



# MISSOURI – ILLINOIS “GATEWAY” CHAPTER

# Studebaker

## STEERING WHEEL NEWSLETTER

THE ONGOING RESEARCH ON STUDEBAKER DEALERS IN THE GREATER ST. LOUIS MO AREA FROM JULY THROUGH OCTOBER 1937. FROM AD'S IN THE POST-DISPATCH ARCHIVES BY: *Ed Meyer*



PRESIDENTS REPORT:

BY: *Ben Alspach*

*How the exotic, custom Excalibur sports car started life as the . . .*

## Studebaker SS

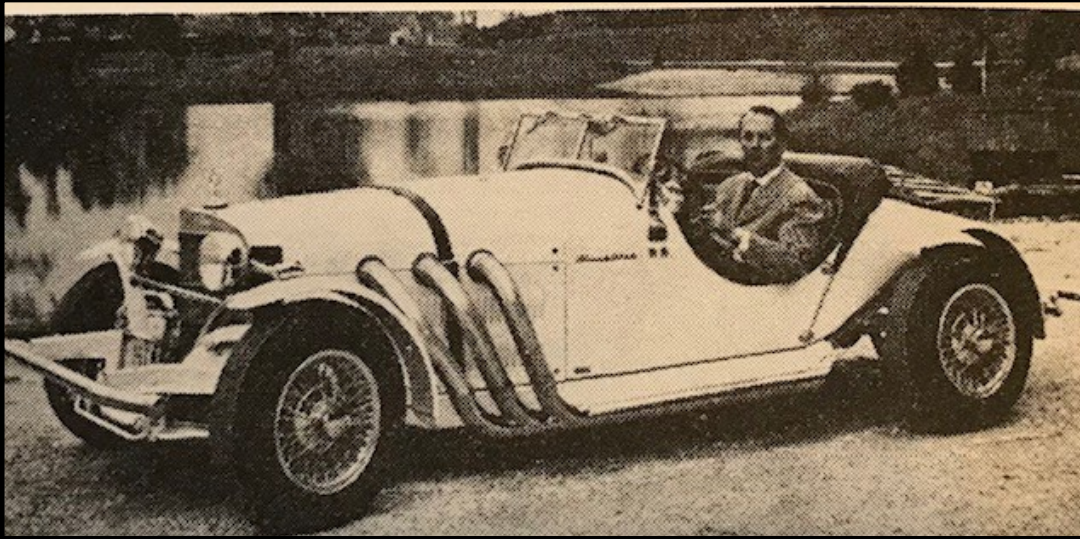
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(CHECK OUT THE TOP OF PAGE 11 FOR INFORMATION ON OUR JULY CHAPTER MEETING AND SPECIAL ART MUSEUM TOUR!



Brooks Stevens at the wheel of an early Excalibur SS, circa 1965.

Things were looking bleak for Studebaker at the dawn of 1964. The South Bend factory had just shut down, putting an end to U. S. production. The revolutionary Avanti, conceived as a striking “halo” model to generate showroom traffic, had been selling in limited quantities but was eliminated with the closure at South Bend. The sporty GT Hawks were also being dropped and the few remaining Studebaker models that would continue (via the Hamilton, Ontario plant) weren't particularly exciting or innovative. Many industry pundits were convinced that the legendary Studebaker brand was finally “on the ropes”.

Such thoughts were undoubtedly running through the mind of well-known industrial designer Brooks Stevens as he walked the aisles of the giant Chicago auto show in March of 1964. Stevens had been doing design work for Studebaker for several years and was unimpressed by the humdrum, “skeleton” Studebaker line-up now on display.





Above is a red A 1975 Excalibur Series III Phaeton (4 passenger) with the top down.



Above is a white 1984 Excalibur Series IV phaeton with a removable hard top.

But Stevens had an idea. What if he could create some excitement in the Studebaker booth at the upcoming New York auto show (in late April) with a stunning "concept car" in the vein of those dream machines conjured up to impress the public at the big shows in the 1950's? The car would attract many more people to the Studebaker display while also showing the industry that Studebaker was still "looking ahead" and positioning itself for the future.

Stevens proceeded to "pitch" his proposal to Studebaker management. He would use a Lark Daytona convertible platform with a supercharged Avanti 289 V-8 and disc brakes as the basis for a stunning "modern classic" sports car resembling the fabled Mercedes-Benz SSK roadster of the late 1920's. The iconic look of one of the greatest automobile designs of all time but now with the reliability, performance and amenities buyers wanted in the 1960's. Studebaker's top brass was, no doubt, caught off guard . . . and particularly since Stevens would have to create this fantastic car in just a few weeks! However, they gave him tentative approval . . . on the condition he could deliver the car in time for New York.

