

The *Starliner*®

THE BLACK HAWK CHAPTER - STUDEBAKER DRIVERS CLUB, INC.

September, 2010

Volume 42 Number 3

Join our Black Hawk Chapter and get 10 to 11 issues of the *Starliner* per year! See Membership Application on Page 10.



**Jim & Nancy Heinsohn's
1923 Studebaker BIG SIX Seen at the
20th Annual Illinois Railway Museum**

This website version of the *Starliner* does not include regularly published Monthly Meeting Minutes or Want Ads

SDC 2010 First Place Award Winner for Monthly Print Newsletter and 2010 Eleanor Blume Award Winner for Best Cover and Artwork (In Memory of Dave Reid) in Chapter Publication

The *Starliner* newsletter is published monthly by the Northern Illinois Black Hawk Chapter of the Studebaker Drivers Club Inc.

The **Black Hawk Chapter** is the officially chartered representative of the Studebaker Drivers Club for the Northeastern 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 location and a membership roster on a national level. The **Black Hawk Chapter** provides the same services on the local level, including monthly activities, 10 to 11 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 enthusiasts in the Northeastern Illinois area. Reprinting of any articles contained herein is granted to any SDC-related organization, provided that 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 insure the accuracy of everything we publish. Monthly chapters are usually held the 2nd Tuesday of each month at locations which can vary monthly. Please see the Chapter calendar for the current location. For any questions regarding directions,

etc., please call an Activities Committee Person, the President or Editor for assistance as printed above. For Membership Applications, see the back page of the newsletter. Again, if you have questions, please call an officer, above, or for SDC details, contact The Studebaker Drivers Club, Inc. at the address on the national application (see back page) or Phone at 763-420-7829 or Fax at 763-420-7849. The deadline for submission of articles, ads, etc., for the **Starliner** is the 20th of the month (or earlier if you like), as we try to publish by the 29th (except December). All submissions are appreciated and will be included as space and relevance allow.

Prez Sez - 21st Century Breakdown

by Steve Goldspiel

An antique car that is driven on the highway will, sooner or later, break down. Each of our cars has thousands of parts, all performing way past their design life. Many of these small parts are not subject to visual inspection or routine maintenance. When my trip is brought to an abrupt stop by a mechanical failure, I would rather have today's communication technology than a trunk full of n.o.s. parts. A major credit card also helps.

My son Ethan and I were heading for the Black Hawk Chapter show at a retirement community in Crest Hill on Saturday, July 31, when the engine of our 1954 Chevy started racing at top speed. Ethan shifted to neutral, pulled on to the shoulder of the ramp from I-355 South to I-55 South and shut down the out of control motor. We were separated from the rest of the world by a high, seemingly endless right of way fence.



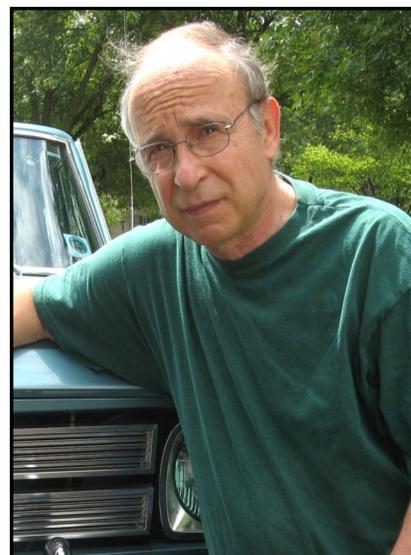
An internet equipped cell phone was a big help when Ethan and Steve Goldspiel's 1954 Chevy broke down on an Interstate.

Ethan carries a cell phone with internet access. He used it to find and call a nearby towing company which had a flat bed lift truck. He also located a local repair shop which worked on old cars and was willing to try to fix ours. The internet even shows ratings given by customers who used its services.

While we waited for the tow at the side of the road, Jay Crites, Frank Guadagno and Jerry Malecki pulled up on their way to the same show. Frank diagnosed the problem as a missing throttle plate, the part that controls the flow of gasoline within the carburetor. Assured that help was on the way, (the tow truck driver called on the cell phone to say he would be with us shortly) they went on to the show.

The tow truck driver, a fan of old cars, loaded the Chevy very carefully and took us to Bolingbrook Auto Care. They fixed it on Monday by replacing two tiny brass screws which had sheared off with stainless steel fasteners of the same thread. We rented a car from Enterprise (low weekend rates) and drove home using Ethan's GPS.

