

STUDEBAKER DRIVERS CLUB 11TH INTERNATIONAL MEET BEST OF SHOW WINNERS



PRIMARY DIVISION, PREWAR
Don Wood, Texas, 1912 Model 30 EMF



PRIMARY DIVISION, POSTWAR
G. Winston Grafton, Kentucky, 1964 Daytona H.T.



AVANTI DIVISION
Jan & Denny Lockmon, Nebraska, 1964 Avanti



PACKARD DIVISION
Jim Hollingsworth, Texas, 1940 160 Station Wagon



COMMERCIAL DIVISION
Daryl Ostheller, Washington, 1964 8E45 Diesel



SPECIAL DIVISION
Dallas Neeley, Tennessee, 1963 Avanti



There it was, Monday evening, and we were on our way to the Eleventh Annual International Meet. Instead of being held Thursday through Sunday as in the past, this year it began on Tuesday and ended on Friday. The purpose was to leave both weekends free for travel so you could attend the entire meet and only miss one week of work. Those who attended generally agreed that they liked it, but of course those who could not attend in midweek weren't there to disagree. It did seem to encourage a more relaxed atmosphere, and undoubtedly it will be considered for future meets.



The meet was preceded by over a year of planning and hard work by the hosts, the North Texas Chapter, beginning with a memorable presentation at the 1974 Board of Directors meeting in South Bend which brought about the choice of Dallas in the first place. The Meet Committee must have spent long hours in preparation because everything ran smoothly during the entire meet. I'm sure I speak for everyone who attended when I say a great big THANK YOU to General Chairman C.P. Smith and Co-Chairman Ed Wood and the chairpersons of the various committees - Jim Lowry, Pat Wood, Ken Worley, Leighton Floyd, Mildred Worley, Joellyn Jordan, Jim England, Bill Wooten, Ben Harrison, Glen Cantner, Gary Meek, Betty Smith, Pat Dishman, Pat Davis, and Judy Smith.

SDCers arriving Monday found that the famous Texas hospitality was already in full swing with free Shiner Beer and Dr. Pepper in the headquarters hospitality room, lots of cars to see in the parking lots, and great quantities of Studebaker talk everywhere. Those of us flying in from other parts of the country were treated to a welcoming party of Pat Dishman and Ed Wood. They were up most of that night ferrying members from "the world's largest airport" to the meet headquarters. It was easy to spot them in their North Texas Chapter shirts.



Pat Dishman and Ed Wood at the airport in the middle of Monday night greeting arriving SDCers. Note the North Texas Chapter shirts and Texas name badges.

The meet committees had taken care of every detail, even the weather was sunny every day, perfect for taking pictures and keeping the chrome shiny. It was hot out during the swap meet and concours, but that is to be expected during a July meet - and certainly preferable to rain. Events were centered around the headquarters motel with the Dr. Pepper-Shiner counter being the most popular location and the Standard Surplus room a close second. Newman & Altman had trucked down a large supply of



Scenes in the hospitality room. Those boxes at the rear are cases of free drinks waiting to be served.

Studebaker goodies for the meet. Their truck must have been just about empty on the trip back.

Early risers Tuesday got the Swap Meet going in a nearby drive-in theater lot. This was another innovation, the swap meet the day before the concours. This proved very convenient for anyone needing a few parts to finish his car before the judging. At the same time, but not starting as early [at least at our booth], the Literature Swap spread out tables of Studebaker literature in the ball room near the hospitality counter. This resulted in a great benefit to the buyers and browsers. When they became a little warm and tired at the outdoor Swap, they could come inside in air-conditioned comfort to sample the free beverages and sit down at the Literature Swap to look through some parts books. Then, refreshed and armed with



The Literature Swap was spread out over a large ballroom. It was close to the hospitality area which did a large business again Tuesday.



numbers of parts they still needed, they could return to the outdoor Swap area. The only ones who couldn't go back and forth were the vendors themselves, and we assume that they are used to spending a summers day out in the sun vending. They did get a bonus the next day when they were free to participate in the concours



Ron Meyer addressing the Editors seminar.

In the middle of the afternoon the editors met to discuss newsletter publishing. Pat Davis of the Publications Committee had arranged to have a representative of the US Post Office discuss the best classes of mailing to use, Bob Palma spoke on content, and Ron Meyer spoke on the mechanics of printing from the editor's point of view. A lot of constructive discussion followed, and the editors present suggested having two sessions next year to allow more time to go into matters more deeply. Chairperson Pat Davis took extra copies of the materials used to prepare a report to send to editors who were not able to attend.