Stevens immediately hit the drawing board and enlisted the help of his two sons, David and William, to turn his vision into reality. The Lark Daytona chassis was soon delivered to Steven's studio/workshop and his family team went to work. Miraculously, the "Studebaker SS" show prototype was built in less than six weeks! However, as the finished concept car was in transit to the New York auto show, Studebaker officials suddenly had a change of heart. A high performance, contemporary classic, they'd decided, would be inconsistent with their goal of marketing a "common sense" car they believed was critical to Studebaker's survival. The "SS" would not be displayed in the Studebaker booth at the New York auto show.

Needless to say, Stevens was stunned by this sudden reversal. However, he had too much time, money and personal commitment in the project to just walk away. At this point, he made the decision to "go it alone". Leveraging his excellent reputation and extensive network of auto industry contacts, Stevens quickly placed phone calls to the New York show's managers and was able to arrange display space for the custom prototype in a separate booth.

With some quick badging and signage changes just before the show's opening, the newly renamed "Excalibur SS" was a hit in New York. In August of 1964, Brooks Stevens and his sons organized "SS Automobiles" to manufacture the new car. Over 100 examples had been sold (or ordered) by the end of 1965.

Of course, Studebaker's situation continued to deteriorate, and the supply of their 289 V-8's dried up in a few months. Once again, Stevens used his industry connections; this time to source a new power plant. His friends Ed Cole and "Bunkie" Knudsen at GM were happy to provide the hot 327 Corvette engine to the fledgling Excalibur operation. Soon, a Paxton supercharged version was also offered, providing performance on par with the Avanti V-8's which were originally to be supplied by Studebaker.\*

\*Material for this article was gleaned from several sources including *The Encyclopedia of American Cars 1940-1970*, *The*



**Dear Gateway Members-**

As most of you know, I was elected chapter president at the annual JB picnic meeting in September, 2022, following a long run of club service by Ed Meyer. I've held the position for almost three years now . . . with six more months to go before the end of '25. With our 2026 officer elections coming up at this September's JB picnic, I wanted to let everyone know I've decided not to seek re-election for '26.

Please understand, I really don't mind the job . . . but would just like to take a break. And I felt it would be helpful to give some advance notice of my intentions rather than just "springing the news" on folks at the picnic. I'm hoping that, with a little time to "mull it over", someone else will be willing to step forward and take a turn. It's not difficult duty and, if asked, I'll be happy to assist the new president during the transition. In addition, I'd still be willing to pen an occasional article for our newsletter or help in handling some of the other administrative details.

Generally, I think it's been a pretty good run and I'm grateful to everyone who has contributed to our chapter's growth and success over the past three years. THANKS and I'll see you soon! Ben



Studebaker started July 1937 with 13 greater St. Louis area Studebaker dealerships. Studebaker had #1. Arthur R. Lindburg, Inc., exclusive St. Louis Studebaker Distributor, Grand and Lindell, St. Louis, MO., #2. Reihl Motor Co., Webster Groves, MO., #3. OSCAR G. SNIPEN, Inc., 5180 Delmar Blvd., St. Louis, MO. #4. Franke Auto Sales, 4811 Delmar, St. Louis, MO. #5. Leland-Kreid Motor, Alton, IL. #6. Endres Motor Sales, Belleville, IL., #7. Kasey Motor Co., Studebaker-Packard, 5626 Gravois Rd. St. Louis, MO. #8. Cookson Motor Co. 1131 St. Louis Ave., East St. Louis, IL., #9. Don Farrington Motor Sales, Madison IL., #10. Ferguson Motor Sales, Ferguson, MO. #11. Osage Auto Sales, 4014-14 South Broadway, St. Louis, MO., #12. Auto Repair Co., 2308 South 7th. Street, St. Louis, MO., and #13. Grand-Park Garage, 1513 South Grand, St. Louis, MO. By 7/18/1937 Studebaker lost #10. Ferguson Motor Sales, Ferguson, MO. And by 10/19/1937

# ANNOUNCING *Studebaker's Crowning Achievement* **NEW 1938 STUDEBAKERS**

Lowest priced *Commander*...lowest priced *President*...in Studebaker history...And a new *Six*...the greatest dollar values Studebaker has ever offered!

*You pay so little for so much more!*



**Y**OU'LL see and try more wonderful new things than you ever hoped to find in any new automobiles in the three great new luxury Studebakers of 1938!

And your biggest thrill of all will be the low price for which you can become the proud owner of one of these glamorously beautiful, superbly built Studebaker masterpieces!

Despite rising prices, Studebaker has

spared no effort and no justifiable expense to make these new 1938 Studebakers the greatest dollar values in its history!

But only by seeing and driving these finest Studebakers ever built can you do justice to them or yourself! Do so now! Be one of the first to know all about these great new low-priced luxury cars that are destined to be the motoring sensations of 1938.

