larks were redesigned to look longer. Sales increased to 102,387 and Studebaker earned a profit of \$2.561 million.

By the time the '63s were launched, sales dropped to 83,846. Studebaker lost \$16.9 million.

It did not get any better. For 1964, the model year Studebaker closed its South Bend factories, sales were a paltry 47,215, but the company made \$8.06 million mostly from its nonautomotive divisions.

Although not officially known as the Lark, the compact Studebaker sold only 19,436 units in 1965.

The company's profit was \$10.7 million. And by 1966, only 8,047 Studebakers were sold, while the company made \$16.4 million off its nonautomotive divisions.

The Lark was gone. But the Lark paved the way as Studebaker changed course toward the nonautomotive world and the end of its proud transportation legacy. It was the last true Studebaker.

**Terry Judd** - Editor  
West Michigan Chapter



transmission dated back to 1955.

But somehow designer Duncan McRae and his team were able to create a unique car that truly looked new. Churchill had predicted sales of 300,000 units. Production actually was about half that, but the results still were impressive.

Sales revenues shot to \$38.7 million in 1959 and Studebaker earned an incredible profit of more than \$28.54 million. Employment at the

Thanks to Terry Judd, Editor of  
West Michigan chapter's  
Wonderland Cruiser

Friday, June 2, 1961

**MR. LUCKY ... the LARK OWNER**

During the summer of 1961, a series of Lark advertisements in cartoon format were placed in the CINCINNATI ENQUIRER. Ray Windecker, then Studebaker District Sales Manager, Cincinnati District, rough sketched and wrote the dialogues for the cartoons and a professional cartoonist drew up the final versions. The Cincinnati Studebaker Dealer's Association paid for the ad placements. This "fishing" cartoon is from the June 2, 1961, issue. Note the ADV mark in the lower right corner indicating a commercial ad. Also note the Lark wagon in the background.

thanks to Vida Parker, Editor, The Drivers  
Seat, Western Lake Erie Chapter

## Pure Stock Muscle Car Drags Report

By Bob Palma

'Just got back from the 2006 Pure Stock Muscle Car Drag Race in Stanton MI September 15 & 16. Five Studebakers were among the record 137 participating entries at the event, up from the previous record of 129 entries.



The five Studebakers were Peter Sant's red 1963 R2 Avanti, Chuck Kerns' white 1963 R2 Avanti, John Raab's white 1963 R1 Lark Regal 2-door, Doug Tjapkes' gold 1963 R2 Lark Regal 2-door, and Ted Harbit's red 1963 R2 Lark Custom 2-door, The Stude Tomato. All cars are automatics except The Stude Tomato, which is a 4-speed.

It was an excellent event this year: Perfect weather both days and no Studebakers broke anything. John Raab won his 2-out-of-3 shootout in the first two rounds, beating a 1973 Ford Torino Sport both times. Peter Sant also won his shootout in the first two rounds.

Doug Tjapkes had fuel delivery problems and was 'way off his Friday best ET of 13.569, so he lost his shootout in the first two rounds when he could not get back into the 13s. Of course, he had been rightfully paired with another car that was close to his 13.569 on Friday.



Chuck Kerns split the first two rounds with a 1969 or 1970 Grand Prix, so they had to go to the dreaded third and deciding round. Chuck got a little anxious going into #3 and red-lighted, handing the shootout win to the Indian even though Chuck had a better ET in the third race (phooey).

Ted Harbit drew a 1971 454 cu in Corvette for the shootout and won it in the first two rounds. Ted beat the Corvette outright in the first race. The Corvette owner must have succumbed to The Pure Stock Drags' chronic "Omigosh, I've gotta run Ted Harbit" syndrome and red-lighted round two, handing the Round Two win (and hence the shootout) to Ted.



My brother Stanley Palma is a Ford man and attended The Pure Stock Drags for the first time about three years ago. He noted Ford's habitually poor corporate showing at the event and decided the one Ford that needed to be there running would be an "R" code 1966 or 1967 Fairlane 427...**so he built one!** He just barely got it done for this year's event but was there on time Friday for "Tech." It's first run down the Mid-Michigan Motorplex strip was its first run ever down the quarter-mile, but it did four important things on its first run ever: It turned a fine 13.12, it ran over 108 MPH, it didn't break anything, **and it beat a GTO!** Stan wasn't driving; he had a couple hot-shoe Ford buddies he knew would be better at it, so he let them drive.

