

South Bend 78



PREWAR DIVISION - Classes 1-7

Best of Show - 1941 President Land Cruiser 4dr	198
#191, Harold E. Zulick	
Senior Class - all former 1st place winners	
1st #51, Neil DeLozier, 1928 Dictator sedan	192
2nd #234, E.J. & Margie Stitt, 1927 Erskine	187
3rd T #269, Carroll Studebaker, 1909 Electric	183
3rd T #130, Wiley Knox, 1941 Champion coupe	183
#72, Ron Glass, 1955 model 55 4dr sedan	182
#85, Ed Richter, 1929 Arlington hearse	172
#78, Charles & Helen Worthington,	
1937 President 4dr	163
#167, Herb Read, 1942 President 8 L.C.	149





#319, Mike Butler, 1954 Champion Starlight 187
 #271, Bob Tarwacki, 1950 Commander Roadster 180
 #116, Roger Merritt, 1951 Champion Starlight 179
 #999, Brian Korn, 1957 Silver Hawk 173
 Class 18 - Related Vehicles
 1st #139, Leslie Corkins, 1960 Larkette Roadster 194

Several other Studes at the Concours which were not entered in the judging included the camper driven by the Zaners from Colorado, and former President John Bricetto from Tennessee with his Studebaker taxi. He used to have his complete phone number on it, but had to remove one digit because people were calling him for cab rides.

Following the judging members parked and toured the swap meet. Keystone Region members were signing up people for their annual February swap meet.





"HomeComing Week '78"

The 14th Annual International Meet of the Studebaker Drivers Club brought together what was probably the largest group of Studebakers in South Bend since the last 1966 models were shipped out. Registrations showed 580 SDC families brought one or more cars and trucks for most of a week last July to participate in a full schedule of meetings and activities - fitted in around a lot of Stude talk and parking lot admiring at motels all over town.



The Michiana Chapter once again were our hosts, and once again ran a great meet. The Registration Desk was in Century Center right outside the Discovery Hall, so most of us went right from signing in to view the Studebaker Historical Vehicle Collection. The City of South Bend and Museum Director Richard Welch had graciously thrown open the doors for SDCers, and we all were admitted without the usual admission fee charged. Many members made it a point to look over the memorials sponsored by donations from SDC chapters and individual members during the fund raising drive in which SDC collected over \$30,000.00 to be used for restoration and preservation of the vehicles in the collection. A complete report by the SDC Committee in charge of the Century Center fund drive has been prepared for this special meet issue, but it had to be postponed until the December issue as this one is already up to 64 pages - the biggest monthly bulletin SDC has ever printed!

SDCers began arriving in South Bend on Monday, and by Tuesday afternoon the parking lot at Century Center had more Studebakers in it than all others.



The first official business was the Chapter Presidents and Regional Directors Meeting at 7 PM. Like all the meetings yet to come, it was located right in the Century Center for maximum convenience. The other meeting of the evening was the annual get together of the newsletter editors from all the



chapters and regions. Publications Committee Chairman Jay Lagree conducted the Seminar, which featured suggestions from four of the most successful SDC Editors - Lloyd Martin of the *Distributor*; Eleanor Blume of *Western Outlook*; Jan Lockman of the *Husker Chapter Newsletter*; and Linda Seebach of the *North Star Wheel*. After the business the editors threw a small party for Pat and Larry Swanson. A special thanks is due to Eleanor & Ken Blume and Shirley & Jim Zaner from Colorado who organized it and brought the refreshments! It sure was a pleasant surprise! Thanks again.



Wednesday morning featured a choice of activities, the General Business Meeting for the membership, and a trip to Amish Acres for those who were not particularly interested in the club business. Both were well attended. This year the

business meeting was held before the board meeting instead of the day after, as in the recent past. This proved to be very popular - the attendance was much greater than in past years, and many matters were proposed for board consideration at the board meeting that evening. The complete minutes of this meeting will be printed in the next issue.

