

OPPOSE FEDERAL VEHICLE SCRAPPAGE PROGRAM

Our efforts to prevent Congress from including a nationwide "Cash for Clunkers" program in the economic stimulus package has been successful - so far. Thousands of SEMA members and SEMA Action Network (SAN) enthusiasts contacted House Speaker Nancy Pelosi in opposition to the plan. The Speaker's Office informed us that your emails, calls and faxes were received and, thanks to your work, Cash for Clunkers was not included in the economic stimulus package introduced in mid-January in the House of Representatives. Unfortunately, new legislation (S. 247 and H.R. 520) has been introduced in Congress to create a national vehicle scrappage program which will give U.S. tax dollars to consumers who turn-in their "gas guzzlers" to have them crushed. Lawmakers need to scrap this idea!

**Contact Senator Diane Feinstein (D-CA) and
Rep. Henry Waxman (D-CA) Immediately to Oppose S. 247 and H.R. 520**

The so-called "Accelerated Retirement of Inefficient Vehicles Act" is Cash for Clunkers with a twist. Instead of focusing exclusively on older cars, this program would target vehicles with low fuel economy ratings of any model year. Participants would receive cash vouchers ranging from \$2,500 to \$4,500 based on the model year and whether the replacement vehicle was a more fuel-efficient new car or used car (MY 2004 or later). Fuel-efficient is defined as getting at least 25 percent better mileage for the corporate average fuel economy (CAFE) target for its class. The bill sponsors want to scrap up to one million cars a year for at least four years.

There is no evidence that the program would achieve the goal of boosting new car sales or increasing fuel mileage. Many states have considered scrappage programs in the past as a way to help clean the air or increase mpg, but abandoned the effort because they simply don't work. The programs are not cost-effective and do not achieve verifiable air quality or fuel economy benefits, but they do have a devastating impact on the many small businesses that market products and services for the scrapped cars.

**Don't Delay! Please contact Senator Diane Feinstein and
Rep. Henry Waxman today to urge their opposition to S.247 and H.R. 520.**

Contact Senator Diane Feinstein to oppose S.247

Web site: <http://www.feinstein.senate.gov>

Call: 202.224.3841 or Fax: 202.228.3954

and

Contact Rep. Henry Waxman to oppose HR 520

Web site: <http://www.energycommerce.house.gov>

Call: 202.225.2927 or Fax: 202.225.2525

TALKING POINTS

OPPOSE THE USE OF U.S. TAXPAYER DOLLARS FOR ACCELERATED VEHICLE RETIREMENT

(Below are examples to use: Keep your responses to only two sentences—they will read no more).

- I am writing to urge lawmakers not to approve an "accelerated vehicle retirement" program. Even on a voluntary basis, the program will hurt thousands of independent repair shops, auto restorers, customizers and their customers across the country that depend on the used car market. These businesses are already very vulnerable in the weak economy.
- An accelerated vehicle retirement program is flawed since it does not target the "gross polluter," an improperly maintained vehicle of any make or model year that has poor fuel mileage and dramatically more emissions due to poor maintenance.
- An accelerated vehicle retirement program is flawed because it does not factor-in how many miles-a-year the collected vehicles are currently being driven. U.S. taxpayers will be buying rarely-driven second and third vehicles that have minimal impact on overall fuel economy and air pollution.
- Accelerated vehicle retirement won't generate many new car sales. The cash incentive provided will not be enough to enable a person to buy a new or used vehicle.
- Accelerated vehicle retirement will compete with nonprofits that rely on vehicle donations to raise funds, such as the Salvation Army, the Purple Heart and other charities.
- Accelerated vehicle retirement threatens to disrupt a large and complex industry which already handles scrap-page, repair, remanufacturing and recycling issues. This independent industry provides thousands of American jobs and generates millions of dollars in local, state and federal tax revenues.
- Accelerated vehicle retirement ignores better policy options. Taxpayer dollars would be better spent as direct tax incentives to purchase a fuel-efficient new or used car, without a government vehicle crushing program. Congress should also provide tax incentives to upgrade, repair and maintain existing cars, trucks and SUVs. There are many commercially available products and technologies that can substantially improve fuel mileage and lower the emissions.

(source: SEMA and OCCC)



The Western Outlook



FEBRUARY 2009

VOLUME 43 No. 02



1956 Packard Predictor (photo submitted by Bill Davis, Conestoga Chapter—see page 4)

Inside This Issue

<i>Editor's Corner</i>	2	<i>Food Prices in 1933</i>	5
<i>Chapter News</i>	2	<i>I've got the sweetest set of wheels in town</i>	6-8
<i>Looking Ahead</i>	3	<i>Stude Deals</i>	9
<i>Announce</i>	4	<i>Car Care</i>	9
<i>Bombastic Boris</i>	5		



EDITOR'S CORNER

A nice turnout at Grauberger's for the chili cook-off with great opportunities to sample many delicious kinds of chili and other goodies.

Sure hope all of you have sent an e-mail opposing the Federal Scrappage Vehicle Program and secondly another e-mail signing a petition to convince Pixar in the next movie "Cars 2" to include a Studebaker like a 1950-51 bulletnose Studebaker. See you next month Marilyn Scott, Editor

Chapter News

Western Wheels

No report, please see Upcoming Events for the February meeting.

