

Finis . . .

Madison 2000 is now history

by Leigh E. Morris

For one brief moment in time, Madison had more the appearance of South Bend than that of Wisconsin's capital city. Studebakers of almost every description could be seen circling the Wisconsin Capitol, cruising on State Street, prowling along University Avenue or driving along the shores of Lakes Monona and Mendota – all to the excited waves of local residents.

June 18 to 24, 2000 – it was quite a week.

The best place to begin our review of the week that was is by congratulating each and every person who served as a Madison 2000 volunteer – you are the greatest!

We want to thank every person who attended – the Studebaker Drivers Club members, the vendors and those who just stopped by to see those great cars and trucks.

Finally, we want to thank the Antique Studebaker Club and the Avanti Owners Association Int. officers and members who participated in the celebration of Studebaker at Madison.



Photo by Bob Olsen

A thorn between two roses. Leigh E. Morris, meet chairman, poses with Laura Olsen Dugan (left) and her sister, Julia Ashburn Peterson. A photo of Laura and Julia graced the cover of the Madison 2000 Program.

Now, for the highlights:

- Madison 2000 had 725 family registrations with a total of 1,600 people.
- There were 441 registered vehicles, ranging from an Izzet Buggy to examples of the final model year.
- We came close to an even split between judged and display-only vehicles: 239 judged vehicles (54 percent) and 202 display-only (46 percent).
- Wow, not only did we have seminars, but they were wildly popular. With a total of 12 seminars, Madison 2000 has established a new standard for all subsequent meets. The credit goes to Jim Pepper and his crew.

- Speaking of standards, the People's Choice Awards proved to be another smash hit. These awards assured that every Studebaker vehicle would be considered for a trophy.
- Thanks to the work of Mark van Deventer and his fellow Studebaker Internet Club members, Madison 2000 took the Studebaker Drivers Club right into the 21st century. Truly awesome.
- Registration was a wonder to behold, beginning last year when the first registrations came in and ending when the registration desk finally closed at noon on Thursday.
- The reserved Studebaker parking plan was another tremendous success. Registrant after registrant told us that this approach should be required at all future meets.
- When not leading seminars, Jim Pepper and his team were building the "Monkey Wrench 289 V8." That engine netted \$2,800 at the auction with the tools bringing in another \$500. Half the proceeds were earmarked for the Studebaker National Museum.
- Vendors, we had vendors. Ernie Loga and Jack Campnell



Photo by Jan Young

Wisconsin Lt. Gov. Scott McCallum cuts the ribbon to officially open Madison 2000 on June 19. The ribbon had been attached to the door handles of a 1949 Champion Sedan and a 1963 Avanti. Those in the photo (from left): Leigh E. Morris, John Begian, unidentified, Gary Lindstrom, Lt. Gov. McCallum, Joe Riemer, Stu Chapman, Brian Millette, Colin Fort, Ed Burris, Chester Young, Harry Crosson and Jan Locknon.

made certain that Madison 2000 had an outstanding variety of vendors.

- The Madison 2000 trophy is in a class by itself, thanks to Bruce Anderson and Wayne Detjen.
- Beginning with pre-event coverage many months ago, Madison 2000 garnered a tremendous amount of positive coverage for Studebaker and the club.

Meet sponsors

Madison 2000's primary corporate sponsor was Children's Health System. Other sponsors included: Schultz's Cheese Haus, J.C. Taylor, Landmark Resort, American Collectors Insurance, State Farm Insurance, J.L. Crouch Heating & Air Conditioning, Allen Edmonds, Capital Brewery, Rocky Rococo, Havill-Spoerl Ford, Precision Systems, Myer's Studebaker Parts, Hody Bar & Grill, Daytona Parts Co., Milwaukee Engine & Machine, Pepper Tool and Machine, The Village Green, Marinoff Engine Modification, M&I Bank, NAPA, Borchardt Speed Automotive, Branch Street Retreat, Pakes' Engine & Machine, Mail Boxes Etc., and Raasch-Raetz Funeral Home.



Photo by John Cosby

A Studebaker family affair . . .

- Tours and evening social events proved very popular and earned positive responses. Most were complete sell-outs.

