

Automobile	Owner	Award
1963 Avanti powered GT Hawk	Mike Gruy	4th, current restored
1950 2R5 Pickup	Herb Wahlberg	5th, late restored
1909 EMF Studebaker	Bill Suehs	4th, antique class
1932 Studebaker coupe	Ed Warner	2nd, early restored
1951 Bullet Nose	David Hall	
1962 Daytona Convertible	B.B. Holland	
1963 Avanti	Miller Walker	1st, current restored
1987 Avanti	Frank Letts	3rd, current production

Allow me to editorialize for just a moment. This reporter spent several days spying on the competition, and firmly believe that the Hawk, pickup, and EMF should have finished at least one place higher. Ed Warner's score sheet got mixed up with the Ford that finished first, and I believe that there was an inversion of places. Both the bullet nose and the convertible should have placed. Miller and Jeri Walker should have received an additional trophy for taking best in class for an unprecedented third year. Also, a very special thank you goes from all of us to Herb Wahlberg. At the last minute, Herb shined up his pick-up and filled in for the Packard Hawk that did not show. We really do appreciate it, Herb. Lastly, the 1987 actually belongs to Mike Kelly, but don't tell the AutoRama folks. They might make Frank give the trophy to Mike.

THE 1986 CHRISTMAS PARTY

All members of both the Studebaker Drivers Club and the Avanti Owners Association are required to attend. Also, all prospective members have been invited to this, maybe our best Christmas party ever. There will be plenty of parking, a dance floor, and no cover charge. K.C. Smith will be providing the entertainment, and he can do a Perry Como ballad followed by Jan and Dean. Besides this fine entertainer, the drinks are very reasonable and the waitresses are nice. Goodies will be catered in for us to snack on, and the music will not be so loud that you can't talk. Latest word from South Bend has our main man Mike Kelly planning to attend, so be there or be triangular.

A map is included toward the end of this magazine, close to the clue regarding the silver star containing your initials. Remember, if you don't show, you won't be in the running for the Avanti we are giving away!

THE NIGHT OF NOVEMBER 30TH

This is not a newly discovered Ayn Rand play, but the headline for a story that I had hoped to never have to write.

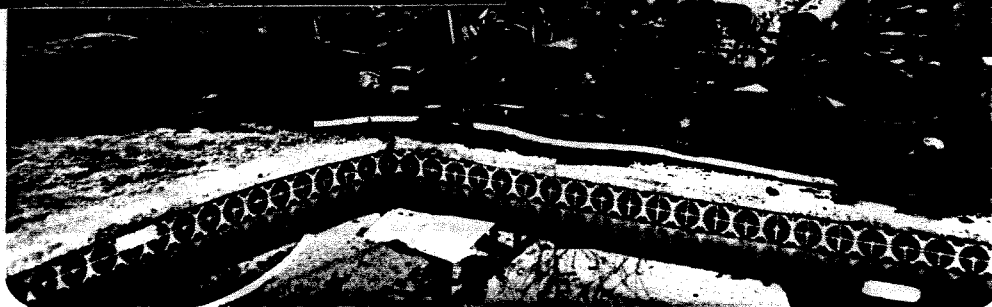
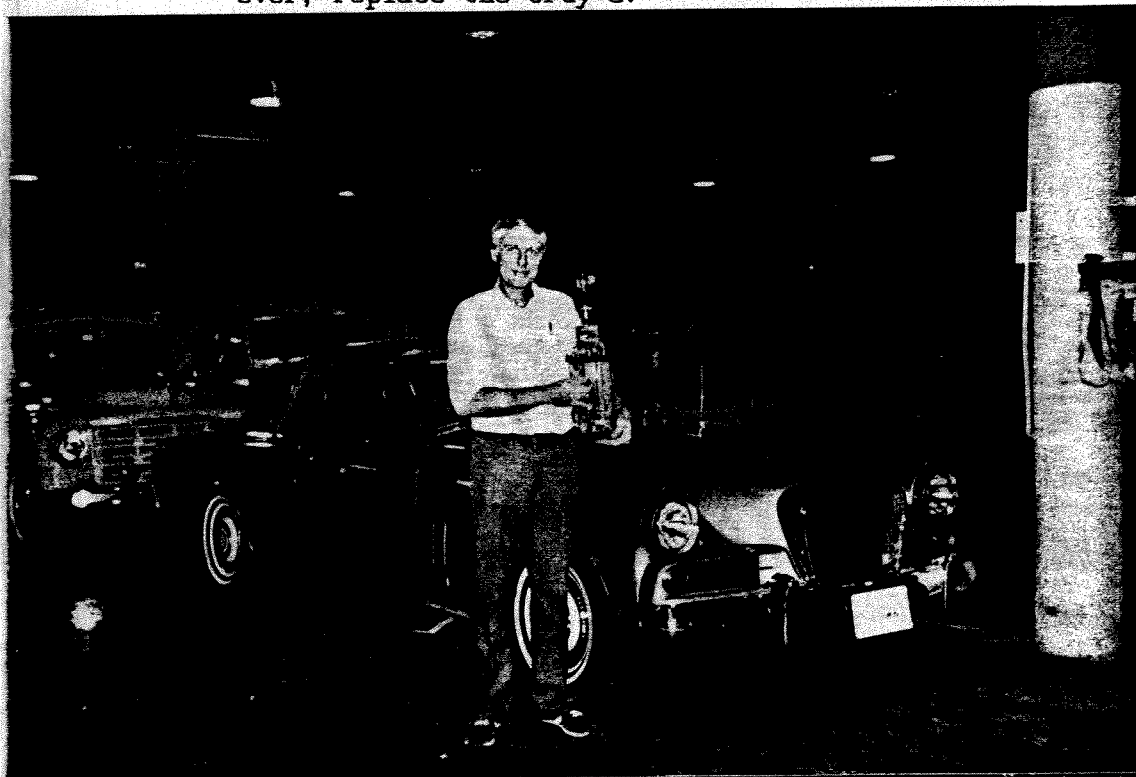
At about 9:30 pm on the night of November 30, 1986, our good friend Mike Gruy posed, holding his AutoRama trophy, in front of his '63 GT Hawk. Jeri Walker took his picture and recorded for all time this beautiful vehicle and her all-around good guy owner. Mike left us at the AstroArena and returned to his family in Sugar Land, arriving shortly after 10 pm. Before going to bed, he hooked up your run of the mill auto trouble light in the garage, just to keep