Following the Editors Meet, the Judges Meet took over the same room and discussed the judging standards and methods to be used at the concours Wednesday. I assume that the meeting was chaired by Judging Chairman Jim Lowry and also heard from George Hamlin who is in charge of SDC judging standards, but to be honest with you I was still at the editors meet. We just packed it up and moved it to another room where we proceeded for another hour.

The culminating event of Tuesday was the annual Board of Directors Meeting. It was open to all interested, but not many of the spectators were able to stay up with the Directors the entire time. Always a rather lengthy affair, this one ran for over six hours from seven until after one in the morning. When you think about it, a lot of business has to be conducted to run a club with almost 7000 members and a budget in the thousands of dollars, and it is remarkable that they can do it in only one meeting a year. Minutes of the Board Meeting are printed on another page.



Our Board of Directors meeting. Earl Drews of the Indy Chapter has just given his presentation inviting the SDC to hold the 1976 International Meet in Indianapolis. Coming about 4 hours into the meeting, the flags and hats gave the directors a chance to relax and enjoy some lighthearted diversion.

Wednesday morning the concours was at Texas Stadium, home of the Dallas Cowboys and only a short drive from the headquarters down the interstate highway. Arriving at the gate, it looking like the local police were there directing traffic. Then on a closer look we saw it was SDCer Arnold Hoskovec of Missouri helping out in his 1964 Studebaker Pursuit Marshall. Cars to be judged were directed to park near the judging stations which were located conveniently near a snack bar and other facilities at one of the



When people saw this car, they slowed down!



The judges had a big job Wednesday. (If you look closely you can see "Houston SDC" and a white avanti outlined on the back of his shirt.)



stadium entrances. The judges faced an almost impossible task of picking out the nicest Studebs from the many present, but it was accelerated by having two complete judging lines with drive-thru stations. Even so, we were there until early afternoon watching one great Studeb after another come through. Immediately after the last judging station the black and white pictures printed in Turning Wheels were taken, and the Meet Committee had color slides taken to be shown at the meet banquet as the winners were announced. In addition, some chapter newsletter editors were taking pictures for their own use, and about everyone else was taking pictures for himself. Next year we should



The end of the judging line - Pat Swanon getting the data for this meet issue from each entrant.



General MacArthur's World War II car, a 1942 Packard, was a center of attention at the concours. It won one of the two special awards given out. The other was the Best Canadian Car trophy donated by Board Member from the Canada Zone, Jo Sawatsky. It was won by Gene Searcy's '56 Golden Hawk from Saskatchewan. (Photo with the Hawk winners.)

ask Eastman Kodak to donate door prizes, as they must have made hundreds of dollars that day on film alone. Besides the many cars in competition, other interesting vehicles were seen at the concours, including a pickup with a wild blue flame paint job, a pickup with a 1958 automobile front end, and the Packard used by General MacArthur.

You will notice in the pictures that many SDC ladies showed their own cars, and some acted as judges. The Meet Committee, realizing that not all of the ladies share the same amount of enthusiasm over the cars, sponsored a special Ladies Program during the same time. Since I was taking pictures and the concours, and didn't qualify for the Ladies Program anyway, we have a special report from SDC's First Lady, Betty Smith. It appears on the same page as the Board of Directors Meeting minutes.

Wednesday evening was Fun Night, and it lived up to its name in all respects. Music for dancing was played by the Ted Weems Orchestra with special entertainment by the Beau Jesters barbershop quartet (SPEBSQSA). Highlight of the evening was the Period Clothes Review. Mrs. Betty Smith introduced many SDCers present who wore clothes from the same era as their Studebaker. Among the many in period finery, Romane and Donna Gotter of Wisconsin got a lot of applause when it was announced they were wearing the same clothes they had worn on their honeymoon. Newly-elected SDC President C. P. Smith made about 90% of the rest of us envious by wearing his World War II navy uniform and actually fitting into it.



The Gotters. Across the page above are some of the other participants in the Period Clothes Review.