- BondoBilly was a hit with Madison 2000 T-shirts, sweats, clocks and much more. And owners Bill & Ellen Glass rode to Madison 2000's rescue.

- The Marriott Madison West staff – and that includes each and every employee – was great.

Now, let's take a quick look at a few of the key areas of the meet.

Reserved Studebaker parking

From the very outset, Madison 2000 organizers were determined to implement a concept supported by many Studebaker owners – give every Studebaker vehicle owner a reserved parking place. Drivers would be able to come and go as they pleased, assured their parking place would be there throughout the meet.

It was no easy task, as meet vice chairman and parking czar Jan Young will attest. First, a parking lot plan had to be developed (and then revised several times). Then, a way had to be found to identify parking places. Finally, the entire scheme had to be implemented. Well, it not only worked, but countless numbers of SDC members voiced their approval by saying such a plan should be mandatory at all future International SDC Meets.

Monday night curse – Every meet hits an obstacle, and we hit ours on Monday evening. ⇒

Seminars 2000

by Jim Pepper

Monday June 19

Insuring value and financing: About 15 people attended the most informative and important seminar of the week. I guess 9 am on Monday morning was too early for most. To their credit, Bob Pascally, John Peterson, and John Edel from State Farm, and Kevin Conlin of M&I Bank made their presentations as if it was a full house. Various topics were covered including types of coverage necessary and establishing a value for our vehicles.

Parts and Service: This seminar drew about 35 people. Basic skills, procedures, and techniques to keep your vehicle on the road, not the roadside, were covered. We also talked about the most successful methods of buying and selling.

Tuesday June 20

Engine Cooling: On Tuesday morning the seminars really started to cook and Keith Kichefski was there to tell us how to stay cool. In addition to presenting information about preventing overheating, Keith explained cooling theory of operation and design as well as component maintenance and repair. There were few seats open for this one

Air Conditioning Systems: Richard Bostain head of R&D for Vintage Air in Texas came to Wisconsin to visit his relatives and go "fishin." Along the way, he stopped in Madison and told us how to stay cool in our cars. Most attendees from the engine-cooling seminar stuck around for this presentation and were not disappointed. Richard explained why R134 systems get a bad rap and dispelled many myths about the new systems. He also covered servicing original systems.

The Details of Detailing: Buzz Beckman made his presentation to a standing-room only crowd. After divulging his secrets and methods of vehicle beautification, he took the audience outside to show first hand examples of the material just presented.

Wednesday, June 21

Interiors: Anyone leaving this seminar and not knowing what was used in their cars or how to restore/replace it, must have fallen asleep.

René Harger gave us an interior clinic providing direction and advice aimed at the novice through the professional restorer. The audience numbered over 70 in attendance.

Photography: Don Shannon brought along a video presentation and professional advice for anyone who wants to capture his or her favorite ride on film. Many people put these skills to use on Thursday.

Thursday June 22

Suspension: Armed with a front frame section with assembled suspension, I explained and provided examples of chronic trouble spots and how to repair them. We also covered way to improve handling. The audience of about 50 presented some very good questions and left with some good direction.

Friday, June 23

Turning Wheels Co-Operator Live: This seminar is becoming a popular regular event. In attendance on the panel were Dwain Grindinger, Jon Myer, Jim Pepper, Carl Thoms, Herman Thoms and our *Co-Operator* editor, Bob Palma. Most discussions were aimed at the later cars and Avantis but there was some discussion of early post war cars and trucks. About 65 people were in attendance.



Photo by Fran Beckman

Judging by the response and attendance, I feel these seminars were a worthwhile addition to this meet. People still took their tours and participated in other functions, but they had something worthwhile to do at the meet hotel in-between. Many people, including myself, furthered their Studebaker education at this meet. I want to thank all the people who made these presentations possible. I also want to thank the members who took the time to attend the seminars. I believe the people in attendance truly appreciated our efforts. 🍌

Jim Pepper (foreground) and Pete Bell prepare to test run the "Monkey Wrench 289" at Madison 2000.