the new puppy warm. He's that kind of a guy, you know. When he left the show he was tired, and sick with laryngitis, but he wasn't going to hit the rack until he had taken care of the puppy for the night.

About 11:30 pm on the night of November 30th, Mike and Sue were awakened by an explosion. Mike headed for the garage, but couldn't get in because of the flames. Sue called a neighbor, alerting them to get the fire department, and then evacuated the boys from the house. Our man Mike was in the back yard, hooking up the back-wash pump to the pool. Twenty minutes later, and three to four thousand gallons of water later, the fire department arrived. Mikes quick thinking had saved the house, and a neighbor boy had rescued their family brand-x auto. Sue and the boys were all right, and the firemen got the fire put out.

The Hawk was gone. The body panels are buckled and blistered, the glass exploded, and the tires completely evaporated. Mikes all original 1935 Chevy, bought new by his Grandfather, was in the same shape. Many, many tools and NOS parts were gone. Saddest of all, the puppy could'nt get out

The sight of the Hawk brought tears to my eyes. It was a sad sight, especially knowing how beautiful it had been earlier that evening of November the 30th. This is a loss to our clubs and a tragedy for the Gruy's, but friends - thank your lucky stars. We can always find another pretty Hawk, but we could never, ever, replace the Gruy's.



AVANTI FAIRY REVISITED

Remember that Harry Dixon over in Monroe, Louisiana, has a '72 Avanti with wimpy windshield wipers? Well, Harry, the '87 model has great wipers plus a pulse setting. If you call up to Avanti Motors (219) 287-0823, I bet they can fix you up with the necessary parts for the upgrade. I believe that the motor is Ford and the switch GM, but I can't say for sure. I can say, though, that they work great.

AOAI/ACOA MERGER

Somehow, in this day of mega mergers and corporate takeovers, this story got missed by almost all of the press. Take heart, friends, your faithful newshound Fred is on the job. As of January 1, 1987, the Avanti Club Of America will be one with the Avanti Owner's Association. This does my heart good. Wayne Francisco is the new president, and Bill Waterhouse is the new vice-president. Next time you re-up, the national dues will be \$18, and you will receive the Avanti Arrow alternating with the AOA magazine. This is a major step forward for the AOA, and I applaud the move.

NEW MEMBERS

Several of our new SDC members have been new members for a few months, but I don't believe that they have been acknowledged in our newsletter. Therefore, let's give a big Stude welcome to: Virgil Altwein of Baytown, John Forsythe of Port Neches, Charles Hampton of Sugar Land, Lloyd Whitney of Houston, and Michael Baker from Galveston. Thanks for your support.

During November the AOA welcomed two new members. They are Green Miller (gad, another member with two last names!) with a brown 75, # 2294, and Carl and Sandra Drew. The Drew's live up in Kingwood, and drive a white '85. Green lives in Washington, D.C., but has some roots here in Houston. Sorry about the last name thing, Green, but as much as I pick on member Miller Walker, I thought it was time to spread it around a bit.

Welcome aboard to all new members, SDC and AOA alike. Please let up know what you want that we are not providing, and, if you like what we are doing, you can let us know, also.

UNCLASSIFIED

Bright red 1987, the one you saw at the AutoRama. Less than 10,000 miles, and a real dream. Brand new car at 20% off list. Call Frank Letts at 499-9467 or 241-2982.

Steve Blake's first new Avanti. (That's the story.) Champagne over tan '74 with the Chevy 400 engine. Reasonable price, great looker. Contact Jack Davis at (713) 777-9408.

Show winning metallic blue over powder blue '63. Four speed, wires, pampered beauty. Contact George Ramsey at (713) 522-3806

MORE DECLASSIFIED

One red '63 Avanti and one turquoise '63 Avanti. Both automatic with air and power steering. Contact B.B. Holland at (409) 846-8455. You may be able to talk him out of the Daytona that was in AutoRama.

CHRISTMAS IS STILL COMING

Turns out, that is why we are having our annual Christmas party. Betcha didn't know. Anyway, if you are looking for "stuff" for a car nut friend (or yourself), you can get stuff from the following:

AutoMotif, Inc.
2968 Atlanta Road
Smyrna, Georgia 30080
(800) 367-1161

On page 13 of their fall/winter catalogue, find item # 6306. It is a perfect 1/43rd scale Avanti in pewter, for (gag) \$64. Lots of other neat stuff also.

Studebaker Of California, as usual, has scads of neat stuff. You can call (800) 62-STUDE and ask for a catalogue.

Sal's Sign Stop of North Chicago has neat stuff, also. Call (312) 689-2430. Among their offerings are parking signs that declare "Studebaker Parking Only", "Avanti Parking Only", and street signs that read "Studebaker Street" and "Avanti Avenue". The signs are under \$20 each and make great novelty items.

Since I seem to be into free advertising just now, check out the following business cards. All are recommended as "known good", and one is even a member.