At noon Standard Surplus held a luncheon for SDC national officers, board members, and zone coordinators. Fifty one SDC officers from the US and Canada were there.

The highlight of the afternoon was a seminar and question and answer period featuring Mr. Harold Churchill, a former President of Studebaker-Packard Corporation during the time the factories in South Bend were still building cars and trucks. We heard a lot of interesting information that afternoon! (If anyone has a tape recording available, we would be interested in making a transcript and printing parts of it in a future issue.)



The Board began its yearly meeting at 6 pm with everyone present or represented by proxy. As the club grows the business to be conducted also grows, and the Board only meets once during the year so the agenda was full. Finally, well after midnight, the meeting was adjourned until the



following day. Thus the Board was able to devote as much attention as was needed to every problem, and by the final adjournment it had lasted over 14 hours.



Thursday morning several of the Board Members who had parts for sale and had been up until 2 AM had to get back up for the Swap Meet setup at 6 AM. 126 vendors registered for selling spaces, and at least 21 cars for sale were counted. The swap meet lasted for two days and was held at the same field as the concours. Members who needed that last piece



of trim for the judging Friday were able to look for it at the Swap Meet Thursday. The park was not far from the motels, making it very convenient to return to headquarters for lunch breaks during the long day. In the middle of the morning a bus tour of South Bend was available for those not interested in the swap meet. Highlights of the tour were Notre Dame and Tippecanoe Place. Total registrations for this tour and the Amish Acres tour was 445.

Other activities during the day were a meeting of all the concours judges and a paddle boat ride on the St. Joseph River. And the Board was also meeting during most of the afternoon and evening. They did take a one hour recess to attend the Literature Swap in the evening. This year the Literature Swap had a huge area available, and the 33 registered vendors almost managed to fill it. It is definitely noticeable how much the interest has grown in original Studebaker literature, especially by people who want the advertising brochures from the year their favorite Studebaker was manufactured. There is also quite an interest in model cars, decals, T-shirts, and jewelry.



The Board completed the yearly business Thursday evening. Highlights included the selection of Gettysburg, Pennsylvania, as the site of the 1980 International Meet, a new national officer elected - Treasurer Ron Cohoon, and a lot of decisions on financial matters brought up at the membership general business meeting. The minutes of the Board Meeting and the first quarterly Treasurers Report will also have to be held over until the next issue.

Friday morning again started with a 6 AM Swap Meet setup, but today the concours was also scheduled,



so by 9 AM the park began to fill with judges, photographers, and proud SDCers with their favorite Studebakers ready for the judging. Cars drove thru three lines at a time by class, with the same judges rating all the cars in a class. We have pictured every car and truck judged this year and given the scores so you will have some idea of how your car compares with the fantastic "Best of Show" winners. It also shows how close some of the classes were, and how some very nice cars barely missed taking home a trophy.

The day began with full sunshine, but as the day progressed we could see clouds and then actual rainstorms to the west. By 3 PM we were beginning to worry a little; at 4 it looked even worse. By 5 PM we could see the end of the three lines gradually coming toward us, but at 6 there were still a few more to be judged. Judging Chairman Lloyd Martin enlisted the GT Hawk judges who were just finished judging Hawks to take over the judging of another class. Then, as the last 1964 convertible came thru the line, it began to rain. Gradually. We took the last pictures, cleaned up the film wrappers and pop cans, and got everybody a ride back to headquarters. Then the rain began to come down seriously. Lloyd must have lead a charmed life, as the rain waited all day until all the cars were judged, then it really came down in buckets. Seriously, Lloyd and his judges really deserve a vote of thanks as many of them were out in the sun and later muggy heat from 9 AM until after 6 PM!