Pikes Peak

On Saturday, January 10th the Pikes Peak Chapter held its regular meeting and Mini car show at the Golden Corral, Woodman & Powers, Colorado Springs. We had 75 vehicles at the Mini Car Show. Pete Tetley's 1950 Studebaker Champion Dealer promo windup was a stand out. Each member displaying a toy car was awarded a dash plaque. There were 24 members and guest in attendance. The business was conducted by the new chapter President Dave Batchelor.

Roger Zaner gave the Old Car Council report & reminded members to become aware of current legislation about the Cash for Knuckles bill. Also, the OCC has set the event calendar for 2009.

The chapter also finalized the 2009 event calendar. The February 21st meeting will be the Kerman Stuart Memorial Chili Cook Off Dinner at the American Legion Hall Post #5, The Legion Hall is located at Platte Ave. and Cascade Ave. The chili dinner will start at 12:30 p.m. Pete Tetley is the host. Members are reminded to bring their favorite chili to share. The chapter will furnish the drink.

The March 28th tour and meeting will be to the Dinosaur Resource Center in Woodland Park. Members are asked to meet at the center at 10 a.m. Lunch and meeting will be at Circle H Smoke House, at 720 Browning Ave, at 12:30 p.m. The hosts are Norm and Mary Giesecker.

The April 25th meeting will be at the Outlaw Car Show and Swap Meet. It is held at the Colorado State Fair Grounds. If you are interested in showing your vehicle you can get an entry form from chapter secretary or enter that day. Members think by participating in the event would show off Studebakers and inform people about the Pikes Peak Chapter of SDC. The show and swap meet are scheduled to be held from 9 to 3. Dave Batchelor and Chuck Donkle indicated that they will be showing a vehicle. A chapter meeting will be held at 12:30. Location will be determined that day.

The 2008 Hard Luck was awarded to Chuck Donkle. Dave Batchelor, Roger Zaner and Chuck Donkle all gave stories about their hard luck in driving their Studebakers for the past year. Chuck's story on vapor locking wife's 62 Daytona at The Zone Meet in Rapid City, SD this past Labor Day weekend. The reason for the vapor lock was using the alcohol blend of gasoline on a very hot day.

Secretary, Chuck Donkle

Conestoga

Elmer & Margie Grauberger hosted our January 25 meeting at their beautiful home in Windsor. Although it was a cold day with light snow, 29 "Conestogans" attended our chili cook-off along with three guests (Zoe Smith, Renate Kheim & Mike Montgomery). Favorite chili was prepared by Renate with

Margie and Roger receiving 2nd & 3rd places votes and gift certificates out of seven entrants. There were also plenty delicious salads, side dishes and desserts including cake and ice cream to celebrate my "29th" birthday.

Shirley Zaner's OCCC report emphasized the need to defeat a newly introduced Scrappage Bill in Congress (see enclosed newsletter insert). Christof reported on our preliminary club event schedule planned for 2009. In addition, he announced the Board's decision to not display our vehicles at Westminster Mall this year—initial ideas for an alternative fund-raiser were also discussed.

Sheila conducted the Conestoga Cache drawing, and Kay Murray walked away with \$31.13 after a record 14 draws of the membership number chips!

Shirley announced that Don and Jeanette Heithoff were recently involved in a serious car accident—we certainly need to include them in our prayers.

I hope to see many of you at our February 22 meeting at LaSandia Mexican Kitchen & Tequila Bar and the Wings Over the Rockies, and at the February 11 and March 11 mid-week dinners at the Black Steer in Loveland and Alamos Verdes in Arvada.

Phil Scott, President

LaSandia Mexican Kitchen & Tequila Bar @ 11:30, 8340 Northfield Blvd. (In the Northfield Stapleton Center just N. of I-270 and I-70 interchange, E of Quebec). Lunch will be on your own & entrees range from \$10-\$17. 303.373.9100
www.modernmexican.com/lasandia/

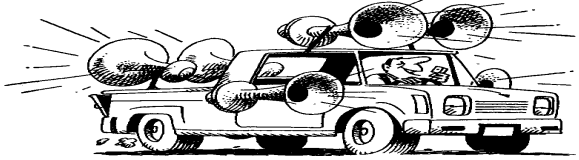
Wings Over the Rockies Air & Space Museum
ca. 1:30pm, 7711 E Academy Blvd (at the former Lowry Air Force Base). (Located E. of Quebec St., S of 6th Ave., W of Uinta Way & N. of Alameda Ave. Academy Blvd. can be accessed via 1st Ave. from the E & W or Rampart Way from the S.) We will arrive at the museum at ca. 1:30pm for the guided tour. Admission & the tour are \$10/p/p. The tour is approximately 1 hour in length, after which you may enjoy the museum on your own until their 5pm closing.
www.wingsmuseum.org

RSVPs with museum admission payment must be received no later than Wed., Feb. 18th. Make check payable to: Conestoga Chapter, SDC. Please mail to: Christof Kheim, 1812 Del Rosa Ct., Boulder, CO 80304.