Fifty years ago, when I was driving a similar 1953 Chevy, the episode could have been much more



Black Hawk President: Steve Goldspiel

unpleasant. That was before bank credit cards were available and only cash was accepted from out-of-towners. Flat beds were not yet in use and much damage was inflicted on cars dangling at the end of a hook. The only sources of information on a garage were the yellow pages and, if you were lucky, the right motor club. Communication was one way only, by pay phone, if you could find one and had enough coins. And there was no Black Hawk Chapter.

I do remember one Saturday night many years ago when a local gas station mechanic fixed our unresponsive gear shift. He replaced a sheared off cotter pin in the '53 with one of Andrea's bobby pins. Since the '54 has the same gear shift, maybe I should carry an old school bobby pin as well as a modern cell phone. /Steve/



Steve's Crisply Styled 54 Chevy at Volo



Chevy Stovebolt six

Willow Falls Anniversary Celebration by Don Juday

Neither drizzle, nor dark clouds, nor threatening storms could keep Black Hawk Chapter members from joining the anniversary celebration of Willow Falls Senior Living Community in Crest Hill on July 31. The Community's residents, families and guests enjoyed the fabulous cars and many were anxious to share the memories that seeing the cars sparked in their minds.

In addition to the cars, the "Main Street" section of the community's center was a flurry of activity with representatives from various senior service organizations providing information, advice and event remembrances. The main dining room offered a stage for a variety of entertainment including magicians, live music and "Jammer," the *Joliet Jackhammers* mascot. Chapter members were invited to join residents and their guests for a complimentary lunch. Made to order ice cream sundaes from the Willow Falls Ice Cream Parlor made for a scrumptious dessert.

When the day's activities drew to a close and the BHC members began to ready their classics for the trip home, it was agreed that Willow Falls had been an enjoyable and worthwhile venture. /Don/



"Jammer" Enjoying Frank Guadagno's 1964 Mercury



Jim Niklaus converses with Jay Crites & Frank Guadagno about his 1963 Avanti



Stude Kids joined "Papa" for part of the day



'Phil Vacco's 1951 Starlight Coupe



'Hugh Edfors' 2002 Avanti ('63 "Wannabe")



Jay Crites' 1964 GT Hawk, Don Juday's 1964 Daytona, Bob Kapteyn's 1956 President, and Phil Vacco's 1951 Starlight Coupe



Paul Reppa's 1953 Champion



'Jay Crites' 1963 GT Hawk and Jerry Malecki's 1951 Oldsmobile

Editalk - It's Been a Fun Car Show Kind of Month by Don Cuddihee, Jr.

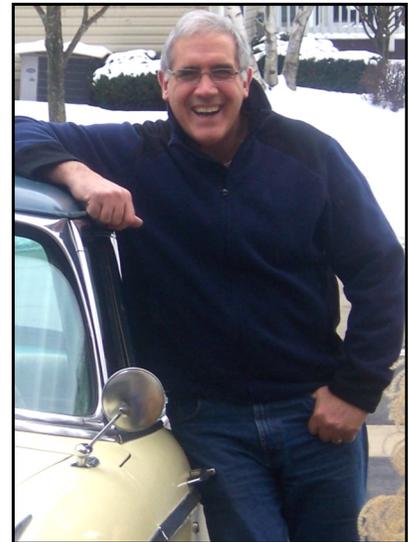
Hello Folks, space is at a premium this month. So thanks to all the great writers in this month's issue I will just have to keep it short. I want to encourage all of you to drive your Studebakers on "Drive Your Studebaker Day" on September 4th. I had a great time this month at many of our Black Hawk Chapter events. I went to the Zone Meet and it was awesome. I also had fun with many of you checking out the cars at the Transportation Extravaganza - Union, IL.

It was a great time getting a ride to the Volo Auto Museum in Hugh Edfors 2002 Avanti. It was also good to see you other Black Hawk folks and talking the old-car-talk at Volo.

Lastly, much thanks to Jim Heinsohn for giving me permission to use a photo of his beautiful 1923 Studebaker "Big Six" on the cover of this Starliner issue. More to come from me in the October Starliner. Until then - I'll see you folks on down the road! /Don/



1958 Hawk at Volo Car Museum



Black Hawk Editor: Don Cuddihee, Jr.



