

Trying to describe South Bend '71 if you weren't there is just about impossible; everyone who attended would probably give you a different version of what went on. Some said four days was too long, but on the other hand a lot more said they wished it could run for a week.

Here's what Jeff Wheeler of Wisconsin reported to Wisconsin members: "The shortcomings of human speech are simply too immense to allow one to describe the many activities that occurred during South Bend, 1971. There is no possible technique available to take the tremendous emotional impact and interest generated during the SDC National and place it on paper. Those who were unfortunate enough not to attend, simply will never "know" unless they attend the 1972 up-and-coming National. The oft-repeated cliché 'you have to see it to believe it' most certainly applies.

For the Studebaker enthusiast, for the old car buff, South Bend, 1971 was a seventh heaven with very few shortcomings. Whether one drove to attend with an old 'rust-bucket' or trailered in a true show car, one just could not help but join in the high spirits which abounded. With parts and literature galore, and cars by the hundreds, one fought with his own mind in an attempt to decide what to do and where to go first.....

Possibly one of the most enjoyable and rewarding aspects of the Meet was the time spent within the Randall's Inn parking lot, simply 'jawing' with other Stude lovers. Such is the time when one can grasp onto many helpful hints necessary to keep one's auto running; when one meets many interesting new acquaintances; when one learns different quirks and oddities involved with our beloved machines.

But no matter how superb a gathering of Studebaker lovers, there must always be one or two shortcomings. A meet would seem unpleasantly naked without!! Many people complained (with no immediate solvent) about the rather extreme heat during the Concours; at least seven owners were 'up-in-arms' due to the completely mistaken overlooking of the modified class; and several more felt that the meet could have been pleasantly combined into three days (or even two) instead of four.

Yet, who am I to speak of shortcomings? After all, I won a third place trophy...in my class for my 1948 Champion...only 1/3 of a point out of second....."

For some members Dick Datson's High Performance seminar should have run for four days alone, while others could care less, but said they wanted to spend more time at Standard Surplus. I don't believe there was a single time day or night, when you couldn't find a gab-session going on in one of the rooms or in the parking lots at Randall's Inn or any of the other motels which were also filled to capacity. Parts and literature were bought, sold, or traded; cars were sold and resold, old friendships were renewed, and many had a chance for the first time to meet people they had been corresponding with for a long time.

One of the most gratifying sights and experiences of SB '71 was the enthusiasm of the many teenagers in attendance. Whether long or short-haired, they all shared a bond of friendship in being "Studenuts". My son Joe and his four friends who came up with us were supposed to help me with roster distribution and a few other chores, but they found so much to do with new friends that I seldom saw them. They not only intend to make South Bend '72, but have already recruited several more who are coming. With the many additional activities being planned I am wondering if I'll even be able to find them when it is time to leave.

This, then, is the report on SB '71. It is later than I had planned, but would have been impossible without the help of the many members who sent in photos in response to my cry for help. My biggest problem then was in deciding which of the many to use.

And no report would be complete without reference and heartfelt gratitude for the efforts of the many members of the Michiana Chapter who went all out to make the Meet an outstanding success. There were many others also, John Van Haaften and his capable group of judges and helpers; the ladies from other regions and chapters who helped with the Swap Meet, Registrations and the many other jobs which needed doing; a host of volunteers who put the High Performance Seminar across under Dick Datson's able supervision and last, but by no means least, the able assistance of Jo Sawatzky. Jo, who is Secretary of the Buffalo Chapter of Manitoba, spent many hours helping me with the roster distribution, all the time worrying whether her husband, Neal, was buying so many parts that they wouldn't be able to take them all back to Canada!



THE STUDEBAKER DRIVERS CLUB  
7TH ANNUAL NATIONAL MEET  
FINANCIAL REPORT

DEPOSITED JANUARY 18, 1971

Balance forwarded from National Treasury	\$ 100.00	
TOTAL monies deposited from Banquet, Pre-registrations, Gate, Ladies Activities, & Swap Meet	5728.25	
DONATION (Standard Surplus)	200.00	
ALLOTTED Petty Cash	<u>64.00</u>	
TOTAL		<u>\$6092.25</u>

EXPENDITURES:

Awards Banquet	\$2320.76	
Awards & Trophys	542.64	
Grounds Rental & Supplies	362.50	
Printing	340.31	
Registration Packets	259.00	
Ladies Activities	161.60	
Advertising	84.24	
Signs & Materials	68.09	
Registration & Banquet Refunds	67.50	
Postage	50.70	
Security Officer	48.00	
Telephone Calls	46.36	
Judge & Guide Armbands	27.17	
Automobile Quarterly Courtesy Room	16.63	
Office Supplies	10.21	
Miscellaneous Supplies	8.43	
Bank Charges	6.00	
Canadian Exchange	<u>1.11</u>	
TOTAL		<u>\$4421.25</u>
BANK BALANCE AS OF SEPT. 20, 1971		<u>\$1671.00</u>

David L. [Signature]  
NATIONAL MEET TREASURER



And



# The Studebaker Drivers Club, Inc.

Harry Barnes, Founder

P O Box 3044 South Bend, IN 46619

The 7th Annual National Meet is now history. From all of the nice compliments and the record turnout it was a success.