Christof

LOOKING AHEAD

14 Feb— SATURDAY	Western Wheels Chapter Valentine party @ 6:30pm at Robidoux RV Park clubhouse in Gering. Host: Bonita Case @ 308.632.5116
21 Feb— SATURDAY	Pikes Peak Chapter Kerman Stuart Memorial Chili Cook Off Lunch @ 12:30pm. VFW Hall, Platt Ave & Cascade Ave, Colorado Springs. Host: Pete Tetley @ 719.630.1562. Please bring your favorite chili to share.
22 Feb— SUNDAY	Conestoga Chapter Lunch @ LaSandia Mexican Kitchen & Tequila Bar @ 11:30 (lunch on your own). Wings Over the Rockies Air & Space Museum about 1:30pm for a guided tour (\$10p/p). (please see chapter news for details).
11 Mar— WEDNESDAY	Conestoga Casual Dinner (please see page 4 for details)
21 Mar— SATURDAY	Pikes Peak Chapter St. Patrick Day Parade in Colorado Springs (????)
29 Mar— SUNDAY	Conestoga Chapter TBA
11 Apr— SATURDAY	Ms. Wheelchair Colorado, Westminster @ Senior Center, 72nd and Hooker from 12pm to 4pm.
18 Apr— SATURDAY	Pikes Peak Chapter River Walk Car Show in Pueblo (???)
16 May— SATURDAY	Pikes Peak Chapter Abby Car Show in Canon City, CO. Meeting and potluck lunch at the show. Members meet at the south parking lot of Wal-Mart at 9am. Host: Dave Batchelor # 719.429.4917
11-14 Jun	5th Annual Black Hills Overdrive. Info: www.bhoverdrive.com or 605.430.8223.
14 Jun— SUNDAY	Exotic Sports Car Show and Concours D'Elegance, Arapahoe Community College, 5900 Santa Fr Drive, Littleton from 9am to 3pm. Registration forms are being mailed or are available on line: Web page: http://cpco.org
19-21 Jun	North Central Zone Meet in Lawrence, Kansas
19 Jul— SUNDAY	Italians of America Red Lion Run, Fruitdale Park @ 47th & Miller from 9am to 4pm. Registration forms are being mailed or are available on line: www.italiansofamerica.com
4-5 Sept	Annual Labor Day Weekend Event in Spearfish, S.D.
6 Sept	Orphan Car Show in Spearfish, SD, Holiday Inn, north parking lot. Info: Jim @ 605.390.2238 or E-mail: studeman40@hotmail.com
18-20 Sept	Pikes Peak Chapter Studebakers and Packards—Meet At The Junction @ LaJunta, CO. Car show and fun day with the LaJunta Airport Fun Day
18-20 Sept	OCCC Colfax Cruise
2009 Jul 12-18	45th SDC Int. Meet, Cedar Rapids, Iowa. Hosted by Hawkeye Chapter. HQ Hotel: Clarion Inn
2010 May 31-Jun 4	46th SDC Int. Meet, Phoenix, AZ. Hosts: Grand Canyon State Chapter HQ Renaissance Hotel Glendale
2011	47th SDC Int. Meet, Springfield, MO. Hosted by Ozark Trails, Dates to be determined
2012	48th SDC Int. Meet, South Bend, IN. Dates to be determined
2013 Jul 1-5	49th SDC Int. Meet, Colorado Springs, CO, Hosted by Pikes Peak Chapter.
2014	50th SDC Int. Meet, Location to be determined



ANNOUNCING

NEWS FLASH

Sign the petition to get a Studebaker in the next "Cars" movie!!

Chances are everyone in the club has at least heard about the animated film, "Cars" from the Disney and its subsidiary Pixar Animation Studios. You've probably seen it with your children or grand kids. If so, you've noticed that there is no Studebaker in that otherwise entertaining film. The good news is that Pixar will be doing a "Cars 2", set to release in 2011 and YOU can help convince Pixar to include a Studebaker this time! We've started an online petition that we'd like to get every member and their families and friends to sign. Just go to this web address and SIGN IT TODAY!!

www.ipetitions.com/petition/studebaker (source: Bob Shaw SDC webmaster/petition organizer)

CASUAL DINNERS

February, 11, Wednesday @ 6:30p.m.

The Black Steer
436 North Lincoln Ave.
Loveland, CO 80537
970.667.6679



"Steer your rear to the rear of the steer where friends meet."

March, 11, Wednesday @ 6:30p.m.

Alamos Verdes Mexican
5304 Vance Street, Arvada, CO 80002
303.422.5528

BIRTHDAYS FOR FEBRUARY

- 5 Connie McGannon
8 Karen Donkle
10 Thomas Eagle
15 Lois Clary
17 Julie Feil
19 Ludenz Krem
24 Paul Wolff
26 Barbara Padilla

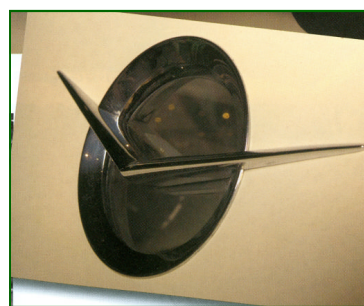


ANNIVERSARIES FOR FEBRUARY

- 1 Gerald & Kathie Berry
4 Roy & Diane Kile
14 George & Mary Ann Rink

SICK BAY

Don and Jeannette Heithoff (Conestoga Chapter) were recently involved in a serious automobile accident. Best wishes and prayers to both of you—we hope you both have a speedy recovery from your injuries

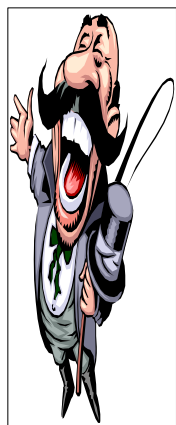


1956 Packard Predictor created by R. Teague for the 1956 auto show circuit.

This car was based on the Clipper chassis and built by Italian coach builder Ghia in a short 90 days.

