

**GOLDEN BUFFALO BILL DAYS
12TH ANNUAL
ORPHAN CAR SHOW
SUNDAY, JULY 26, 2009**

PLEASE SEND IN YOUR RESERVATION AHEAD OF TIME TO QUICKEN THE PROCESS

Please drive your car down Washington Street from the north. From the south take US Hwy 6 (6th Ave) which turns into CO Hwy 93 as you swing from west to north, go past Golden to CO Hwy 58, take a right, then a right onto Washington St, down to 10th Ave. and take a right. Mike Gallivan and Carl Nordin will be there. Be there at 8:45am to 9am.

The club will furnish the chicken and drinks, paper plates, etc. Everyone is to bring a side dish or dessert to go with.

Please turn this page over for the registration form

FORNEY CHALLENGE SOCK HOP & CAR SHOW

FRIDAY, JULY 17th 5:30-10PM

All proceeds to benefit the Forney Museum of Transportation.

**REGISTRATION FORM
REGISTER EARLY! LIMITED TO 75 VEHICLES!**

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP: _____

PHONE: _____

EMAIL: _____

YEAR: _____

MAKE: _____

MODEL: _____

Our inaugural year for this event, it will become a precursor event of the 2010 Denver to Cheyenne Frontier Days Historic Challenger train run. We welcome all pre-1970 vehicles to our car show, but are particularly interested in those of the 1930's, '40's & '50's to go along with our sock hop theme. Entry is \$25 per vehicle with two occupants. This also includes a refreshment and admission to the museum & sock hop. People's Choice Car Award and Best '50s Costume & Hairdo Prizes too!! Food & beverages available on site!

A great family event!!

Please send payment along with this registration form payable to:
Forney Museum of Transportation, 4303 Brighton Blvd., Denver, CO 80216
Phone: 303.297.1113 or Fax: 303.297.3113 or www.forneymuseum.org

(editors note: they should have this form on their website soon or call them and they will e-mail you this form)



Golden Buffalo Bill Days
12th Annual

Orphan Car Show

On 10th St. from Washington Ave. to Illinois St.

Sunday July 26, 2009 10 AM - 3 PM

**Open to: Autos whose manufacturers are no longer in existence
Ie. Hudson, Kaiser, Fraser, Studebaker etc.**



1928 Oakland

Food, Beverage, Beer, Arts & Crafts

Name _____ *Address* _____

City _____ *Zip* _____ *Phone* _____

Email Address _____

Type Vehicle _____ *Yr* _____ *Model* _____

Mail or email to: Carl Nordin 7203 W. 32nd Ave. Wheat Ridge, Co. 80033
303-237-4076 Email: cnnj@comcast.net



The Western Outlook



JULY 2009

VOLUME 43 No. 07



THE R3 AND THE ROAD RUNNER
A.K.A. "THE PLAIN BROWN WRAPPER"
WITH DRIVER TED HARBIT
(PHOTO PROVIDED BY GEORGE KREM)

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EDITOR'S CORNER *Caravanning on US 85 was a pleasant drive through rural northern Colorado and onto the Doerschlag's home. Thank you Steve and Sandy for hosting. They have a beautiful home where they set up tables in the three-car garage so we could sit and enjoy lunch and visit too along with our business meeting. Look forward to seeing you in Wellington and The orphan Car Show in Golden.*

Marilyn Scott, Editor

Chapter News

Western Wheels

On Sunday, June 14th several Western Wheels Members met at the Scottsbluff Subway Restaurant, where we purchased our sandwiches. After that we went to a Scottsbluff Park to eat and have our business meeting. It turned out that the park shelter was used by others, so we moved tables together and ate outside under a shade tree. It was a nice day (so far).

Members present were: Gene Sell, Dallas & Lucille Whiting, Butch & Julie Feil, Mawry & Beck Schuddinck; Kelly & Marie Schulz; Mary Miller; Stuart Tritt; Jim & Wanda Mowry; Harry, Bonita & Charlene Case; and Perry, Jackie & Corina Meyers.

