

The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 53, Issue Number 4 — August-September 2021



Edmund Newman's 1951 Studebaker Champion Starlight Coupe
(read the story on pages 23-24)

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Next Meeting

TBD

(due to pandemic)



Steering Column Steve White



The Potomac Chapter of the SDC was busy these past two months. We had a fun picnic at the Gambrill State Park just west of Frederick, Maryland, and enjoyed a pleasant luncheon at the Twin Arch Tavern in Mt. Airy, Maryland. We were able to conduct business meetings at both venues and photographs and minutes are included in this issue of *The Commander*. I encourage you to attend an event if at all possible. We always have a great time and can pass along stories about our cool cars whether it is a restoration project or a simple question about what is the best way to get a needed Studebaker part.

As 2021 marches on we have to start thinking about chapter elections that will be held at our Christmas event in December. Please check the minutes of the Twin Arch Tavern meeting for a recent discussion of our upcoming elections. I am pleased to announce that Vice President Ron Hoff, Treasurer Mike Farris, Membership Director Steve Walter, and Newsletter Editor Pete Rutledge have already agreed to continue in their Potomac Chapter offices. I'm hoping that Secretary Murray Walsh, Historian Ed Lemanski, and Webmaster Bob Johnstone will sign on again, too.

I am sad to say that Terry and Shirley McDaniel have announced that they will end their seven-year tenure as Activities directors on December 31, 2021. Year after year they have done a fabulous job ensuring we have a full set of events to attend so we can commiserate and enjoy the company of fellow Studebaker aficionados. Of course, when we do this we draw the attention of classic car lovers and keep Studebakers in everyone's memories. I hope you will attend our Christmas Party so you can let the McDaniels know how much you appreciate their fine work for our Chapter.

Please let me know if of you are interested in becoming our next Activity Director or Directors.

Also, I want to invite any of you to contact me if you would like to assume the office of the president.

Steve



The Commander is the bi-monthly publication of the Potomac Chapter, Studebaker Drivers Club. Subscription is by membership to the Potomac Chapter at \$15.00 yearly. Canada/Mexico \$20.00, all other countries \$25.00. Direct all membership correspondence to the Membership Director. Direct all correspondence relating to The Commander to the Editor, who retains the right to edit or modify any contribution. Deadline date is the 15th of the month for the following month's issue. The Commander is also an internet publication.

The Potomac Chapter is an officially chartered chapter of the Studebaker Drivers Club, Inc.; its by-laws were approved, and charter granted by SDC in June 1967. Membership is recruited from the States of Maryland, West Virginia, Northern Virginia, and Washington, DC. And those from other areas wishing to join the chapter are welcome.

Potomac Chapter, Studebaker Drivers Club

The Potomac Chapter of the Studebaker Drivers Club, was chartered in April 1967. It encompasses the area of Virginia, Maryland, West Virginia, and the District of Columbia. Current membership approaches one Hundred. Our members hail from as far away, as New Zealand, the states of Hawaii, Florida, New Jersey, and Pennsylvania. Our mission is well defined in our [Chapter Bylaws](#).

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MEMBERSHIP RENEWAL REMINDER

The Potomac Chapter of the Studebaker Drivers Club reminds you that it is time to renew your membership for 2021. Our annual dues remain at a modest \$15 for an emailed newsletter or \$30 for a mailed newsletter. If you were a new member in 2020 and joined after July 1, 2020, no additional dues are needed until January 1, 2022. As usual you will find an application form on the last page of this issue of "The Commander." Please contact Membership Director Stephen Walter at stephen.walter1@verizon.net if you have any questions.

Potomac Chapter Meeting Minutes, June 26, 2021

Gambrill State Park Meeting

Attendees: Darrell & Ruth Carr, Dave and Nadine Farris, George Hamlin, Paul and Karen Johnson; Ed, Marie, and Janet Lemanski, Terry and Shirley McDaniel, Steve White.

1. President Steve White called the meeting to order at approximately 1:00 PM. He expressed his appreciation for all in attendance, especially our surprise guest and super-member Nadine Farris whose son Dave drove her to the park from Pennsylvania. All present had welcomed Nadine back with great affection. Steve then described some of our members' activities at the recent Orphan Car Tour. Potomac Chapter members Hal and Kathy Hermann, Chad Prince, Murray Welsh, Steve and Mary Walter, and Steve and his daughter Allison, all participated in the Tour.

2. Editor's Report: Pete Rutledge submitted the following: As usual, on July 23, I will be asking the members for reports on what they have done to their Studebaker(s) since the last newsletter. Any reports received will be published in the next newsletter in the "What Have You Done to Your Studebaker" column. The more, the merrier, and send pictures, if possible.

The next issue of The Commander will be emailed to members on August 1. As a reminder, we are continuing to publish the newsletter every two months. If and when warranted, I am willing to publish monthly.

Note that in addition to the members, we are sending The Commander to the members of the SDC newsletter judging committee. We began doing this early this year and will continue until early next. So we are in the competition again for the SDC newsletter awards. One thing that will make our newsletter look even better to the judges is a high level of member participation. So I am encouraging the members to continue to contribute articles, stories about a favorite Studebaker, pictures, and reports on what you are doing or are having done to your Studebaker(s) as time goes on. I'm hoping that by this time next year, our newsletter will be recognized, as it has been in the past, as one of the best in the club. And, by the way, many of the chapters are publishing very good newsletters, so the competition to stand out from the rest is significant.