Special Features: retractable rear window, roll top roof panels, swivel seats, tail fins with antennas, and concealed head lamps.

BOMBASTIC BORIS



Negative energy leaves you with unhappiness; but positive energy leaves you with new fresh delight, happiness, pleasure, enjoyment, bliss, ecstasy, elation, joyfulness, delight, and thrill.

OFFICERS FOR ALL THREE CHAPTERS

Conestoga

Pres: Phil Scott 303.972.3575
 VP: Laura Schumacher-Beers 303.750.6026
 Sec: Virginia Hill 303.287.8612
 Treas: Sheila Rink 303.986.6478
 Sunshine Fund: Kay Murray 303.452.3029
 Tour Masters: Christof Kheim 303.473.9978
 Will Sander 970.454.1937
 Editor: Marilyn Scott 303.972.3575
 (e-mail): westernoutlook@hotmail.com
 Web: www.frontrangestudebakers.com

Pikes Peak

Pres: Dave Batchelor 719.784.6140
 VP: Roger Zaner 303.426.8843
 Sec: Chuck Donkle 719.456.2707
 Treas: Norm Gieseke 719.596.0314
 Tour Masters: Pete Tetley 719.630.1562
 Ben White 719.591.1697
 OCCC Roger Zaner 303.426.8843

Western Wheels

Pres: Gene Sell 308.235.4865
 VP: Don Steinwart 308.436.5461
 Sec: Stuart Tritt 308.235.3386
 Treas: Perry Meyers 308.783.5144
 Tour Master: Dallas Whiting 308.635.2767

FOOD PRICES IN 1933 ¢

BUTTER	Challenge full solid pounds	lb. 24¢
CHEESE	Jack cheese full cream	lb. 14¢
MILK	Maximum tall cans (5-cans)	25¢
COFFEE	Airway—a fine blend of brazillian coffees, fresh roasted and ground	lb. 17¢
EGGS	U.S. Medium, clean, fresh (dozen)	16¢
CHOCOLATTE	Ghirardelli Ground (3 lb. can)	75¢
CAKE FLOUR	Swansdown (package)	25¢
GREEN BEANS	Fresh, tender Kentucky string less	lb. 05¢
NEW POTATOES	Selected White Rose (10 lbs)	15¢
CHERRIES	Sweet red—fine quality	lb. 10¢
LETTUCE	Crisp, solid heads (3)	05¢
Take advantage of these real meat bargains offered to you from our Market. They are outstanding in freshness, quality & price.		
TENDER STEAKS	Round, Swiss, Sirloin, T Bone or Short Cut Steaks	lb. 16¢
MUTTON CHOPS AND STEAKS	Out from California Fed Ewes—An economical meat buy	lb. 06¢
SLICED HALIBUT	The ideal fish to serve, nice for baking or frying	lb. 17 1/2¢
FRESH PORK STEAK	Cut from lean young piggy pig port	lb. 12 1/2¢

Roger Ebert's Journal

I've got the sweetest set of wheels in town

By Roger Ebert, December 18, 2008

It is thinkable that within a year, there will be no more new Fords, no more Dodges, no more Chevys to drive to the levee. It is less than a year since the manufacture of Postum was discontinued. Meccano sets are made of plastic. Piece by piece, the American prospect is being dismantled. Will the pulse of teenage boys quicken at the sight of the new Kia or Hyundai? Will they envy their pal because his dad drives a Camaro? I think that's all over with. There will be a void in our national imagination. Let me tell you about how it used to be.

In my opinion, the mourner of Miss American Pie drove a Studebaker. It's simply that "Chevy" was an easier rhyme. Since the classic 50s Chevy we think of is the '57 Bel Air, it is reasonable to conclude that the ride of Miss Pie's friend on the day the music died was a 1957 Studebaker Golden Hawk—the sexiest American car ever manufactured, although there are those who praise the 50s Thunderbirds and Corvettes, however slower than the Hawks they may have been.

But this is not about automobiles. It is about love. They say that when a man reaches 40 and finds some spare change in his pocket, his thoughts turn to the car he desired with all his heart in the years before he got his driver's license. In 1956, I took a part-time job at Johnston's Sport Shop in Champaign-Urbana. I was not a stock boy. I was a sales clerk. I knew nothing about sporting goods but I eavesdropped on old Mate Cuppernell, the sunburned, Camel-smoking fishing specialist. Overnight, I was an expert. "These Johnson motors are the same under the skin as the Evinrudes," I would explain, and, "The big cats are going for these Heddon spinners out at Kaufman's Clear Lake."

