



The Commander

Potomac Chapter

Studebaker Drivers Club



Potomac Chapter members gathered at Christmas/Holiday Party
Dec. 17, 2022



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Next Meeting
At luncheon meeting,
March 18, 2023
(see p. 7 for info)



Steering Column Steve White



Here's some advice - do not get a new laptop computer just before you take a trip. I did and the results have been great frustration because my old programs, such as Microsoft Word, did not transfer to the new laptop. Oh, the files are still there but a new Word program itself had to be downloaded. That process is not fun for someone like me who is not all that familiar with the process. I should have done it while the rest of our family was here because even our six-year-old granddaughter must have known how to do it. Getting this column started should have been easy. It was not. Now on to some items related to our Chapter.

I had a great time at our December Christmas Holiday luncheon, and I believe all were happy with the event. I was in Hagerstown only once before and that was at a Wheels and Wings Expo about three years ago. I didn't see much of the downtown itself only the Hagerstown Regional Airport. Believe me, that show was fun. I know a number of you have participated in that Expo, too.

The luncheon minutes are found inside this issue so suffice it for me to say we did attend to business. Moreover, we had a chance to chat about Studebakers and news about our families. The meal was quite good, and the service was excellent. Like others, I did not drive my Studebaker up to Hagerstown from Rockville. I wish I had but I wanted to take the interstate highways rather than the two-lane roads. I know, I should know my GT Hawk won't let me down.

As you will see in the minutes, we received some excellent news. Nadine Farris and Marie Lemanski have volunteered to take charge of our activities as co-directors. Thank you Nadine and Marie! Your committee is ready to assist you. I'm looking forward to the next event. You'll read about it in this issue of *The Commander*.

I believe the Potomac Chapter of the SDC will have an excellent 2023. I'm looking forward to planning at least one of the meetings and getting a speaker who we will enjoy. As noted in the minutes, you must preregister for the 2023 Rockville Antique and Classic Car Show. It will be held on Saturday, October 14, 2023, from 11 a.m. - 3:30 p.m. Registration will open on July 1st. Please register early if you plan on attending. Murray and I will continue as our Chapter's representatives to the show.

The last two things I want to mention are (1) Pete and I want to ensure that this newsletter gets to all our members in a timely manner, including those who have paid extra to receive it via the U.S. Postal Service and (2) please get your 2023 membership dues in if you have not done so.

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 (with emailed newsletter) or \$30.00 yearly (with mailed hard-copy newsletter). Canada/Mexico \$20.00 (with emailed newsletter), all other countries \$25.00 (with emailed newsletter). 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. Those from other areas wishing to join the chapter are welcome.



Meeting Minutes



**Potomac Chapter SDC
Holiday Christmas Luncheon
Bulls and Bears Restaurant
Hagerstown, Maryland
Saturday, December 17, 2022
Meeting Minutes**

1. President's Report - Steve White

Steve thanked all members especially Pete for editing our newsletter, Dave for arranging our holiday luncheon and meeting, Steve Walter for keeping our membership current, and Dave for getting our members enrolled for this year.

On October 15 Murray and Steve White and a number of other members participated in the Rockville Antique and Classic Car Show Spring Meeting. Steve attended a follow-up meeting where he learned that for 2023 one must preregister and pre-register early. That is, there will be no onsite registration and registration will be capped.

Steve reminded the members that we still need an Activities Director (see below).

2. Editor's Report - Pete is always looking for reports on what you have done or had done to your Studebaker(s). If you have any Studebaker-related items to sell or give away, you can send me an ad to put in the newsletter. He is also interested in any stories about your first or subsequent significant Studebakers. Your input is always greatly appreciated.

3. Treasurer's Report - Mike provided the current Chapter balance.

4. Membership Report - Steve Walter: We have 47 paid members and 19 renewals for 2023. This is the first positive change in membership in several years, so many thanks for those of you that are recruiting new members.

5. 2022 Activities Development - Mike Farris provided some excellent news: Nadine Farris and Marie Lemanski have agreed to be Co-Activities Directors! This is fabulous news.