Pat Dishman wore her school cheerleaders outfit and led everyone in a sort of "conga line" dancing around the ballroom whenever the "Studebaker March" was played by Ted Weems. This became more fun each time it was repeated, and by the fourth or fifth time, even I joined in. [Note to future meet committees - be sure to get the music for the Studebaker March, there will surely be many requests for it now that we have learned how to dance to it.]

The evening ended with more dancing and the drawings for door prizes, including what must have been the world's largest collection of "Racquel Welch" jewelry. People winning it were speechless. Several spent most of the evening trying to figure out how to put it together. The only one I actually saw wearing it was Bob Palma, and he still didn't look like Racquel even with it on. Other door prizes included "Mae West" Jewelry, "Bridgette Bardot" jewelry, and some items that weren't jewelry. Everyone had a good time even though they weren't lucky enough to win any jewelry for themselves; it was fun just watching other people win it and then try to figure it out.



C. P. Smith announced the winners of the many door prizes as Ed Wood and his son Eddie drew the lucky numbers. There sure were a lot of door prizes!

Thursday featured a drive to the Pate Museum of Transportation in Cresson, Texas, about thirty miles from the meet through Fort Worth. Caravans of about ten cars each left the headquarters at short intervals to get us there. Several interesting experiences in traffic were reported, but as far as I know, everyone made it without getting lost or involved in any accidents. Traffic tickets were not reported by anyone, but then if I had gotten one I wouldn't have reported it either. Of course, the trip can't compare with the all-time famous SDC meet when the lead car missed an exit, stopped and backed up along with the first four cars following (the ones further back were stopped before the exit ramp), and then all five of them received tickets from the highway patrol. I won't mention any names here, but I did read about it in a chapter newsletter some time back.

Mr. and Mrs. Pate have been members of SDC for some time, and they graciously invited us all out to their ranch to view the collection of transportation items, including airplanes, boats, railroad cars, horse-drawn wagons, and antique cars. A highlight of his collection was the 1933 Studebaker taxi from Brazil featured on our front cover this month. He hosted a reception for SDC



officers and board members in the morning, and then at noon treated all of us to Texas Bar-B-Q under the trees. They served hundreds of people efficiently with delicious Texas food.



The weather was perfect for the outdoor Bar-B-Q at the Pate Ranch.

After dinner was more looking around and then the general membership meeting was held in an auditorium at the ranch. Minutes of this meeting will be printed in Turning Wheels as usual. Afterwards members could stay at the ranch as long as they wished, sightsee a little in Fort Worth, and then return to headquarters.

The next official event was a reception outdoors around the motel pool at 6. I said official event because most of us spent the afternoon in the unofficial but very popular event of walking around the parking lot looking at all the different Studebs and talking to other SDCers from other parts of the country. It is always a highlight of the international meet to renew acquaintances with SDCers you have met in previous years, and to meet new people. Somehow they always turn out to be very nice. It's not an official requirement for SDC membership that a Studebaker driver must be a nice person, but it must be that nice



SDC President Karl Haas presided at the General Business meeting at the Pate Ranch Thursday afternoon.



Besides cars, the Pate Ranch has a large collection of military airplanes.

people were attracted to Studebakers in the first place because all the SDCers you meet are people you would like to know better. I have attended several meets without a car to show, and I can assure you that you will still have a great time meeting other SDCers and looking at their Studebakers.

The poolside reception was followed immediately by the awards banquet in the ballroom. A sitdown dinner was served, with a delicious entree that avoided the usual problem of people wanting well done and getting rare, or vice versa. Everyone enjoyed it immensely, but for many there was a feeling of excitement as they wondered if their car would receive a trophy from the



Harold and Sara Hendricks of Pennsylvania drove to Dallas in their 1941 Champion coupe with their friend Thomas Shrock who drove his 1940 coupe. This picture fails to do justice to the beautiful pants they are wearing which were embroidered with many different Studebaker and SDC symbols by Sara.



C.P. giving Karl a gold-plated torque wrench.

concours. As soon as we entered the door we saw the rows of beautiful trophies with an outline of Texas in wood and a metal oil well, and hoped to be taking one home with us.

The program was emceed by Meet Chairman C.P. Smith. Outgoing President Karl Haas turned the gavel over to C.P. who had been elected President for 1975-1976, and C.P. presented a special token of appreciation to Karl. Remarking that while Karl was in office he had to know when to apply just the right amount of pressure here and there to keep the club running smoothly, C.P. presented him with a gold-plated torque wrench as an appropriate momento. The club certainly had a good year under Karl's leadership, with the implementation of the Polk Plan as probably the greatest advance, and I know we can look forward to another good year during C.P.'s term.

