



The Fourth of July dawned bright and clear in Colorado Springs - perfect weather, a little on the warm side. From all directions Studebakers converged on the city, many heading for the Sheraton Inn just north of town. Some racing fans went up Pikes Peak to find a good spot to view the annual Pikes Peak Hill Climb, a race that has been won by a Studebaker, but unfortunately none were entered this year. As more SDCers arrived, scenes such as the one at right were common, as Studebakers began to take over the parking lots at most of the motels on the entire north side of the city. As the unpacking was completed, many of us took a drive up into the mountains for beautiful scenery and those cool breezes. We also discovered a quaint local custom called the "Filling Station Shutdown." It turned out that you could buy all the gas you needed as long as you got up early enough, but later in the day you couldn't.

Thursday morning the registration and hospitality room opened, and the host chapters really outdid themselves with great cookies. I don't know how they did it, but those cookies just kept coming for days! A special thanks is due to all the ladies who contributed them - we sure enjoyed eating them!

Also displayed at the Sheraton was an exhibit of Studebaker-related arts and crafts - a new idea at a national meet and one with a future. I was most impressed with the scrapbooks of the Colorado chapters - they were really nicely done and will become more and more valuable as the years pass. I am sure that everyone who saw them will want to get one started in his own chapter.

Activities started Thursday morning with a tour of the Air Force Academy. In the afternoon movies were shown which proved so popular that they were repeated the next day. Even so, there was so much going on at the same time many of us chose to do other things instead. There really was something of interest to everyone!



Thursday afternoon was the Econo-Run under the direction of Dale Watts and Mildred Elkins. They knew the right people, because they had a service station open both at the start and at the finish to top off the tanks for a mileage check. It takes more than a statewide shortage to throw the Colorado chapters! Dale Watts has provided us this summary of the event.

INTERNATIONAL MEET ECONO-RUN RESULTS

The economy rally run at the International Meet was held at the Skelly Performance Center, a mile south of the meet headquarters on Thursday July 5.



Contestants first filled their gas tanks (the station was closed, but they came up with gas for SDC, in spite of the shortage), then ran the timed rally over a prescribed course. After being timed in at the two checkpoints, the car returned to Skelly where their tanks were refilled. The gasoline mileage was computed, with penalty gallons being added for checking in late at the timers. The rally was set up into two different classes, the Sixes and the Eights, with the three highest computed gas mileages winning trophies.



The results:

Place	Driver/Navigator	Sixes		Gas Mileage	
		Actual	Computed	Actual	Computed
1	Jack & Marilee Thiel	22.564	21.463	22.000	17.600
2	Duncan Oveson/Earl Bailey	20.952	16.296	38.260	8.543
3	Carl Farmer/Charles Rose				
4	Dick & Reed Leisinger				



Place	Driver/Navigator	Eights		Gas Mileage	
		Actual	Computed	Actual	Computed
1	Tom & Marsha Pfeifer	25.143	25.143	22.564	18.723
2	Truett & Cindy Ray	23.529	18.565	21.463	16.000
3	Bill Condon/John Csuplic	17.959	12.394	14.194	10.476
4	Greg Narkiewicz/Cindy Gierlich	10.864	7.154	10.864	7.154
5	Earl & Gail Chambers	14.667	6.285		
6	Mrs. & Mr. C.P. Smith				
7	Dave Wiest/Les Kovacs				
8	Bob & Ethel Janitschke				

Hats off to the winners, and to the Leisingers, who changed a fuel pump midway through, and still came up with a respectable computed mileage.

Thursday afternoon at 4 the Board of Directors met to conduct the official business of the club. The meeting carried over into the evening, was recessed, and was resumed until the late hours. (Minutes of all the business meetings are printed in the August *TURNING WHEELS*). During the recess the judges met to collect their assignments and special instructions from Chief Judge George Hamlin. Also during the meetings special ladies events were enjoyed by many, including a session on how to make some Studebaker arts and crafts, and a presentation on French vineyards including films and free samples (several ladies at the business meeting really regretted missing that one!).

Friday morning began with a coordinated tour to the Royal Gorge. Two groups left in caravan, led by Dale Watts and Mildred Elkins, with Bill Elkins driving



"sweep" to help anyone that might have stopped along the way with car trouble. As far as I know, the only troubles encountered were some vapor locks caused by the heat. The two groups rejoined outside Canyon City where a police escort was waiting to take us through the business district in style! A Stude caravan is always fun, but nothing compares with driving down the main street behind a police car with flashing red lights without stopping! At one corner we noticed a local resident in a gray 48 Studebaker - I'll bet she couldn't believe her eyes.