Hugh, Steve, and Don at Volo Auto Museum in Volo, Illinois - taking a break



Hugh Edfors very nice 2002 Avanti

Schedule of Events: Submitted by: Karen Jackson

Our regular monthly meeting spot is Denny's Restaurant at 17 W 660 22nd Street, Oakbrook Terrace, IL 60181 (630) 932-1888. Our Activities Committee is Karen Jackson (773) 490-7597, Jay Crites (847) 437-1587, Frank Guadagno (630) 350-7563, and Mike Williams (815) 485-1547 Please call them to offer up your place for a meeting or with any suggestions for future meetings. Call them for any activity listed below which doesn't have someone else listed as the contact.

Black Hawk Chapter Events:

August 29, 2010: Orphan Car Picnic, Kendall County Fairgrounds west of Rt 47 on East Highpoint Rd & Rt 71 10am - 5pm

September 14, 2010: Monthly meeting at Denny's, 17 W 660 22nd Street, Oakbrook Terrace, IL 60181, (630) 932-1888

September 19, 2010: Cantigny Car Show

September 26, 2010: Eli's Cheesecake Festival 11am - 5pm To benefit the New Horizon Center for the Developmentally Disabled and The Greater Chicago Food Depository 6701 W Forest Preserve Dr., Chicago, IL

October 3, 2010: Elburn Lions All Wheel Show 500 Filmore Ave., Elburn, IL Pre-register before Sept. 22 elburnlions.com/carshow.htm

October 10, 2010: Morris Car Show

October 12, 2010: Monthly meeting at Denny's, 17 W 660 22nd Street, Oakbrook Terrace, IL 60181, (630) 932-1888

November 9, 2010: Monthly meeting at Denny's, 17 W 660 22nd Street, Oakbrook Terrace, IL 60181, (630) 932-1888

Black Hawk Chapter Events Contd:

December 12, 2010: Christmas Party Alpine Banquet Haus Westchester, IL

June 19 - 25, 2011: 47th International SDC Meet, Springfield, Missouri. Make your hotel reservations now! Contact Jim Moore jlmoore@prodigy.net or Nita Ketchum nlketchum@aol.com

Non - Blackhawk Events That May Be Of Interest:

September 11, 2010: Illinois Secretary of State Antique Vehicle Show

September 12, 2010: Sun Car Show-Cuneo Estate Vernon Hills, IL

September 18, 2010: Sat Motorsports & Memories Car Show, Carpentersville, IL.

October 9-10, 2010: Sat-Sun Hunnert Car Pile-Up (Rat rod/ Custom Car Show) Grundy Co. (Il.) Fairgrounds

20th Annual Illinois Railway Museum Transportation Extravaganza by Ivan Clark

Well it's that time of year again folks, the Illinois Railway Museum Transportation Extravaganza in Union, IL has come and gone, but the fun and the memories will always remain. Although yours truly was not able to attend as a participant, due to a malfunctioning charging system on his Lark, we were still able to attend as spectators and we enjoyed ourselves a lot. We had our traditional spot, which was the primo position over by the depot right by the mainline. The weather was fantastic, and there was a record number of Studebakers and Packards in attendance from all over the region, as well as many other makes, models, and commercial vehicles from many of the other clubs at the show.



1966 Ford Mustang & Vern Timm's 1963 Avanti at Union, IL

The prime passenger trains on the mainline consisted of the Nebraska Zephyr, a train I highly recommend as it was very very smooth to ride, a Pullman heavyweight train pulled by one of the last remaining Santa Fe FP45 diesel engines, and followed up by one of the last remaining Wisconsin Central SD45 diesel engines. If passenger trains were not of your interest, they also had a two car steel frame and wood bodied Chicago Aurora & Elgin interurban on the mainline. The inner loop had the traditional "Green Hornet" Chicago Transit Authority interurban, and a San Francisco open trolley car style Colorado and Southeastern interurban on the inner loop that was running around the grounds.

If you are getting hungry from all of the walking and riding, you can pickup something to eat from many of the little stands outside, or you can dine in. There is a vintage restored diner, which served hamburgers, hot dogs, pizza, nachos, and various cold beverages located in the center of the grounds. If you want to see some of the behind the scenes action, they had tours of the steam engine restoration and the car shops. I highly recommend the tours if you want to see regular machine equipment at a very large scale, as well as how they repaired these engines in the backshops on the railroads. The museum also had a siding with passenger cars that were open to the public, to show how folks in the past used to travel. These cars are a neat way to experience riding across the country as the diner, coaches, sleeping cars, and Rail Diesel Cars are restored with their seats and interiors intact.