6. Historian's Report - Ed Lemanski discussed posting items on our Facebook page and encouraged members to visit and add material to it.

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 UPDATE & RENEWAL REMINDER (updated 11/23/22)

I know the years seem to just keep going faster and faster, but once again a new year is approaching. This means it is once again time to renew your annual membership for 2023. We had a good year in 2022 with several new members joining and a couple old/expired members rejoining. We currently have 47 active members, which is the first positive increase in several years. Great job to those out there that helped recruit these new members. But don't stop now, continue to promote our club when you are out and about. Our annual dues remain at a modest \$15 for an emailed newsletter or \$30 for a mailed newsletter. If you joined as a new member after July 1, 2022, no additional dues are needed until January 1, 2024. As usual you will find an application form on the last page of this issue of The Commander; carry one in your car/truck. Your car/truck is our best advertisement, I cannot drive anywhere these days without getting positive comments and questions. Please contact Membership Director Stephen Walter at stephen.walter1@verizon.net if you have any questions.

**Potomac Chapter Member Anne DeVore
(wife of member Bob DeVore)**



Elsie (Anne) DeVore

Elsie (Anne) DeVore, 82 years old of Martinsburg, WV, was welcomed into the arms of the Lord peacefully, Sunday, Dec 11th. She was born in Keyser, WV, to Oliver and Madalyn (Bright) Rizer and was a 1958 graduate of Keyser High School and attended Potomac State College. It was there that she met an Air Force veteran and her future husband Bob. She had formally been employed at Allegany Ballistics Laboratory prior to moving to the Martinsburg area from LaVale, MD. She is survived by her husband Bob of sixty-one years and three children: Chris DeVore (Renee) of San Angelo, TX; David DeVore (Michelle) of Richmond, KY; and Luanne DeVore Shook (Kevin) of Hagerstown, MD. Four grandchildren: Jayrah (Beth) DeVore, Shiloh DeVore, Kylah DeVore of Richmond, KY, and Kyle Shook of Hagerstown, MD. Additional survivors are her brother-in-law Chet DeVore (Janet) Severna Park, MD, and sister-in-law Nancy DeVore of Milledgeville, GA.

Anne was a member of St. James Brethren Church and the Fairview Chapter of CEOS. In accordance to her wishes, there will be no services. Interment will be in Restlawn Memorial Gardens, LaVale, MD. She was a dedicated Christian, with a strong desire for the work of Christian missions. Her husband Bob has established a memorial fund in support of a Brazilian missionary and dear friend, Maria Gusmao.

Memorial donations may be made to: BCM International, PO Box 318, East Petersburg, PA 17520 (for Maria Gusmao account# 11700 Brazil - Maria's Bible Club).

POTOMAC CHAPTER, SDC
2022-2023 Planned Activities
(Updated 1/27/23)*

Event (Location)	Date	Contact
Chapter Luncheon (and open touring), Savage, MD (see next page)	Mar 18, 2023	Marie Lemanski, Nadine Farris
Reedsville Swap Meet, Reedsville, PA	Apr 28-29, 2023	Non-chapter event
Spring Chapter Picnic	May 20, 2023	Dave Farris
Sully Car Show	June 18, 2023??	TBD
Edgar Rohr Memorial Car Meet, Manassas, VA	Sep 2023?	TBD
Fall Chapter Picnic	Sep 9, 2023 (Drive Your Studebaker Day)	Dave Farris
SDC Int'l Meet, Manitowoc, WI	Sep 12-16, 2023	Non-chapter event
Dunkirk Swap Meet, Dunkirk, NY	Sep 22-23, 2023	Non-chapter event
Rockville Car Show	Oct 14, 2023, 11AM-3PM	Steve White, Murray Welsh
2023 Holiday Party and Meeting, location TBD	Dec 9, 2023	Dave Farris

*NOTE: Members will be notified of any future updates separately by email and/or in the next newsletter.