680-9664



South Texas Vintage Air Conditioning Co.
Automotive Air
Conditioning Specialist

1525-C N. Post Oak Rd.
Houston, Tx. 77055

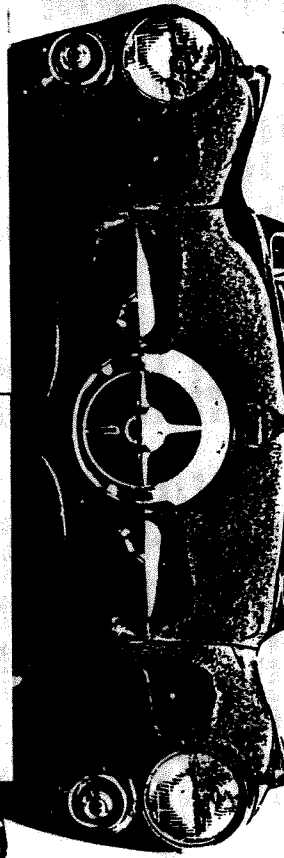
Oscar Arce

Dr. Barbara J. Johnson
Chiropractor

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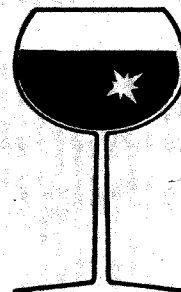


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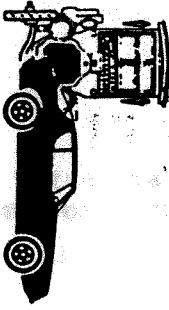


THE

STUDEBAKER

STORY

What It's All About



The Studebaker Story

The Studebaker story is an epic adventure in American history. It began in 1736 and continues to this day. No other manufacturer of transportation vehicles had such a glorious heritage.

Members of the Studebaker family came to America from Solingen, Germany in 1736. For generations, Studebakers, or Stuebners as they were called in Germany, had been involved in the blacksmithing trade. Many were producers of fine cutlery. The members of the family who came to America brought with them their metal working craft. The ability to form metal was essential in the construction of early Conestoga wagons. One of the immigrants, Clement Studebaker, reportedly built his first wagon in America around 1750.

In February 1853, two of Clement's great grandchildren, Henry and Clement, opened the H&C Studebaker blacksmith shop in South Bend, Indiana. During their first year of operation, they built two horse-drawn farm wagons. In 1853, with the help of younger brother John H., they constructed a sturdy wagon which John provided to a wagon train as his payment for overland passage to the California gold fields. From 1853 to 1858, John earned a small fortune in "Tinglown" (Pascadero) making wheelbarrows and other tools for the gold miners. In 1858 John returned to South Bend with his earnings and invested them in his brothers' business. The Studebaker brothers built hundreds of wagons for the North during the Civil War and by the time the United States was 100 years old, the Studebaker Brothers Manufacturing Company was the largest producer of horse-drawn vehicles in the world. By then, brothers Peter and Jacob were also involved in the company.

Studebaker entered the automobile business in 1902, when they introduced an electric car. Two years later, they brought out their first gasoline automobile, a two cylinder, 16 horsepower touring car.

In 1911 the Studebaker Brothers Manufacturing Company combined with Everitt-McGregor-Flanders Company of Detroit to form the Studebaker Corporation. The Corporation produced the EMF "30", the



Flanders "20", the Studebaker-Garford "40", and Studebaker Electric. By 1913 all these models had been discontinued, being replaced by four and six-cylinder automobiles, all of which bore just the Studebaker name. During 1913 Studebaker became the third largest producer of automobiles in America, after Ford and Overland. At first, all Studebaker Corporation automobile production was carried out in Detroit, but after the discontinuation of horse-drawn vehicle manufacturing in 1920, automobile production was gradually shifted to South Bend.

Studebakers marketed during the late teens and early twenties used names like the Big Six, Special Six, Light Six and Standard Six, but for the 1927 model year, these "generic" names were discontinued and the President, Commander and Dictator model names were introduced. Also introduced in 1927 was a new quality small car called the Ermine. In 1928 Studebaker purchased Pierce-Arrow, a Buffalo, New York company that produced luxury automobiles.

Underestimating the impact of the Great Depression, Studebaker's president, Albert Erskine, inadvertently led the corporation into receivership in 1933. Paul Hoffman and Harold Vance saved the company, but much of Studebaker's momentum had been lost. Studebaker would never completely regain the solid footing it had in 1929.

Because of the Depression, Studebaker had to sell Pierce-Arrow in 1933. In the same year, they dropped the Rockne, another small car venture that Studebaker had launched the previous year. The Rockne was named in honor of the famous Notre Dame football coach, Knute Rockne. The Rockne was, in many ways, a better car than the original Erskine, which had been discontinued in 1930.

For the 1934 model year, Studebaker introduced several advanced body designs, including the streamlined Land Cruiser, a car that was styled after the famous Pierce-Arrow Silver Arrow show cars. The Land Cruiser and Cruiser names were used off and on by Studebaker from 1934 to 1966. During the thirties, Studebaker made a concerted effort to gain a foothold in the commercial truck field. In 1936 they introduced a line of cab-

over-engine trucks, and in 1937 the smoothy contoured Coupe-Express pickup premiered. Studebaker built quality trucks continuously from 1930 to December 1963. The Champ pickup, Transfer gas jobs and medium-duty diesels were their last commercial products.

The Champion, a very advanced small car, was introduced by Studebaker in 1939. The six-cylinder Champion proved to be an instant success. It was sold along with the larger eight-cylinder President and six-cylinder Commander. The Dictator name, for obvious reasons, was dropped at the end of the 1937 model year. Popular Studebaker options during this period were overdrive and the Hill Holder. During World War II, Studebaker produced military trucks, aircraft engines and the Wesel, a tracked personnel and cargo carrier that was designed by Studebaker engineers. One version of the Wesel was amphibious.