STUDEBAKER'S C. I. T. BUDGET PLAN OFFERS LOW TIME PAYMENTS

**ARTHUR R. LINDBURG, INC.**  
DISTRIBUTOR

Oscar G. Snipen, 5180 Delmar Blvd.  
Reihl Motor Co., Webster Groves, Mo.  
Franke Auto Sales, 4811 Delmar  
Kasey Motor Co., 5626 Gravois  
MISSOURI  
HANNIBAL—Foley & Bull.  
KIRKSVILLE—A. C. Bigsby.  
ESTILL—Floyd Capito.  
POPLAR BLUFF—Gowen Motor Co.  
FARMINGTON—Adams Motor Co.

SPRINGFIELD—Quality Motor Co.  
Omans Motor Co.  
HERCULANEUM—Blum's Garage.  
COLUMBIA—Lawson Motor Co.  
CAPE GIRARDEAU—  
General Garage.

Grand at Lindell  
ILLINOIS  
EAST ST. LOUIS—Cookson Motor Co.  
1131 St. Louis Ave.  
ALTON—Leland Kreid Motor Co.  
MADISON—Don Farrington  
Motor Sales.  
BELLEVILLE—Endres Motor Sales.

BENTON—H. O. Whittington.  
PETERSBURG—Clyde A. Knous.  
SHATTUC—Asa Mann.  
SPRINGFIELD—R. S. Lindburg, Inc.  
STAUNTON—Al Reuter.  
MARION—C. & F. Motor Co.

4459 W. Florissant  
CARLINVILLE—Dicke Motor Co.  
HARRISBURG—Exide Service Station.  
CENTRALIA—H. C. Gildehaus.  
JACKSONVILLE—Gordon Auto Co.  
CARBONDALE—Hudgens Motor Co.  
QUINCY—Jefferson Johnson Motor Co.

Grand-Park Garage, 1513 South Grand  
Auto Repair Co., 2308 S. Seventh St.

Osage Auto Sales, 4014 S. Broadway  
HILLSBORO—Theo. H. Johnson.  
EFFINGHAM—Auto and Trailer Sales  
KENTUCKY  
PADUCAH—Dicke Auto Sales.



## New 1938 Studebakers, of Advanced Design, Displayed in St. Louis

Bodies Six Inches Wider—Exterior and Interior Styling by Designers of Note.

The new Studebaker models, first of the 1938 cars to be seen in St. Louis, are being displayed by Arthur R. Lindberg, Inc., the distributor, and associated dealers.

Their body lines, their hoods, chassis and frames are wholly new. The models include club sedan, cruising sedan and convertible in three lines—the President on 122-inch wheelbase with 110 h. p. engine; the Commander on 116½-inch wheelbase with 90 h. p. engine, and the Studebaker six on 116½-inch wheelbase with 90 h. p. motor.

Streamlined headlights are faired into the broad steel fenders of President and Commander models. All hoods are of the one-piece type and have no side louvers, and the radiator lines and die cast grille are of new design. A band of chromium is applied at the belt line to replace the conventional painted moulding. The windshields are sharply slanted, and the wind wings are set at a similar angle.

Bodies are six inches wider at the point of maximum width than their predecessors, so there are 55½ inches of front seat room and 47½ inches of hip room in the rear seat. Windshields are six inches wider, giving better vision. Doors are wider at the bottom than at the top.

Instrument panels are of new design by Helen Dryden, as also is the hardware. Luggage space is larger, ranging from 20 to 21 cubic feet in sedans to 36 cubic feet in coupes.

New "straight tie X" frames are figured as 70 per cent stronger in the President models and 300 per cent more rigid in the Commander and Studebaker six cars. The box section body construction is retained with improvements designed for greater strength.

Engines in all models have been generally improved for better cooling, longer piston and cylinder wear, automatic spark, choke and temperature control, insurance against vapor lock, smoothness of operation and acceleration. Improvement in carburetion, steering control and minimizing of vibration also are noticeable.

A new vacuum gear shift is available in President and Commander models. It uses the engine manifold vacuum to actuate the transmission gear changes. A small shift lever, only five inches long, extending from beneath the instrument panel, does the job of shifting gears under all conditions. So there are no levers extending upward from the floor boards. It is not necessary to learn new driving habits with this control, and it makes the gears under full control of a driver from starting to stopping. The shift can be made slowly or swiftly, and a driver gets the same "feel" as when using a conventional gear shift lever.

Elimination of a tunnel or "kick-up" obstructions is made possible by turning the transmission on its side so as to reduce its effective height.

A new semi-centrifugal clutch makes driving the President easier. The Studebaker hill-holder device is standard on the President and Commander and optional on the Studebaker Six.

Brake linings have been widened to give a 16 per cent increase in braking surface.