We were planning to drive to Alliance, Nebraska for a nice cruise in our Studebakers, but dark clouds were building to the West, so we decided to make a shorter trip and went to Bridgeport for ice cream. After we had our ice cream everyone departed their own way to hurry home because of thunderstorm and tornado warnings while we were out that afternoon. Hopefully, everyone made it home safely and got their cars put away before the storm hit.

Perry Meyers

Pikes Peak

The club had another successful "Studebakers on the Lot". Fourteen Studebakers shown by members and enrolled 5 new members into the Pikes Peak Chapter. The new members are James Harness, Ben Bustos, John and Barbara Padilla, Paul and Tiffany Koch, and Diego & Arlene Burgos. We had to change location but were given part of the parking lot at the Goodwill Store. At this location we had a greater number of spectators than the previous year. One surprise was when an elderly lady in a 1956 4-door President stopped to visit. This car is her daily driver. She was very pleased to see so many Studebakers and was looking for a good Studebaker mechanic. Twenty members and guests enjoyed a cover dish luncheon and hamburgers from a local restaurant.

On July 4th which has been designated as International Drive Your Studebaker Day, Pikes Peak Chapters members are encouraged to drive their Studebaker to the Crown Plaza for the National Buick show and meet. We plan on attending at 10 a.m.

Please note the change of our July meeting and activity to July 18th. We will be having lunch at the Mason Jar, 2925 W. Colorado Ave. in Colorado City at 1:00 p.m. After the meeting we will be attending the Stocker Car Show at Garden of the

Gods at 3:00 p.m. If you have any questions please contact Pete Tetley 719-630-1562 who is our tour master.

Merv Mundorf and Pete Tetley are both the proud owners of new Studebakers. Merv purchased a 1964 Hawk and Pete a 1962 Champ pickup.

David Batchelor and Chuck Donkle attended the North Central Zone Meet in Lawrence, Kansas to promote the September 18th, 19th and 20th activity of "Studebaker/Packard Meet at the Junction" in LaJunta, Colorado. When making your reservation please mention "SDC" to get the discount rate. The Holiday Inn Express phone number is 719-384-2900.

Secretary, Chuck Donkle

Conestoga

Summer car show / cruise time is definitely in full swing! We had 10 Studes with the Mercedes display at the June 14 Concour d'Elegance at A.C.C. and several at OCCC's Havana Cruise on the 20th. Our June 28 chapter meeting at Steve and Sandy Doerschlag's beautiful home in Eaton was a huge success with 32 attendees. After "pigging out" with hamburgers and brats prepared by Master Chef Steve (with lots of great side dishes too), we had a brief business meeting and then we were able to view Steve's outstanding 50-car collection of mostly Studes. Steve plans to "winnow out" all but 10 or 12 of his favorites so stay tuned for the sale info.

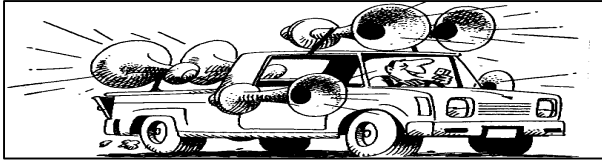
Refer to page 3 Calendar for several July events including "Drive Your Studebaker Day" on July 4 (see June newsletter for details) and Buffalo Bill Days on July 26 and don't forget to sign up help with the August 22 OCCC Swap Meet!