Finally, I'd like to thank: Steve White for his regular contributions of The Steering Column; Terry and Shirley for their work to keep the Activities Schedule up-to-date in each issue; Murray for meeting minutes; Ed and George for their interesting contributions; and all the members who have contributed articles to our past issues. Please keep it up.

3. Treasurer's Report: Dave updated the amount in our treasury: \$1,736.86.

4. Membership Report: Steve Walter updated our Potomac Chapter SDC Club Roster on June 17, 2021. Steve White said there are 42 members listed. All of those in attendance were complimentary about Steve Walter's Membership Roster format and his ensuring that it remains current.

5. Activities Report: Terry and Shirley reminded those in attendance that we will be next meeting at noon at the Twin Arch Tavern in Mt. Airy, MD, on Saturday, July 17. They reviewed the year's remaining activities including the Drive Your Studebaker Event on September 11. They are working on a tour that will begin in West by God, Virginia. They said we still need a volunteer to design and lead our Fall Tour some time in September. The Rockville Antique & Classic Car Show is still in limbo. George reminded us that the Rockville Show is administered by the City of Rockville. Dave Ferris is beginning his coordination of our Christmas Party.

6. Historian's Report: Steve and others complimented Ed on his daily posts on our chapter's Facebook Page.

7. Studebaker Reports: Although there were no formal reports there were many that were informal.

8. The meeting was adjourned at approximately 2:00 PM.

Potomac Chapter Meeting Minutes, July 17, 2021

Twin Arch Tavern Meeting

Attendees: Dave Farris, George and Bee Hamlin, Paul and Karen Johnson, Terry and Shirley McDaniel, Larry and Darlene Pugh, Paul & Karen Johnson, Steven and Mary Walter, and Steve White.

President Steve White called the meeting to order at approximately 1:15 PM. He expressed his appreciation for all in attendance. He requested assistance for someone to step in as a substitute secretary and Shirley McDaniel volunteered. Steve was very happy about that.

Steve announced the main item to be discussed was the topic of the upcoming election of officers for 2022. He urged all members to contact him if they want to run for election especially for president.

He advised that Ron Hoff has agreed to continue to serve as Vice President in 2022 and Steve Walter will continue to serve as Membership Chairperson.

He also announced that Pete Rutledge has agreed to continue as the Newsletter Editor for 2022.

Sadly, Steve announced that the McDaniels will be retiring from their 7-year stint as Activities Directors effective December 31.

If there are volunteers for the remaining offices, please contact Steve via telephone (301) 977-2627 or e-mail: stevedk66@yahoo.com

Editor's Report: Pete Rutledge submitted the following:

The next Newsletter will go out on August 1 and he will accept entries as late as July 30.

He will remain as editor.

He is asking members to submit any work they have done to their Studebakers since the last newsletter.

Treasurer's Report: Dave Farris reported an \$1,800 balance.

Membership Report:

Steve Walter reported a current membership of 44.

Two former members have rejoined the chapter: Frank and Gail Philippi.

Steve brought a vintage magazine article on a Studebaker Rockne that he will share with Editor Rutledge for publication in *The Commander*.

Activities Report: Terry McDaniel

Reviewed the year's remaining activities including the International Meet from Sept. 8 through Sept. 11.

Sept. 11 has been designated International Drive Your Studebaker Day. For those not attending the International Meet in Indianapolis, Indiana, they are welcome to participate in a Drive Your Studebaker Day. More information will follow. It was decided that the DYSD would be merged with the Fall Tour.

An updated Activities Calendar will be included in the August edition of "The Commander."

George Hamlin urged members to check online regarding registration for the Rockville Antique and Classic Car Show.

Other Business: It was decided that Steve Walter would draft an updated renewal form for those wishing to pay \$15.00 extra annual dues for a printed copies of *The Commander*.

No further matters were discussed; Terry McDaniel moved the meeting be adjourned. Dave Farris seconded the motion and the meeting was adjourned at 2:30 PM.

Submitted by Shirley McDaniel, Acting Secretary

POTOMAC CHAPTER, SDC
2021 Planned Activities
(Updated 8/1/21)

Event (Location)	Date	Contact
Rose Hill Manor Car Show 1611 N. Market, Frederick, MD 21701 (301) 600-1650	08/15/2021 to 08/15/2021 Date Not Yet Confirmed	Non-SDC event
International Meet - Marion County	Wed. 9/8 - Sat. 9/11	ENJOY! Fairgrounds, Indianapolis, IN
International Drive Your Studebaker Day	Sat. 9/11 Enjoy on your own	See article inside this edition of "The Commander"
45 th Edgar Rohr Memorial Car Meet, Manassas, VA	Sat. 9/18	Non-SDC event (See flyer in this newsletter)
Fall Picnic	Sept - date TBA	Dave Farris
Fall Tour (See article inside this edition of "The Commander")	Sept. 26	Terry & Shirley McDaniel
Hershey Fall Meet Hershey, PA	Wed. 10/06 - Sat. 10/09	Non-SDC event
Rockville Antique & Classic Car Show https://www.rockvillemd.gov/667/Antique-Classic-Car-Show ** see below	Sat. 10/16	Non-SDC Event
Chapter 2022 Activities Planning Meeting	Sat. 11/06	Volunteer needed
Christmas/Holiday Party (location to be announced)	Sun. 12/05	Dave Farris

**Rockville Antique and Classic Car Show, Oct. 16, 2021: Registration for the 2021 show will open on Thursday, July 1, and will close at 5 p.m. on Wednesday, Oct. 13. After this date, you can register at the show. Please register early so that parking will be saved for all chapter members.

