

QUEEN MARY

IN LONG BEACH, CALIFORNIA.



The 15th International Meet of the Studebaker Drivers Club was held in Long Beach, California, last July under perfect weather conditions. The sun was bright for picture-taking, and a sea breeze was always present to keep us cool. One of the Californians from the desert was heard to remark that it was a little more humid that he would have preferred, but he obviously has not been to one of our Midwestern meets to know what humidity is really like. To us the weather was perfect!

The Meet was jointly sponsored by two chapters in southern California, the Orange Empire Chapter and the San Diego Chapter. This was the first International Meet hosted jointly by two chapters since the 1973 Meet in Colorado Springs was hosted by the Conestoga and Pat Erickson Chapters in Colorado. Once again it resulted in a smooth-running successful meet.

The well-publicized gasoline shortage may have discouraged some members from driving, but those who did drive long distances reported they found plenty of gasoline available (as long as they had plenty of money available to pay about \$1 a gallon). Even so, over 450 cars were on the

field on Saturday! Members registered from 44 states and at least 4 Canadian provinces. Overseas members came from Australia, New Zealand, England, Austria, the Netherlands, and Finland.

The meet was headquartered aboard the Queen Mary, an ocean liner now permanently moored in Long Beach harbor. Staying in the cabins was a new experience to many of us. The Queen was the pinnacle of luxury during the 30's when Studebaker produced some of its most luxurious models. Those of us who found the time to take the guided tour were impressed by the historical exhibits, and by the sheer size of the engine and propellers. That fellow in the brig sure looked familiar!

The meet had all of the functions in the various meeting rooms aboard the Queen, the banquet in the Grand Salon, and the outdoor events in the parking lot on the shore. The Meet Committee provided free munchies in the hospitality room - a large suite near the lobby - and inexpensive drinks and good company were also available.

SDCers began arriving the first of the week, but the Meet officially began Wednesday morning

with the Membership Business Meeting, chaired by SDC President Colin Fort. The National Officers and Committees made their yearly reports to the



SDCers registering for the Meet on the Main Deck.



15TH INTERNATIONAL MEET CONOURS
JULY 21, 1979

membership, and many comments and suggestions were made from the floor. A number of items were noted for Board consideration the next day.

After a quick lunch at one of the many restaurants on the Queen, or one of the food stands on the Sun Deck, about six busloads of us took a tour of Hollywood. We didn't hear of any SDCers being "discovered" by the movies, but we discovered the Hollywood Bowl, Farmers Market, and the stars' footprints at the Chinese Theater.



Sonja Reynolds of the Meet Committee organizing the bus tour of Hollywood.

We also drove through Beverly Hills viewing the homes of the stars, and watching for Fozzie Bear in his 1951 Studebaker with Kermit the Frog. We didn't see them, but we did see some Excaliburs and promptly informed the bus driver that they were actually 1964 Studebakers designed by Brooks Stevens for the New York Auto Show. I don't know if he believed us.

Back at the Queen Mary, the evening began with the Presidents Meeting. It was originally a chance for Chapter Presidents to get together



The Meet Committee sold official T-shirts and raffle tickets in the Abbey Room on the Main Deck.

and exchange ideas, but it has now grown to include all chapter officers. The Club now has two booklets prepared to guide local chapters - a guide for starting and chartering a chapter, and a chapter officers guide. These booklets are available to any SDC chapter on request.

The evening concluded with the Editors Meeting. The editors always have been a very compatible group - we have been trading local newsletters for years and know a lot about each other even though we have never met. The Editors Meeting gives us a chance to meet, and know the persons whose names we have seen so many times.

The meeting was chaired by a panel of editors and former editors - Ern Anderson, Max Corkins, Jo Sawatzky, and Larry Swanson. Larry and Max spoke of their experiences as chapter editors with ideas that could be used by other chapters. Many helpful suggestions were contributed by the editors in the audience. Jo and Ern explained the purpose of the Chapter Publications Committee to help local editors, and to encourage excellence by giving awards to the best newsletters each year. Some time was spent detailing the criteria used to evaluate the newsletters, and the reasons behind them. One of the editors present remarked that putting out the newsletter was her hobby, and she had no idea that her work was being judged. It was noted that the awards competition was entirely voluntary, and that the committee would not judge her newsletter and give suggestions unless she ask them to.

Some of the New Yorkers - author Stanley Goldman, one of SDC's founding members Tony Cavalla, and Herb Keller, a past SDC National President and award-winning editor.



Herb Keller explained that the Golden Hawk Award had been created to reward the most improvement in a newsletter, so the editor can start from any level and have a good chance at winning by making a steady improvement over the year. The editors discussion continued after the meeting was formally adjourned for some time.

The Board of Directors Meeting began at 9 AM Thursday morning. Since our Board only meets this one time a year, there is always a large amount of business to be conducted. The Board was treated to a special luncheon at noon in one of the ships dining rooms, and then worked straight through until supper time. After breaking for supper and



Members of the Board about to reconvene after a break.

an hour to let the Board Members look around at the Literature Swap Meet, the meeting resumed and lasted until well after midnight. A lot was accomplished and we intended to publish the complete minutes of the meeting, but there were so many cars to be pictured in this issue that we will have to delay the printing of the minutes until the next issue. Major items have already been announced in the presidential letters.

While the Board was meeting a Judges Meeting was held in the afternoon for those members who had volunteered to be judges at the concours. In this meeting the judges decide on the scoring system and split up the duties so when the cars line up on Saturday the judges are ready to get



The Pennsylvania members had helium balloons to publicize next years Gettysburg '80 National Meet.

started with a minimum of delay.