Photo by Ray & Ann Wise

Who wants to be an engine builder?

by Jim Pepper

I launched this project for Madison 2000 as my effort to put on an engine building seminar without putting the audience to sleep. Our many Studebaker vendors agreed to donate the necessary parts, local machine shops donated services, and NAPA became a sponsor by donating a set of tools to use for assembling the engine. All the machining and parts passed inspection. As the meet drew closer, I questioned my wisdom for taking on this project and was hoping that Murphy would not be present for the assembly process.

On Monday afternoon, about 30 people witnessed the short block assembly procedure. Everything went pretty smooth. The hardest part was maintaining a running commentary and answering questions as we went along while concentrating on the task at hand. Jack Sullivan was my assistant.

On Tuesday, the remainder of the engine was assembled. I did a quick service call to tighten the throttle linkage on my daughter Jill's '64 Daytona. That was the only glitch on this day. I probably adjusted the valves at least twice due to being distracted and forgetting where I was. The crowd was sparse due to the tours and Buzz Beckman's seminar. There were still enough people to keep it interesting. Richard Poe helped on this day.

Wednesday afternoon we wheeled the completed engine outside, screwed it to a stand, (a Studebaker frame section)

and started it up. Murphy tried to rear his ugly head, but patience and perseverance won out. A cheap plastic oil line for the oil gauge kinked and broke in transit. That problem demonstrated how to overcome slight difficulties and why you should never use a cheap plastic oil line in your car. I installed the distributor and the engine did not start. It needed fuel to run and there was none. I plugged the line to keep dirt out and forgot to remove it. With that corrected we tried again and nothing. That's about the time I realized that I turned the distributor body the wrong way when I set it. With about 100 people watching I nonchalantly advanced the timing about 20 degrees and the engine fired immediately. From that point on everything went smoothly and I could finally relax. Oil pressure was at 60 psi and the temperature stayed at 180. This 289 sure did sound good. Pete Bell was the assistant on this day.

On Thursday night at the club auction, the bidding was fast and furious as numerous bidders dropped out. From \$2,000 on it was just two people, Pablo Bartholomew and Dale Derbidge. Dale took it home for \$2,800. Dale also purchased the tool set donated by NAPA and used to assemble this engine for \$500. My only regret on this project was not being able to videotape the entire assembly process as planned. I again want to thank all the people who supported this project, including the parts and services suppliers and the club members. I especially must thank Jim Barr of Wisconsin Studebaker. He donated the main bearings and I inadvertently omitted his name from the sign at the meet and the meet booklet. The listed suppliers at the left donated parts and services to this project. 🍷



Photo by John Cosby

Auction Engine Sponsors

- Jim Barr, Wisconsin Studebaker: Main bearings.
- Borchardt Speed Automotive: Block and crank machining.
- Milwaukee Engine and Machine: Cylinder head and connecting rod machining.
- Mike Marinoff, Marinoff Engine Modification: Distributor blueprinting and setup.
- Jon Myer, Myer's Studebaker Parts: Pistons.
- Ted Harbit: Piston rings.
- Ed Reynolds, Studebaker International: Connecting rod bolts.
- Phil Brown, Phil's Studebaker: Oil pump kit and spark plugs.
- Bo Markham: Connecting rod bearings.
- Bill Cathcart: Cam bearings and core plugs.
- Dave Thibeault: Timing gear.
- John Dwyer, Dwyer Enterprises: Gasket set.
- Ron Hewitt, Daytona Parts Company: Carburetor restoration. (Two carburetors)
- Keith Kichelski: Water pump kit.
- George Krem: Cylinder heads.
- Bruce Anderson: Ignition parts.
- Jack Sullivan, Sullivan's Service: Valve springs
- SASCO: Radiator core support for the running stand
- NAPA Auto Parts: Mechanics tool set used for the engine assembly

These suppliers made this project possible. Please reward their support of our club by patronizing them whenever possible.

I also want to thank the people who assisted in this project, Jack Sullivan, Richard Poe, and Pete Bell. Also my daughter Jill, and my wife Cindy. I could not have done this alone.



Photo by Ron Powell



Photo by Bob Olsen

"Sure, we accept 'Studebaker-related vehicles,' but there's just no way we can stretch that to include a Skylark."