After the war, Studebaker was the first established automobile company to come out with all new styling. The new 1947 Studebakers were nicknamed the "Which-Way-Are-They-Going" cars, since their wrap-around rear windows gave them similar front and rear stylings. Convertibles were again available in 1947. Studebaker had last marketed a convertible in 1938. Postwar convertibles were sold from 1947 to 1952 and from 1950 to 1964. The postwar design was revamped in 1950 with the addition of a bullet-nosed front end. This styling was continued through 1951. Studebaker's Automatic Drive was brought out in mid-1950 and a new modern overhead valve V8 engine was introduced in 1951 for the Commander models.

The Studebaker Corporation celebrated its 100th anniversary as a producer of road vehicles in 1952. Oldsmobile, currently America's oldest automobile make, will not reach its 100th birthday until 1997.

In 1953 Studebaker brought out the beautiful low-slung "Looney Coupes." They were produced in Starliner hardtop and Starlight pillared coupe form, and have many times been listed among the most beautiful cars in the world. Raymond Loewy, who had directed Studebaker styling since the 1930s models, oversaw the development of the Starliner/Starlight design, although the actual styling was created by Robert Bourque. In 1955 a sporty

version of the Looney Coupe, called the Speedster, was produced. The Speedster concept was continued in 1956 with the introduction of the Hawk line of "family sports cars." During 1956-58, the top line Hawk was called the Golden Hawk.

Packard, a highly respected automobile company that produced its first car in 1899, joined forces with Studebaker in 1954. The resulting Studebaker-Packard Corporation had a hard time competing with the Big Three (General Motors, Ford Motor Company and the Chrysler Corporation), and lost money in each of its first four years of existence. Because of this, the Packard line was discontinued in 1958. The 1957 and 1958 Packards were actually Studebakers with special interiors and Packard trim.

Although Studebaker's sales position took a nose dive after 1960, Studebaker maintained a strong gas economy image throughout the 1950's. Studebaker was a constant standout in the Mobil-Gas Economy Race.

In addition to the Hawks, Studebaker developed several new models during the 1950's. In 1954 the Conestoga station wagon was introduced. In 1955 the President line returned, having been marketed last in 1942. In 1957 a new economy series called the Scotsman was unveiled, and was fairly successful in 1957 and 1958. Because of the Scotsman's success and the growing demand for practical transportation in late 1958, Studebaker dropped all its existing automobile models except the Silver Hawk and introduced an all-new compact line called the Lark. The Lark project was directed by Studebaker's president, Harold Churchill. During 1959 the Lark was extremely successful. It produced the highest one-year profit Studebaker had ever had up to that time. In 1960, the Big Three confronted with their own compacts and Studebaker again found itself struggling for survival. In an attempt to create a sportier image, Studebaker brought out the Gran Turismo Hawk in 1962 and introduced the dynamic Avanti for the 1963 model year. The fiberglass-bodied Avanti, when fitted with an optional supercharged R3 engine, was capable of a true 170 miles per hour. It was the fastest production car that had ever been built in America. The Avanti also sported a wind-cheating

23rd International Meet - Estes Park, Colorado, July 13-17, 1987
24th International Meet - South Bend, Indiana, August 1-6, 1988



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MEMBERSHIP DIRECTOR SDC

P.O. Box 90186

Dallas, Texas 75280

Annual dues are \$15.00 (\$25.00 overseas). A lifetime membership is available for \$250. All payments must be made in U.S. funds.

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 ACT NO. _____
 EXPIRATION DATE _____
 SIGNATURE _____
 Please fill up to top of your Studebaker
 YEAR MAKE MODEL BODY TYPE
 1 _____
 2 _____
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 5 _____

aerodynamic design, a built-in roll bar and caliper disc brakes, the first brakes of this type used on a full-sized American production car. The Avanti project was instigated by Studebaker's new president, Sherman Egbert, and was styled by a team under the direction of Raymond Loewy.

The Lark was given a flashier image with the introduction of the Cruiser in 1961, the Daytona in 1962 and the unique sliding-roof Wagoneer station wagon in 1963. A Lark Commander and Challenger were introduced for the 1964 model year. The 1962-64 Lark stylings and the GT Hawk were designed by industrial designer Brooks Stevens, the creator of the current Excelsior motor car. Early Excelsiors used Studebaker frames and suspension. The original prototype was fitted with an Avanti engine.

Unfortunately, the GT Hawk, the Avanti and the new Lark models did not improve Studebaker's economic position. Because of this, the board of directors voted to close down most of the South Bend plant in December 1963 and concentrate production in their small assembly plant in Hamilton, Ontario, Canada (Studebakers had also been assembled in other plants outside North America, and were built in Los Angeles from 1958 to 1965). Only Lark-type vehicles were assembled in the Canadian plant, which meant the discontinuance of Avanti, Hawk and truck production after December 1963. Engines for 1964 Canadian Studebakers were built in South Bend, but beginning with the 1965 model year, Chevrolet-design engines, which were assembled in the General Motors McKinnon engine plant in St. Catharines, Ontario, were used by Studebaker. Profit from the Hamilton plant was minimal, so it was decided to close it down in March 1966. The last Studebaker was produced on March 17, 1966.

The production of the last Studebaker did not mark a definite end of the company or its products. The Studebaker Corporation (the Packard name was officially dropped from the corporate title in 1962) had acquired numerous subsidiaries, such as STP, Greyhound, Clark and Olsen, so although it did not build cars after March 1966, the company carried on. In mid-1967 Studebaker purchased the Wagner Electric Corporation and in November

1967 it combined with the Worthington Corporation to form the Studebaker-Worthington Corporation. In the fall of 1979, the Studebaker-Worthington Corporation was absorbed by the McGraw-Hill Company.