Phil Scott, President

LOOKING AHEAD

8 Jul— WEDNESDAY	Conestoga Casual Dinner (please see page 4 for details)
12-18 Jul 2009	45th SDC Int. Meet, Cedar Rapids, Iowa. Hosts: Hawkeye Chapter. HQ Hotel: Clarion Inn
18 Jul— SATURDAY	PIKES PEAK CHAPTER —1pm lunch at Mason Jar in Old Colorado City and Stocker Car Show Garden of the Gods at 3pm. Host: Pete Tetley @ 719.630.1562. (see chapter news)
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
26 Jul— SUNDAY	CONESTOGA CHAPTER —Buffalo Bill Days & Orphan Car Show with potluck from 10am to 3pm. (please see flyer—both sides)
12 Aug— WEDNESDAY	Conestoga Casual Dinner @ White Fence Farm (please see page 4 for details)
15 Aug— SATURDAY	PIKES PEAK CHAPTER —Lunch and meeting at Rosie's Dinner @ 11am in Monument, followed by a cruise to Palmer Lake. Host: Pete Tetley @ 719.630.1562.
15 Aug— SATURDAY	SHOW OFF YOUR CLASSIC CAR AND GET IT WASHED/WAXED FROM 8AM TO ??? PLEASE CALL CAREY DIETZ # 303.349.6928 FOR APPOINTMENT (FLYER WILL BE IN THE AUGUST NEWSLETTER)
22 Aug— SATURDAY	Mountain States 41st Annual Swap Meet @ Adams County Fairgrounds, Brighton, CO. 9755 Henderson Road (124th Ave.) Info: Gary Canady @ 303.886.7923 WE NEED WORKERS—EACH CLUB MEMBER EARNS POINTS WHICH ARE GIVEN TO APPROPRIATE CLUB IN DOLLARS – PLEASE SIGN UP
29-30 Aug— SAT & SUN	CONESTOGA CHAPTER —Travel to Colorado springs, overnight stay with dinner, visit to Palmer House Castle and Museums, etc. (possible changes; will confirm next month).
4-7 Sept— SUNDAY	Dakotas Chapter SDC—Labor Day Weekend & Orphan Car Show in Spearfish, SD, Holiday Inn Info: Jim @ 605.390.2238 or e-mail: studeman40@hotmail.com
18-20 Sept— FRI-SUN	PIKES PEAK CHAPTER —Studebakers and Packards—Meet At The Junction @ LaJunta, CO. Car show and fun day with the LaJunta Airport Fun Days. Details—August newsletter
19 Sept— SATURDAY	The Colfax Cruise (flyer later)
27 Sept— SATURDAY	CONESTOGA CHAPTER —Color Tour and lunch; details later.





ANNOUNCING

**WELCOME NEW MEMBERS TO
PIKES PEAK CHAPTER**

James Harness, 6413 S. Reed Way, Littleton, CO —
303.933.8421

Ben Bustos, 1149 E. Madison St., Colo. Springs, CO
80907—719.392.0023

John & Barbara Padilla, 5885 W. Arizona Ave., Lake-
wood, CO—303.934.5189

Paul & Tiffany Koch, 1504 W. Kowa St., Colo.
Springs, CO—719.322.3508

Diego & Arlene Burgos, 5375 Mule Deer Dr., Colo.
Springs, CO—719.260.6545

CONGRATULATIONS

Terry Shull's beautiful 64 GT
Hawk photo is on the front
cover of the July
Turning Wheels!

BIRTHDAYS FOR JULY

- 2 Bob Bax
- 3 James Harness
- 4 Merv Mundorf
- 8 Betty Barnes
- Dave Batchelor
- 12 Norma Orloff
- 15 Mary Ann White
- 18 Sharon Edwards
- 25 Wallace Clary
- 24 Gertie Davis
- 26 Pat Lincoln
- 30 Marcia Henry

ANNIVERSARIES FOR JULY

- 1 Tom & Linda Donahue
- 9 John & Barbara Padilla
- Cary & Peggy Dietz
- 16 Steven & Darlene Wylie
- 18 Charles & Karen Donkle
- 22 Butch & Julie Feil
- 24 Roger & Sue List

CASUAL DINNERS

July 8, Wednesday @ 6:30pm

White Fence Farms, 6263 West Jewell, Lakewood, CO
303.935.5945. (north side of Jewell between Sheridan &
Wadsworth). Arrive early and enjoy the gardens, pet farm and gift
shop. At 6:25pm meet in the Gazebo so we can go in as a group.

Hosts: Phil & Marilyn Scott @ 303.972.3575

August 12, Wednesday @ 6:30pm

El Rancho, 29260 U.S. 40, Evergreen, CO 303.526.0061
(18 miles W of Denver off I-70—Exit 252, Evergreen Pkwy, then
right on U.S. 40 @ first light). A Colorado landmark since 1948.

OCCC SWAP MEET ON AUGUST 22

HELP HELP HELP—WE NEED WORKERS!