I got an hour for lunch. I stopped first at the Shell station across the street, run by a man who operated juke boxes and sold his old 45s for a nickel apiece. Marty Robbins. Elvis. Then I'd walk a block down Neil Street to the Chuck Wagon diner, one of the first restaurants to feature Col. Harland Sanders' chicken on its menu. I met him the day they started serving his chicken, and he asked me how I liked his spices. At six, I was given a penny by old Mr. J. C. Penney, so now I had met two titans of marketing.

In between the gas station and the diner was Maxey Motors, a Studebaker-Packard dealer. I didn't pay it much heed. All I knew about Studebakers was that kids joked about how they looked like they were going in both directions at once. Many years later I discovered that Raymond Loewy's design for the 1953 Starliner was proclaimed a work of genius by the Museum of Modern Art.

The '57 Studebaker Golden Hawk. Yes.

But enough about Starliners. One autumn day as I walked bent down into a chill wind, something caught the corner of my eye in the window of Maxey Motors. I turned and stood transfixed. It was the new 1957 Golden Hawk. I forgot the rain. I forgot the chicken. I wanted that car. I walked inside and slowly circled it. My eyes hungered. Before that day, cars were ordinary things like my dad's boxy '50 Plymouth or my mom's '55 Olds, designed along the lines that made a loaf of bread seem inevitable. Now here was a Hawk! that sprang from a lofty crag and circled the firmament with fierce beauty. And it was supercharged and had a grill that breathed great gulps of air.

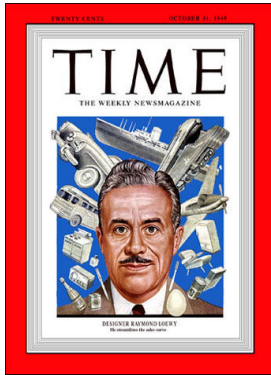


The next year I got my driver's license, and was able to buy a 1954 Ford for \$400. I was not faithful to it. In my heart, I lusted for the Golden Hawk. I became expert at sketching it from memory. In profile, the graceful fenders curving down to the headlights, The windshield raked back in harmonious counterbalance. Then the slant of the roof, leading down to the uprising of the bold fins. Musical. You could sing it.

When I was 40, and had a little change in my pocket, my thoughts turned back to the 1957 Golden Hawk. One day I was in Los Angeles and paging through Hemmings Motor News, and found an ad for a '57 Hawk being restored out in Santa Monica. I went to look at it, and the deal was sealed. Two months later it was dropped off six blocks from my home by an auto carrier. It was gold with white fins and its engine sounded mighty. Driving it home, my left elbow casually on the window sill, I was aware that every male I passed gave it a second look. Not so much the women. Evolution teaches us women are looking for a good provider in a man, not an aesthete. A Volvo driver, not a Hawk driver. Maybe, but the Hawk guy will be more fun in the sack.

(continued on page 7)

The year was 1982. I was a syndicated columnist for the Chicago Sun-Times. I had won a Pulitzer Prize. I was co-host of a national TV show. These credits were pleasing, but...there was something missing. A hollow in my ego, waiting to be filled. I turned the key in the ignition, rolled down the window, turned the radio to rock 'n roll on an oldies station, hooked my elbow out the window, and purred out of the parking lot. I was only six blocks from home, but somehow my route took me through Old Town, and up and down Rush Street, and slowly through Lincoln Park.



Raymond Lowey: "The father of industrial design"

Out of the corner of my eye I saw males of all ages pausing to stare. They didn't recognize me, because they weren't looking at me. They were looking at my car. If they were with women, the women turned to see, not the Hawk, but why their men had paused. Inside of me, intense joy rose. It had nothing do do with what I had accomplished. It was entirely fueled by what I drove. This is a pure joy known to 16-year-old boys from that era, who had nothing else to excite envy except their ride. Even if they were all-state on the football team, it didn't mean as much if they were driving their dad's '40s Oldsmobile.

What pleasure that car gave me. I kept it at our summer place in Michigan. The nearby Red Arrow Highway, the old hard road to Detroit, was built in the 1920s and looked retro. There was a roadhouse used by Capone, with a secret gambling room in the basement. Classic brick Shell stations. Fruit stands. A sign for the annual Milk Bottle Show. There was even a Frank Lloyd Wright lookalike motel. I drove the Golden Hawk around Harbor Country and, reader, I was envied. I frequented Mikey's in Bridgeman because they had car hops and I could roll down my window to balance a tray with a burger and shake, and Chaz could roll down her window and have her own separate tray. Life was easier in the 1950s.

Searching my old movie reviews for the word Studebaker, I found these words from my review of "Heavy Petting" in 1989:

There are a lot of adults around today who will tell you that their peak early sexual experiences took place in cars, and that beds will never be as exciting. Not long ago, for example, I took a woman in her 40s for a drive in my 1957 Studebaker, and after sliding across the vinyl upholstery, inhaling the aroma of gasoline and oil, listening to the tires spinning on the gravel, and waiting for the radio tubes to warm up, she reported that all of these physical associations made her feel exactly as if someone was going to try to take off her bra.