If you are like me and you like to peruse the grounds, there was quite a bit to see. The clubs are spread out all over the grounds, and the railroad equipment is spread out as well. The clubs and cars range from the Model A's and T's at the opposite ends of the grounds, to Corvairs, replicars, muscle cars, street rods, vintage import cars, and commercial and military trucks and buses across the tracks from the depot.



1957 Hawk and 1949 Champion Sedan (Owners Unavailable)

There was also various barns and outside sidings filled with steam and diesel engines, passenger trainsets, maintenance of way equipment, trolley buses, and vintage freight cars. If you walked between the barns or waited for favorite antique vehicle to cross the tracks, you can even spot the various signals and railroad crossings, both animated and static, that were used by the different railroad lines over the years. It was a great and entertaining day to be at the show, and if you didn't make it this year, mark your calendars for this can't miss car show for August 2011! We'll see you there! /Ivan/



1951 Stude Commander Convertible (Owner Unavailable)



Jack Willis's 1953 Commander Sedan

Tech Article - *Shedding Some Light On Safety* by Phillip Vacco

As the owner of a 1951 Studebaker Starlight Coupe there is not much more that I enjoy then taking my car out for a drive and seeing the faces of other people light up as they see this unique vehicle on the road again. However, with its original 6 volt electrical system, I've always been concerned about having some inattentive driver rear end me because my brake lights were too small or dull to see.

While there are dozens of third brake light products and light pedestals that are available through a variety of vendors supplying products to the hot rod and custom car markets. I found that these products had several major disadvantages:

- They are designed to operate on a 12 volt, negative ground electrical system;

- They typically required being permanently mounted on the rear package shelf of the car (something I didn't want to do);
- and

- They can be quite expensive.

Faced with this conundrum, I decided to design a third brake light that I would be able to install and yet remove without permanently altering the vehicle, work on a 6 volt, positive ground electrical system and be affordable.

It seemed that the first hurdle I had to jump over would be the most difficult; that was figuring out how to add a third brake light without having to update the car's wiring from a six volt to a twelve volt system. Surprisingly, a little internet research providing me with an amazing simple answer. A company called Watson's Street-Works, which manufactures and sells custom aluminum products for the hot rod and custom car industry, offers a 6 to 12 volt converter that would allow one to install a 12 volt LED brake light to a 6 volt electrical system (either negative or positive ground) so long as that light did not draw more than ½



amp of power. The device (which sells for \$59.00) is barely bigger than book of matches and comes equipped with double sided tape so it can be easily mounted and hidden in an out of the way place in the vehicle's trunk. So with the problem of adapting the third brake light to a 6 volt system solved, I turned my attention to finding a light that would not draw more than ½ of an amp of power.

Considering that I would be restricted to using a light that drew only ½ amp of power, it became fairly clear that the only lighting source that work would be an LED or Light Emitting Diodes. Fortunately, these lights are become more popular within the automotive industry and are available in a variety of sizes and colors.

Further internet research lead me to a company out of Brookings, Oregon, called Radiantz Led Lighting that sells LED strips of various lengths and colors which are designed to be used on motorcycles. These LED lights not only come in a variety of lengths and colors, but because they are intended to be used on motorcycles, they are encased in a plastic weather proof tube (also of various colors) with 3M automobile adhesive double sided tape on the back so they literally can be applied to any clean surface. Light weight, flexible and with peel and stick application I thought that these lights would offer me the flexibility to attach the lights to the vehicle in such a way that they would be easily visible, but would not permanently alter the car. Making a few more phone calls to Radiantz LED, I learned that their LED lights would not draw more than ½ amp of power as long as the strip of lights was kept under one hundred LEDs. (In other words, with the power converter I could light up a LED strip

was up to one foot in that length.) Now I just had to figure out home many LEDs I needed, and a way to install them in the rear window in a manner that would not only look pleasing, but would not require any permanent alteration to the car.

Since my car has the wrap around windows in the back, I opted to place an LED light strip on either side of the center window divider. Radiantz LED sells a LED array consisting of 40 LEDs that is approximately five and a half inches in length that comes pre-packaged in a protective plastic tube in your choice of colors for \$33.00 a piece. Two of these would provide 80 LEDs and nearly one foot of bright, high visibility brake lights. Now I just had to determine how to build the support brackets to hold the LED strips in the window at the proper height and angle.