***NOTE: Annual Orphan Car Tour is TBD

Chapter Luncheon coming up on March 18, 2023

SATURDAY March 18, 2023, from 1 - 4 --- Come early and stay late if you wish

Bring a Studebaker or a brand X

Savage Mill (many shops and venues to visit, before & after lunch/business meeting)

<https://www.savagemill.com/>

Dive Bar and Grille (open lunch/bar menu with \$14 to \$30 pricing)

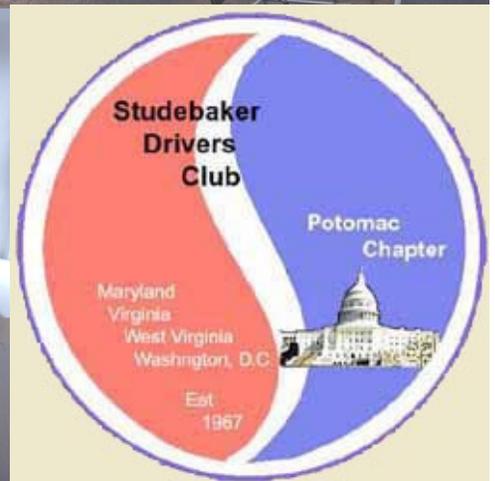
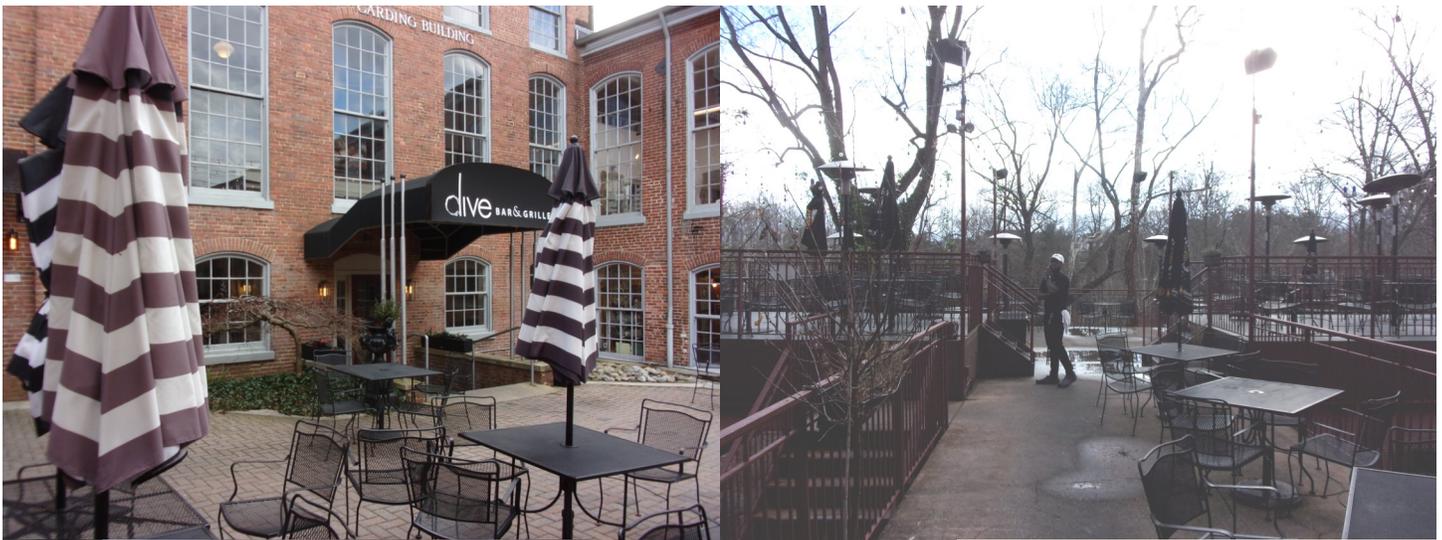
<https://www.savagemill.com/merchants/dive-bar-and-grille/>

They are expecting our group of 8 to 14. we will give them a better count as the day approaches. Very flexible. No deposit requested.

Note: Handicap access is through the left side/back lot with plenty of HC parking.