Studebaker's tabulous Avanti, which was so advanced when introduced in April 1962, is still being produced by a non-Studebaker company. In 1965 the Avanti Motor Corporation started producing the Avanti II in South Bend, Indiana. Studebaker's old home town. The current Avanti is not a replica but is actually a continuation of the original Studebaker model. Nathan Altman and Leo Newman, the gentlemen who formed the Avanti Motor Corporation, purchased a building and all the fixtures needed to produce the Avanti from Studebaker. Since Studebaker had stopped building engines, the Avanti Motor Corporation decided to use Corvette engines, but the frame, suspension and fiberglass body panels were essentially the same as used on Studebaker's Avanti. The Avanti Motor Corporation was sold to Stephen Blake in October 1982. Mr. Blake made a few engineering and styling changes. In 1983 he dropped the "II" from the car's name, and in 1985 introduced an Avanti convertible. In April 1986, the assets of Avanti Motors were purchased by Michael Kelly. The new firm is known as the New Avanti Motor Corporation, and continues the tradition of vehicle-building in South Bend begun by the Studebakers in 1952.

The final element in the Studebaker story is the Studebaker Drivers Club (SDC). Founded in 1982, SDC is an international non-profit organization dedicated to the preservation and use of Studebaker vehicles. With more than 10,000 members worldwide, it is one of the largest single-marque car clubs in the world. Members of SDC restore old cars and trucks so they can be used as functioning vehicles, not just show pieces.

The annual SDC international meets often attract a thousand members and almost as many Studebaker vehicles. Many members in Canada and the U.S. drive their Studebakers thousands of miles to attend these meets, held in a different location each summer. Smaller zone meets are also held each year in various parts of the U.S. and Canada.

SDC members own everything from four-door Studebaker wagons to late model Avanti II's.

SDC has more than 100 local chapters in North America, an affiliated club in Australia and substantial memberships in New Zealand, Norway, Sweden, the United Kingdom and other countries. Most of the chapters sponsor local meets, publish newsletters and provide assistance in obtaining parts, service and technical assistance in the local area.

In contrast with many old car associations, SDC is structured as a democracy with a Board of Directors that is elected directly by the membership. Each Board member represents a certain geographical area (zone) and serves a two-year term. Members also directly elect a number of other national SDC officers, called Zone Coordinators and Regional (i.e., state or province) Directors, who serve to facilitate communication between SDC and individual members. The National President, Vice President, Secretary and Treasurer serve one-year terms and are elected by the Board of Directors at a meeting that is held as a part of the annual International Meet.

SDC publishes a biennial membership roster and TURNING WHEELS, an award-winning monthly magazine that includes hot-color covers, feature articles, technical tips, meet reports and hundreds of classified ads for Studebaker vehicles, parts and literature. Currently, each TURNING WHEELS contains between 52 and 66 pages each month. Approximately once a year, TURNING WHEELS includes a Parts and Service Directory listing major parts suppliers and firms that offer specialized Studebaker service. There are currently several hundred such suppliers, some of which are reproducing a variety of Studebaker parts. In addition, many original parts are still available from firms maintaining the Studebaker warehouses in South Bend.

SDC dues are \$15.00 per year (U.S. funds) in the U.S. and Canada, and \$25.00 overseas. Life memberships are also available. Credit card subscriptions can be made by calling toll-free 800-527-3452.

BACK TO THE FUTURE.....1987 AVANTI ROAD TEST

Before telling you all about the '87 Avanti, I want to pass along a semi-cute story. On my first day back in town from South Bend, I pulled into a convenience store for a soft drink. As I was about to hop back into the Avanti, a grizzled old character, who was standing near by sipping a beer, yelled out to me "hey, boy, your #0*\$ Studebaker shore looks purty" to which I replied "she should, she's a brand new '87". "a #0*\$ '87 Studebaker?" he says" I didn't know they still made the #*\$@ thangs-well, I'll be #0*\$*!" As I rolled back the moon roof and started to pull away, I heard him muttering to himself "A \$#@* brand new Studebaker-\$#@* if I ain't seen it all". Maybe he has.

I was fortunate enough to take an '87 Avanti on a long distance road test. The car proved itself to be a major improvement over everything I had come to expect from auto's with the Avanti name plate. Matter of fact, up until two weeks ago, my red '63 was the best auto I had ever driven, and that does include BMW's and Mercedes. Mike Kelly and friends have gotten rid of all of the problems that had plagued the marque over the years. There is no more oversteer, and no slop in the steering. The breaking is smooth but sure. Lock to lock on the wheel is fast, and there is a slight kick back in the accelerations. Also, the car no longer changes lanes when you hit a bump. Gas mileage on the road was in the high 20's and here in town it has yet to drop below twenty. Also, the seats are comfortable enough for long distance driving without periodic visits to a chiropractor.

What have they done to get these improvements? Well, they have put the craftsmanship back into the manufacture, that's for sure. Beyond that, there have been significant changes underneath the skin. The frame is now a Budd frame, much lighter than the old Lark frame, but still very strong. The brakes all around are G.M., as is the suspension, rear end and drive shaft. Under the hood is the G.M. 305 engine, G.M. power steering, G.M. power brakes, and G.M. premium heat/air. Besides the improvements in ride and handling, this should tell you that the Kelly Avanti is for driving. You will never need to worry about parts availability or have trouble finding someone to perform service.

The interior is definitely 21st century. Finally, this has caught up with the Raymond Loewy body. As I said, the seats are the most comfortable ever, and there is now room in the back for people over four feet tall. The dash/console is breathtaking, using real knurled wood for instrument bezels. There is actually air distribution at several spots in the front and, for the first time, in the back. Everything about this car is first class, and we thank you Mike Kelly. Why would any American ever buy a Jag, Ferrari, or Merce again?