There was enough time after the shootouts that the event staff announced they would leave the track open and the timers on for anyone who wanted to grudge-race. Ted and brother Stan agreed to run The Tomato against the 427 Fairlane for the various cameras that were rolling! The track announcer got a little confused with the mention of brothers, Studebakers, and Fords, and announced that there would be a grudge-race between "the Harbit Brothers!" (That would probably be of interest to Ted Harbit's only sibling, his sister Phyllis! )

Anyway, the lights came down and they both ran excellent runs. The Tomato was a little more excellent, though, **beating the 427 Fairlane with the Tomato's first-ever sub-13 second run at The Mid-Michigan Motorplex: 12.999 seconds** in the quarter mile! Nelson Bove was there and asked me before-hand who I was rooting for. That's a fair question. Suffice to say it wasn't me that made brother Stan choose Fords! **GO TED!**

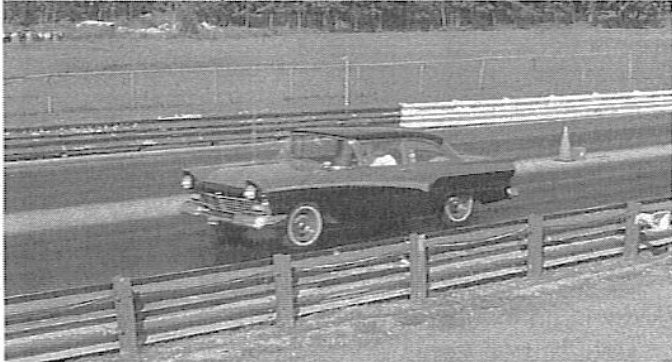


This was by far and away the most interesting Pure Stock Muscle Car Drag Race ever. Not only did we have what could have been a record number of Stude fans on the premises, but I believe the overall spectator count Saturday for the shootouts might have set a record as well. (continued next page)

Thanks to Bob Palma, and Brickyard  
Bulletin Editor, Dale McPherson

(PSMCD cont.)

But the best part were the number of really unusual fast cars that are now appearing at the event. This year saw SDCer John Feistritz bring his supercharged 1957 Thunderbird, in which he won his shootout.



John's friend Frank Rice brought his supercharged 1957 Ford Custom 300 2-door for the first time - complete with mandatory column 3-speed since factory floor shift was not a 1957 option- and Frank won his shootout, too! (The announcer is so used to seeing Corvettes at The Pure Stock Drags that he actually announced John's car as being a Corvette!)



The AMC gang has finally caught on, and even matched the Studebaker crowd for the number of cars entered: Five. There were 2 390 AMXs, one 1969 1/2 Rambler Scrambler, and two 1971 Hornet SC/360s. All ran very well. The two Hornet 360s ran so close in qualifications that the computer, based solely on matching similar times, paired them for the shootouts!

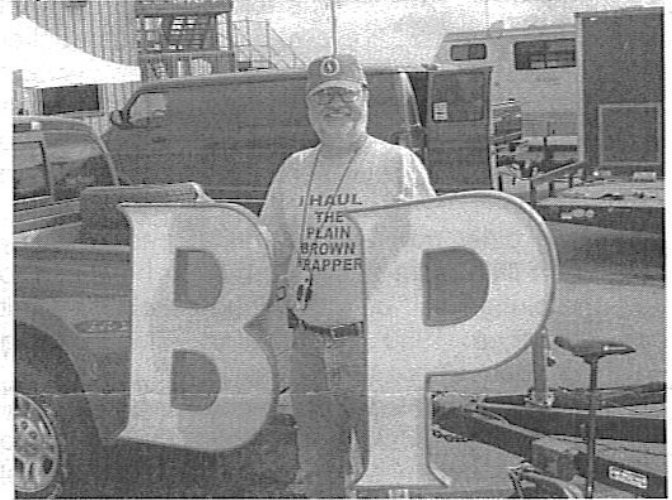


It is so great to see such an assortment of fast iron at the event. One does a tire somewhat of endless green 1969-1971 GTOs and Buick GSXs, no matter how nice they are...and they are...not to mention 6-pack MoPars and an occasional Hemi 'Cuda and such.

IMHO, enthusiasts need to know that the idea of fast cars didn't originate with 1964 Pontiac LeMans' equipped with the GTO package, no matter what conventional wisdom says.



Overall, a wonderful time and I wish all Stude folks could have been there. **Make plans for mid-September next year! BP**



John Kern, crew chief for the Kern-Kern team, reads a spark plug after a fast Avanti run.

"Well, I think it reads C-H-A-M-P-I-O-N on the side."

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

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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 .....\$\_\_\_\_\_

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List Studebakers, with year, model, body style, serial#, etc. [use add'l page, if req'd

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Name\_\_\_\_\_

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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!

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List your Studebakers, with year, model, body style, etc.\_\_\_\_\_

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Studebaker National Museum  
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Please send me information  
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Black Hawk Chapter/Chicagoland