



July 2017 Newsletter



VVSC Offseason
Marque of the Month: Studebaker

Club Contacts:

President	Troy Janicki	480-277-6910	<u>troyjanicki@gmail.com</u>
Past president	Tom LaVack	360-628-2444	<u>tlavack86@gmail.com</u>
Vice president	Bill Senter	715-210-4479	<u>wjsenter@yahoo.com</u>
Vice president	Warren Clucker	623-977-2128	<u>wscoo7@aol.com</u>
Treasurer	Scott Donkers	503-799-1381	<u>scott.donkers@gmail.com</u>
Membership Sec.	Les Litzenberger	509-430-1625	<u>hiefles53@yahoo.com</u>
Recording Sec.	Yvonne Ahrens	217-483-4260	<u>y.ahrens@gmail.com</u>
Member At Large	Denny Lockmon	623-974-5424	<u>lockmon@cox.net</u>
Member At Large	Gary Davis	530-308-8135	<u>judy@quailpoint.com</u>
Events Director	Richard Holcomb	623-815-9270	<u>bethsmith70@hotmail.com</u>
Website Monitor	Ron Whitney	623-875-7413	<u>ronaldwhitney@gmail.com</u>
Newsletter Editor	Tom Locascio	623-977-4992	<u>locascio2000@hotmail.com</u>

Upcoming events

The Swallows have flown back to Capistrano, The folks who endure the summer here still have these 2 ongoing happenings until the Swallows return for October events:

Breakfast at Bobbie's - This is the ongoing breakfast get together that is scheduled for 8 am Thursdays but people start showing up around 7 - 7:30 am. Going by last summer we usually get 10 - 20 people in the hot part of summer.

Bobbie's Café is located at 15472 North 99th Ave.

Cruise-in at McDonalds The other ongoing event this summer will go on every Wednesday at 5pm until cars stop showing up because it is to darn hot! If you are displaying your car or truck, show up early as spots go fast. With the Swallows leaving daily this may become less of a problem.

MaCDonalds is located on the NW corner of 99th Ave and Bell

Newsflash: It **is too darn hot!**

Please check the web page events entries for the most up to date and accurate information!

Editor's View

JULY 14, 2017

COLLECTOR CAR APPRECIATION DAY

Welcome to the July 2017 VVSC offseason Newsletter

Hi there!

It's been an inferno down here as evidenced by the blistering clearcoat on the trunk of my TSX. Like I've mentioned to many, I don't have enough garage space, and two of my cars unfortunately sleep al fresco.

The choice of July 14th for Collector Car Appreciation day seems like a cruel joke in this heat for permanent residents like me who are keeping a vigilant eye out on our departed neighbor's houses. I say change it to October. There are two collector car events scheduled in the valley to attend in between sorting popped irrigation do-dads launched into a Coyote's bedroom and explaining the neighbors dead fallen tree whose ongoing entropy you didn't notice.

July 14th, Phoenix
SEMA Collector Car Day
Sponsor: Martin Museum / Nancy Perry
info: nancyperryproductions.com

July 15th, Phoenix
SEMA Collector Car Day
Sponsor: Nancy Perry Productions
info: nancyperryproductions.com

Many thanks to the two Dennys who appear prominently in this issue. First by order of submission is Denny Arend who's article was so well and accurately written, assimilating it into these pages was a pleasure. The second Denny is our in-house Studebaker expert who was kind enough to send me pictures and descriptions of his 3 Grand Studebakers on short notice. (and the one that got away) I would love to feature our members and their cars in each newsletter. Technical articles on "how you fixed it" are especially desired. Submit these to: locascio2000@hotmail.com