Any meet of this size cannot be successful without the help of many fine people. A chairmans job is made a whole lot easier when you have an efficient committee to work with, and I had just that. These people behind the scene who do the leg-work but get little recognition, to them I owe a lot. They are in alphabetic order:

- Mr. Phil Brett -----Headquarters Hotel
- Mr. & Mrs. Edward Hager -----Vehicle Collection
- Mr. James Kile -----Concours
- Mr. David Lange -----Finance
- Mrs. Linda Lange -----Registration
- Mr. John Oxian -----Award Banquet
- Mr. Harold Peterson -----Swap Meet
- Mrs. Maryann Peterson -----Publicity & Ladies  
Activities
- Mr. Carl Tuveson -----Advertisement

Also included in this list is Mr. Robert Aker, last years Meet Chairman. Without his Do's and Don'ts it would have made our job a whole lot harder. People like these and also members who came to the Meet and offered their help with registration, judging, gate attendance, and concours parking. I couldn't possibly list everyone, but to them I say THANKS also.

7th Annual National Meet Chairman,

*John Nemeth*  
John Nemeth

Heeding the old time cry of "Hire a Hall!", the Michiana Chapter in order to assure all members attending South Bend '71 of seats at the Awards Banquet did just that.

Faced with the knowledge that no other building in South Bend was equal to holding the expected gathering, they were able to procure a room at the Notre Dame Convocation Center. This space not only seated all the guests, but we had room to display the 1956 Champion which was donated to the Museum by John Bricchetto.

Parking space for the event was no problem, a welcome relief from the experiences of preceding years. Interestingly enough, a hockey game and basketball practice were taking place in other parts of the structure but in no way interefered with our affair.

A delicious dinner which was well catered and served to all the guests in a minimum of time was followed by introduction of guests, the incoming officers for 1971-72, awarding of trophies and several interesting talks.

In the unavoidable absence of Founder Harry Barnes, who was overseas on personal business, outgoing President Herb Keller presented the Minnie Barnes Award. This is presented annually to the Region or Chapter which has shown the greatest improvement goodwill and dedication during the past year. One of the requirements is participation in civic affairs as well as auto club activities. The Award was presented to the Colorado Chapter in 1970, and this year they were again the recipients, but on a joint basis with the Sequoia Chapter of California. They also received it under their new name of the Conestoga Chapter, the change being due to the formation of another chapter in Colorado.

Awarding of the trophy for the best SDC Publication was deferred due to final results being untabulated, later the Wheelbarrow Johnny, quarterly Newsletter of the Sequoia Chapter received a "Senior First" Award by virtue of having placed first in 1970, while the Illinois Region's Starliner captured First Place for 1971 in a tie.

Highlight of the evening in addition to the presentation of the trophies as a result of the Concours D'Elegance was the appearance of Robert F. Andrews. Mr. Andrews gave the assembled group of Studebaker enthusiasts a 'First Person' account of how he, John Ebstein and Tom Kellogg spent weeks in complete isolation near Palm Springs, California working up the design of the Avanti from a few sketches which were furnished them by Sherwood Egbert.

So many rumors and half-truths have been floating around during the past years about how the Avanti was developed that it was quite refreshing to receive a report from one who actually took part in this affair.



FINAL REPORT - JUDGING 1971

Well, South Bend is over except for the memories. On the following pages are listed the classes and the standings for each vehicle judged. The scores have now been audited which accounts for a few differences in point totals than were announced at the Awards Banquet.

We were successful in locating all entrants in the Special Class (XXIII) who were inadvertently assigned to the wrong class.

Trophies for ties, senior places and trophies not claimed by owners have been mailed out. Patches for the first fifty judges who signed up were also mailed out.

If you wish to have the score sheets for your car, they can be obtained by sending a SSAE to:

JOHN A. VAN HAAFTEN  
Judging Committee Chairman, SDC  
7940 Holly Road  
Brighton, Michigan 48116

You should know that a minimum of 150 manhours was spent on judging alone on the day of the Concours. The job could not have been accomplished without the help of the head judges, class judges, adding machine operators and clerks.

Although we did very well, I am sure that improvements can be made. Please, while this is still fresh in your mind, take the time to let us know your suggestions. They will be passed on to the next Judging Committee Chairman. We cannot correct a problem we do not know about!

Congratulations to those who were awarded a trophy, and my thanks to all of you who took the time and effort to bring a vehicle and helped make South Bend 1971 the best ever.

JOHN VAN HAAFTEN  
JUDGING COMMITTEE CHAIRMAN, SDC.



SPECIAL AWARDS

OLDEST VEHICLE

1913 Four Door Touring  
Louis Mahnic  
LaSalle, Illinois

LONGEST DISTANCE

Pre War West

1925 Duplex Phaeton  
Bill Potts  
Peck, Kansas

Pre War East

1938 Commander  
Sheldon Henderson  
Roslindale, Massachusetts

Post War West

1963 Gran Turismo  
Art Unger  
Kelowna, British Columbia

Post War East

1962 Gran Turismo  
G. B. Steel  
Dartmouth, Nova Scotia

HARD LUCK

Pete Walker  
Dexter, Michigan

Tom Stewart  
Maplewood, Missouri

HIGH POINT

Pre War

1931 President Convertible 144 points  
Bob Foust  
Centre Hall, Pennsylvania

Post War

1950 Convertible 17A 146 2/3 points  
Harold R. Hendricks  
Stump Creek, Pennsylvania