That autumn I met Chaz. The following summer, we participated in the annual Ride of LaPorte, Indiana. In its simplicity, this is an auto event superior to any other in Indiana, including the Indy 500. What you do is, you park your pre-1960 automobile in a lot at the county fairgrounds, have Coke and hot dogs, and walk around looking at the other cars. I parked my Golden Hawk next to an immaculate 1949 Hudson of the sort Miss Daisy was driven in. Now there was a car. You could raise a family in the back seat. It had the Step-Down Design, which allowed it to wipe out every Ford and Chevy in stock car races. It had less horsepower, but with such a low center of gravity it would cream them on the turns.

At 1 p.m., "The Stars and Stripes Forever" blared from the loudspeakers, and we pulled into line and paraded out of the fairgrounds. A state cop with a whistle was directing traffic onto the street. As we passed her, she said, "Sharp car!"

"Did you hear that?" I asked Chaz.

"Yeah. Sharp car."

"Sharp car!" I said. "She called it a sharp car!"

"Sharp car, all right," Chaz said. She later told this story about a thousand times, apparently because it meant something special to her.



With the LaPorte Ride, what you do is, you drive up and down the streets of LaPorte and people sit in lawn chairs and look at you. No floats. No marching bands. No Sheriff Sid on his horse. Just beautiful cars. Mostly the citizens of LaPorte sat and nodded pleasantly, waved a little, and poured their iced tea. But the Golden Hawk was greeted with applause. Perhaps there was a sentimental connection. The Studebaker was manufactured in South Bend, 30 miles away. Some of these people or their relatives may have worked there.

(continued on page 8)

One weekend we took the car on a pilgrimage to South Bend, where I expected to see Studebakers lining the streets and backed up at traffic lights, like in a Twilight Zone episode. No luck. But we drove down by the St. Joseph river, turned right, and there before us was the Studebaker National Museum. We pulled the Hawk into a parking space right next to the entrance, posted, "Studebakers Only." My license plate read FAUCON, French for hawk.

The Museum occupied what once had been the largest Studebaker dealership in the world. It was across the street from the original Studebaker plant, now standing forlorn. Inside was a visual sea of vehicles. Cars, fire engines, school buses, troop transports, armored cars. The station wagon with the roof that would slide back so you could bring home a totem pole standing upright. The nifty Lark. Taxis. Ambulances. Touring sedans from the 1930s. Classic Packards like Gatsby drove. Champ trucks. Conestoga wagons, because Studebaker was the only wagon-maker that made the transition to cars, The wagons floated down the river to St. Louis, and then were pulled overland into John Wayne movies

They had the carriage built by Studebaker in which Abraham Lincoln drove to Ford's Theater and did not drive home. The last Packard ever made, a show car for the year Packard died. And lots and lots of Studebakers. And medallions, postcards, t-shirts, visors, books, scarves, hats, jackets, signs, sweat shirts, scale models, books, mugs, jigsaw puzzles, metal Studebaker medallions, belt buckles, cuff links, videos, jigsaw puzzles, key rings and place mats. I discovered the National Studebaker Drivers' Club is the largest car-owners' club in America, and I could sign up. If there was one place in the nation that understood the Studebaker, it was South Bend, Indiana. They have a university there, too.

Abraham Lincoln's Last Ride. (Studebaker National Museum).

Our guests loved to drive to Mikey's and get the super-thick shakes. One summer our good friends Gillian and Peter Catto and their children visited from London. He drove a Bentley. I took them for a spin in my Studebaker. I startled them by stepping on the gas.

"Now this is something like it," he said from the back seat.

"Now tell the story," Chaz said.

"When these cars were new," I said. "They were much faster than '57 Corvettes or T-Birds. The salesmen would put a client on the back seat, put a \$100 bill on the front seat, and tell the client he could keep the money if he could overcome the force of the acceleration, and lean forward and pick it up while the Hawk was doing zero-to-60."



I treasured the Golden Hawk. But I could not give it the care it deserved. I knew nothing about auto mechanics. When it was built, everybody did. When a car stopped and you looked under the hood, you were actually looking for something, not simply performing a roadside pantomime with a car that required computer programmers. I found the honey a good home with Dan Jedlicka, the automobile editor of the Sun-Times, who confessed that he had driven every car in history and the '57 Hawk was the only one he had wanted to own.

We have come to the end of my story. If Studebaker died in 1966, its legacy lived on in the Avanti, also designed by Raymond Loewy, the century's greatest industrial designer, who also designed (are you sitting down?) the Coke bottle, the Shell trademark, the Lucky Strike package, and the underlying lines of most of the postwar Studebakers. He could travel from coast to coast by plane, train, automobile and bus, using only vehicles he had designed. Andy Granatelli designed the Avanti engine, and, Wikipedia says, he drove it to establish or break broke 34 U.S. land speed records. So timeless was this sports car, its manufacture was continued until four years ago, and even now plans have been announced to resume production in Cancun.

All of that is sequel. The past is prologue. I fell in love with the Golden Hawk in 1956, I bought one in 1988, and now all I have is a model car on my desk, and my memories. It may be you have a different car in your dreams. If you have turned 40, and have some spare change in your pocket, buy it. It could cost you a fraction of a new car's price. And if your love is true, that car will be like Benjamin Button, growing younger every year.