The Minnie Barnes Award for the chapter that had performed the most in the way of community service was won by the Long Island Chapter.

Pat Davis of the Publications Committee announced the winners in the annual SDC chapter newsletter competition. First place in the Monthly category was won by the North Texas Wheel, Ed Wood, Editor, and second by the Washington President, Don & Helen Albrecht, Editors. The Bimonthly category was awarded to the Tri State Distributor, Nelson Bove, Editor, and second to Keystone Keynotes, Max Corkins and Pete Wilson, Co-Editors. The Quarterly class was won by the Grand Canyon Echo, Curt Davis Jr., Editor. The Golden Hawk Award, created by Herb Keller as a traveling trophy to the most improved newsletter each year, will reside for the coming year in Missouri with Fred Jones, Editor of the Steering Wheel. A special award was presented by Pat Davis to Herb Keller, the Golden Egg, for something he said.



Herb Keller (left) giving the Golden Hawk Award to Fred Jones, Editor of "The Steering Wheel", newsletter of the Moill Chapter in the St. Louis area.

Larry Swanson, Editor of Turning Wheels, then recognized several SDCers present who have helped make Turning Wheels a success. A special award was given to Dick Quinn for the many contributions he has made. SDC Parker pens, a project of the Wisconsin Region, were presented to Ron Cohoon, Ron Hall, and George Krem for their continuing help in mailing the bulletins each month. Also recognized were Pat Davis who organized the Editors Seminar, and Ron Meyer and Bob Palma who lectured to it. SDCers will recognize Ron as the author of the article on the 1956 Golden Hawk in Turning Wheels and artist of many original cartoons on Studebaker topics. Bob is familiar as award winning ex-editor of the Challenger and presently contributor to the popular Q & A column in Turning Wheels.



Bob Palma has just received an award. Can you spot part of the Racquel Welch jewelry around his neck?

A new award was presented for the first time, Editor of the Year. This award is decided by the other editors voting for the editor they think deserves it. The winner was Simon Nankivell, Editor of Tempo, newsletter of the British Columbia Southern Interior Chapter. Simon wasn't there to accept, but it has been mailed. Let's hope mail delivery to BC is faster for packages than it is for Turning Wheels!

You could feel the excitement as Chief Judge Jim Lowry came to the microphone to announce the winners of the 1975 concours. The Meet Committee had made special arrangements to have the color slides taken only yesterday developed and in correct order for Ed Wood to show as Jim announced the winners. All of the cars judged are pictured on the following pages with the winners listed, so we won't list them here. Competition was very close in many classes and some very beautiful cars were not able to win a trophy. As usual at the International Meet, the Best of Show winners were not announced until the very end, so the drivers of the very best cars were surprised when their class was called and they received nothing at all. Some very glum faces turned to very happy when they found out they had won the Best of Show!



D. Goaling of England (left) visiting with Ron Sanders, formerly of England and now of South Bend, and Linda Seesbach of Minnesota.

More door prizes were drawn at the end of the evening, and it was evident that the hosts had saved the best for last. No more jewelry was found, but numerous sets of wrenches and other nice prizes were given out. The raffle drawing was held and the 1942 Studebaker in "obviously unrestored" condition was won by Harold Pearce. We will have a feature on this car soon.



Parking lot at the headquarters motel. Isn't it nice to see Studebakers outnumber all other cars?

Friday morning began with a farewell breakfast served buffet style. This was the last event your reporter could attend, as it was time to fly home and be back at work at noon that same day. Restoration and performance seminars were held later that morning, and if we can get someone to pass along some of the tips that were given we will report it in a future issue.

We had a great time at Texas 75. See you at Indy 76! ◀



"This world of ours, notwithstanding it has many good things in it, yet it has ever had this curse, that two or three people, who would be the happier the oftener they met together, are, almost without exception, always so placed as never to meet but once or twice a year."

Robert Burns



NOTES ON OUR SPECIAL MEET ISSUE

Once a year we have a special issue featuring the cars and activities of the large summer meets. Our regular features including the classified advertisements, Question & Answer column, calendar of events, and so forth, are temporarily suspended to give us as many pages as possible for the meet photographs. The regular features will all return in the November issue.