To construct the brackets I obtained some lightweight half inch aluminum stock which I cut to the appropriate length and "welded" together using JP Weld epoxy. Once the pieces had set, I cleaned the aluminum using denatured alcohol, primed and painted them to a color that would blend in with the interior of the car. Once completed I merely stuck the LED strips to the frames, hooked the brackets on the rubber window molding and ran the wiring down the window frame into the trunk and wired it to the existing brake lights through the power converter. Working with aluminum I was able to bend the light brackets to form to the curvature of the rear windows.

Now when I hit the brakes, these added LED light strips come on leaving no doubt to the person behind me that I am applying my brakes. Better yet, I can easily remove them in the future leaving no trace that the vehicle was ever modified.

Total cost to add a third brake light, including the aluminum and paint, came to a little over \$150.00 (shipping included), knowing that I the person behind me can see me braking a mile away . . . priceless. /Phillip/

2010 Upper Mississippi Valley Zone Meet - Moline, IL by Doug Hodak

It had been a while since I had taken both the Studes to a show, let alone one so far away. With excitement my wife Katie and I prepared to take Hank, our '50 Starlight Coupe and Josie, the '53 Starliner to the Upper Mississippi Valley Zone Meet in Moline, IL. Let's go over the checklist:

- Extra water pump – check
- Extra fan belt – check
- Extra fuel pump – check
- Every other spare part gathered over the last ten years just in case you need it – check.
- Chairs, food, clothes and all that other stuff that doesn't matter – check

I thought I'd give the cars the once over a couple of nights before. Hank checked out OK. Josie's points were a little tight so I decided to spread them out 0.010". Fast forward...Katie and I are driving *one* car, Hank, to the show and hoping that Tom Karkiewicz will have a replacement distributor for sale on that blue bus. Ugh, I'm reminded again..."why can't you leave things alone?". Yes honey, you're right.

We pulled up to an impressive lot full of Studebakers, around 60+ in my estimation. My heart always swells with pride when so many beautiful cars are gathered. My mind briefly wanders to what it must have been like "back in the day" when these cars were so common. Today's cars are largely wind tunnel, smeared headlight, plastic throw-aways. I would rather have a rusted work of art than..."pull over right here!" shouted one of the volunteers breaking my brief daydream. We were given a corner spot toward the front of the lot. A little maneuvering and Hank rested for the day with only one set-back, a blown starter relay fuse – not my fault I swear...



Row of Very Nice Hawks and Gran Turismo Hawk's



Chuck Galauner's Award Winning Avanti



Row of Sweet Avanti's and Avanti II's



Doug Hodak's '50 Studebaker Champion



Award Winning '39 Commander (Modified)



Jay Crites Award Winning '64 GT Hawk



Award Winning '61 Lark Convertible

Continued... 2010 Upper Mississippi Valley Zone Meet by Doug Hodak

Upon gathering the registration papers we were given voting forms. I then remembered that this year's show would not have (traditional) 400 point judging but instead "People's Choice" awards. Each registered guest was asked to choose their favorite vehicle in each category, including: *Class A:* Antique Cars thru 1946, *Class B:* Cars 1947 thru 1952, *Class C:* Cars 1953 thru 1958 (non Hawks), *Class D:* Cars 1959 thru 1966 (non Hawks), *Class E:* All Hawks (except Packard), *Class F:* All Avanti, *Class G:* All Trucks, *Class H:* All Modifieds, and *Class K:* All Packards. Public visitors were also able and encouraged to vote. This year's winners could be just about anyone, not just the car down the row with the perfect under-carriage.

As the day passed, we were able to browse the collection of cars talking to some familiar faces and meeting a few new ones. Several Blackhawk Chapter members attended including Don and Gisela Cuddihee, Richard Quinn, Jerry Maldecki, Jay Crites, Chuck Galauner, Bob and Marie Kapteyn, and Eric DeRosa. Along the way someone told me "...at first it's about the cars, the longer you stay in SDC, it's about the people." I found that comment increasingly profound as the weekend went on. Seeing all the chapters gathered made that notion palpable.

After a tour of the show, we found ourselves in the host hotel, the Stoney Creek Inn. Adjacent to the Mississippi river, the motif was a wilderness lodge. It was expansive yet intimate - an excellent choice. Within one of its hallways was a silent auction. Katie and I took advantage and bid on several items, some of which we ended up taking home (in case you were wondering, the new jig saw works great).