Get down with Studebakers!
1949 25R to the left, 1961 Champ pickup below



Denny's Dragster: the Sequel

Text and photos by Denny Arend



My second drag racer was a 55 Chevy Bel Air hardtop built around 1963. My buddy Doug, on the right, and I partnered on the car. He eventually became a County Sheriff Deputy. In the background is Hess Lake, located in Baroda, Michigan. My family lived just up the hill from the lake. My Great-grandmother rented boats to the local fisherman and I, being the oldest of four boys, got stuck with cleaning and maintaining them. Of course, when they weren't rented, I could fish as much as I wanted. We ran B/Gas with the 55. It had a bored and stroked SBC engine with an Isky roller cam, Hilborn fuel injection and a Vertex magneto. We bought it from a local racer who ran it in a dragster. The drive train was a Muncie 4-speed with a heavy-duty clutch and 4.88 gears. It ran strong but we had a problem with the pulley off the crank that drove the injector system pump. We couldn't keep it bolted tight, due to bad threads on the crank nose. I was going on active duty in the Navy shortly and it was outside our budget to tear down and repair or replace it so we sold all the parts and abandoned the project.



While home in Michigan on leave from the Navy, after returning from a year-long tour in the South China Sea, I bought a used (one year old) 65 GTO convertible. I was dating a gal who owned a 65 GTO hardtop and really liked it so... Mine was painted Iris Mist with a white top and interior. It had all the best options; 389 tri-power/360 HP, 4-speed with a 3.90 posi diff. It was very quick. I drove it from Michigan to San Diego, where I was stationed, and had a great time with it in California. After getting married in 1967, I traded it in for a "family" car...a 67 Chevy Impala. I sure wish I could have kept that GTO...!



My future wife and her sister cleaning the GTO for me. She always told me that she fell in love with my GTO first...hard to believe...!!!



In 1967 after active duty and getting married, we raced a good friend's 67 El Camino. I didn't particularly care for El Camino's, especially as a drag racer. It had a 396 big block with an Isky roller cam, headers, 4-speed and a single 4-barrel carb. The photo shows my 67 Chevy Impala hooked up and ready to tow it to the strip. He traded a beautiful, 63 Plymouth Sport Fury for it. I loved that car (wish I had a photo to include). It was red with a 383 (which we highly modified), 4-speed, posi diff with 4.11 gears. A really great street-racer!



The End

Thanks Denny! We're looking forward to "Denny's Dragster III". In the mean time enjoy this photo of Denny's popular 1933 Ford 3 window Coupe!

Studebaker National Museum



President Lincoln's Studebaker Carriage

The Studebaker National Museum is proud to house the world's largest collection of U.S. Presidential Carriages. The collection features the Barouche that President Abraham Lincoln used the night of his assassination, President Grant's Brewster Landau, President McKinley's Studebaker Phaeton, and President Benjamin Harrison's Studebaker Brougham.



In 1966, the Studebaker Corporation gifted its 33-vehicle collection to the City of South Bend. This collection, which includes the Presidential carriages, and the Studebaker family's Conestoga Wagon, formed the nucleus of the current Studebaker National Museum, and is referred to as the "Original Collection".

The above photos and text are from the Studebaker National Museum
www.studebakermuseum.com

201 S. Chapin Street
South Bend, IN 46601
(574) 235-9714
(888) 391-5600

Associated Studebaker clubs

<http://www.theantiquestudebakerclub.com>
<http://www.aoai.org>
<http://www.studebakerdriversclub.com/index.asp>

Member Studebakers: Denny Lockmon

Photos and text by Denny Lockmon



This car is one of the three President Club Sedans known to exist. The car is a street rod or resto rod powered by a 350 Pontiac V8, Chevrolet Camaro sub frame, Ford Thunderbird seats, Dodge Charger rear axle, tilt wheel, A/C, cruise. Great comfortable road cruiser.



**Great Race
adorned car
on the cover
- Ed**



This Daytona convertible is one of 12 built with the Studebaker 289 R1 Avanti engine. Car is equipped with power steering, power disc brakes, factory a/c. I have owned this car for three years. Previously I owned another Daytona identical to this one for thirty one years having sold it when I purchased the 1940 President. Very few of these factory R1 convertibles exist. This car ran in the Great Race twice as a press car before I purchased it.





I have owned this Avanti since 1974. The car is original except for a partial repaint in 1974 and Borrani wire wheels. Powered by a Studebaker R1 289ci engine. Fiberglass body, built in roll bar, power disk brakes, am/fm radio.