"Courtesy of the Chicago Sun Times. Reprinted with Permission"

STUDE DEALS

Wanted: 1964 Daytona Wagonaire, to complete a collection of the four 1964 Daytona body styles. Must be factory Astra White (repaints in white ok), any other options are OK. Prefer a solid #3 car or better

George Krem
1121 Jefferson Dr
Berthoud, CO 80513
970.532.4422

For Sale: 1952 Studebaker Commander Convertible. New glass, top, interior, rebuilt motor, redone chrome. Everything works, 3 speed W/OD, V8 232. All number match. Very rare.

Contact Shaun Driscoll @ 505.410.2727 or camera@swcp.com

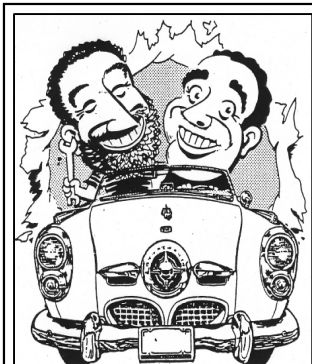
For Sale: 1962 Lark, 4-door, AC, V8 289, automatic. 24,576 miles. (she is helping an elderly couple)
Call Barb @ 720.260.7998

For Sale: 1963 Avanti R1 automatic. Partially restored The engine and transmission have been rebuilt and it has been painted. I drove it up here from Texas about 12 years ago. Has been sitting in garage.

Health issues and can't work on it.
Dave Lynn @ 303.674.1987 evenings.

For Sale: New Avanti Windshield with modern black dot band at outer edge for 1963-1991. Mint, Perfect. \$425. Also, lots of used 1962-1964 GT Hawk Stainless Trim and also a few Primo Restored GT Wheel Well Mouldings. Some used 1957 Packard Clipper Trim.

Tim Traibush @ 303 442 4122 noon to midnight.



C
A
R

C
A
R
E

INSTRUCTIONS ON HOW TO POLARIZE A GENERATOR

There are many versions on how to polarize a generator and voltage regulator. Some versions are correct, others are totally wrong. Polarization is a procedure which matches the polarity for the generator and the voltage regulator. The majority of the vehicles are manufactured ground although some older vehicles were manufactured positive ground. The generator has to be set-up for either polarity. The generator will charge either way, however the voltage regulator has only one polarity. Whenever the battery is disconnected from the vehicle for any reason, the polarization

procedures should be performed. The recommendation on how to polarize a charging system after replacing a battery, generator or voltage regulator is as follows: The terminals on the voltage regulator are labeled with letters and this is where you will do the polarizing procedure. Both of the components will have battery power so do not start the vehicle or turn on the ignition switch before polarizing them. You will need a small piece of wire, fourteen or sixteen gauge, with alligator clips on the ends. Find the "B" terminal on the regulator and attach one of the alligator clips. Find the "d" terminal and touch the terminal with the other alligator clip. You can touch the terminals a few times and it will produce a soft light spark. **UNDER NO CIRCUMSTANCES** touch the "F" terminal or any other part of the regulator or you could damage the regulator.

Start the vehicle and you should see the red generator light go off on the instrument panel, you may have to rev the engine up a few RPM, generators have a tendency not to charge at idle. If you have a gauge on the instrument panel, it will respond accordingly.

(source: Roger Verboon, Editor, The Husker Hawk, February 2007)

DON'T FORGET
"DRIVE YOUR STUDEBAKER DAY" ON JULY 4, 2009

STUDEBAKER

LUXURIOUS SLEIGHS

Sleighting's captivating pleasures are vividly suggested by the sleighs of Studebaker. The designers have taken full advantage of their opportunity. Dashing lines, deep, luxurious seats, brilliancy of finish alluringly bring to mind the exhilaration and delightful gliding motion of winter's foremost pastime. At the Studebaker repositories every modern type of single and double sleigh is shown in conjunction with harness, robes, foot-warmers and other accessories.

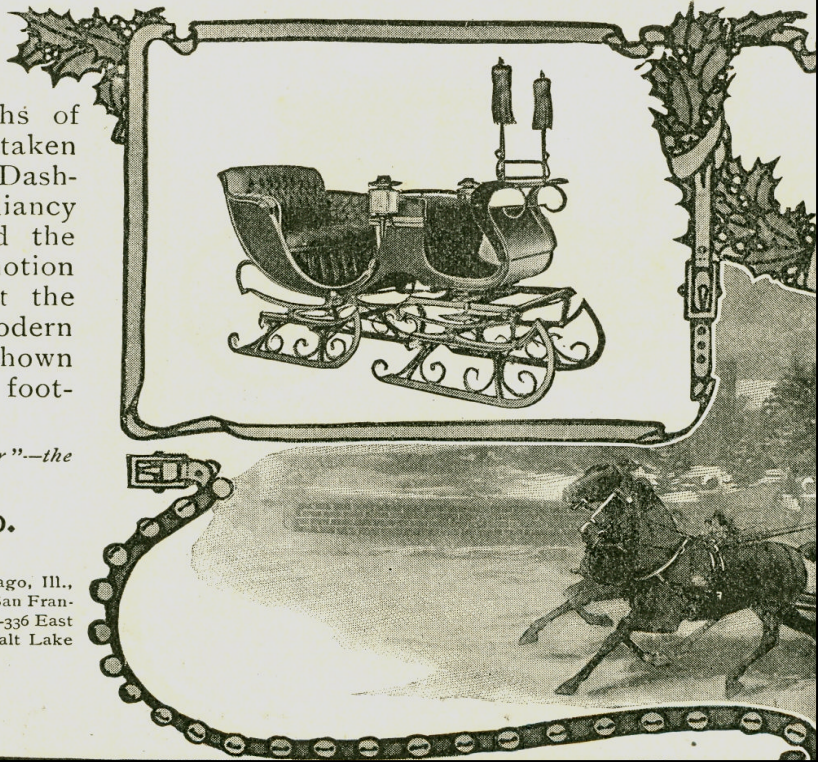
Write for booklet about the "Studebaker Junior"—the most acceptable Christmas gift for boys.