THAT'S JAKE/by Jake Vest



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'Yeah, he looks like a nice guy, but I hear tell he owns a foreign car and a cat.'



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The production of the last Studebaker did not mark a definite end of the company or its products. The Studebaker Corporation (the Packard name was officially dropped from the corporate title in 1962) had acquired numerous subsidiaries, such as STP, Grady, Clark and Olan, so although it did not build cars after March 1966, the company continued on. In mid-1967 Studebaker purchased the Wagner Electric Corporation and in November

1967 it combined with the Worthington Corporation to form the Studebaker-Worthington Corporation. In the fall of 1979, the Studebaker-Worthington Corporation was absorbed by the McGraw-Hill Company.

Studebaker's fabulous Avanti, which was so advanced when introduced in April 1962, is still being produced by a non-Studebaker company. In 1965 the Avanti Motor Corporation started producing the Avanti II in South Bend, Indiana. Studebaker's old home town. The current Avanti is not a replica but is actually a continuation of the original Studebaker model. Nathan Altman and Leo Newman, the gentlemen who formed the Avanti Motor Corporation, purchased a building and all the fixtures needed to produce the Avanti from Studebaker. Since Studebaker had stopped building engines, the Avanti Motor Corporation decided to use Corvette engines, but the frame, suspension and fiberglass body panels were essentially the same as used on Studebaker's Avanti. The Avanti Motor Corporation was sold to Stephen Blaise in October 1982. Mr. Blaise made a few engineering and styling changes. In 1983 he dropped the "II" from the car's name, and in 1985 introduced the Avanti convertible. In April 1986, the assets of Avanti Motors were purchased by Michael Kelly. The new firm is known as the New Avanti Motor Corporation, and continues the tradition of vehicle-building in South Bend begun by the Studebakers in 1952.

The final element in the Studebaker story is the Studebaker Drivers Club (SDC). Founded in 1962, SDC is an international non-profit organization dedicated to the preservation and use of Studebaker vehicles. With more than 10,000 members worldwide, it is one of the largest single-marque old car clubs in the world. Members of SDC restore their cars and trucks so they can be used as functioning vehicles, not just show pieces.

The annual SDC International Meet often attracts a thousand members and almost as many Studebaker vehicles. Many members in Canada and the U.S. drive their Studebakers thousands of miles to attend these meets, held in a different location each summer. Smaller zone meets are also held each year in various parts of the U.S. and Canada.

SDC members own everything from homebrew Studebaker wagers to full model Avanti V8. SDC has more than 100 local chapters in North America, an affiliated club in Australia and substantial memberships in New Zealand, Norway, Sweden, the United Kingdom and other countries. Most of the chapters sponsor local meets, publish newsletters and provide assistance in obtaining parts, service and technical assistance in the local area.

In contrast with many old car associations, SDC is structured as a democracy with a Board of Directors that is elected directly by the membership. Each Board member represents a certain geographic area (zone) and serves a two-year term. Members also directly elect a number of other national SDC officers, called Zone Coordinators and Regional (i.e., state or province) Directors, who serve to facilitate communication between SDC and individual members. The National President, Vice President, Secretary and Treasurer serve one-year terms and are elected by the Board of Directors at a meeting that is held as a part of the annual International Meet.

SDC publishes a biennial membership roster and TURNING WHEELS, an award-winning monthly magazine that includes full-color covers, feature articles, technical tips, meet reports and hundreds of classified ads for Studebaker vehicles, parts and literature. Currently, each TURNING WHEELS contains between 52 and 68 pages each month. Approximately once a year, TURNING WHEELS includes a Parts and Service Directory listing major parts suppliers and firms that offer specialized Studebaker services. There are currently several hundred such suppliers, some of which are reproducing a variety of Studebaker parts. In addition, many original parts are still available from firms maintaining the Studebaker warehouses in South Bend.

SDC dues are \$15.00 per year (U.S. funds) in the U.S. and Canada, and \$25.00 overseas. Life memberships are also available. Credit card subscriptions can be made by calling toll-free 800-527-3452.

BACK TO THE FUTURE.....1987 AVANTI ROAD TEST

Before telling you all about the '87 Avanti, I want to pass along a semi-cute story. On my first day back in town from South Bend, I pulled into a convenience store for a soft drink. As I was about to hop back into the Avanti, a grizzled old character, who was standing near by sipping a beer, yelled out to me "hey, boy, your #@\$ Studebaker shore looks purty" to which I replied "she should, she's a brand new '87". "a #@\$ '87 Studebaker?" he says" I didn't know they still made the #\$@ thangs-well, I'll be #@\$!" As I rolled back the moon roof and started to pull away, I heard him muttering to himself "A #\$@ brand new Studebaker-#\$@ if I ain't seen it all". Maybe he has.

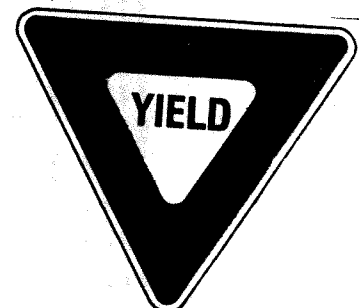
I was fortunate enough to take an '87 Avanti on a long distance road test. The car proved itself to be a major improvement over everything I had come to expect from auto's with the Avanti name plate. Matter of fact, up until two weeks ago, my red '63 was the best auto I had ever driven, and that does include BMW's and Mercedes. Mike Kelly and friends have gotten rid of all of the problems that had plagued the marque over the years. There is no more oversteer, and no slop in the steering. The breaking is smooth but sure. Lock to lock on the wheel is fast, and there is a slight kick back in the accelerations. Also, the car no longer changes lanes when you hit a bump. Gas mileage on the road was in the high 20's and here in town it has yet to drop below twenty. Also, the seats are comfortable enough for long distance driving without periodic visits to a chiropractor.