This car is a 1953 Studebaker Champion resto rod. Powered by a 350 Chevrolet engine. Nova subframe. Power disk brakes, tilt, a/c, cruise. I owned this car 18 years. I sold it three years ago and have had sellers remorse ever since. I would buy it back in a heart beat.



**Thanks Denny for sharing these 4
very desirable Vintage Vehicles - Ed**

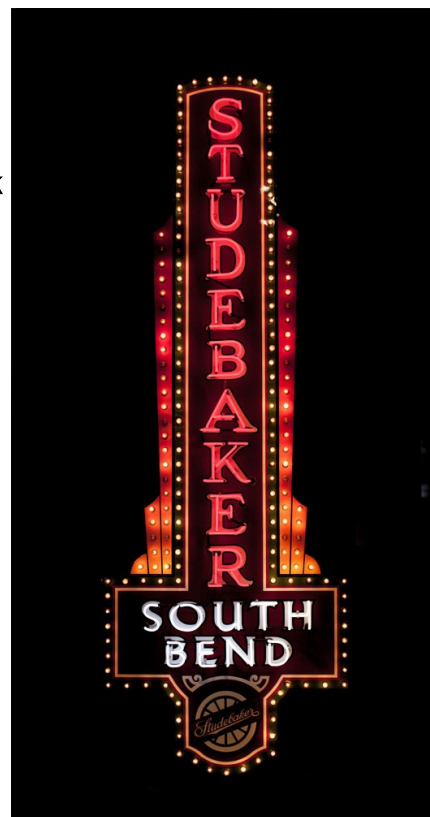
Member Studebakers: Walter Ready

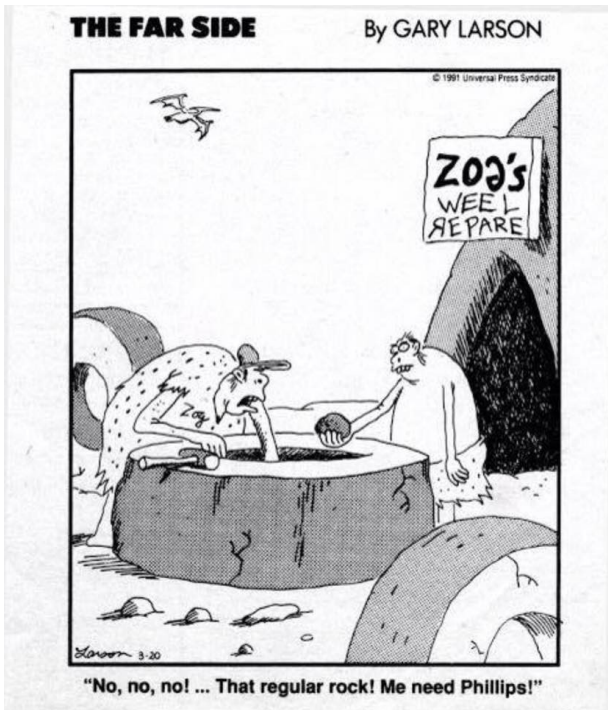
Photo by Tom Locascio, text by Denny Lockmon



Walter Ready's car is a 1970 Avanti II. This car was a continuation after Studebaker discontinued manufacturing automobiles. The 1970 Avanti's were powered by Chevrolet 350 Corvette engines. Avanti's were produced thru 2007. Company went thru several owners with factories in South Bend, IN; Youngtown, OH; Villa Rica, GA; and Cancun Mexico. Avanti's were never assembled in Canada.

I know there may be other Studebaker owning club members out there, but due to "off season difficulties" they may have been excluded. We'll give you a raincheck to have your car appear in a latter issue. Just send a photo or 2 or 3 and a description of your car to: locascio2000@hotmail.com.





Submitted by Les



Still not so funny (please submit fresh material!)

Funny pages



What's so funny about this Lamborghini? The asking price of \$16,000 perhaps?