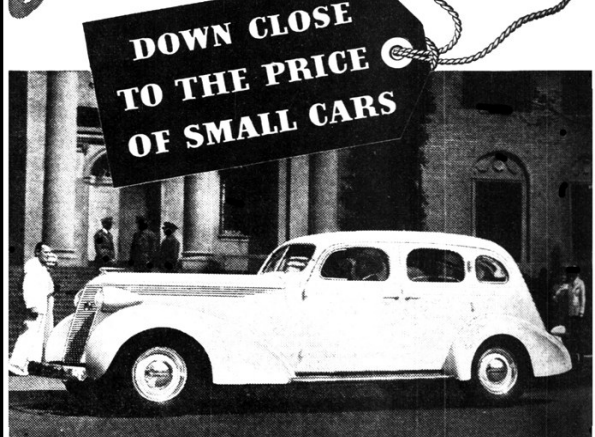
Overdrive of the type used on the Dictator models of 1937 is optional for the President and Commander cars. It can be cut in at speeds from 40 to 45 miles per hour.

The Studebaker planar system of independent front wheel suspension is continued in the 1938 models, and now is in its fourth year of use.

Lever arm and link type hydraulic shock absorbers are used, those in the rear having thermostatic controls which automatically make adjustments for road, load and temperature changes.

## THERE'S EXTRA VALUE BEHIND STUDEBAKER'S

# Low price tag



## Talk of America IN GAS AND OIL SAVINGS

If you think you've got to content yourself with a small, lowest priced car, you'll probably change your mind once you learn how little more it takes to be a Studebaker owner.

And Studebaker's built-in Fram oil cleaner and automatic overdrive (available at slight cost) give you gas and oil economy that puts many a lowest priced car to shame.

Built with a soundness that lasts for years and thousands of miles beyond your expectations, Studebaker also offers you many advancements you can't even buy in other cars.

Its beautifully air-curved steel body gleams in

a paint finish twelve coats deep. Its roomy interiors are richly styled by Helen Dryden. Its doors close lightly, tightly and silently without slamming. Its luggage compartments have them all beaten when it comes to usable roominess.

Compare the riding qualities and the refreshing ventilation of the big Studebaker. Try out its automatic hill holder—and the swift, sure, easy stopping of its triply sealed feather-touch hydraulic brakes. The trade-in value of your present car very likely will cover the down payment. And you'll have a car that everyone you know will envy and admire.

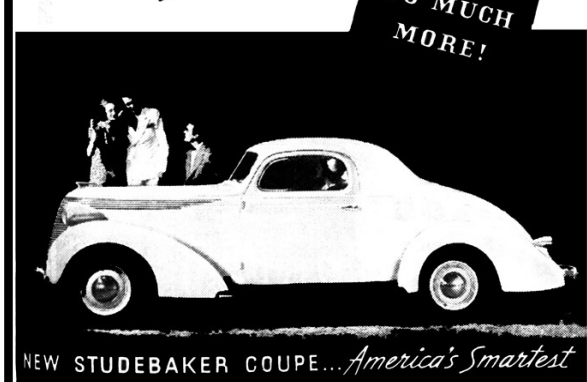
STUDEBAKER'S C. I. T. BUDGET PLAN OFFERS LOW TIME PAYMENTS

**Arthur R. Lindberg, Inc.**  
DISTRIBUTOR  
Grand at Lindell 4459 W. Florissant

Grand-Park Garage, 1513 South Grand  
Auto Repair Co., 2308 S. Seventh St.  
Ogden Auto Sales, 4014 So. Broadway

**MISSOURI**  
BARNES—Fisher Auto Sales  
St. Car. and Main Ferry Road  
KIRKSVILLE—A. C. Bishop  
JEFFERSON CITY—Capitol Motor Co.  
ESTILL—Floyd Castle  
POPULAR BLUFF—Edwards Motor Co.  
SPRINGFIELD—Quality Motor Co.  
NEPHELANE—Blanch Garage  
ALPHEA—B. W. Smith Motor Co.  
COLUMBIA—Lewin Motor Co.  
CAPE GIRARD—Lewin Motor Co.  
ILLINOIS  
EAST ST. LOUIS—Cushman Motor Co.  
1112 St. Louis Ave.  
ALTON—Leland-Kirby Motor Co.  
MADISON—Don Farrington Motor Sales  
BELLEVILLE—Edwards Motor Sales  
PETERSBURG—Clayton Knoch  
SPRINGFIELD—H. J. Johnson  
CAVIL—D. H. Johnson & Son  
JEFFERSON CITY—A. C. Bishop  
JEFFERSON CITY—A. C. Bishop  
JEFFERSON CITY—A. C. Bishop

## Compare STUDEBAKER'S LOW PRICE TAG for big dollar value!



NEW STUDEBAKER COUPE... America's Smartest

The whole world knows there isn't a better looking automobile manufactured than the beautifully air-curved 1937 Studebaker Coupe. And there isn't a better built car anywhere, thanks to the quality of Studebaker materials and the thoroughness of Studebaker workmanship. The largest group of long-time craftsmen in any one automobile factory see to it that every Studebaker is long-lived and sound.