Dessert trays were quickly emptied and it soon became apparent no more would be brought out. Many a smile turned into a frown, though Stu and Thelma Chapman did get cups of coffee for their \$10. "And a fine cup of coffee it was," Stu noted with a grin.

Turning lemons into lemonade is always a challenge. Meeting with Marriott Madison West Assistant General Manager Rick Duarte and his staff the next morning, a plan of action was developed that included significantly enhanced menus for both the Wednesday and Friday evening events. And they gave us far, far more than they promised. No one left either event hungry.



Photo by Bob Olsen

When Studebaker created the "car that looks like a truck concept," it was just a few years ahead of its time. This is an outstanding example of a 1938 Coupe-Express owned by Jerry Kier of Penfield, New York. The truck took Best of Division honors in Division 7.

In addition, it was decided to make further amends by giving every person who had bought a ticket to the Monday evening reception a gift. Bill and Ellen Glass, owners of BondoBilly's, agreed to create 330 custom hats. First, hats needed to be ordered on Tuesday for Wednesday delivery. Then, Bill and Ellen worked late into the Wednesday night (actually, they didn't finish until early Thursday) to customize the hats, which were then distributed Thursday afternoon.

The lesson was clear – things can and do go wrong no matter how carefully events are planned. The task is to rise to the occasion by turning the challenge into opportunity.

Concours judging went well, or did it? – Meet organizers always seem to approach Thursday – judgment day – with anticipation and trepidation. Anticipation because it is the day the greatest number of vehicles will be in place, a day filled with enthusiasm for our marque. Trepidation because it is the day some vehicle owners may seek out those involved with the meet to express some unhappiness with the judging process.

As the day passed into evening, the Madison 2000 volunteers came to realize the judging process had gone very well, or so it seemed. No serious complaints were registered. In fact, many vehicle owners took the time to express satisfaction with the process. Incredible – and all the more amazing when Friday's open forum on judging was canceled due to a lack of interest.

Had SDC achieved judging nirvana at Madison 2000? Don't bet your NOS vacuum advance on it! A variety of



Photo by Bob Olsen

Studebaker's last vehicle sits outside the entrance to the Madison 2000 registration area at Marriott Madison West.

criticisms began popping up on the Internet's Studebaker Newsgroup even before the last Studebaker had left the Marriott Madison West's parking lot on June 24.

Madison expresses its thanks to all those who volunteered to work as judges. The day is long, the work is difficult and complaints will always outnumber the bouquets. As for those who were unhappy with the judging process, consider

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Wisconsin Studebaker

People's Choice Awards
Pakes' Engine & Machine, Inc., Janesville, Wis.

Studebaker Road Rally Awards
Larry Swanson

volunteering as a judge at the next International SDC Meet. Just remember to duck when your friends turn on you.

Registration desk – A registration desk is the nerve center of every International SDC Meet. It is the point of first contact for SDC members attending the meet. How it treats guests will set the tone for the entire meet. Well, the Madison 2000 Registration Desk crew made it look easy. Even one self-proclaimed grump was generous in his compliments for the registration volunteers. And they deserved it.

Parking crew pulls it off – As noted, the parking plan was a big hit. The fact that it worked so well was due primarily to our volunteers. Despite a constant flow of people from Sunday until Thursday morning, those who worked the long hours at the Parking Desk and those who directed drivers to their assigned spots in the lots did a masterful job. A special thanks to Mary Young who became the de facto Parking Desk supervisor.

Vendors saluted

Madison 2000 extends a special thanks to the vendors who contributed so much to make the meet a success.

Our vendors were as follows:

John Anderson, BondoBilly, Bultjer Performance Systems, Luther Barnes, Mike Bohn, Weldon Critcher, Jeanne M. Dams, James Daniels, Wayne Detjen, Bill Fennesse, Gay's Garage, Steve Grant, Richard Griggs, Wayne Heise, Leonard Hull, Howard's Parts, Dwaine Jacobson, Joliet Studebaker, Fred & Peggy Koehler and John Koutre.

Also, Brad Kutchan, John Lauber, Lucille Laws, Don Lindner, Lionel Stone Studebaker, Loga Enterprises, Dale Long, Mail Boxes Etc., Martin Studebaker, Dural Millar, Joe Mitchell, Myer's Studebakers, Mulberry Pride Farms, Chuck Naugle, David Neitzel, Nostalgic Motor Cars, Old Coach Works Restorations and Olson Motor Sports.