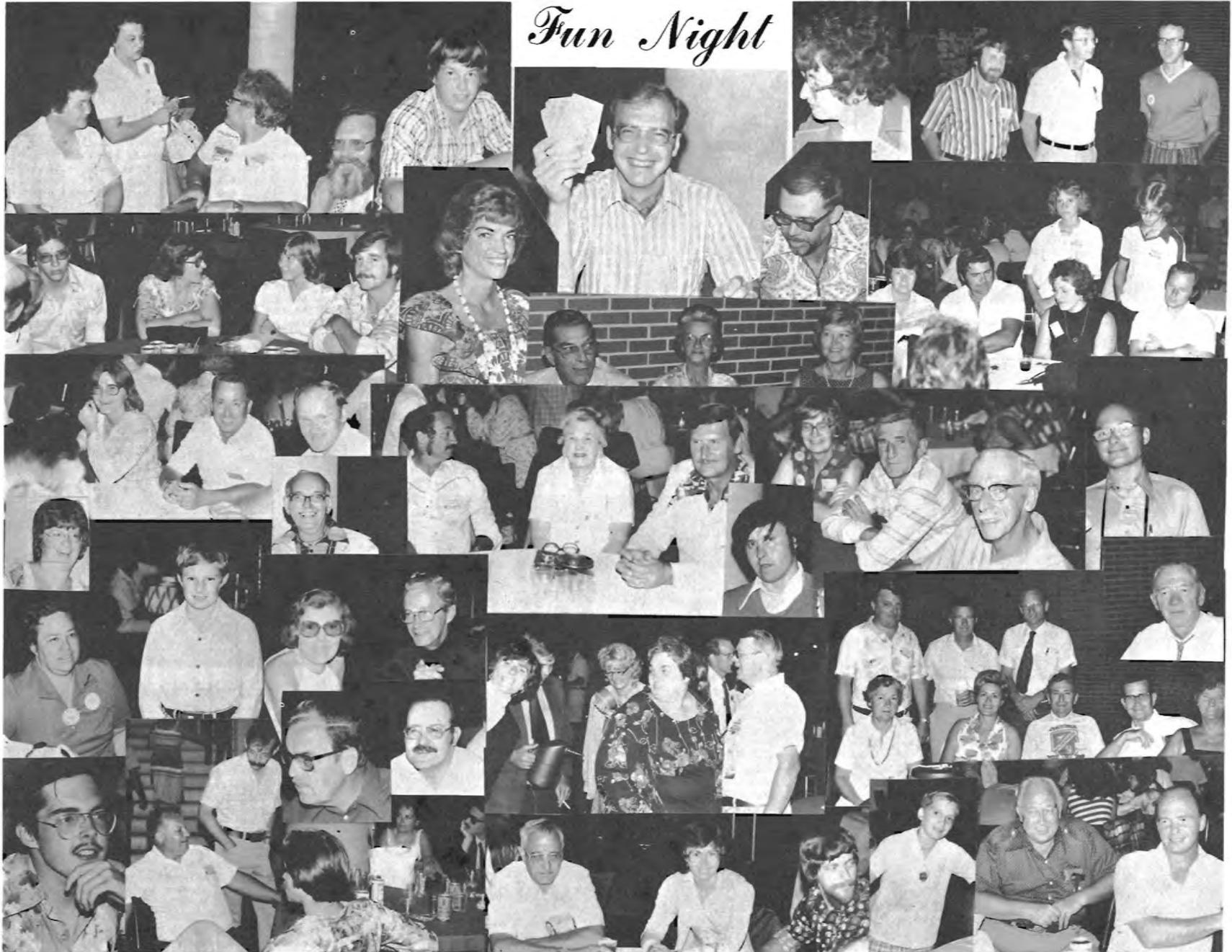


Judges ready to go at 9 AM. Photo by Mike Mangerum.

That evening, after a shower, change of clothes, and (at last) dinner, 565 of us went down to the Century Center for Fun Night. The Michiana Chapter had an interesting program planned including a dance band and a large number of neat door prizes. We also had a chance to socialize and meet SDCers from other countries. In fact, we were surprised to hear that members were attending from six different countries. Overseas members attending were Colin Lambert from New Zealand, Owen Legg from England, Peter Kennis from Holland, and a group from Australia - Vin Youngman, Ray Crunkhorn, Jim Quigley, and Charles Schwerkolt. Incidentally, they invited us to the 1979 Australian National Meet over the Easter weekend, and we have heard that several members are planning to fly over for it.