Coupe, sedan or brougham, whatever you need, you'll get the best buy of the year in a Studebaker—the only car with doors that close

tightly without slamming . . . the first car to offer the automatic hill holder . . . the car that rivals lowest priced cars in operating economy due to its built-in Fram oil cleaner and its automatic overdrive that's available at slight cost.

All Studebaker luggage compartments are enormously roomy, but wait till you look inside the rear deck of the coupe above pictured. You can load more into it than you ever dreamed you could carry in a car. See and drive and price this spotlight car of the year and see how completely it spoils your interest in any other car.

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SPRINGFIELD—Quality Motor Co.  
NEPHELANE—Blanch Garage  
ALPHEA—B. W. Smith Motor Co.  
COLUMBIA—Lewin Motor Co.  
CAPE GIRARD—Lewin Motor Co.  
ILLINOIS  
EAST ST. LOUIS—Cushman Motor Co.  
1112 St. Louis Ave.  
ALTON—Leland-Kirby Motor Co.  
MADISON—Don Farrington Motor Sales  
BELLEVILLE—Edwards Motor Sales  
PETERSBURG—Clayton Knoch  
SPRINGFIELD—H. J. Johnson  
CAVIL—D. H. Johnson & Son  
JEFFERSON CITY—A. C. Bishop  
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JEFFERSON CITY—A. C. Bishop

Studebaker lost #9. Don Farrington Motor Sales, Belleville IL., and #12. Auto Repair Co., 2308 South 7th. Street, St. Louis, MO. For those keeping score this brought Studebaker's St. Louis area dealership total down from 13 to 10. All was not lost however as Studebaker added 2 new outlets #9 was Lowry Sales Co., 7423 Manchester, Maplewood, MO on 10/10/1937. and #10. Grand-Park Garage, 1513 South Grand, St. Louis, MO on 6/13/1937. This brought Studebaker's total up to 11.

As mentioned previously there was a second stock market crash in mid 1937 and the American economy took a sharp downturn in mid-1937, lasting for 13 months through most of 1938. Industrial production declined almost 30 percent, and production of durable goods fell even faster. While the Studebaker factory was better prepared for this second crash this time having emerged from receivership relatively debt free and with new financing secured. It's dealer network was not as well capitalized and that fact was starting to show now under this second wave of stock market crash and burn. The Studebaker dealer network had survived admirably under the first wave but asking it to endure a second wave without additional outside help was asking too much in most cases.

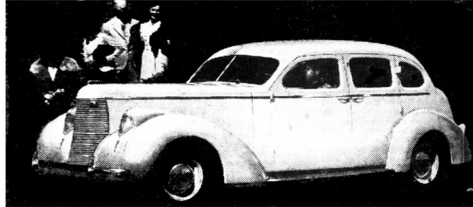
The above ads from top left to right and clockwise appeared in the St. Louis Post-Dispatch on 9/26/1937, 7/18/1937 and 7/25/1937.



# Studebaker presents 3 great new 1938 cars!



LOOK AT THIS ROOMY FRONT SEAT! It's 55 1/2 inches wide in all 1938 Studebaker models. And with the new vacuum actuated Studebaker Mirror Shift, available at slight extra cost in Presidents and Commanders, the floor is clear.



## NEW 1938 STUDEBAKERS

Lowest priced *Commander*...lowest priced *President*...in Studebaker history...and a new *Six*...the greatest dollar values Studebaker has ever offered!



WHAT A MONEY-SAVING CAR TO RUN! Gas and oil savings in the 1938 Studebaker would be a credit to a smaller lighter car. And the famous front oil cleaner is standard on all models. Automatic gas-saving overdrive is available at slight extra cost in Commanders and Presidents.



YOU DON'T HAVE TO SLAM DOORS in a 1938 Studebaker. All models have unique rattle-proof rotary door latches. Just a gentle pull or push and the door closes lightly, tightly and silently and shuts even more securely with the motion of the car.



NO CHARGE FOR BIG TRUNKS! They're standard equipment on all 1938 Studebakers. And Commander and President trunks light up automatically when lid is lifted at night. Hinges hold fast and don't pinch.

**B**IG and beautiful and completely new in every vigorous flowing line, the glamorous 1938 Studebaker has come to town in all its glory.

Until you see it and drive it, you can't even begin to imagine how thrilling and different a truly modern automobile can be.

Never since Studebaker cars were first built has a small amount of money bought you so much impressive Studebaker luxury.

And even the very lowest priced 1938 Studebaker includes as standard equipment without extra charge an oversize trunk...doors that close tightly without slamming... safety glass all around... twin windshield wipers, all lamps and sun visors... a new horizontal transmission that makes possible a flat front floor... and independent planar wheel suspension gives you the unforgettably comfortable Studebaker Miracle Ride!