EACH CLUB MEMBER EARNS POINTS

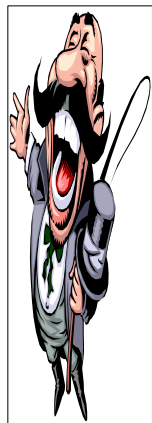
WHICH ARE GIVEN TO THE

APPROPRIATE CHAPTER IN DOLLARS

CALL SHIRLEY ZANER ASAP TO SIGN UP @ 303.426.8843

BOMBASTIC BORIS

*There are no new
sins; the old ones
just get more
publicity.*



*I've reached the
age where the
happy hour is a
nap.*

*No one ever says
"it's only a game"
when his team is
winning.*

OFFICERS FOR ALL THREE CHAPTERS

Conestoga

Pres:	Phil Scott	303.972.3575
VP:	Laura Schumacher-Beers	303.514.6776
Sec:	Virginia Stewart	303.287.8612
Treas:	Sheila Rink	303.986.6478
Sunshine Fund:	Kay Murray	303.452.3029
OCCC	Shirley Zaner	303.426.8843
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.frontrangestudebakery.com	

Pikes Peak

Pres:	Dave Batchelor	719.784.6140
VP:	Roger Zaner	303.426.8843
Sec:	Chuck Donkle	719.456.2707
Treas:	Norm Giesecker	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

Alice Ramsey's Historic Road Trip in a 1909 Maxwell Model DA-30 H.P. touring car

In 1909, a 22 year-old housewife, Alice Ramsey, the driver, along with three female companions started their trip in a 1909 Maxwell DA touring car and drove from Manhattan starting off in a pouring rain and finished in San Francisco in 59 days, and 3,600 miles. This road trip was a publicity stunt by The Maxwell-Briscoe Motor Co. and was created in hopes of attracting the attention of women who would persuade husbands to buy a Maxwell.

On the road trip, there were always muddy roads, they drove the Maxwell through creeks and gullies, and over the mountains, their car's rear axle broke twice, strangers gave them shelter from storms, loose bolts had to be tightened, unfortunately when the car became bogged in mud and no one to help them they had to sleep in the car, sparkplugs were cleaned, tires were changed many times. On August 7, 1909, Alice and her companions arrived in San Francisco and were greeted by crowds waving and cheering as the ladies dove down Market Street in their sturdy Maxwell. In 1960, AAA named Alice "Woman Motorist of the Century," and on October 17, 2000, Alice became the first woman inducted into the Automotive Hall of Fame.

100th Anniversary It was 2005 when Dr. Richard Anderson, an antique car aficionado, and his 34-year old daughter Emily, decided to recreate Alice's Drive on the 100 year anniversary - June 9th, 2009. After reading *Veil, Duster, and Tire Iron*, Emily recognized it as an opportunity to recreate that drive along with the challenges. When Anderson began his search for the 1909 Maxwell Model DA to his surprise he found only one Model DA in existence, but it was not for sale, however, the owner agreed to help Anderson. After years of piecing it together from parts found as far away as Australia and nearby, he also received help from an antique airplane builder and gifted metal fabricator, and the restoration was finally finished after starting in 2005.

The 100th Anniversary, June 9, 2009 was the beginning of Alice Ramsey's drive by Emily Anderson, co-pilot and two women departed Manhattan for San Francisco where they are following the original route as closely as possible. These women have a support group along with a truck and trailer, planned places to stay and great media coverage. For those of you who have internet you can follow Emily's progress via her blog at www.aliceramsey.org. Here is their schedule and stops along the way starting June 9 in New York City, NY; Cobleskill; Seneca Falls; Buffalo; Peninsula, OH; Auburn, IN, South Bend; Rochelle, IL; Cedar Rapids, IA; Omaha, NE; Grand Island; Ogallala; Cheyenne, WY; Steamboat, CO; Vernal, UT; Park city; Tooele; Delta; Ely, NV; Austin; Reno; Sacramento, CA; Oakland; and San Francisco ending on July 9

(Editors note: there is a new book Alice's Drive, Alice Ramsey, Republishing Veil, Duster, and Tire Iron, Annotation and "Chasing Alice: by Gregory M. Franzwa, available to purchase. Please see: www.aliceramsey.org. Thanks to Ray Petros who brought this to my attention).