There were so many members there from Canada that I am afraid to list them as I probably would leave someone out. We did count four separate provinces represented - British Columbia, Manitoba,

Fun Night



Nova Scotia, and Ontario (did we miss any?). We also didn't count the US states represented, but most of them were spotted on license plates in the car show. Wisconsin Region SDC brought over 76 members and families in a group, and then found another ten Wisconsinites already at South Bend who were national members but didn't know about the local club. Now they have all be invited to the local meetings. California also had quite a few members there, considering the distance, as did Washington state. There was even someone there from Sydney, Montana!

After the long day of judging and swapping parts in the hot sun, everyone enjoyed sitting around renewing acquaintances with friends we only see once a year at SDC national meets. We took a lot of pictures and will fit as many into this special issue as we can. If your photo doesn't appear this year, come to Long Beach next year and be in the 1979 meet special issue.

Saturday morning the Discovery Hall Annex was opened so out of towners could see the vehicles in the Studebaker Historical Vehicle Collection which will not all fit in Discovery Hall at the same time. And while we were over near the old factory buildings, it was possible to stop by Avanti Motors, Standard Surplus, and Avanti Parts to pick up as many spare parts as we could squeeze in the Studes for the trip home. Most of us found at least one new car at Avanti Motors that would have been perfect to drive home in, if only we had brought about \$18,000 extra cash with us.



The last event of the meet, the awards banquet, was held at a new time this year, and everyone who commented about it liked it. Since the judging had



been completed the day before, and the committee had overnight to tally all the results, the banquet was scheduled at 2 PM so it would end in time for most of us to travel home in the evening, or at least get a good start. When the banquet is in the evening after a same day car show, it gets over so late that the only thing you can do is stay another night in the headquarters motel and then do all your travelling home in one long day Sunday. The new time worked out so well that it will probably be considered for some future meets.



Richard Welch, the Curator of Discovery Hall, acted as Master of Ceremonies at the banquet. The hall had been decorated with flowers on the tables and a banner in the back of the room. 322 members came to the banquet, and when the awards were given out there were quite a few who had already left, so there must have been well over a thousand at the meet. Dave Lange, Chairman of the Meet, told us some of the details of the planning and preparation that had gone into it, and then introduced the members of the Michiana Chapter who had done all the work. The rest of us gave them all a well-deserved round of applause. Larry Swanson introduced all the SDCers who had contributed to *Traming Wheels* over the past year, and then presented the Publications Committee Awards for Dr. Jay Lagree, who had to leave early. The Golden Hawk Award was once again presented by Herb Keller. We will have a special page saluting all the publications winners in December.



The Golden Hawk, the Minnie Barnes Award, and two of the trophies ready to be awarded.

Walt Bottjer of SDC and AOA presented a special plaque in the form of an Avanti hood to Century Center in memory of Nate Altman. It was received by Curator Welch and Mrs. Nate Altman for Century Center. Also present were Nate's sister, Rose Pearlman, and his sister-in-law, Mrs. H. S. Altman. The Altman family asked us to put in a note of appreciation for this memorial to Nate which was originated and presented by Walt and the AOA.

Ed Reynolds of the Orange Empire Chapter showed slides of the 1979 national meet sites, including the Queen Mary and the concours grounds on Studebaker Road. He also showed some rust-free California cars, both restored to new, and unrestored cars in parts yards to get us interested in coming out west next year. (It worked.) (We already have our reservations on the Queen Mary - do you?)

The banquet culminated with the awarding of the trophies for the concours. Even though Lloyd Martin and his staff kept the proceedings moving along, it took quite a while to cover all the classes. There was at least one entry in every class except two - Class 3, the earliest gasoline cars, and Class 15A, heavy trucks prior to 1948 - and some classes such as the Larks had to be divided many times to accomodate all the entries.