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Osage Auto Sales, 4014 S. Broadway  
QUINCY—Jefferson Johnson Motor Co.  
HILLSBORO—Thos. H. Johnson  
HIGHLAND—P. M. Wink  
EFFINGHAM—Auto and Trailer Sales Co.  
KENTUCKY  
PADUCAN—Dixie Auto Sales

Oscar G. Snipen, 5180 Delmar Blvd.  
Richt Motor Co., Webster Groves, Mo.  
Frank Auto Sales, 4811 Delmar  
Kasey Motor Co., 5626 Gravois

MISSOURI  
HANNIBAL—Jas. G. Bull  
BIRNEY—R. B. Bully  
ESTILL—Elied Caprio  
POPULAR BLUFF—Green Motor Co.  
COLUMBIA—Lewson Motor Co.  
PAINTINGTON—Adams Motor Co.  
SPRINGFIELD—Quality Motor Co.  
Omaha Motor Co.

MISCELLANEOUS—Blum's Garage  
CAPE GIRARD—J. D. Whitington  
PETERSBURG—Clyde A. Knott  
SHATTUCK—Auto Home  
ILLINOIS  
EAST ST. LOUIS—Cookson Motor Co.  
ALTON—Leland Reid Motor Co.  
GRANTY CITY—Don Farrington  
ST. LOUIS—1918 and Grand  
MARION—C. D. F. Motor Co.

BELLEVILLE—Endres Motor Sales  
BENTON—H. O. Whitington  
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MARION—C. D. F. Motor Co.

WEST FRANKFORT—Lloyd Shipp  
HARRISBURG—Exide Service Station  
CENTRALIA—M. C. Gidehaus  
JACKSONVILLE—Gordon Auto Co.  
CARBONDALE—Hudgens Motor Co.  
KENTUCKY  
PADUCAN—Dixie Auto Sales

# New 1938 Studebaker

brings luxury down to earth in price!



EXTRA SPACIOUS TRUNKS AT NO EXTRA CHARGE! Even the lowest priced 1938 Studebaker comes complete with an oversize trunk. Hinges hold fast and don't pinch. Complete fast and don't pinch. Complete fast and don't pinch. Complete fast and don't pinch.



**R**EFRESHINGLY new in every vigorous flowing line, the impressively big new 1938 Studebaker, in three short weeks, has become the toast of the nation.

One ride in it is all the selling it needs. It's the steadiest, sturdiest, easiest handling, most comfortable car that a little money ever bought. Independent planar wheel suspension, finest hydraulic shock absorbers and optional automatic overdrive combine to give the 1938 Studebaker riding qualities you never dreamed any car would have.

It's overflowing in every inch with luxury that would be remarkable in a very expensive car. It has symmetrical direct-action steering, safety glass all around, twin tail lamps, sun visors and windshield wipers, rattle-proof rotary door locks, horizontal transmission with flat front floor, underslung hypoid gear rear axle. Drive it 25 miles and you'll never be happy with any other car.



BIG SAVINGS EVERY MILE ON GAS AND OIL! The famous front oil cleaner is standard equipment. And Studebaker's advanced economy engineering saves remarkably low gas consumption. Gas-saving automatic overdrive is available at slight extra cost. Drive is available at slight extra cost.



EVERY RIDE IS A MIRACLE RIDE in every 1938 Studebaker. Independent planar wheel suspension and finest hydraulic shock absorbers are standard. Overdrive equipment on all models and provides comfort you never enjoyed in any car.



NEW MIRACLE SHIFT IS THRILLING! It operates in the customary way and keeps the front floor completely clear. Available at slight extra cost on Commanders and Presidents. Automatic Hill Holder standard on Commanders and Presidents.

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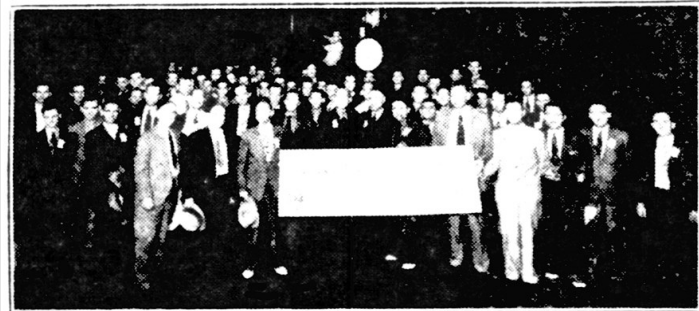
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BIRNEY—R. B. Bully  
ESTILL—Elied Caprio  
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COLUMBIA—Lewson Motor Co.  
PAINTINGTON—Adams Motor Co.  
SPRINGFIELD—Quality Motor Co.  
Omaha Motor Co.