(If you don't need that, you can park in front with HC too)

Must go **THROUGH A LONG WALK** through the Loom building to access the ground floor elevator. First floor exits to restaurant entrance. We walked it, all areas are flat.



**Potomac Chapter Members Participated in the annual Christmas/
Hollidy Party, December 17, 2022, Hagerstown, MD**



According to Ed Lemanski, this photo shows all the Studebakers driven to the party.



New Member Introductions

Edward (Ed) Coffin email: whynotme640@gmail.com

Hi everyone, although I am not new to Studebakers I am new to the Potomac Chapter. I have been in the National Club since 1984. My story about how I became a Studebaker nut I guess is a little different. A long time ago I had a 1964 Ford pick-up with a bad engine. One day I was looking for an engine in a junk yard and stumbled across a 1950 Champion 4 dr. I kind of liked it and asked if they would trade for my old truck. The deal was made and I took it home, put a battery and gas in it and it started right up. In the following weeks I had it painted and put in new carpets and I was hooked. (The picture of the champion at the Rockville show (in the last issue of The Commander) is just like the one I had down to the beauty rings on the wheels and the fender skirts.") Shortly after that I joined the club. I have had many Studebakers over the years and went to York every year and I sure do miss it. I am getting old and running out of gas but I still have a 1956 Sky Hawk I am working on (see below), but it's going slowly because of the weather. I hope to have it going by mid summer. " I don't get to many shows anymore but hope to get to 1 or 2 this year. Have a good day everyone. Ed



New Member Introductions (cont'd)

Chris Newell email: robertcnewell@gmail.com

Hi Everyone, I'm Chris Newell, and I live in Washington DC. I joined last summer after acquiring a 1963 Lark sedan. I've always been interested in cars, passed down from my Dad I think, and old enough to remember the muscle cars of the 1960s. When I was younger, I've owned a 1968 Dodge Charger 440/4-speed, followed by a 1969 Chevelle SS 396, and much later, a 1969 Corvette convertible. Then, career events took over. Now, I'm getting ready to retire after 45 years combined Navy service, and plan to spend more time with car hobby activities. I found my car on Ebay, after it had spent the last 40 years as a registered private car owned by a teacher in a small California town on the edge of the Mojave Desert. It has a 259 / automatic with factory front disc brakes, and power steering. The fake leopard skin seat covers won me over, as I'm sure you can understand Best of all - no structural rust! So these pictures are 'BEFORE' ones. I hope to have the 'AFTER' ones in late spring or early this summer, after my one-year restoration / custom plan is accomplished. My interest in Studebaker came by accident. Starting with joining a Packard group, my interests spread from there. I especially liked the look of the Hawk and lately, the Avanti. I met many of you at last fall's Rockville show, and I hope to join more activities this year, and learn more from everyone about their cars. Thanks, Chris



THE STUDEBAKER CHAMPION, THIRD TIME IS THE CHARM.

By, and Thanks to Dan Kuhl (Member, Grand Canyon State Chapter)

In the 1920's the Studebaker Corporation attempted to emulate what Ford, GM, and Chrysler were doing, to offer automobiles at all price points. Albert Erskine, president of Studebaker, decided that remaining in the mid-price field did not bode well for the company's future. He purchased the Pierce Arrow brand to fill the luxury gap and developed a new low-priced car, the Erskine.

As mentioned in a previous article, he kept Pierce Arrow alive for a few more years to produce some of the most iconic cars of the classic period, and sadly wasted time and money on the Little Aristocrat (Erskine), a car that wasn't really a Studebaker. Quoted from the reference: "The Erskine was not really a Studebaker car of the kind which the car buyer was accustomed. The body was designed by Dietrich Company of Detroit. Production of the bodies was done by the Budd Company of Philadelphia, and the small flathead six was supplied by the Continental Motor Corporation of Chicago. The Erskine was a car assembled by Studebaker, but was not a Studebaker in the traditional sense."

By the end of 1931 A.R. Erskine was wanting another new low price product line. The new car would be the Rockne. It began production in 1932 and ended in 1933. With the White Motor Car debacle that year, the company was forced into receivership. Note: The 1931 Studebaker Company Annual Report boasted of products in all three passenger car price fields with a line of trucks from White in their stable.