Also, Olympus Avanti, Jim Pepper, Phantom Auto, Phillips Classic Glass, Powell's Studebaker Parts, Glendon Sain, SASCO, Tom Shrock, Silvertone Exhaust Systems, Raymond Smedul, South Bend Watch Company, Tony Stafford, Steven Allen's Auto, Studebaker International and Studebaker Internet Club.

Also, Studebaker National Museum, Studebaker Parts & Services - Ted Harbit, Studebaker Parts & Services - Dave Thibeault, Studebaker Parts.COM, T.C. Terrell, Turner Brake, Rich Van Stelle, Volunteer Studebaker/SDC Club Store and Wisconsin Studebaker. ☺

Model Contest Winners

Best of Show

Wayne Detjen - AVS Prototype

Kit-Built

1st - Matthew Wendt - 1962 GT Hawk

1st - Matthew Wendt - Avanti

2nd - Jim Crouch - 1963 Avanti

2nd - Jim Crouch - 1953 Starlight

3rd - Larry Tholen - 1953 Starliner

Scratch-Built

1st - Wayne Detjen - AVS Prototype

1st - Wayne Detjen - 1950 Champion

2nd - Bruce Anderson - 1933 Special

2nd - Neal Schwantes - Avanti

3rd - Ivan Clark - 1947 Tank Prototype

Modified Kit

1st - Sam Ensley - 1951 Panel Delivery

1st - John Drake - 1982 Avanti II

2nd - Ray Martin - 1966 Car Hauler

2nd - Duane Miller - 1953 Dragster

3rd - Larry Tholen - 1953 Sedan Delivery

Other

1st - Wayne Francisco - 1957 Golden Hawk

2nd - Maynard Lemke - McDonald's Display

3rd - Larry Tholen - 1937 Milk Truck and Open Delivery Truck

Youth

1st - Josh Carter - 1916 Truck

2nd - Josh Carter - 1957 Golden Hawk

Watch Contest Winners

Best of Show

William Cope

Senior

1st - William Cope

2nd - Doris Cope

3rd - Wayne Francisco

Junior - 12 Size

1st - Maynard Lemke

2nd - Jim Caldwell

3rd - Carl Burk

Junior - 16-18 Size

1st - Gerald Flegal

2nd - John Lauber

3rd - Paul Burk

Junior - 0-6 Size

1st - Carl Burk

2nd - Wayne Francisco

3rd - Jan Young

Rally Results

Don Shannon - 1964 Studebaker Daytona, score: -10

Rick Donahue - Avanti II, score: -60

Steve Kolish - Avanti II, score: -220

People's Choice Awards

Best Unfinished Project

1st - Don Connor, 1954 Conestoga Wagon

2nd - Claude Chmielewski, 1947 M16

3rd - Kenton Johnson, 1954 Starliner

Most Original Studebaker

1st - Ford Stoeker, 1963 8E15

2nd - Jerome Daniels, 1937 Dictator

3rd - Larry Staszak, 1955 Commander

Favorite Modified Car or Truck

1st - Denny Lockmon, 1953 Champion Starliner

2nd - Mike Butler

3rd - Jeff Anderson, 1955 Commander Coupe

Favorite Studebaker

1st - Larry Scott, 1963 Super Lark Regal

2nd - Al Schoehrmann, 1953 Comm. Starliner

3rd - Ron Powell, 1955 Commander Coupe

Favorite Engine

1st - Nelson Bove, 1964 Commander R3

2nd - Malcolm Berry, 1963 Avanti

3rd - Douglas Jackman, 1956 Golden Hawk

Best of Show

Don Armacost, 1932 President

ASC, a great partner – As has come to be expected, the Antique Studebaker Club again demonstrated its commitment to the success of SDC and the International SDC Meet. From the very beginning, ASC – with Buzz and Fran Beckman riding point – were strong partners with Madison 2000. Thanks for everything.

Studebaker Marketplace – What would an International SDC Meet be without vendors? A flop! Madison 2000 had vendors, a lot of vendors. In fact, we had so many vendors additional space had to be assigned, both indoors and outdoors.