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PETERSBURG—Clyde A. Knott  
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CARBONDALE—Hudgens Motor Co.  
KENTUCKY  
PADUCAN—Dixie Auto Sales

## Dealers Depart for Factory



150 Studebaker dealers from St. Louis and surrounding territory left Wednesday night for the Studebaker factory at South Bend, Indiana for a driveout of the new 1938 Studebaker cars. Arthur R. Lindburg, president of Arthur R. Lindburg, Inc., accompanied the dealers as did Jack Ashner, general sales manager.

## New Studebaker for 1938



One of the new 1938 Studebaker models, showing the distinctive front end and louverless hood, the chromium body molding and body lines designed by Raymond Loewy. This particular car is the new Commander club sedan.

Studebaker dealers were coming and going now with many lasting only months from the lack of working capital. The fact that the factory would issue franchises to operators with such little operating capital is a reflection of the quiet desperation of the times.

Still the factory had it's act together for it's eventual glory days after WWII for they had hired both Raymond Loewy and Helen Dryden who's talents could now be seen on the new 1938 Studebaker just coming out. They had enough capital to lay the ground work for the new 1939 Champion which was a product the dealer network had needed for years. Better late than never but it's too bad it couldn't have reached Studebaker dealers sooner and when they were much better capitalized to take advantage if it's selling opportunities it provided. Not only at the entry level market but for the potential to upgrade the customer into a more expensive and profitable model as well. At least the Studebaker factory was surviving this second and severe one-two stock market and recession punch. Even if many of it's St. Louis area dealerships couldn't say the same.

The above ads and articles appeared From top left to right and clockwise in the St. Louis Post-Dispatch on 10/10/1937, 10/13/1937, 9/26/1937 and 9/12/1937.



## Studebaker Sales Gain 34 Per Cent

Paul G. Hoffman, president of the Studebaker Corporation, reports the sale of 10,140 passenger cars and trucks in June compared with 7573 in June, 1936, an increase of 34 per cent.

This brings total sales in the first six months of 1937 to 56,639, compared with 47,584 in the first six months of 1936—a gain of 19 per cent.

## Studebaker Powered 'Arrowbile' Flies and Runs Like Automobile

The first of the "Arrowbiles" powered with Studebaker six-cylinder engines, which will be sent on tour by the Studebaker Corporation to demonstrate a flying automobile designed to be practicable, was christened the past week at South Bend, Ind., by Mrs. Paul G. Hoffman, wife of the president of the company.

Seven thousand persons saw the machine fly at a top speed of 125 miles per hour, land easily, have its wings detached quickly, and be driven as an automobile at 75 m. p. h.

Designed by Waldo Waterman, president of the Waterman Aircraft Corporation, Santa Monica, Cal., the "arrowbile" was flown by Latham A. Perett from Santa Monica to South Bend, a distance of about 2200 miles, in 128 hours, averaging 18 miles to the gallon of gasoline.

The machine has airplane wings which may be detached in three minutes. On street or road, the propeller does not revolve, the machine operating like any other automobile. It carries fuel for 400 miles of flying, and lands at 45 m. p. h.

## Studebaker Sales Gain of 25 Per Cent

Sales of Studebaker passenger cars and trucks in the first seven months of 1937 were 25 per cent ahead of 1936. July sales of 4387 units compared with 1436 in July, 1936, bringing sales for the year to date to 61,028 compared with 49,020 a year ago.

## Studebaker's Net Earnings Show Gain

The Studebaker Corporation reports net earnings of \$1,174,518 in the first six months of 1937, or 54c on each of the 2,187,838 shares outstanding, according to profit and loss statement and balance sheet.

This compares with net earnings of \$1,004,829 (46½c per share) in the first half of 1936. No reserve was set up either year for tax on undistributed earnings.

## Studebaker Backing Safe Headlights Drive

The Studebaker Corporation, a pioneer in the safe driving movement, is co-operating with national organizations to promote improved automobile headlighting and consequently safer driving at night.

The Automobile Manufacturers' Association, national organization of car manufacturers, is sponsoring a campaign to improve the headlighting on all cars.

Studebaker has advised its dealers to lend a hand in curbing faulty headlights by suggesting to all car owners a periodic inspection, by using special equipment and specially trained headlighting experts to aid in this work.

## Studebaker Engine Approved by U. S. For New Type Aircraft

An approved type certificate has been issued by the United States Bureau of Air Commerce to Waldo Waterman, designer and builder of the Waterman flying automobile, on a stock Studebaker six-cylinder motor used in the new type aircraft.

Only two other motor car engines have been granted the official stamp of approval by the Government for use in aircraft; one a six-cylinder of popular make and the other an eight.

Regulations governing the use of this type engine in aircraft require the motor to run at full throttle for 150 consecutive hours and then go through a series of test flights after installation in the airplane. Each separate test is under constant supervision by the Department of Air Commerce.