After it was all over we loaded up the Stude and headed home. We left South Bend in a caravan of about six cars lead by Dick Quinn. Those of us going west ran into rain about Hammond, so we dropped out of the caravan long enough to stop under a bridge and put the convertible top up. As we rejoined traffic we found we were in another group of Studes. We stayed with them into Illinois until they turned north toward Wisconsin. We continued west, stopping after a toll booth to look at the map. No sooner had we pulled over to the side of the road when a caravan of at least a dozen Studes caught up and immediately pulled over to ask if we needed help. We pulled in behind them and when we turned off at our own exit was watched them all continuing toward Iowa into the sunset. It was an appropriate ending to a week of SDC activities. Not only is it fun to travel in a group of Studes and listen to the truckers talk about us on their C.B. radios, it is reassuring to think that if you should have any car trouble there would be help nearby. Maybe next year we can organize some cross-country caravans to California. Once you have been to a national meet you won't want to miss the next one, .. or the next one, .. or the one after that....



Larry receiving pin-on badge from Jim White, KS.



Larry receiving the "Swanson Studebaker Special" Newsletter from Jay LaGree, Chr. Publ. Comm.

the editors *Salute* Larry & Pat Swanson on July 18, 1978

After the Newsletter Seminar, approximately 11 P.M.

L-R: Larry, Linda Seebach, Lloyd Martin, Jan Lockman, Eleanor Blume.