2021 Fall Tour

In lieu of a Drive Your Studebaker Day event on September 11 as previously scheduled, an abbreviated Fall Tour has been planned and approved for Sunday, September 26, 2021, beginning at 1:30 p.m. To avoid congested areas, we will meet at the McDaniel residence at **580 Welltown Road**, Martinsburg, WV. Scenic drive and dinner at Ka Ka Pon Family Restaurant, Wardensville, WV.

DIRECTIONS

I-81, Exit 14 in WV, from the North turn right, take first road on the right.

From South Exit 14, turn left, first road on the right.

From Charles Town, Route 9, West to I-81, travel North to Exit 14, turn left and take first road on right.

4th house on right.

All others, call 304-671-6704.

Terry & Shirley McDaniel

**Potomac Chapter Members Participated in the
Orphan Car Tour on June 5, 2021**



Potomac Chapter Members Participated in the Orphan Car Tour on June 5, 2021 (cont'd)



2021 Orphan Car Tour by Jon Battle

Despite temperatures that topped 90 degrees, this year's Orphan Car Tour attracted 53 cars and 97 participants to rural Maryland for an afternoon jaunt over the scenic roads of three states, on Saturday, June 5.

It was the 29th running of the Tour, the purpose of which is to promote the driving enjoyment of "orphan" (discontinued-make) vehicles that are at least 25 years old. This year's mostly-rural, 67-mile route led from the hamlet of Burkittsville, Maryland to the outskirts of Bluemont, Virginia. It was nicknamed "A River Runs Through it" because the Shenandoah and Potomac rivers intersected the tour route at several places. Participants traveled from as far away as New Jersey to the event, assembling at the Burkittsville Ruritan Club at 10:30 A.M. From there, cars were released onto the tour route, one by one, between 11:00 and 11:30. Printed directions allowed each driver to drive at his or her own pace. Following a tradition of many years, the direction sheets also included quiz questions designed to test passengers' powers of observation for objects glimpsed along the way.

This year's route included several points of interest at which participants could pause. The first was the marvelous antique car and automobilia collection at Hattie's Garage, just ten minutes into the tour. This was followed by the National War Correspondents Memorial at Crampton's Gap in Maryland. Further along, drivers could pass through the historic town of Harpers Ferry, West Virginia, then visit the small but fascinating Harpers Ferry Toy Train Museum and ride the miniature Joy Line Railroad.

The route then crossed the Potomac River into Virginia and ran past several commercial vineyards. Farther along, participants drove through Upperville, where they could visit C.S. Arms, a seller of antique firearms. The next point of interest was the impressive and historic Burwell-Morgan gristmill in the village of Millwood, built in 1785. (Seventeen-year cicadas, which provided the background music throughout the tour, were in full cry outside the mill, and in dive-bomb mode as well!) Then it was off to Berryville and Early American Auto Repair, with seven cars to view, vintage 1924 to 1970.

Seventy-three of the orphan tourists then made their way to the Blue Ridge Volunteer Fire and Rescue Company, near Bluemont, for a tasty meal that included barbecued chicken, smoked beef brisket and fresh vegetables. After dinner, drivers picked up keepsake photos of their cars, taken earlier in the day. Awards were then presented to those who'd scored best on the printed quiz questions: John and Judy Bokszy (1st place), Bob and Kathy Baer, John and Vivian Czajkowski, and Bob and Phyllis Godwin (all sharing 2nd place), and Melinda and Carl Utt (3rd place). The Oldest Car award went to John Black (1928 Studebaker). The Long Distance award went to Gary and Kathy Meyers (1950 Willys Jeepster, coming 180 miles to the tour). The Hard Luck Award went to Steve and Mary Walter (1956 Studebaker Power Hawk).

The 2021 tour had been laid out by Todd Harrington in early 2020, in anticipation that it would be run that June. A year's delay, pandemic-induced depression, and exuberance at the pandemic's impending end, all no doubt contributed to the large turnout at the event. Of all 29 tours thus far, 2021 had the fourth-best car turnout.

The Orphan Tour is indebted to Randy Huffer (Burkittsville Ruritan), Rob Burchill (Hattie's Garage), Bill and Cindy Anderson (Early American Auto Repair) and Nathan Stalvey (Burwell-Morgan Mill) for their help.

Orphan Tour volunteers included Todd and Vivian Harrington, Bob and Kathy Baer, Bill and Susan Johnson, Mike and Cheryl Bianco, Bill Aske, Steve White, Brett Weare, Dan Rowzie and Jon Battle. The splendid meal was arranged by Carol Weare and her talented Blue Ridge Volunteer Fire and Rescue Company kitchen staff. Harley Smith, who recently stepped down after many years as the Tour's longtime treasurer, received special thanks for his service.