What have they done to get these improvements? Well, they have put the craftsmanship back into the manufacture, that's for sure. Beyond that, there have been significant changes underneath the skin. The frame is now a Budd frame, much lighter than the old Lark frame, but still very strong. The brakes all around are G.M., as is the suspension, rear end and drive shaft. Under the hood is the G.M. 305 engine, G.M. power steering, G.M. power brakes, and G.M. premium heat/air. Besides the improvements in ride and handling, this should tell you that the Kelly Avanti is for driving. You will never need to worry about parts availability or have trouble finding someone to perform service.

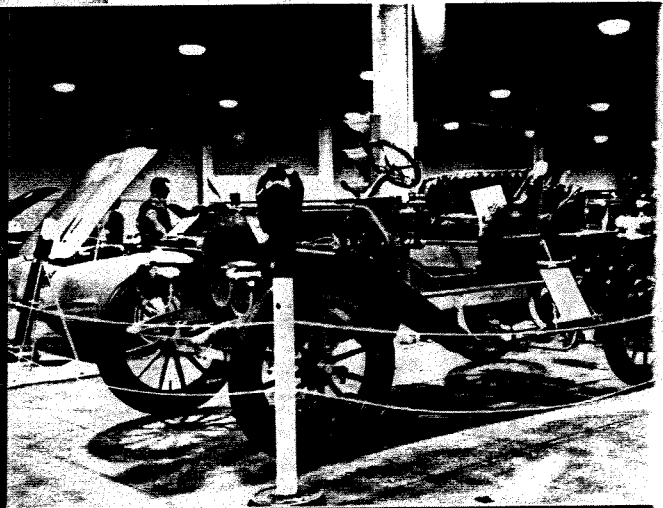
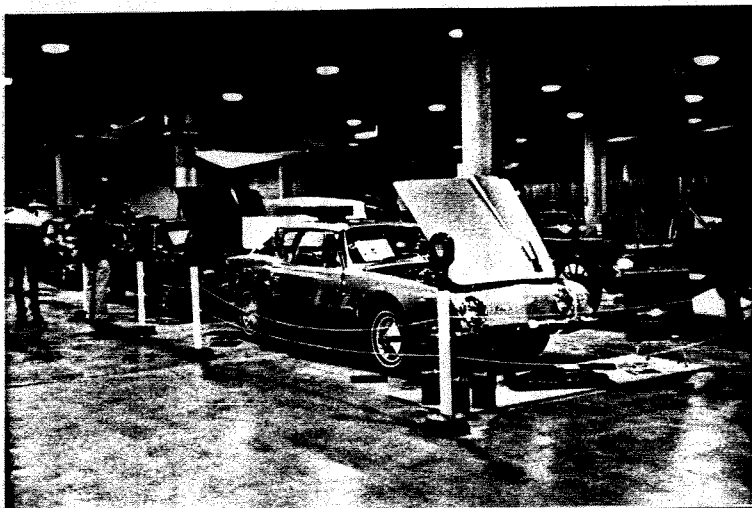
The interior is definitely 21st century. Finally, this has caught up with the Raymond Loewy body. As I said, the seats are the most comfortable ever, and there is now room in the back for people over four feet tall. The dash/console is breathtaking, using real knurled wood for instrument bezels. There is actually air distribution at several spots in the front and, for the first time, in the back. Everything about this car is first class, and we thank you Mike Kelly. Why would any American ever buy a Jag, Ferrari, or Merce again?



THAT'S JAKE/by Jake Vest



'Yeah, he looks like a nice guy, but I hear tell he owns a foreign car and a cat.'



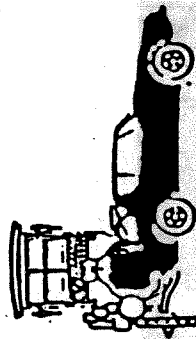
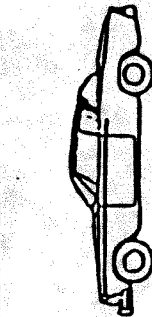


MEMBERSHIP APPLICATION

New memberships begin with the next issue of the Turning Wheels, and expire after twelve months. Dues are \$15.00 a year for North America. A portion of the Dues are for a subscription to SDC Publication, which will include one copy of each publication during the twelve month period. BAYOU CITIES CHAPTER dues are \$12.00 a year - for a TOTAL of \$27.00. MEMBERSHIP IN THE NATIONAL IS REQUIRED TO JOIN THE LOCAL.

MAIL SUBSCRIPTIONS TO:

BAYOU CITIES CHAPTER
c/o Herb Wahlberg, Jr.
15811 Rippling Water
Houston, Texas 77084
713-463-4208



NAME	_____			SPOUSE	_____		
BIRTHDATE	_____			BIRTHDATE	_____		
ANNIVERSARY	_____			CHILDRENS BIRTHDATE	_____		
ADDRESS	_____						
CITY	_____		STATE	_____		ZIP	_____
PHONE: (Area Code) (____) _____							
NEW MEMBER: - SOURCE OF REFERRAL _____							
RENEWAL, MONTH DUE _____ NAT'L MEMBERSHIP # _____							
PLEASE LIST YOUR STUDEBAKERS BELOW:							
YEAR	MODEL	BODY TYPE	SERIAL NUMBER				
_____	_____	_____	_____				
_____	_____	_____	_____				
_____	_____	_____	_____				
_____	_____	_____	_____				

AVANTI OWNERS ASSOCIATION

13102 Naples Lane
Stafford, Texas 77477

MEMBERSHIP APPLICATION

NATIONAL DUES: \$10 per year
LOCAL DUES: \$15 per year

*Goes to \$18
ON JAN 1, 1987*

National membership is a requirement for local membership. If you are not a national member, send \$25 and the Houston Chapter will file both memberships for you.