Soon after Studebaker went into receivership in March of 1933, President Erskine passed away. A federal court appointed Harold Vance and Paul Hoffman as receivers; these men would run the company for many years after. With their efforts and much planning, another new Studebaker automobile in the low-price field was in the making.

From 1935 until 1938, Mr. Vance and Mr. Hoffman began work on the next and final candidate for the low- priced field. After receiving accolades for the styling of the 1938 models (See the 1938 State Commander Convertible Sedan recently obtained by the Studebaker National Museum, December 2022 TW), one of Raymond Loewy's styling staff, Clare Hodgkin, director of product design, received the nod to design the new model, the Champion. (Raymond Loewy headed the largest industrial design firm in the world at this time).

The Studebaker Board of Directors still believed a car was needed to better compete with the other automobile companies. They knew it was going to be the new Champion and were willing to spend the 4.5 million dollars that was spent on this "do-or-die" project. The new Studebaker

THE STUDEBAKER CHAMPION, THIRD TIME IS THE CHARM. (cont'd)

would be a new type of light-weight car that offered comfort, convenience, ride and handling, equal or better than any car in the low-priced field. Style-wise, it was ahead of the competitors with its hidden hinges and running boards. But more importantly would offer a new small six-cylinder engine with an over-drive transmission. This would be the first time that overdrive would be available in a car in the low-priced field. When all was said-and-done, the new Champion came in at 2389 pounds, which was 500 pounds less than comparable models sold by the aforementioned manufacturers. Proof of its future success was the winning of the Mobil Gas Economy Run in 1940.

People flooded Studebaker dealerships in 1939 to see the all-new Champion. Some reporters compared its debut to that of the Ford Model A in 1928. In an August 1939 press release it was reported that 842 new dealers had been added with the Champion release. Furthermore, by 1941 over 55% of new cars manufactured were Champions. Over 6000 Champions were produced in January 1942, before production was curtailed due to WWII production demands. During the war the Champion engine powered an all-terrain vehicle the Weasel. Over 15,000 Weasels were manufactured for the war effort and was still in the army's inventory into the 1960's.

After the war Studebaker came back with the "First By Far with a Post-War Car", the Skyway Champion. In the 50's Studebaker held its' own in the battle over V8 power, but it excelled at the end of the decade with its Champion powered Lark that debuted in 1959. It stole the show with its economy following the recession in 1958. In the 60's the newly styled pickup, the Champ, was named after the stalwart Champion. The Champion was the last all new car introduced by Studebaker; Mr. Robert Ebert stated in his article. "It is doubtful that Studebaker would have survived into the 60's without the Champion".

References:

Ebert, Robert R. (Spring 2022). Erskines, Rocknes, and Champions. *Automotive History Review*, No. 63, pp. 8-23.

Fox, Fred K. (March 2015). The 1939 Champion, part 2... Studebaker's Greatest Achievement. *Turning Wheels*, Vol. 47, No. 3, pp 24-31.

NINE YEAR FLASHBACK

by Ed Lemanski

(01/25/2014) ON THIS DAY - Attended the Studebaker luncheon at the Barbara Fritchie restaurant with 29 fellow club members. That's me (left), Leonard Summers (center, WWII vet, flew B-17 bombers for the 384th bomb group over Germany, 1943-1945, also flew for the 8th Air Force), Bob DeVore (right). Studebaker people are real energetic and interesting to associate with.