The Orphan Car Tour is sponsored by five "orphan" clubs: The Potomac Ramblers chapter of the AMCRC and AMO; The DeSoto Owners Club of Maryland chapter of the National DeSoto Club; Mid-Atlantic Packards (a region of The Packard Club); The Potomac Chapter of the Studebaker Driver's Club (SDC); and the Keystone Region Chapter of the SDC. Orphan makes driven on this year's tour included AMC (Hornet, Javelin, AMX, Gremlin), Corvair, Crosley, DeSoto, Kaiser, Mercury, MGB, Oldsmobile, Packard, Plymouth, Pontiac, Saab, Studebaker (Hawk, Lark), Thunderbird, and Willys (Jeepster).

"A River Runs Through It"

A 29th Annual Orphan Car Tour Experience

By Steven White

Saturday, June 5th started out with warm temperatures that only got warmer. However, the sky was blue and the roads were open. The cicadas were singing at full volume all the way from Rockville to Burkittsville, Maryland, and beyond to Bluemont, Virginia, with a stop in Harper's Ferry, West Virginia. It was this year's peregrination during "A River Runs Through It" 29th Annual Orphan Car Tour.

I got up around 6:00 AM so I could wash my GT Hawk and get the tank filled for the tour. Once I had that part of the morning completed I had the difficult task of waking my

youngest, Allison, who enjoys sleeping late. She came up from Washington, DC, to stay with us so she could enjoy our third participation in the Tour. The Tour has become a tradition in our "Daddy-Daughter Days." After about 60 minutes of cajoling she finally was ready and we were off 30 minutes late. Of course I knew I'd be asking for big trouble if I went on the orphan tour solo. The tour requires a patient navigator who is forgiving if you drive by one or more of her recommended turns. Allison has proven to be an excellent driving partner during the other two orphan car tours.

My '62 GT Hawk does not like to go over 50 mph so I use back roads whenever possible even for our trips out and back. The slower speeds and the late start got us to Burkittsville, MD, just a few minutes before the tour got underway. I had volunteered to help so I was a concerned that I might make things difficult for those involved with running of the Tour. We checked in quickly and then I found the Tour's annual organizer, Jon Battle, and let him know I was now available. Jon asked me to help as the cars came up in groups of three. He needed to have the cars in a spot for their starting photographs without another car in the background.

Allison and I were off and running as we were in the last car to leave on the Tour. Our first stop was the amazing classic car and memorabilia collection of Rob Burchill. Allison's navigation was nearly flawless. She forgot to tell me we were looking for an AACA sign next to a driveway. Fortunately, we had only gone a mile or so before we realized we had passed the entrance so it was only a few minutes later that we arrived at Hattie's Garage. What an amazing time we had there. It's in a scenic location (see the photo of my GT Hawk with the beautiful backdrop of western Maryland's rolling hills) and the classic cars surrounded the house and garage.

Inside Hattie's Garage there is a collection of restored and mid-restoration American automobiles that stopped us in our tracks. I took some pictures but they don't capture the extent of



A 29th Annual Orphan Car Tour Experience (cont'd)

the what is there and how one goes from room to room to see not only cars but an extensive collection of memorabilia. We had help from Mike Zarega who is Rob's colleague. Mike was able to answer every question we had. That's him in the photo with me.

From Hattie's Garage we drove by the site of the Civil War Battle of Crampton's Gap and the War Correspondents Memorial Arch. It made me think of the Potomac Chapter SDC tour of a few years ago organized by Paul Johnson when we stopped at the Arch and visited the museum located there. Allison and I decided we'd take the "Harper's Ferry Option" after going past the Memorial Arch.

Allison guided us to Harper's Ferry with no incidents. Of course, finding a place to part was not easy as we arrived in peak tourist time. Up the appropriately named High Street until we reached the top and found a good spot. Then it was a leisurely walk down the hill while the thought of walking back up weighed on my mind in the 90° heat. We had a good time and had a chance to educate a few tourists about Studebakers. One person had no idea that Studebaker made such beautiful cars. That made my day. When we reached the downtown area we found the stores somewhat crowded but not too bad. On another note, I had forgotten how beautiful the Potomac River and surrounding hills are near Harper's Ferry. Allison took a selfie of us at the observation point where the Shenandoah River joins the Potomac River. After we finished our sightseeing and Allison finished her shopping it was time to face the music and head back up High Street.

Once in the Hawk again we headed toward the Toy Train Museum. We didn't take any wrong turns but I drove right by the Museum. That move required me to drive through a one-way short tunnel before I could turn around. No problem. We decided to drive up the hill to the museum. We saw only one car there so we turned around and headed out. We headed toward east but took the last possible right hand turn on Harpers Ferry Road just before the Sandy Hook Bridge into Maryland. That is, we stayed in Virginia and were now heading south into wine country. We stopped at Maggie Malick Wine Caves and were able to relax and cool off while there. We had a great time commiserating with a couple of other Orphan Car tourists. They had a classic Packard sedan that made me quite envious.

We made the decision to pass the four other wineries, the antique firearms dealer, McGruder's Antique Store, Schoolhouse Antiques, Early American Auto Repair and head directly to the finish at the Blue Ridge Fire & Rescue Station on Retreat Road in Bluemont, Virginia. We were one of the last cars, if not the last car, to make it there. That is, we did it! We found Murray and Chad and enjoyed their company through the dinner. The food was excellent and Jon had a great program with rewards going to those who did the best answering the Orphan Car Tour questions. Allison did okay but several others did better. We all received framed photos of our cars as we exited the starting point.