Initial reports from vendors and registrants were very positive. Vendors we spoke with indicated strong sales for the week. Of course, they didn't care for Wisconsin's sale tax rules. But neither do we! Credit for the success of the Studebaker Marketplace goes to Jack Campnell and Ernie Loga, who co-chaired the Vendor Committee. ☺

Trophies were unique – What a great way to end the meet. That was the way many SDC members reacted when they saw the Madison 2000 trophies. The medallion was crafted and



Checking email and eBay at SDC Internet Club computer center. SDC has made a quantum leap into the 21st century!

Photo by John Cosby



Photo by Peter Crisitello

The Concourse Field . . . and a grand view of some mighty nice Studebakers.

Photo by Fran Beckman

The Studebaker Band performs on June 21 in the atrium of the Marriott Madison West.

produced by Bruce Anderson. The base and award identifiers were the work of Wayne Detjen. The result was a trophy of dignified elegance.

People's Choice – Richard Poe proposed the People's Choice Awards as a way to expand participation, and to recognize vehicles that may otherwise go unnoted. With the tireless assistance of his wife, Mary, Richard took his idea and made it a reality. He even secured a sponsor to cover all costs. Judging by the reaction of Madison 2000 attendees, it was a great success.

Online at Madison – We only can wonder what the Studebaker brothers would have thought about the Internet (though we suspect some of those who followed, such as Sherwood Egbert, would have loved it).

Madison 2000 became the first truly "wired" International SDC Meet. Mark van Deventer and other members of the Studebaker Internet Club staffed the always busy Internet booth in the Studebaker Marketplace. Newbies came to learn how they could get online. Veteran surfers were delighted to learn they could check on the e-mail while attending Madison 2000. And those who couldn't attend were able to stay in touch.

From this beginning, the Internet's role in our hobby will only increase in the years to come.

Madison, the place for seminars – As far as we can remember, Jim Pepper has groused about the lack of seminars at

International SDC Meets. When Wisconsin was awarded the 36th International Meet, Jim eagerly stepped forward to direct the seminar effort.

The result was nothing less than mind-boggling. Under Jim's able tutelage and with the assistance his volunteer all-star faculty, the Pepper seminar express roared through Madison 2000. With standing-room-only the norm, Madison 2000 registrants were eager to learn more about subjects ranging from auto insurance and financing to the tricks of detailing and solving heating problems.

"Monkey Wrench 289" – A second Dr. Pepper project was building a "new" Studebaker V-8, dubbed the "Monkey Wrench 289." Starting with a clean block on Monday, Jim and his crew had that baby purring on Wednesday. It was great to watch the master at work. A real crowd pleaser.

The engine project was rewarded at the SDC Auction on Thursday when it sold for an impressive \$2,800 and the tools went for \$500. Half of that amount goes to the Studebaker National Museum.

AOAI returns – After a two-year absence, the Avanti Owners Association International returned to the fold this year by holding its annual meeting in conjunction with Madison 2000. The AOAI meet was chaired by Peter Crisitello and hosted by the Raymond Loewy Chapter of AOAI.

Studebaker National Museum – Thanks to the tireless efforts of Andy Beckman, Ron Radecki, Phil Brown and members of the Studebaker National Museum team, the museum had a powerful presence at Madison 2000. A highlight of their exhibit was the last Studebaker built, a restored 1966 Cruiser, and a 1928 Commander Roadster. The museum also brought along its gift shop and had a detailed exhibit on the new museum building.

Tours for every taste – We knew we had a hit when we were able to arrange for a tour of the Janesville General Motors assembly plant. The icing on the cake came next with tours and lunch at the Beckman Mill, hosted by the Friends of the Beckman Mill. It was a day that all will long remember.

Of course, Madison 2000 offered many other tours – most of which were completely sold out well before the start of the meet. In addition, daily shuttles took registrants to West Towne Plaza and downtown Madison while a Friday shuttle took visitors up to the Wisconsin Dells.

Madison 2000 was well publicized – Beginning with announcements published nearly three years ago, Madison 2000 was very much in the news – both within the pages of *Turning Wheels* and chapter publications to the general news media.