Studebaker Blog by Graham Gagne

(Former Editor of StudeNews, Atlantic Canada Chapter)

Graham's Studebaker Blog

I have started my winter project work on the '66 Commander. Last winter I tackled the rear fenders and rocker panels. This year I'm adding GT Hawk bucket seats and hopefully going on to a restoration of the complete front end. The blog can be seen at www.kgworks.ca/

Annual Swap Meet, Apr 28-29, 2023

Reedsville, PA

MIFFLIN COUNTY SWAP MEET

SPONSORED BY



ORPHAN CAR & MORE
IN LOVING MEMORIE OF MAX
CORKINS JR

On Facebook at: <https://www.facebook.com/MifflinCountySwapmeet>

◆ THE NEW "YORK" IN NEW YORK ◆

Studebakers at Dunkirk



Swap Meet + Car Corral

2023



Friday
September 22
8:00 am - 5:00

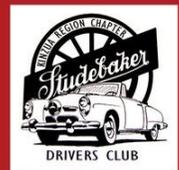
&

Saturday
September 23
8:00 am - 2:00

CHAUTAUQUA COUNTY FAIRGROUNDS
1089 Central Ave, Dunkirk N.Y.
EASY ACCESS FROM EXIT 59 INTERSTATE 90
RAIN OR SHINE FREE PARKING

Sponsored by the Kinzua Region
Chapter Studebaker Drivers Club

Attention: Vendors space available indoors and outdoors
Call: 814-779-5553 Madd_Doodler@Yahoo.com



What Did You Do to Your Studebaker?

Pete Rutledge — '54 Studebaker Commander Startlight Coupe

You may have seen reports about my '54 in previous editions of The Commander over the past several years. It was originally quite a rusty specimen with a non-original engine. Given that, I decided to make it my "high school hot rod." I had for awhile been thinking of putting fins on it. Recently I saw an ad on Craigslist for Studebaker fins from a '56 Golden Hawk. Previously I had been envisioning the taller '57-'61 style fins, but as I considered these '56 fins, it occurred to me that they were the only fins made in fiberglass, so they are impervious to rust, and that's a good thing. The fins were located in Dover, DE, and I am located in Woodbridge, VA. As a Studebaker person, I am accustomed to traveling long distances for Studebaker parts and cars. So the 127 mile trip was no obstacle. Jan and I took off in her car early on a Friday morning, with an appointment to see the seller around Noon. We made it about 10 minutes late. The seller turned out to be our new member, Ed Coffin (see p.9). I got to see his Sky Hawk close up, had a pleasant chat with Ed, and took the 67 year old fins home in Jan's 2014 Mazda 6 (with the rear seat down). Pictures below are of the "new" fins sitting on the rear fenders of my '54. I like the look—iconic of the 1950s. Besides, having retired from NASA Headquarters, I like rockets.



Pete Rutledge — '64 Studebaker Avanti R2

In the continuing saga of my '64 Avanti, the project for late 2022 was a frontend rebuild. And that project necessitated a front wheel alignment, the project for early 2023. When I bought the Avanti, it came with a 1980s vintage tool for measuring front wheel toe-in. And I had a really nice tool for measuring camber and caster that I had bought some years ago to align the front wheels of my '57 T-bird after its front end rebuild. So with the tools I needed, I undertook the project. I learned a lot about adjusting the kingpin front end of a Studebaker. I think the end result was pretty good. It was actually a fun project.

Tool for toe-in measures to 1/32" and spans the front wheels



Tool for caster and camber—4 bubble levels with scales in degrees and magnetic base

February-March Birthdays*

HAPPY BIRTHDAY TO ALL!!!!

Mike Farris — Feb 4
Nancy Bradfield — Feb 8
Dorothy Grimm — Feb 8
Bob Johnstone — Feb 9

Kathy Hermann — Mar 7
Robert Winokur — Mar 16
Jan Rutledge — Mar 23
John Henry King — Mar 30

***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.

FOR SALE, FREE, and WANTED

FOR SALE: Vintage Studebaker Hawk fender cover — Good shape, vibrant colors but has some wear. \$125 obo. Contact Greg 301-512-5110



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)

1976 Avanti II 33000 orig miles 400/400 engine and tranny, Dana rear "Bad ASS". Interior 95% complete. Florida car. Have not driven more than 200 miles. Needs back glass and ss trim ring. Just painted when I bought the car 15yrs ago. I have \$18,000 in the car. Will take \$15,000. Hog troughs are not rusted. Car is in nice shape. some minor stuff to do. I would like someone to enjoy the car. Greg Wheet, 443-926-3965



2023

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