Photos by Ken Blume, text by Eleanor Blume

**PAT & LARRY SWANSON
RECEIVE SPECIAL AWARD** *July 22*



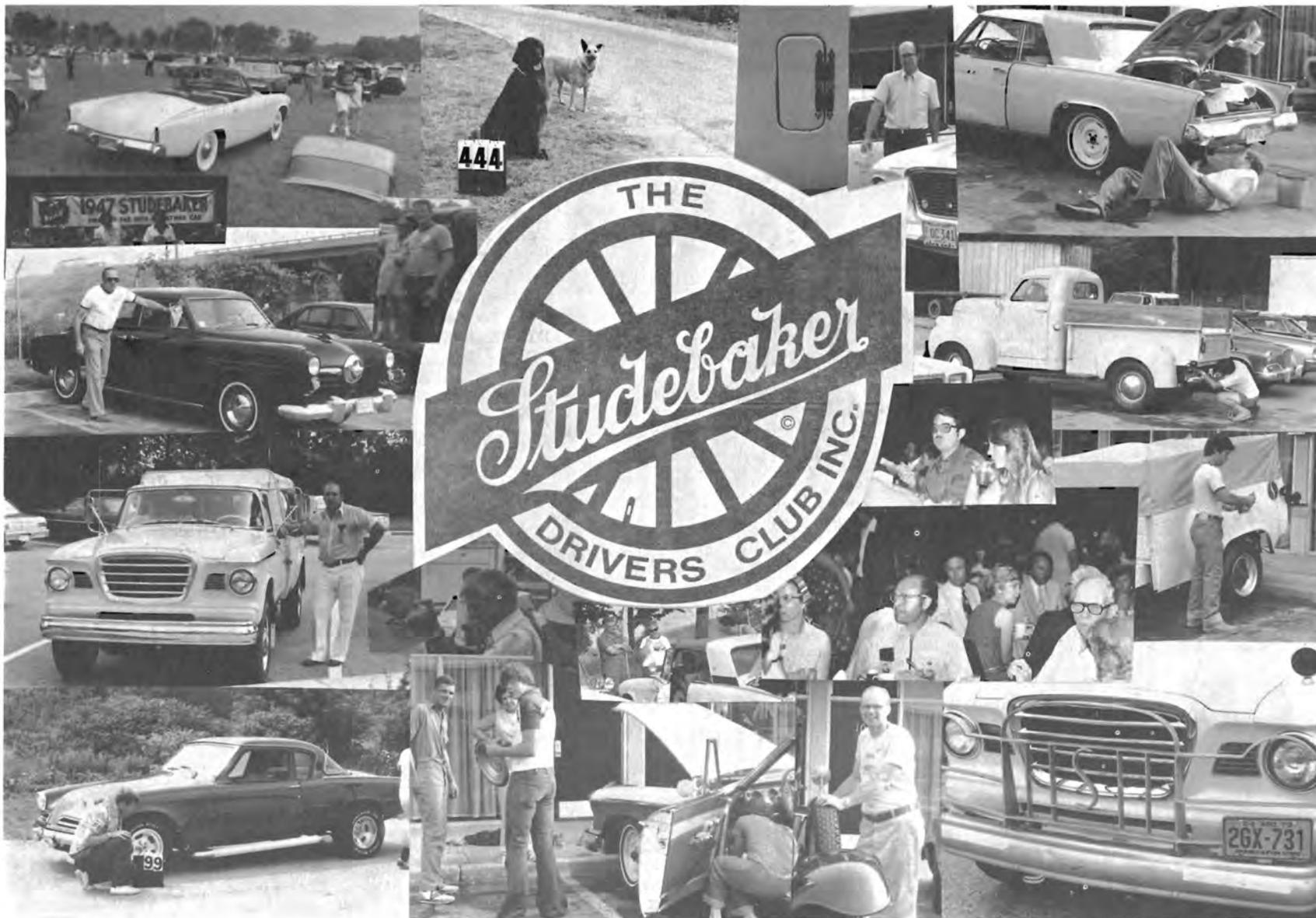
presented by Dave Lange



Illinois Studebaker Drivers Club members will know just when it was that Larry Swanson became Editor of "The S.D.C. Starliner", but the first "exchange copy" received by the Colorado Chapter was Volume 4, Number 3 - May 1971 issue. This Illinois Regional Newsletter was Edited by Larry Swanson through Volume 5 Number 5 - August of 1972 (when James Flammang took over the job). It was a very newsy-type Newsletter and very professionally done throughout -- and of course, this experience was very valuable to Larry because he then became EDITOR AND MEMBERSHIP SECRETARY of the S.D.C. National Club Bulletin with Volume 4, Number 8 - September 1972 "TURNING WHEELS", taking over from Ed Flaherty to put our Club's publication among the ranks of the best!

Make no mistake about it -- putting out a National Club Bulletin is a B-I-G JOB and it comes out every month and with good regularity! It is time-consuming work, but must be on a schedule because Larry works with the printer to get our copies to us as much on time as possible. Plus, he originally was putting out the Membership Roster each year, too! Now, of course, he no longer has that job, but gathering materials for a great "TURNING WHEELS" each month keeps he and Pat plenty busy, what with each of them holding down full-time jobs to boot!

We are very proud of this S.D.C. couple and wanted to show it at the Club's Homecoming Meet in South Bend this year! We think they were pleased with their special plaque purchased through the efforts of Lloyd Martin of Cincinnati, Ohio. The S.D.C. Chapter Newsletter Editors were proud to present this token of our appreciation to Larry and Pat Swanson - saluting them on a job well done - since September 1972.



CREDITS FOR THIS ISSUE: Cover photos courtesy Lloyd Martin and Roy B. Larson; cover design - Eleanor Blume; concours - Jay Lagree and Larry Swanson; other meet photos - Mike Margeran, Roy B. Larson, and Larry Swanson; "Literature in Review" by Fred Fox; Pat and Larry Swanson photos and articles by Ken and Eleanor Blume; letters as signed; page design and photo montage by Pat Swanson.

COVERS: South Bend 78 had examples of Studebaker's big haulers, as well as all kinds of cars, from the Farm Wagon on the front cover to the heavy trucks on the back. The lineup includes Asa Hall's 1964 8E-40E-143 Tractor, Roger Mahien's 1963 8E-40E-143 Tractor, John Ernst's 1964 8E45 Diesel Stake, David Barnes' 1962 7E45 2 ton Van, and Merle & Gerald Bedell's 1962 7E45.