"A River Runs Through It"

A 29th Annual Orphan Car Tour Experience (cont'd)

By Steven White

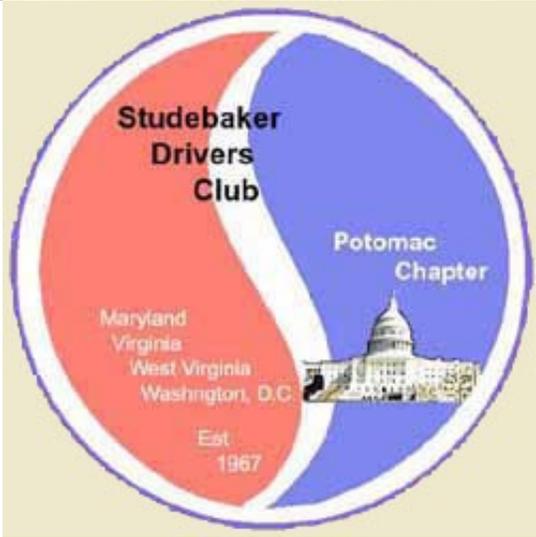
As expected, we had a great time. The things that would have made it better are (1) air conditioning, (2) power steering, (3) better brakes and (4) a drive train that would let us go over 50 mph. We'll see if we can get any of those things taken care of by this time next year. Regardless, our sincere appreciation goes to Jon and the many others who helped organize and ensure the 2021 Orphan Car Tour was a complete success under clear blue skies.



Potomac Chapter Members Participated in a Chapter Picnic at Gambrill State Park, Frederick, MD, June 26, 2021



Potomac Chapter Members Participated in a Chapter Picnic at Gambrill State Park, Frederick, MD, June 26, 2021 (cont'd)



Potomac Chapter Members Participated in a Chapter Luncheon at Twin Arch Tavern, Mt. Airy, MD, July 17, 2021



STUDE SPOTTER

George Hamlin spotted the following unique Studebakers. Both were winners at the recently held Professional Car Society International Meet in Ohio.

1955 Studebaker Commander Ambulet: Jeff Beyer, Lorain, Ohio: 2nd place



1934 Superior Studebaker funeral coach, Bill Peoples, Marietta, Ohio: Best of Show (tie)



More Studebakers on the Internet

From **Ric DiOrio**, Los Angeles Studebaker Drivers Club

If you're interested, here's a direct link to the 59-minute "*Car Collecting in Indiana*" podcast of the June 5, 2021, *Hoosier History Live* radio show on which I was the guest of host Nelson Price. The topic is easily understood from the title. It was a lot of fun.

Brownsburg Car Collector Is Guest on Hoosier History Live



Car collector and Brownsburg resident Bob Palma will be the special guest on the June 5 broadcast of *Hoosier History Live*.

Bob will talk about Hoosier car collectors and clubs, from Model T's to cars of the 1960's and 1970's. He's the technical editor of *Turning wheels*, the monthly magazine of the Studebaker Drivers Club and a columnist for *Hemmings Classic Car* magazine.

The program is a weekly adventure through Indiana history with host Nelson Price. The show airs live from noon to 1 p.m. each Saturday on WICR 88.7 FM, Indianapolis. Audion can be streamed any time during the show at hoosierhistorylive.org, where you can also find podcasts of previous shows.

The introduction says the podcast was underwritten by **The Studebaker National Museum**, but it didn't cost the museum anything, so donors to that worthy enterprise need not fear their donations being frittered away. Rather, I paid for the podcast's underwriting on behalf of the museum, as a donation to the museum. (The invoice never went to The Studebaker National Museum; it was paid here.)

I was discouraged from promoting our **2021 Studebaker Drivers Club International Meet** in September 2021 because that would *date* the show. If we talked about that event, which I wanted to, this podcast, which is archived forever, would be obsolete after the meet. The show's producer and host didn't want that, so the 2021 SDC International Meet wasn't mentioned. *Know that not mentioning it wasn't my idea*, although I do understand and endorse the reasoning.

However, it looks like The Studebaker National Museum and The [Northern Indiana] History Museum's **Concours de Elegance at Copshaholm** will be held every summer, probably in July, so I was able to [*ahem, immodestly...*] promote that event as "*Now, the premier collector car event in Indiana...*" but did not mention the specific July 10, 2021 date of *this* year's production.

Trivia: The second caller identified himself as "*Ron; Bob's old buddy from The Purdue Reamer Club.*"

That turned out to be one **Ron Witt**, whom I had not spoken to for about 40 years! No particular reason; we just hadn't stayed in touch. The trivia is that Ron and his [then] girlfriend Janet were the couple who introduced Cari and I on a blind date in December 1968: Janet and Cari were roommates at I.U; Ron and I were friends from pledging The Purdue Reamer Club together. After the show, I got Ron's information from the show's producer and called him, and we spent the better part of an hour getting caught up. **Small world!**

This is **audio** only; there is no **video**: [Click here to listen to the podcast](#)

Source: <https://hoosierhistorylive.org/>

What Did You Do to Your Studebaker???

(since the last issue of The Commander)

Steve Lichtman — 1963 Cruiser

Oh, I had a good experience.