We are also taking this opportunity to change our literature and special items ads. If you want your club item, special item, or literature ad placed again on a continuing basis, please drop us a postcard. If the wording is to be the same, it is not necessary to rewrite it, just say to repeat it as it appears on page Y of the September issue.

Coming next month - photos of the 1st National Meet held in Australia last Easter. Also, the first year progress report on the fund drive for the Century Center in South Bend. Remember that donations are tax deductible, so it's not too early to start figuring to see if it would be to your advantage to contribute before December 31st.



OUR COLOR COVER PHOTOGRAPH

The beautiful car on our cover for this special meet issue is the 1933 Studebaker convertible belonging to the Pate Museum of Transportation in Cresson, Texas.

This most unusual Studebaker was first put on loan to the Pate Museum in April of 1970 by Mr. Clyde Logue, Jr.

Mr. Logue had purchased the car some years earlier in Rio de Janerio, Brazil, where, it is believed, it had been used as a taxi. While the car was in Rio it had right hand steering, but when Mr. Logue brought it to this country he had the steering changed to left hand.

In 1973, Mr. Logue sold his company to the Hormel Food Products Company. The 1933 Studebaker was part of the assets of this company. Hormel decided to leave the car on loan to the Pate Museum of Transportation until such time as a decision could be reached as to its disposal. In September of 1974, Hormel donated this car to the Pate Museum of Transportation.

The Pate Museum, and its Curator Jim Peel, are very proud of this 1933 Studebaker. Mr. Peel states that "This 1933 Studebaker receives more attention from the public than any other car in our entire collection."



CREDITS FOR THIS SPECIAL MEET ISSUE:

Cover design - Eleanor Blume; color photos courtesy of the North Texas Wheel, Ed Wood, Editor; zone meet reports as submitted by the various zone meet committees, as signed; national board meeting minutes - Linda McKeown, National Secretary; photos of the national meet - Lloyd Martin, George Krem Sr., Bee Hamlin, Fred Jones, Dick Quinn, Lester Schmidt, Ed Wood, Larry & Pat Swanson; Robert Burns quote courtesy of Maggie Haas, cartoon by Ron Meyer.

WINNERS IN CLASSES AT THE 11th INTERNATIONAL MEET

Cars are listed in columns of three from the top down with place won and class. If there were no entrants in a particular class, that class is omitted from the listings. If there were a large number of entrants, the class was split into subclasses with a letter after each section, such as 11A, 11B, 11C, and 11D. Number of places awarded depended upon the number of cars in the class, with some classes awarding only one place, and others with third and even fourth places if there were a large number of cars in the class, as in the custom class for C & K bodied cars. Cars listed as Senior winners are those that have won a 1st in class at a previous National Meet. Best of Show winners were not included in the Class judging, as they would have also won a first in their respective classes and this would have produced duplicate awards to the same cars for the same meet.



Class 4A - E series 6 cylinder cars, 1913-28

4A 1st - John Miller, Kansas, 21 Light 6 Touring

4A 2nd - John Wagner, Texas, 26 "ER" 2 door Coach

Class 6 - 8 cylinder Studebakers, 28-33

6 1st - Jim Lowry, Texas, 32 Dictator model 62

Class 7A - Commander, President (8 cyl), 34-42

7A 1st - Charles Jorthington, Kansas, 37 President

Class 7B - 6 Cylinder Cars, 34-46

7B Senior - Harold Hendricks, Pennsylvania, 41 Champion 8A Senior - Carl Farmer, Colorado, 49 Commander Starlight cpe