Studebaker Bros. Mfg. Co.
SOUTH BEND, IND.

New York City, Broadway and 7th Ave., at 48th St. Chicago, Ill., 378-388 Wabash Ave. Kansas City, Mo., 810-814 Walnut St. San Francisco, Cal., Corner Market and 10th Sts. Portland, Ore., 330-336 East Morrison St. Denver, Colo., Corner 15th and Blake Sts. Salt Lake City, Utah, 157-159 State St. Dallas, Texas, 317-319 Elm St.

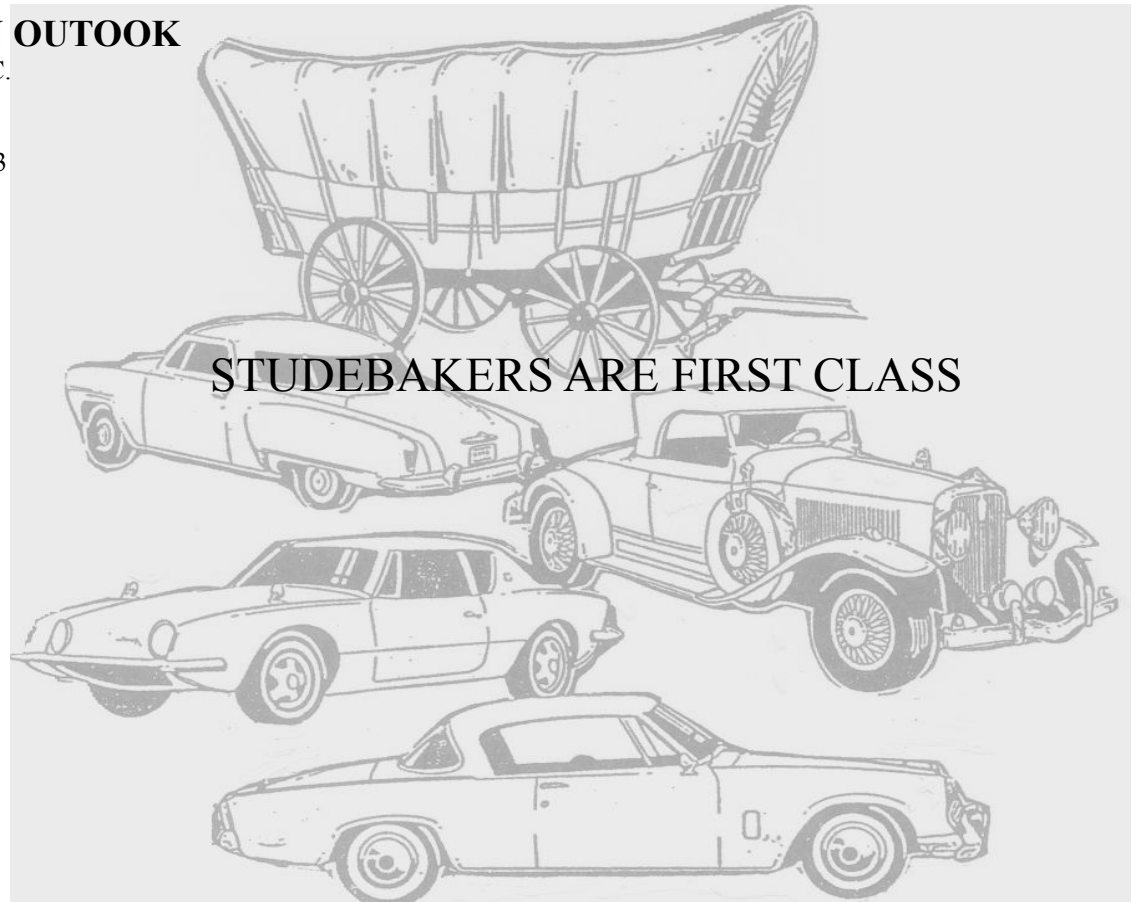
Local Agents Everywhere.

Factory and Executive Offices: SO. BEND, IND.



THE WESTERN OUTLOOK

Conestoga Chapter S.D.C.
Marilyn Scott, Editor
7144 Fox Paw Trail
Littleton, CO 80125-9073



STUDEBAKERS ARE FIRST CLASS