Highlights of the trip—We got the car started and drove away from 1930 Broadway only 5 minutes late. Vassar College held an excellent send off for us and the Ramsey Family today, officially naming June 9th "Alice's Drive Day!" Day two, the car was in the repair shop, the problem is an oil delivery system problem where the front cylinder wasn't getting enough oil. That resulted in the connecting rod babbitt (the material that gets put in there to get it lubrication that is part of the hinging system) getting hot, dried out and destroyed (the rod Babbitt problems appeared many times). They decided to name the Maxwell Babbit (with a french accent) Babbs for short. Watching the oil gauge was important because the

(continued on page 6)

car used a lot. Next a visit to Seneca Falls & the National Women's History Hall of Fame, followed by an interview on the NBC morning TV station, participated in several festivities in conjunction with the Pierce Arrow Auto Museum. By driving through the countryside we could experience it via the back roads/rolling hills which made touring fun, smells were intense-good and bad, the bugs seemed more abundant, had to pull over and let long lines of vehicles pass us, rolling hills a delight in Iowa, small towns, explored greenery in Finger Lakes region, drove around the fields and waved at the crowds and back to the Pierce Arrow Museum, had a radiator blow out & trailered the Maxwell into South Bend to the convention center to put it on display at the reception for the Lincoln Highway Association National Convention. June 17th was declared a day of celebration in honor of the Centennial Drive of the First Woman to Drive Across America. The first rolling stop was over the original Lincoln Highway bricks in Shelton, 100th Meridian Museum it was Ogallala or bust!, given 4 pies to move on down the road and share with our friends in Omaha! Babbs let out a huge backfire and lost power so we moved the car over to the right shoulder-we discovered we had run out of gas, rolled into the courtyard in downtown Cheyenne in front of the Depot and were greeted by beautiful cars, Colorado Here we come! Mosquitoes were with us to Steamboat Springs, Muddy Pass was the landmark of the afternoon, the pass straddles the continental divide in Northern Colorado, now we are at 8772 ft in elevation! Go Babbs, GO! Drove over Rabbit Ears Pass where Babbs rallied the climbing and Emily ROCKED the descent.

(Editor's note—by the time you read this they will have arrived in San Francisco)



BBQ at Steve & Sandy Doerschlag's home (photos by Carey & Peggy Dietz)



Studebakers On The Lot—Pikes Peak Chapter
(photos by Chuck Donkle)

THE R3 AND THE ROAD RUNNER

Most SDC members are familiar with Team Studebaker's efforts at the Pure Stock Muscle Car Drag Races during the past ten years. It all began in April 1998, when my cousin, SDC Technical Editor Bob Palma, called to report a lengthy phone conversation he had with Pure Stock Muscle Car Drag Race Co-Promoter Bob Boden. Bob Boden was fascinated by the prospect of having little known, high-performance Studebaker "stockers" at the event, and had encouraged us to bring as many as we could muster for the September 1998 event five months hence.

Cousin Bob suggested the PSMCDR might be a venue where we could show what an Avanti-powered Studebaker could do. He asked me if I would be willing to enter my 1964 R3 Challenger 2-door in that event if he would trailer it for me. The R3 engine was Studebaker's highest point of development of their rugged V-8 engine. It was factory rated at 335 HP, but most put out over 400 when in a good state of tune.

While the horsepower race could be traced back to 1949, it really heated up after 1955. Beginning in 1955, virtually any low-price car could be ordered with a high-performance, power-pack V-8 engine. By the early 1960s, the race had heated up to fever pitch. We and other Studebaker performance enthusiasts were disappointed by the popular automobile culture often ignoring our favorite car, despite its performance potential. In addition, the introduction of optional Avanti engines in 1963-1964 Studebaker models really gave us something to cheer about.

Some thirty five years later in 1998, I immediately agreed with Bob's idea that perhaps we could show the muscle car community what a well-prepared, supercharged Studebaker could do. But if we wanted to be serious about it—and we were out for blood, remembering all those slights from muscle car guys in the '60s—we had to get the best possible driver. In drag racing, the car is just one ingredient; the driver is also extremely important. A poor driver can make a fast car look bad, as you will see later.