The Literature Swap Meet grows each year, and this time it filled two of the Queens meeting rooms. Not only could you find just about any shop manual, road test, or magazine ad you needed for your collection, special items were also on display, from belt buckles to baseball caps. The Pennsylvania members did a brisk business in four-foot yardsticks advertising next years national meet in Gettysburg.

On Friday the main event was the big parts swap held in the parking lot on the pier. SDCers from as far away as Illinois were selling their extra parts, everything from original supercharger setups to reproduction avanti mirrors. There were also cars and trucks for sale, from a red coupe express to a nice 1965 Chevybaker from Arizona. Jon Myer was selling the original STP coveralls and red STP pants used by Andy Granitelli's pit



Jon Myer wearing the STP race crew shirt and pants. John Ernst is trying on a pair of the STP coveralls.

crew at Indy during the 60's when Studebaker was sponsoring racing cars through the STP division. Couldn't find any in my size (Andy must have kept his).

Besides the business going on in the parking lot, Newman & Altman and Frost & French had parts



The Swap Meet and Concours were held in the parking lot right next to the Queen Mary. The panoramic view was taken from high up on the bridge of the Queen. It's hard to imagine how big it is without being there.

for sale aboard the Queen, and the Queen had a full selection of shops both on the upper decks and on the pier. In addition the meet committee had arranged for a shuttle bus to take SDCers and their families over to a shopping village nearby called Ports O' Call, so Friday was spent spending money for Studebaker parts and other goodies.

Friday evening was Fun Night. A 50's group called Daddy-O supplied the music for dancing and nostalgia in a ball room on the Queen. It was a good time to meet people and relax after a day in the sun. Door prizes were given out, and a good number of SDCers danced till after midnight.

The Meet Committee had organized the large parking lot so that cars arriving for the Concours Saturday morning would be lined up to come through one of the four drive-through judging lines with a minimum waiting with the motor running. Even with this efficient judging procedure, there were so many cars that it was late afternoon before all were processed. At the end of the judging line a photo station run by Patrick Condon took a color picture of each car in front of a group of palm trees. The meet organizers had walkie-talkies so each class was called at just the right time with a minimum of time spent waiting in the judging line.



That Coupe Express was for sale at the Swap Meet.

The trophies were a new type for an SDC national meet - the information was printed on a mirrored surface in a frame, and the host chapter members had removed part of the reflecting surface on each trophy by hand so that a color picture of the car could be mounted on the back and show through right on the trophy. The Meet Committee sent a color copy of the official photos to each of the winners to place in their trophies. (Incidentally, some of the official photos did not turn out, and there were no color photos of those cars to send to the winners. You can check to see if your car was one of them by looking at the picture in this issue. All of the meet pictures have the car number at the lower right, and if there was an official photo, it is printed in this



Official photographer Patrick Condon and his crew hard at work during the concours.

issue. All the other photos were taken by your editor with black & white film.)

We have pictured all the winners and many of the display-only cars on the field that Saturday. We started with quite a few pictures missing, and another pile of pictures we could not identify. We have been working on them right up until press time, but if there are still some missing photos or unknown cars, just send us the details if you can identify them, and in a couple of months we will run them again with all the information.

Our hosts capped the concours with what is probably a first at an SDC meet - an airplane towing a banner reading "Welcome Studebaker Drivers Club." Good show!

As always happens, some of the more distant members had to leave for home right after the car show, but over 800 stayed for the Awards Banquet Saturday evening. The Grand Salon of the Queen Mary was filled to overflowing. Meet Co-Chairman Ed Reynolds acted as Master of Ceremonies for the



Now who would park next to a hydrant in a fire lane?

evening. The other Co-Chairman, SDC President Colin Fort, introduced the SDC Officers for 1979-1980 - newly elected President Max Corkins, Vice President Ed Reynolds, and Treasurer George Krem, Sr., and re-elected Secretary Sonja Reynolds. Turning Wheels Editor recognized and thanked the Contributing Editors Eleanor Blume, Gary Cameron, Fred K. Fox, Jim Geary, Earle Haley, John Metzger, Jon Myer, Bob Palma, and Carl Thompson, and all the members who have contributed articles and photos over the past year. The winners of the Publications Awards were announced (see page 3 for a complete listing), and Herb Keller gave out the Golden Hawk and the Minnie Barnes Award.



The Guest Speaker of the evening was Mr. William Dredge, formerly with the Public Relations Department of Studebaker during the last years of auto production, and then with STP until his retirement. He confirmed what we had told that bus driver about the Excalibur being a 1964 Studebaker original.

We didn't have a chance to take photos of all the 800+ members at the banquet, but we did get quite a few. If you are not among those pictured on the next page, come to Pennsylvania in 1980 and be in next year's meet issue.

Our thanks for a great meet go to the Meet Co-Chairmen Ed Reynolds and Colin Fort, the Meet Committee Sonja Reynolds, David Keaton, Rosiland & John Metzker, Bob Weston, Jim & Ann Weir, Lester & Esther Schmidt, and Tom & Kathy Hines, and to all the members of the Host Chapters - Orange Empire and San Diego.

Our thanks to Pat Condon for the official photos, Ron Meyer for the Publications winners, Ed Reynolds for help in identifying the unknown photos, and to Fred Fox and Bruce Prahar for their reports of the meet which supplied many of the details given above. Panoramic photo of the car show by Patricia Swanson. Several individual car photos furnished by their owners.