Six o' clock rolled around and it was time for the banquet/awards dinner. Katie and I settled next to familiar Blackhawk faces and subsequently enjoyed an ample buffet

style dinner. Shortly after, presentations began including, but not limited to the "State of the Zone" by Larry Swanson, a historic human interest story of a famous local musician, and meet awards. To keep things light hearted, a few humorous awards were included as well. By the time the banquet wound down, Blackhawks took home the following:

People's Choice Awards

Chuck Galauner, 1963 Avanti
Jay Crites, 1964 GT Hawk

Humorous Awards

Chuck Galauner, Most Gravel in Tire Tread
Doug Hodak, Most Keys on a Key Ring (geesz, I only had a few)



Jay Crites, Chuck Galauner, Doug Hodak

In Larry Swanson's State of the Zone address, special mention was made to Don Cuddihee's recent achievements for the Starliner among two other Upper Mississippi Valley 2010 Editors Award winners. Don was recognized for receiving, at the International Meet (in Glendale, AZ), the "First Place Editors Award for Best SDC Chapter Print Newsletter" for 2010. Larry also gave recognition to Don for having won a second award for "Best Cover and Artwork for the January - February Dave Reid Memorial Issue". The Blackhawks are fortunate to have so many remarkable people (and cars).

Whew...time to go home. After breakfast and a brief tour of the

area with relatives, it was time to pack up Hank, drop it in first gear, and head to the Windy City...or thereabouts. The trip back was a tale of two cities, cool rain for the first hour and a slow cook sauna for the next two. I seriously do not know how anyone traveled cross country in this era car without A/C - I assume they had plenty of water and a rosary to make it through.

What a great time we had and based on the smiles I saw over the course of our two days, it is not hard to imagine we were the only ones.

/Doug/



Duane Miller's '63 Avanti



Couple of Pristine '64 Daytona Ragtops



Awesome BIG 1950 Stude Landcruiser

The **Starliner**
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 Wheaton, IL 60189



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 Studebaker Drivers Club Inc 2/10/2011



1923 Studebaker BIG SIX



Join Our Chapter - Membership Application Below

Studebaker Drivers Club Inc. Application

Memberships are one year from inception, and include 12 issues of *Turning Wheels*. New member first year trial membership is \$24.00, normal renewal membership is \$31.00 or \$60.50 for first Class Mail.

Dues enclosed \$ _____
 Vol. Contribution to Museum Fund \$ _____
 Vol. Contribution to Car Restor.Fund \$ _____
 Ck to SDC for Total \$ _____

and mail to: **The Studebaker Drivers Club, Inc., P.O. Box 1715, Maple Grove, MN 55311-7615**

Name _____
 Spouse _____
 Address _____
 City _____ St _____ Zip _____
 Phone _____ - _____
 Email _____

If Renewal, please list member # _____ and Expiration Date ____/____/____

Please list Studebakers by year, model, etc.

Black Hawk Chapter Membership Application

Our membership year runs from July thru June and includes 10 issues of the **Starliner**. Dues are \$18 for the paper and stamps version and \$15 for the e-mail version. If you want the lower rate, you must include your e-mail address. Please include your e-mail address, anyway, if you have one, so we can get emergency updates to you via e-mail.

Membership in SDC is **required**: # _____

Please make check to BHC/SDC and mail to : Don Juday, Membership Director, 726 Beach Avenue LaGrange Park, IL 60526

Name _____ B'day ____/____/____
 Spouse _____ B'day ____/____/____
 Address _____ Anniv. ____/____/____
 City _____ St _____ Zip _____
 Home Phone _____ - _____
 Cell Phone _____ - _____
 Email _____

Dues Amount \$ _____
 Discretionary Donation to Support Chapter \$ _____
 Total Amount Enclosed \$ _____ Ck # _____

BLACK HAWK MEMBERSHIP SURVEY- PLEASE COMPLETE AND RETURN WITH APPLICATION AND PAYMENT

Other "Interesting" cars you own: _____

Other car clubs you belong to: _____

Your Level of Computer Experience _____

Type of Work you do [did] _____

Employer _____

Other Hobbies _____

What was the first Stude you owned _____

_____ and year purchased? _____

Please list Studebakers by year, model, etc.