Enter our hero, Ted Harbit. I said to Bob "OK, let's do it, but I want Ted to drive, if he's willing." Ted has won eight national championships drag racing a 1951 Studebaker V-8, and he certainly has been our not-so-secret weapon. Ted immediately agreed, and Team Studebaker was born. Ted brought more than a high level of driving skills to the table. Without his mechanical abilities and knowledge, we would never have done as well. Nelson Bove, a retired automotive chassis engineer, solved our wheel hop problems with special (legal) clamps for the rear springs. Many other good friends donated time and skills to the project.

During the past ten years, the R3 Challenger, a.k.a. The Plain Brown Wrapper, has won over 80% of its races, and its opponents were not chopped liver. A partial list would include examples of some of the fastest, most powerful cars made during the muscle car era. In fact, three years ago during warm-up runs at the Muncie, Indiana drag strip, the Wrapper beat a new Corvette Z-06, the fastest new Corvette available at the time. Ted happened to race that Corvette twice in the same evening, and the R3 beat it both times. How would you like to spend perhaps \$60,000 on one of the hottest new American cars available only to discover it couldn't keep up with a stock, 43-year-old Studebaker? Last September, Ted and the R3 also beat a 1969 427/435 HP Corvette, and we have video to prove it. Ted's great driving had a lot to do with these wins.

In 2002, we made 10 runs and won all 10 of them. Here's a partial list of our opponents who lost to the R3: 1967 Chevelle 396/375 HP, 1970 Dodge Challenger 440/390 HP, 1967 Pontiac GTO 400/360 HP, 1968 Ford Fairlane Cobra Jet 428/335 HP, and a 400/370 HP GTO Judge.

(continued next page)

The 2002 event included one other race that has become my all-time favorite, and it illustrates how important great driving can be. On the fourth run, our opponent was a 1969 Plymouth Road Runner with the monster 440 CID 390 HP engine. The Road Runner was a beautifully restored, strong running car. When the light turned green, Ted and the R3 immediately jumped into the lead. Ted's reaction time had been an excellent .518 second (.500 is perfect), while the Road Runner's reaction time was a "sleepy" .867, giving Ted and the Wrapper a lead of over .3 second. In drag racing, that much of a head start is a tremendous advantage and is hard to overcome.

Being behind, the Road Runner driver made his first mistake: He stepped on the gas too hard. In Pure Stock racing, we are not allowed to use sticky racing tires. All tires must be ordinary street tires, and they must be the approximate size of original equipment items. No extra-wide or special tires are allowed.

Because every car at this event is a high-powered muscle car, most of them could easily spin their tires for a considerable distance. If the driver does that, he will lose the race. Therefore, it takes a very good driver to get the best out of these cars, and Ted is better than very good.....being merely "good" is not good enough to win national championships.

During the first few hundred feet, the Road Runner driver "lit up" (spun) his tires three different times. I remember thinking "Wow, that guy has a lot of power." But every time the Plymouth driver did that, Ted and the R3 gained a bit more. At the 330 foot mark, Ted was .4 second ahead. At the 1,000 foot mark he was about .3 ahead, and that's the way it was at the end, with the Wrapper and Ted about three car lengths ahead of the Plymouth.

Here's the fun part: Several months later in its April, 2003 issue, the well-known magazine, Hot Rod, featured a 1969 Plymouth Road Runner. Reading the article carefully, I realized their feature car was the same car we had raced at the Pure Stock Drags just a few months earlier. The article listed the same owner from the same town, and the car had the same color, basic specifications (440 6 Barrel), transmission and axle ratio. Many other clues told me it was the exact same car.

Guess what? He had been cheating big-time when he entered that Road Runner in the Pure Stock Drags, where one is not supposed to modify the car. It looked stock, but it wasn't. When the engine was built a year earlier, it was enlarged to 505 cubic inches displacement! It had a lot of non-factory high performance equipment, such as larger valves, ported and polished cylinder heads, roller camshaft, modified transmission, and other special equipment. It might have had 550-600 HP! As I read the article, my earlier comment "That guy has a lot of power" came back to me. Thanks to the great driving of Ted Harbit, we won that race and many others.