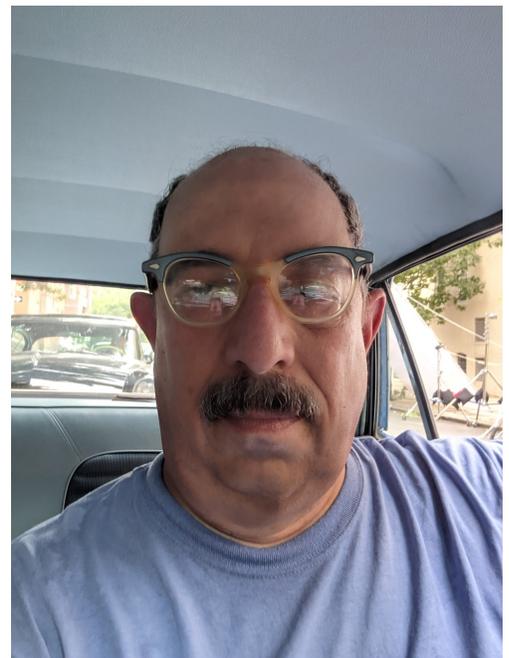
In late May and early June, my '63 Cruiser worked filming a television show. It's the pilot for a possible FX series called, "The Spook Who Sat by the Door." The story takes place in 1969 DC, but most of the street scenes were filmed in Baltimore.

My car was one of about 20 cars, and one bus, of '60s vintage used in the show. I drove my car in several scenes, and as a professional driver, I drove many of the "brand-x" cars as well. Most of the other cars had various mechanical issues, but I'm pleased to say my Studie had no problems on the set.

Along with cleaning, fluids and such, I treated the Cruiser to a set of new tires before it went to work.

Someone's '57 President was also used for the show.

As it's a pilot, I have no idea when, or if, the show will be on. Check your TV Guide!



What Did You Do to Your Studebaker??? (cont'd)

Bob Johnstone — 1964 GT Hawk

Bob's Hawk reached France. For the story behind this, see the Jun-Jul 2021 issue of The Commander. Is this the end of his story?



Paul Johnson — 1964 Wagonaire

As usual my car stories are kind of strange. I haven't been really doing anything recently to either the '64 Daytona Wagonaire or the '64 Avanti. I wanted to drive the Wagonaire and I took the car to a "friend" to freshen up the car. Our group from the Route 66 trip in 2003 was a great success. So, we planned to drive a slightly different tour by driving the Lincoln Highway to California and back. I think it was to be in 2010, but my memory isn't good any more. However, I wanted to drive the '64 Wagonaire. Everything was good except for one little concern- oil pressure was kind of low. Part of that concern was that the Wagonaire had an odometer reading of probably about 26,500 which meant the real reading was 126,500 (and about 3,000 miles more were driven on the car when the speedometer cable was broke so it has more miles than stated).

Any how I decided to take the car to one person who had experience in driving Studebakers. He had rebuilt the engine in his Studebaker truck to drive it on the 2003 Route 66 trip so I thought that would work. I should have listened to his brother. Way too much to describe, but after six months or so I drove 300 miles to get the wagon back. Basically it wasn't driveable. I had wanted to swap the original 259 crank to use a 289 and just clean up the cylinder walls. My idea of maybe cutting a .001 or .002. However, what I got was a .105 boring job (among many other things). One other thing was that the AC compressor was damaged and it appeared to be a junk compressor. I just hauled it home on my car trailer and put it in the barn for a few years. When we sold our farm I had to get it out. It would start and run and I was able to get it on my trailer. I took it to Abe Witmer in PA and he made the car completely driveable and more. Now the up to date. My son wanted to try to repair it. He rented a vacuum pump and low and behold it actually held the proper vacuum. I have a 30-pound R-12 can so we can use the original coolant and I can hardly wait to get on the road.

What Did You Do to Your Studebaker??? (cont'd)

Paul Johnson — 1964 Wagonaire (cont'd)



Studebaker's Italian Job: The 1960 Lark Frua
From Mac's Motor City Garage



For more on this, click here: <https://www.macsmotorcitygarage.com/studebakers-italian-job-the-1960-lark-frua/>

My 1951 Studebaker Champion Starlight Coupe

By Edmund Newman

As a new member to the Potomac Chapter, I can contribute several stories... I'll start with my year-long, stay-at-home-period project of my 1951 Champion Starlight Coupe.

Since I am new, I'll introduce myself by saying that I've been driving Studebakers since I bought a 1966 Commander after I graduated college in 1982. I grew up in Phila, went to school at Johns Hopkins, moved to New York City (with that



'66), joined the Manhattan Chapter, had a series of other cars after that one had a dashboard fire on the Major Degan Expwy in 1985, then moved to Chicago to go to Architecture School in 1989. I remained in Chicago, 'til my family relocated to Takoma Park / Silver spring in 2010.

Although I found this car in the newsletter of the Black Hawk Chapter outside of Chicago, it was my who wife purchased it as a wedding present in 1997. \$1200 with rebuilt engine and 'redone' cruiser interior. The body, not much rusted, originally titled in Iowa, needed painting, and some repair. The interior had new seat covers and door panels, also needed work. The car was not drivable, 'tho the engine ran.

Getting it home on a tow-truck, I 'patched' up the break lines, installed temporary wiring for the head, tail, and stop lights, and drove the car to Ohio where a buddy of mine repainted it. He was way better than Earl Schieb, but still less than perfect. Unfortunately, he didn't replace the window channels as I had hoped, and a couple of years later, I thought to try to do this myself. Unfortunately, the short, in-door replacement channels at the front of the windows, didn't come with the brackets attached, and I got stuck on this. So the car sat for 20 years while life (and many other Studes) intervened. Sitting at home last spring, I figured the time had come to try to do something about this.