It's hard to tell from the photo above, but there is nothing under that bridge but space for a long, long way. Everyone drove their Studes over "the highest bridge in the world" and many of us took the incline railway down to the bottom. There, while waiting to come back up, we talked to the man in charge at the bottom, and it turned out that he has a 61 Stude himself. Needless to say, we gave him the address to send for a

PRE-WAR CARS -- 1973 INTERNATIONAL MEET

As reported in "Old Cars," the turnout of pre-war cars for the 1973 International was relatively light, but the variety was encouraging. Class I, Studebaker vehicles non-motorized, was opened for the first time with the express purpose of encouraging the preservation of this important segment of Studebaker history. Through the efforts of Connestoga Chapter member Lou Harder, Dr. and Mrs. Howard Hanley of Boulder, Colorado, were persuaded to display their 1880 Studebaker Rockaway Coupe. Dr. Hanley also owns an 1860 Rockaway Wedding Coupe that will no doubt show up at future car meets in the Denver area. Next year, at South Bend, lets have at least five non-motorized Studebakers on display -- finish up those old buggies, wagons, and wheel barrows so all the membership can benefit.

There were no entries in the Studebaker Electric class but two trophies were awarded in Class III. First place went to a 1914 Studebaker runabout presently owned by John Miller of Kansas. This car was found several years ago strewn over a pasture by the late "Preacher" Powell, the Studebaker dealer at Warrenton, Missouri. The restoration took lots of hours and ingenuity on the part of a long time SDC member, now deceased, to bring it back from nature's certain destruction. Second place went to a 1924 Big Six five passenger coupe, owned by Lloyd Watts of Colorado Springs. This low-mileage car was sold new in Denver in 1924 and still has the original interior.

Next came the battle of the 32's. First place going to the large 1932 President 8, 4 door sedan, owned by "Doc" Elsner of Crete, Nebraska. Second place awarded to the 32 Commander 8 owned by Jack Thiel of Colorado Springs. Jack's car came from Cripple Creek, Colorado, where again the dry Colorado air has been kind to the original interior.



Trophies were awarded in Class VI to John Miller of Kansas (yes, the same one that has the 1914 Stude) for his 37 Dictator coupe. Second place went to Art Seebach of Northfield, Minnesota, for his 1937 President. Art used this car for several years as his principle mode of transportation including several trips to the East Coast.

In Class VII a senior award went to the 42 Commander owned by Harry Steagall of LeRoy, Illinois. First place was awarded to the 1940 President 4 door owned by David Wiest of Albuquerque, New Mexico, and second to Ron Simpson of Pueblo, Colorado, for his 41 Commander.

The best-of-show (pre-war) trophy went to a beautiful maroon 1939 Coupe Express entered by Bud Jackson of San Jose, California. Bud owns several pickups, but his 1939 is a fresh restoration representing two-and-a-half years of superb work. Another unique pre-war Stude caused almost as much discussion as Bud's Coupe Express. Harvey Gates of Deale, Maryland, trailered a 1924 Stude race car to the meet. Harvey and family have done a lot of research on race cars of the era to come up with this beauty. Based on a narrowed 1924 light six chassis, it really looks like a fast machine. Motor modifications include dual down-draft carburetors and a straight exhaust. Thanks to the Gates family for adding a little spice to the 1973 International Meet with old number "8".



free bulletin and membership information. I think I can safely state that everyone who took the tour enjoyed it and was impressed with the Royal Gorge.

On the way back an optional stop was arranged at Estes Industries, makers of the model rockets. The tour proved very interesting, and at the end we had our own launch.

Arriving back in Colorado Springs, it was already time to go to the general

business meeting at the Flying W Ranch. The only photo we have has President Ken Holste behind the pole! Sorry about that Ken. Seated are (l to r) Dick Stewart, 72-73 SDC Treasurer, Ed Lewis, 70-73 SDC Vice President, and Pat Dishman, former SDC Secretary who was sitting for Linda McKeown who hadn't arrived yet.



After the meeting everyone had a chance to look over the authentic western town with its many shops. Then 500 SDCers stayed for a real chuck wagon supper served amazingly fast (1400 served in 22 minutes). It was followed by western entertainment by the cooks and ranch hands. It was a very enjoyable evening - everyone who stayed for supper stayed for all the entertainment too. However, a lot of SDCers spent the evening back at the motel cleaning and polishing for the concours to come.