Name:	_____	
Address:	_____	
City:	State:	Zip:
Work Phone: (____)	_____	
Home Phone: (____)	_____	
Avanti # 1	Avanti # 2	
Year: _____	Year: _____	
Color: _____	Color: _____	
V I N: _____	V I N: _____	

ROCK 'N ROLL IS HERE TO STAY!

23
SKIDOO.

Beautiful

LIVE
ENTERTAINMENT
PROVIDED BY
K.C. SMITH

RSVP BY 12-17

499-9467
241-2982



SDC/AOAI CHRISTMAS PARTY

SATURDAY DECEMBER THE 20th

2:00 PM UNTIL FRED GETS ARRESTED

burgundy's

11739 Wilcrest at South West Freeway

CALL 498-9285 When Lost



FARM OUT



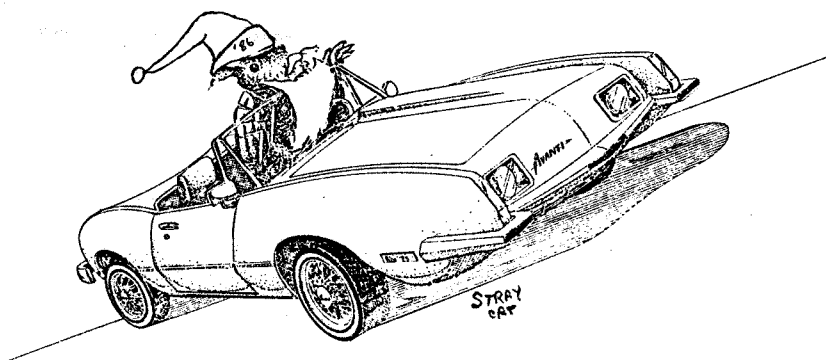
Avanti
HOUSTON CHAPTER A.O.A.I.

13102 Naples Lane
Stafford, Texas 77477
(713) 499-9467

FIRST CLASS

HEADLINER

BAYOU CITIES CHAPTER
15811 Rippling Water
Houston, Texas 77084



MERRY CHRISTMAS

DON'T MISS OUR 1986 PARTY
SATURDAY DECEMBER 20th 8PM
DETAILS INSIDE

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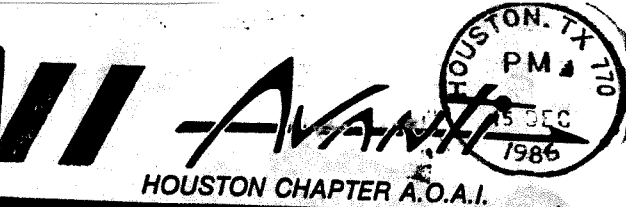
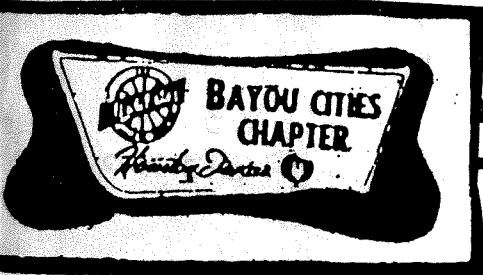
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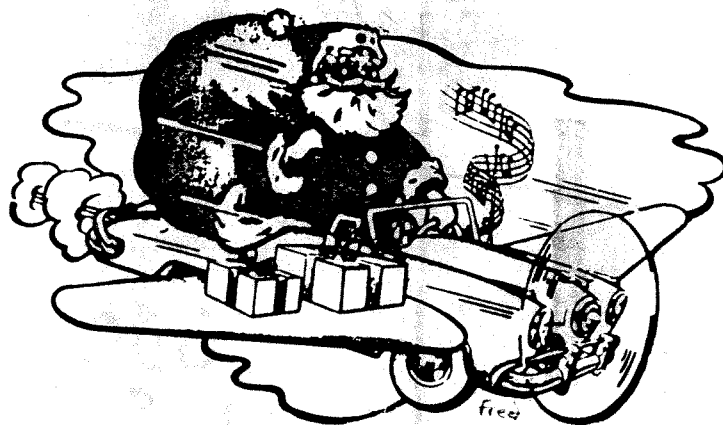
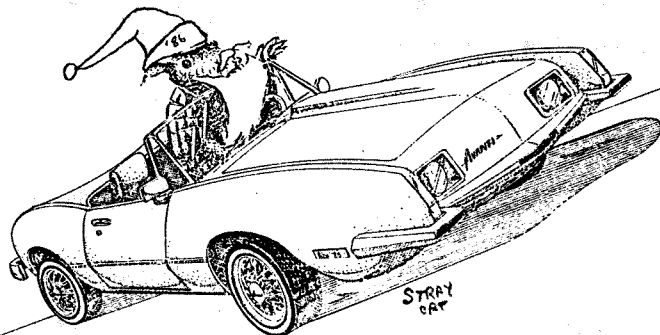
13102 Naples Lane
Stafford, Texas 77477
(713) 499-9467

FIRST CLASS

HEADLINER

BAYOU CITIES CHAPTER
15811 Rippling Water
Houston, Texas 77084

85#4245
Weed Kay
6159 Meadow Lake
Houston, Texas 77057



MERRY CHRISTMAS

DON'T MISS OUR 1986 PARTY
SATURDAY DECEMBER 20th 8PM
DETAILS INSIDE