The Plain Brown Wrapper has been on display at the Studebaker National Museum recently, and we plan to display it at the SDC International Meet in Cedar Rapids, Iowa, in July. The car will then come to Colorado where a complete engine rebuild is planned. The engine is running beautifully (still with original ForgeTrue pistons!), but with almost 400 full-throttle quarter mile runs since rebuild, we don't want to risk a rare R3 without checking it out thoroughly.

Ted and the Wrapper have given us a great ride for the past ten years, and we hope to have more fun with it in the future. Team Studebaker wishes to thank all who have supported and encouraged us. We're about 40 years too late, but Studebaker finally has a muscle car image to match the well-known muscle cars of the 1960s!

George Krem,

(contributed George Krem, Conestoga Member)

STUDE DEALS

For Sale: From the George Rink Collection
 1950 2R5 1/2 ton P.U.
 1963 Avanti R-1, automatic, P.S., P.B., A.C., P.W.
 1960 Lark 2-dr. hard top—this car is under restoration.
 The chasis is 100% restored to 100 point perfection.
 Almost every part is new or rebuilt, the sheet metal is in
 primer and is ready for paint. All new upholstery.
 George Rink @ 970.255.0100

For Sale: Lots of NOS & new parts as well as good used
 parts. Would like to sell as one lot.
 Will sell way below cost.
 George Rink @ 970.255.0100

For Sale: 1956 Studebaker Power Hawk. Restored in 1984,
 V8, 259 H.P., 268 cu. In.. 98K original miles.
 \$13,000 OBO
 Fred Sugden, Ft. Collins, CO (4)
 970.980.4442 or frednbarbara@msn.com



**INDOOR CAR STORAGE
 At THE FORNEY MUSEUM OF TRANSPORTATION**

4303 Brighton Blvd. in Denver
 Central location near the I-25 & I-70 Interchange just
 off I-70 on Brighton Blvd.
 (just south of the Coliseum)

We offer indoor storage which is dry, secure, alarmed,
 heated, and has a fire sprinkler system. single or
 double rental rates are \$100/per month. We also have
 multi-car

(3 or more) long-term rental discounts
 Please contact assistant Forney Museum director,
 Christof Kheim @ 303.297.1113
 or e-mail volunteer @Forney museum.org

For Sale: 1962 4-door Regal Lark, original grey color, AC
 never used, chrome is perfect, original interior, low mileage,
 \$4,000. Lee Short @ 719.481.2696

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: Hawk front & rear bumpers, good \$75.00 each, new
 Avanti windshield 1963-1991 \$425 OBO.
 Tim Traibush @ 303 442 4122 noon to midnight.

For Sale: Golf cart 1950 Studebaker Front end \$3000 OBO
 1963 Studebaker Cruiser 4-door sedan. Factory Air \$5000
 OBO
 Bert (Ed) Taylor, 217 N. Johnson Ave, Pierre, SD 57501
 605.224.6451 or 605.222.1803

FORNEY MUSEUM CARS FOR SALE AS OF JUNE 09
1952 Cadillac Fleetwood 75 Limo; 331.cu.in. V8; one of 800
 built. 75,700 miles believed to be actual.

Car has had extensive work done in the 1990's including: repaint
 (in 2000), complete brake system rebuild, driveline work, R&R
 of fuel tank, new generator, new front rear shocks & springs,
 rebuilt carb, etc. Interior is in need of complete refurbishment;
 needs tires, battery, etc. Was driven to the museum in 2005, but
 has not been run since. The previous owners spent about
 \$10,000 from 1992 to 2005 when it was donated to the
 museum. The car also is a single-family owned vehicle from
 new with an interesting history. The original owner was US
 Congressman Joseph Himes who served during the Harding
 Administration and lived in the historic Prospect Hall in
 Frederick, MD. \$6,900.00

1967 Cadillac Fleetwood Eldorado; 429 cu. in. V8, 340hp;
 white on white; 64,062 miles, stated as actual. Interior is rough,
 but body is straight and appears rust free except for bubbling
 under the black vinyl top. One of 17,930 built. \$4,300.00

1967 Cadillac Fleetwood Eldorado; 429cu.in. V8, 340hp;
 copper on white with white vinyl top; 53,300 miles, stated as
 actual. Interior is dirty. One of 17,930 built. \$4,500.00