As the meet neared, articles appeared in the *Chicago Tribune*, *Milwaukee Journal Sentinel*, *Wisconsin State Journal* and many other newspapers. Steve King and Johnnie Putnam



Photo by Bob Olsen

Avantis with Marriott Madison West.

devoted two major segments of their program on WGN Radio to Madison 2000. Matt Joseph did the same with his Madison radio program, and then had Madison's Channel 3 do major televised segments during the meet. And of course, the highlight of it all was Monday's front page feature in the *Wisconsin State Journal* – "Studebakers and their loyal owners," read the headline.

Food Extravaganza – Would it work? A Friday night all-you-care-to-eat meal with food stations scattered throughout the Studebaker Marketplace. "I thought the idea of eating in a junkyard (one of my favorite places) was novel. I've eaten in them before, but never with a white table cloth. Great idea," Wayne Detjen said.



Photo by Bob Olsen

A view of the Studebaker National Museum's 1928 Commander Roadster. The car had just returned from participating in the June 23rd's Antique Studebaker Club Cruise to New Glarus, Wisconsin.

Where are the &%\$@*! dash plaques? – You should have received your plaque in the mail by late July.

Studebaker Band concert – Under the able direction of Brad Kuchen, the fabled Studebaker Band gave a performance that will long be remembered. They began with a concert in the atrium of the Marriott Madison West, delighting SDC members, hotel visitors and hotel employees. The band then moved to The Event Formerly Known As Fun Nite to continue their performance as the crowd loaded up their plates with roast turkey and beef, fruit, salads and more.

Burlington pilgrimage – Though the numbers were small, folks had a great time visiting the old Nash/AMC Proving Ground in Burlington on Saturday. Organizers Don and Edwina Shelton managed to keep the rain at bay so folks could get a close look at the Proving Ground now operated by MGA Research Corporation.

Cars (and trucks) were the stars – In the final analysis, the real stars of Madison 2000 were the Studebaker vehicles of all types. From the Izzer buggy to the final '66 models, the Studebaker parking area offered a wonderful opportunity to sample the vast array of offerings from the Studebaker Corporation.

Our favorite – each and every one!

What else?

Oh, there is so much more that could be said.

The opportunity to make new friends while renewing old acquaintances.

The joy of exploring the offerings of vendor after vendor.

There were the great bands on Wednesday and Friday evening.

Late evening walks through the parking lot and chats at the hotel bar.

Cruising through the streets of Madison and Middleton, exchanging waves with other Studebaker owners as well as the drivers of Brand Xs and folks strolling down the sidewalks.

Listening to countless SDC members discuss the most arcane of Studebaker subjects.

Talking with folks who just stopped by to take a look at the vehicles, and smiling each time we heard someone say, "Now that really brings back memories."

Celebrating both a Studebaker in rough condition and those that are now better than the day they left the factory.

Spotting a little boy gaze with mouth agape wonder at a 1932 President.



Photo by Leigh E. Morris

1935 Studebaker Arlington Hearse. It is owned by John Lauber, Milwaukee, and is used in funeral service by the Raasch-Raetz Funeral Home of Milwaukee.

Appreciating the salesmanship of Jim Feddick as he continued to sell raffle tickets for the Southern Arizona Chapter's '63 GT Hawk.

Final thought – Well, it was great run, from the moment in 1997 when the chapter voted to host Madison 2000 to the end of the meet on June 24. Not only was the experience priceless, but it generated memories and friendships that will last a lifetime.

Thanks to all. 🍷

Thanks for the memories . . .

As I worked on this International SDC Meet issue, I thought about the many times over the years when I have worked with Linda Fox on articles for *Turning Wheels* and the fact that this is Linda's last issue as editor.

Linda, you are much more than an editor. You are a good friend who truly cares about the future of SDC and the future of the entire collector car hobby. Through your tireless efforts and those of your husband, Fred, you have strengthened SDC by giving it the most vibrant voice in the world of collector cars.

John Blackburn wrote, "It is not enough to do good; one must do it right." Linda, you have done it right. I am certain I speak for every SDC member when I say – we will miss you.

Thanks for all the memories.

– Leigh E. Morris