7B 1st - Thomas Shrock, Pennsylvania, 40 Commander coupe

7B 2nd - Jake Terry, Texas, 36 Dictator business coupe

Class 8A - Studebaker Cars, 47-49

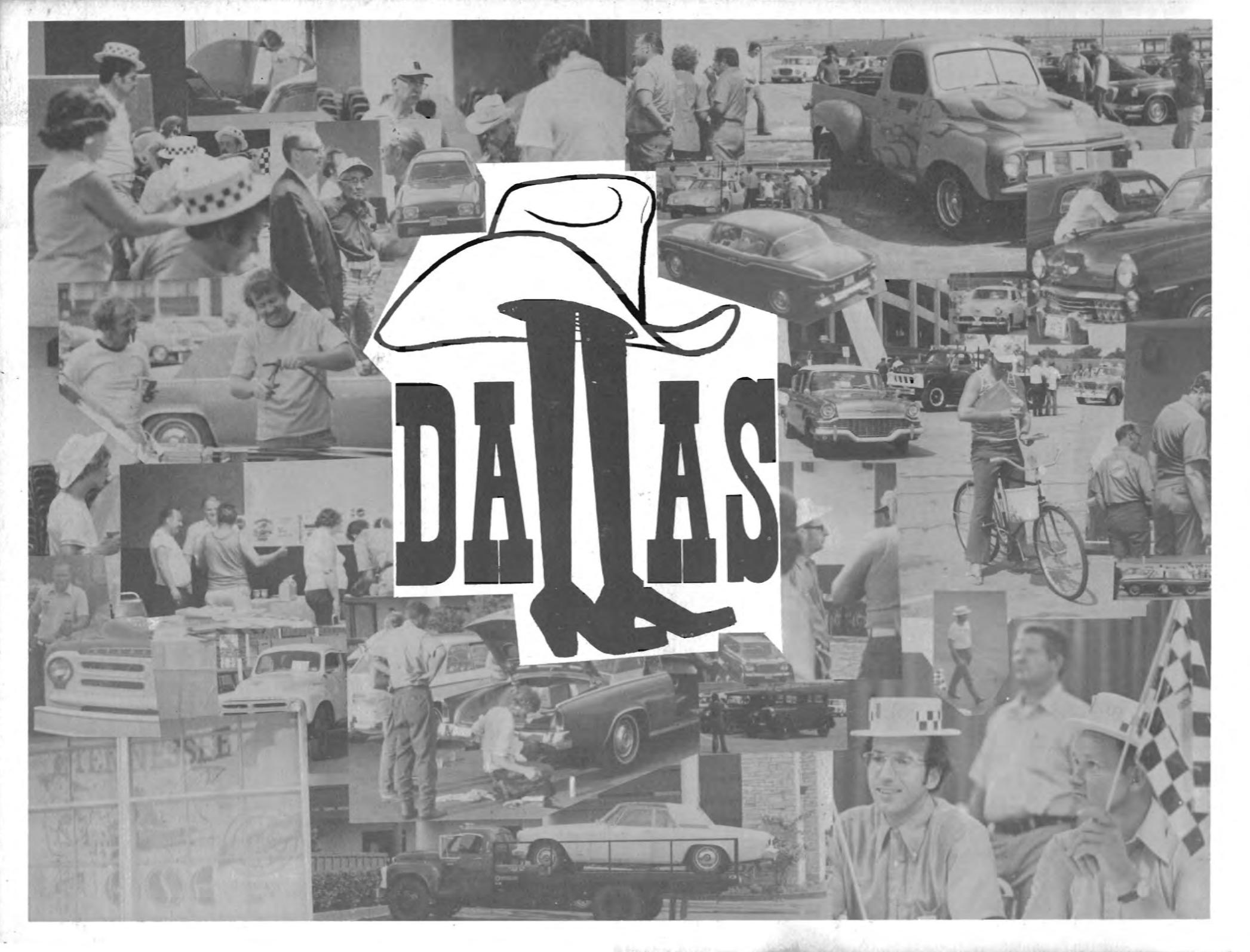
In order to have winners in classes, it's unfortunate that there must also be others which competed but did not win. As usual at a national meet, competition was fierce in many classes, and some really nice cars were edged out by some even nicer ones. In the next few pages we have pictured all the remaining cars that were judged plus a few that were on display only. The photos are arranged by vehicle year without regard as to whether the vehicle was entered into a stock, custom, or modified class. The last two pages are a montage of people and their Studebakers taken at various times during the entire meet in Dallas.



John Lee Miller, Kansas, 37 Dictator coupe
Joe Judkins, Illinois, 50 Champion Starlight coupe

Charles Wynstra, Arizona, 50 Champion Starlight coupe
Ernesto Reyes, Texas, 50 Champion Regal deluxe
Fred Gooch, Arizona, 52 Commander HT

Bob Boren, Iowa, 52 Champion
James A. Colwell, Arkansas, 52 HT
C. P. Smith, Texas, 52 Land Cruiser



DALLAS