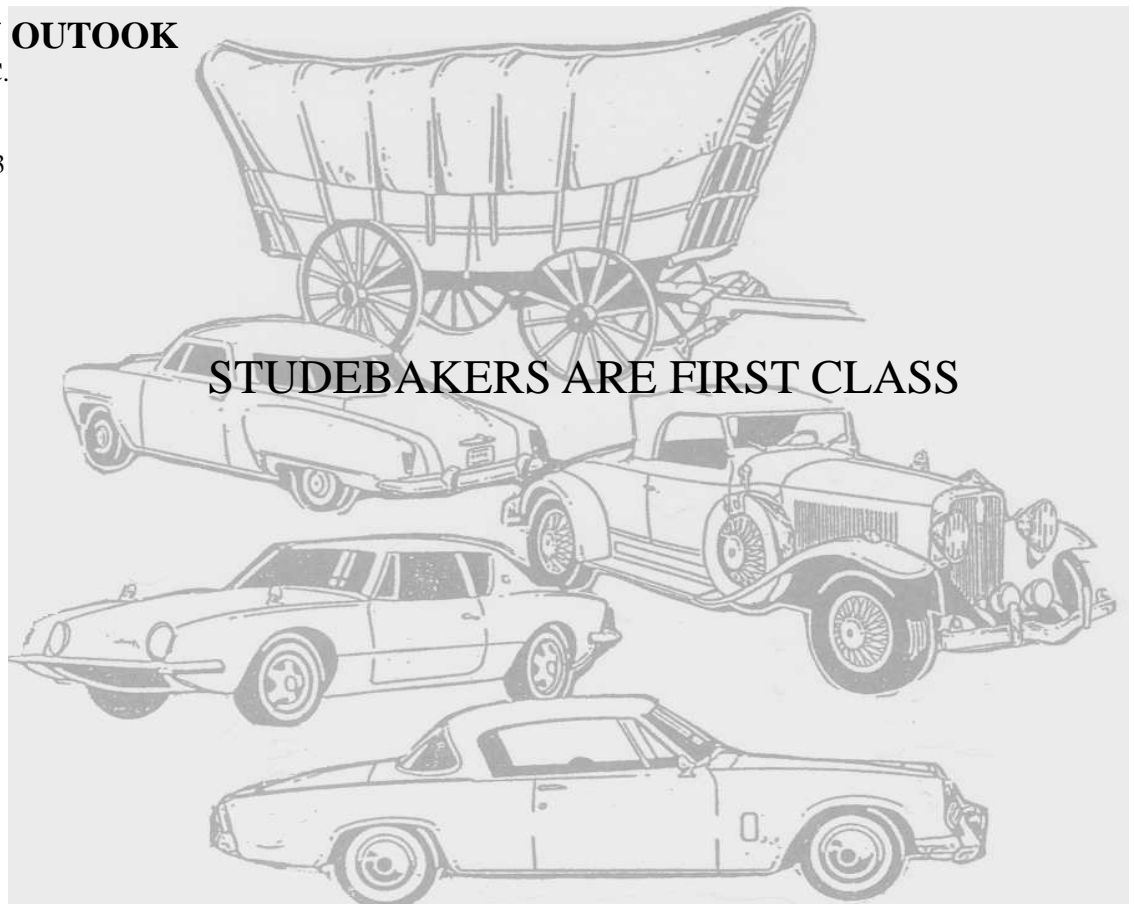
1968 Cadillac Fleetwood Brougham; 427 cu.in. V8, 375hp;
 gold w/ white vinyl top over gold; 139,300 miles miles, two-
 owner car sold new 4/25/68 by Newton Motors in Glasgow,
 Montana. Car spent entire life in Colorado. Interior is very
 good. Named "Goldie" by previous owner. One of 18,600 built.
 Needs battery. \$6,500.00

1975 Plymouth Gran Fury Custom 4dr. Hardtop; 360-V8;
 light blue w/ white vinyl top over dark blue interior; 90,700
 miles. Some minor body damage, but rust-free. Interior is
 excellent. Needs tires & battery. \$2,900.00



THE WESTERN OUTLOOK

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STUDEBAKERS ARE FIRST CLASS