I found the car would start with some gas poured in the carb, but would not run after that was tiny supply was exhausted. Putting the car on jack stands, to start the break job I never did in 1997, I noticed tell-tale signs of the gas-tank leaking. That seemed dangerous.

Draining the gas, I quickly realized that what was in the tank was no longer fuel. I also that finding a shop in Maryland to reseal the tank was going to be expensive due to the hazardous waste the process produces. I was referred to a shop in York, PA (by Ross Miller) . This shop bakes the tanks in a kiln before cleaning and relining them, and this was still less than the price of the new-productions replacements Stephen Allen Studebaker were yet to have.

My 1951 Studebaker Champion Starlight Coupe (cont'd)

I also needed to replace the gas line, as it was clogged with jellied-fuel. And the flex lines, fuel pump, carburetor. Luckily, I had collected many parts over the years, was able to get the gas-line from Inline tube (also pre-bent brake lines -- these mostly fit), some adjustment needed. I had most of the brake parts in stock, so those went on next, but the pinon seal, rear axle cover, grease seals, rear brake cable needed to be found. I also had to figure out how to get these on the car.

Sometime in March, I got enough of all of this stuff into the car to try and see if the car started and would run. It did! But it was far from running like a fine Swiss Watch. The car would not idle well, and was clearly missing at speed. This wasn't corrected by new plugs, properly set points, new wires. So much unburned gas was polluting the yard that my wife threatened to take the keys away. I discovered that the vacuum advance was shot (now \$95?!?), oh, and look, the counterweights were completely worn.

I replaced it with an NOS one from ebay, which improved things slightly, but perhaps that #6 cylinder needed a valve adjustment, as it was low on compression and had a fouled spark plug. The engine was rebuilt before I got it, but the only driving it had done was Chicago to Ohio and back, and a bit of time around Chicago.

Opening the rear cover, I discovered that the anti-rattle springs had been mis-installed and had fallen off the valve stems and all the valves there were mal-adjusted. Same in the front section. Tip-- an \$18 snake-cam from Amazon helps you see to adjust your valves if you don't want to take off the manifolds. How did they do it for the last 70 years? I left the anti-rattle springs out at the suggestion of Dwain Gridlinger, who noted that Studebaker did just that themselves, with no other changes to the engine, a few years later.

In late April I was able to test drive the car for the first time in 20 years. It seems to drive fine, tho' the wiring was not live, the tires were thirty+ years old, and, oh, those windows. How to get them reinstalled?

Here's the story on that: About six years ago, I had the luck to go on a tour of the Bulgari Collection in Allentown, PA. Mr. Bulgari, yes, the Italian jewelry sales outfit, has an amazing collection of over 100 cars, along with a captive restoration shop, and now a campus of buildings, in Allentown. A Studebaker friend of mine in Manhattan repairs the stereos in Mr. Bulgari's New York stores and apartment.

From this connection, the Manhattan Chapter was able visit the cars and shops and ... I took my front channel with me and the brackets. His shop foreman was gracious enough to demonstrate how to attach the bracket with the rivets. He did one of the eight I needed, leaving the rest for me to do at home.

This spring, I finally faced my fears, took that deep breath, and started this task. It wasn't that hard -- tho' I had to adapt the crushing of the rivets to the small bench vise I had in my basement, over the anvil, expert hammering, and clamps they had in Allentown. My attempt seems to have worked, and the main door - windows are now installed, along with the window Channels I purchased from Packard Farms 30 years ago. I should have bought new rubber for the vents.

I've repaired the repairs I made to the wiring, so I have stop lights, turns, and headlights. But I haven't gotten tires, so other than a mile-long jaunt to the gas station a few weeks ago, the car hasn't ventured far. But I have three other projects I'm working on getting running, and one has to go... which one do I buy tires for?

More on these projects another time.

Chapter Members May Want to Consider the Rohr Car Show in Manassas, VA



Contacts:

Registration: Jim and Sally Batchelder (703) 339-2064
Show Information: Pete Pandolfi (703) 919-8343



45th Edgar Rohr Memorial Car Meet Saturday, September 18, 2021

Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories



Go to www.cruisinforheroes.com for
information on Fisher House



Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1996 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to the Manassas Museum and Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

1955 Dodge Custom Lancer
Owners: Steve & Judy White
2019 Arthur Ault Award Winner

We honor Steve & Judy who both
passed away in 2020. Thanks to their
son, Jeff, for displaying the car.



Rohr Car Show (cont'd)

MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1996 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1996 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- **Once parked, vehicles must remain turned off until the meet is over approximately 3:00 pm.**
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

TOP 35 Class A & B

Class A – All Stock vehicles up to 1996

Class B – All Modified vehicles up to 1996

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1996)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

*Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS

From I-95: Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance.

(CUT HERE)

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder, 7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2020): **\$20**

Show-day registration: **\$25**

Car Corral registration: **\$30**

Flea Market vendor registration: **\$30** for 10' x 15' space

Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____

Version: 3-23-21

FOR SALE, FREE, and WANTED

FREE: Turning Wheels magazines: About 5 lbs. of past Turning Wheels; they are free to whomever will take them; in Arlington, VA. Call Karl Veit at 703-979-4763 or email him at karlveit@verizon.net.