Perfect weather continued Saturday as we entered the Air Force Academy which conveniently was right across the road from the Sheraton. It turned out to be quite a big place, however, and the concours area was several miles from the entrance at the parking lot of the sports arena. It turned out to be a great place for a car show, as it was right next to indoor restaurant facilities with lots of tables and chairs, and air conditioning!

The concours itself was an event long to be remembered. All cars that were entered for judging are pictured on the following pages with the judging classes. It's too bad we didn't have the people from that famous book of records present, as we would now hold the title for "the greatest amount of film shot in the shortest time in the smallest area." Most meet photos show not only a car, but several other people taking pictures of the car as well. Competition was brisk in all classes except the Packard and Pierce-Arrow classes which did not have any entrants. Members of the local Packard Club were on hand with several Packards, but none were members of SDC and eligible for prizes. South Bend Packards were well represented, including examples of the rare Hawk and station wagon. Many other Studes were parked next to the concours field but not entered for judging, as has happened at previous national meets. Prewar cars as usual were outnumbered by the later models, but what they may have lacked in sheer quantity they made up in quality. Lloyd B. Watts of the Pat Erickson Memorial Chapter has prepared a special report on them for us.



At one p.m. Walt and Catherine Carpenter donated their prize winning 1954 Conestoga Wagon to the Studebaker Historical Vehicle Collection in South Bend. It was accepted by the President of the Colorado Springs Chamber of Commerce on behalf of the South Bend Chamber of Commerce. Jan and Dixie Appenzeller of South Bend represented the Michiana Chapter, which took the responsibility of transporting the Wagon to South Bend. The ceremonies were held under a threatening sky, and suddenly the storm hit. Fortunately there were plenty of seats in the sports arena, so most of us waited out the storm in comfort and even took the opportunity to eat lunch. The shower was soon over and we returned to the concours field to get photos of the cars we had missed during the morning. Finally it was time to return to the motel and dress for dinner. Everyone remarked how well the area had been chosen and how convenient the facilities had been all thru the day.

The evening festivities began with a cocktail hour, during which a lot of SDCers who had been cleaning and polishing for several days solid began to relax for the first time since arriving in colorful Colorado. The banquet was held in the Air Force Academy Officers Mess. Members entered the banquet area to the strains of the "Studebaker March" - which was the first time most of us had ever heard it.

Lloyd Watts proved to be a talented emcee, he will undoubtedly be in demand now for future events. Dignitaries at the head table were introduced, and trophies awarded by Chief Judge Hamlin. The Coloradans designed original trophies modelled after a handmade model of a Studebaker Conestoga owned by Ed Tozier. These beautiful works of art will always be prominently displayed by those lucky enough to win one. To speed up the passing out, the hosts had obtained the services of the "Girl of the West", Carter Laing, and her "Aide", Barbara Froemke, to take the trophies to the winners. Several of the winners who were bachelors were delighted!



The list of door prizes awarded seemed endless, I don't know how I managed not to get one. The wide variety of goodies ranged from a years supply of macaroni to a set of matched air horns donated by Performance Unlimited. The most popular prize with the majority seemed to be the several cases of a local brew called "Coors." I can't understand why the winners looked so happy.

Highlight of the evening was an illustrated talk by Brooks Stevens, formerly of the design department at Studebaker. Among other models, he was responsible for the GT Hawk. After his talk he was awarded one square foot of Pikes Peak by the State of Colorado. I hope some day he will write down his talk and make it available as a booklet with photos.

Ken Holste gave a short talk about the club, reminding us that our future growth is up to you, the members.

Eleanor Blume presented the awards for best newsletters (see the feature page for the winners).

Sunday morning found everyone up early to attend the swap meet. In another Coloradan innovation, it was not held concurrently with the concours, and those of us who had booths in the swap meet appreciated the chance to attend the concours at our leisure at another time. Other old car clubs had booths also, so many nonStudebaker drivers were exposed to our wares for the first time. Most of them couldn't believe how many Studebaker goodies were available, and I am sure that if any of them have an opportunity now to purchase a Studebaker they will be confident that they can find parts and information on how to restore it. By noon members were beginning to leave, many to continue into the mountains to enjoy the high country. All in all, it was a great meet, the hosts were well prepared, and everything went well. None of us who were there will soon forget it.



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