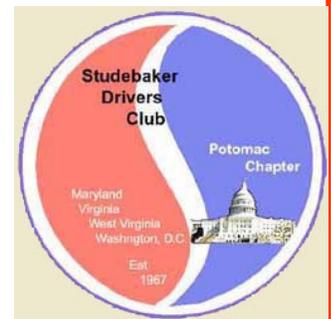
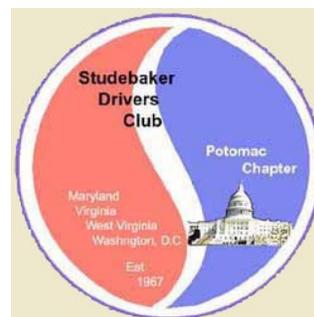
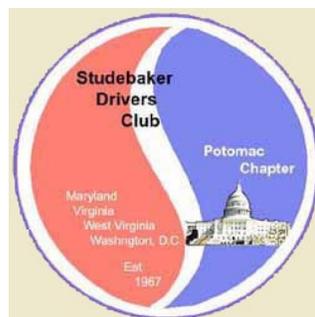
FOR SALE: Avanti II Rear Bumper — For mid-70s Avanti II with new show-quality chrome and the two holes for the rubber bumperettes. I bought it by mistake. You pay exactly what I paid — \$600. No core required. Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

WANTED: Copy of Dick Datson's "Studebaker Technical Tips, Book One." Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

FOR SALE: Wheel Covers — \$75 for the set of four. They are in excellent condition and are suitable for 1959 through 1962 (each year is different but they can be modified easily), Email Bob Devore at lumyvan2@frontier.com. Pick them up (Martinsburg, WV) or Bob can ship them with prepayment.



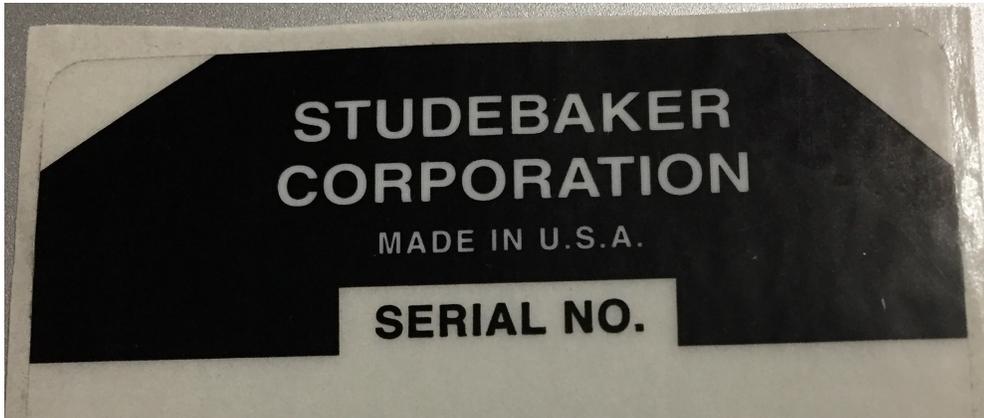
NOTE: Send you Studebaker-related ads to the newsletter editor, Pete Rutledge, for publication in the next issue.



FOR SALE, FREE, and WANTED

(cont'd)

FOR SALE: VIN sticker/decal. What you see in the photo below has completely or partially worn off many 57-59 year old VIN plates on our '62-64 Studebakers. This sticker is an accurate reproduction of what should be on our VIN plates. It has been unavailable for a number of years. Now it is available again from SDC member Brad Bez. It is correct for 1962-64 South Bend produced Studebakers. \$10 shipped. Email him at bez-hawk@outlook.com to order.



*August-September Birthdays**

HAPPY BIRTHDAY TO ALL!!!!

Stephen Walter — Aug 2

Steve White — Aug 13

May Powers — Aug 23

Gail Phillippi — Sep 6

Lisa Wilson — Sep 8

***Please Note:** If we fail to list your birthday, it may be because we don't have your birth date in our membership database. If you would like to see your birthday listed in the future, please let Stephen Walter know just the month and day of your birth date.

2021

Potomac Chapter SDC

Membership Application or Renewal

Please complete this form and mail a check, payable to POTOMAC CHAPTER SDC.

\$15.00 Electronic email copy of Commander newsletter

\$30.00 Mailed hardcopy of Commander newsletter

Send the completed form and check to:

Stephen Walter (For questions, email: stephen.walter1@verizon.net)

14916 Chestnut Ridge Court

Gaithersburg, MD 20878

Yearly dues apply from Jan 1st to Dec 31st of each year

I am a member of SDC International.

I am joining SDC International at this time.

National Membership# _____

Upon receipt of your national Membership#, please send the membership # to the address or email above.

This is a NEW Application Renewal/Update

Name: _____

Phone: _____

Address: _____

Cell: _____

City/ST/Zip: _____

Spouse Cell: _____

E-Mail: _____

Birthday: ___ Month ___ Day Spouse: ___ Month ___ Day

I own the following Studebakers (including Rockne, Erskine, EMF, Avanti)

Year	Make	Model	Body Style
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

YOU MUST BE A MEMBER OF NATIONAL SDC IN ORDER TO JOIN ANY SDC CHAPTER