Five of these flying automobiles are to be toured and demonstrated throughout the East, Middle West and Pacific Coast regions the next three months by the Studebaker Corporation. The first appearance will be in the National Air Races in Cleveland, Sept. 3-6.



The above Photo-articles appeared in the St. Louis Post-Dispatch from top left to right and clockwise on 7/11/1937, 8/1/1937,

## YOUR MO/IL GATEWAY CHAPTER 2025 OFFICERS AND CONTACT INFORMATION:

MEMBERSHIP/SECRETARY:	Louetta Bushdiecker, <a href="mailto:louettabushdiecker@att.net">louettabushdiecker@att.net</a>	(636) 448-0767
PRESIDENT, EDITOR, WEBMASTER:	Ed Meyer, <a href="mailto:edanna97@yahoo.com">edanna97@yahoo.com</a>	(314) 707-7192
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FACEBOOK EDITOR:	Lew Schucart, <a href="mailto:lschuc@mac.com">lschuc@mac.com</a>	(314) 578-7911

## STUDEBAKER ONLINE

Visit the MO/IL Gateway SDC Chapter of the SDC at: <http://clubs.hemmings.com/gatewaysdc/>

Visit the International Studebaker Drivers Club at: <http://www.studebakerdriversclub.com/index.asp>

Visit the Avanti Owners Association International at: <http://www.aaoi.org/>

Visit the Studebaker National Museum online at: [www.studebakermuseum.org](http://www.studebakermuseum.org)



Sunday, May 18, 2025

The Missouri/Illinois Gateway Chapter of the Studebaker Drivers Club gathered at 1:30pm at Miller's Grill, 2227 Highway A, Washington, Mo.

Members present: Ben Alspach, Don Hart, Gary Herget, Ray Hobert, Don Linder, Lew Schucart, Virgil Studebaker and Jeff Wassilak. Visitors: Kris Studebaker, grandson of Virgil & Peg Studebaker and great grandson Rome. Also, Mac McCandless, Chesterfield, Mo with son Dave McCandless, Tucson, Az. Mac drove a 1954 Studebaker Commander he purchased when living in California. The car is now owned by son Dan McCandless, Wentzville, Mo, a SDC member.

Chapter President Ben Alspach called the meeting to order at 1:54pm. Ben welcomed visitors.

Ben asked if there were any revisions to the Minutes of the last meeting. There were none. A motion was made by Virgil Studebaker to accept the minutes, Don Hart seconded, vote was taken, and the motion passed.

Treasurer Milt Yoder was not present. Ben said there was \$6,459.99 in the bank. Ben requested and Don Hart made a motion to accept the report. Don Linder seconded, vote was taken, and the motion passed.

#### Old Business:

Ben reported Don Linder, Peg and Virgil Studebaker, and Greg Ford, brought their Studebakers to the Easter Car Show at the Arena, St Charles, Mo. Their participation was organized by Gary Krautmann and his cousin (member of sponsoring car club).

Ben said Virgil & Peg Studebaker's car was in the Classic Cars show in O'Fallon, Illinois, on May 10, 2025. Don Linder drove an Avanti May 17, 2025 at the First Capitol Classics Auto Club Show. He reported a cruise in St Charles the night before had 25 to 30 vehicles.

#### New Business:

Next event is July 13, 2025 at 1:00pm at Pat Connolly's Tavern, 6400 Oakland Ave., Saint Louis, Mo 63139. It is near the intersection of Tamm Ave. and Oakland Ave, south of Turtle Park and

I-64. After lunch and the meeting we will drive to Forrest Park Art Museum at 2:45pm to view the exhibit "ROARING-ART, Fashion, and the Automobile in France 1918-1939.

#### OTHER UPCOMING EVENTS:

September 6-7, 2025 Orphan Car Show, Branson, Missouri sponsored by Ozark Trails Chapter.

September 16-20, 2025 SDC International Meet in Washington Country, Pa.

September 21, 2025 Chapter Picnic beginning at 11:30am, at Artillery Shelter, Sylvan Springs Park (near Jefferson Barracks), Saint Louis, Mo.

Missouri Regional Manger's Report. Jeff reminded the group of the Swap Meet at South Bend, In, June 6-7, 2025. Lodging is available at Avanti House 1 and 2 for the meet and show. "F1 THE MOVIE", fiction plot centered on Formula 1 racing series, opens in theaters on June 27, 2025. Contact Jeff Wassilak if interested in scheduling and viewing together.

Ben requested announcements or questions. There were none. Don Linder made a motion to adjourn the meeting. The motion was not seconded, vote taken, and motion passed. The meeting was adjourned at about 2:30pm.

Submitted By,

Jeff Wassilak for Louetta Bushdiecker, Secretary



Louetta's 2-seat Thunderbird



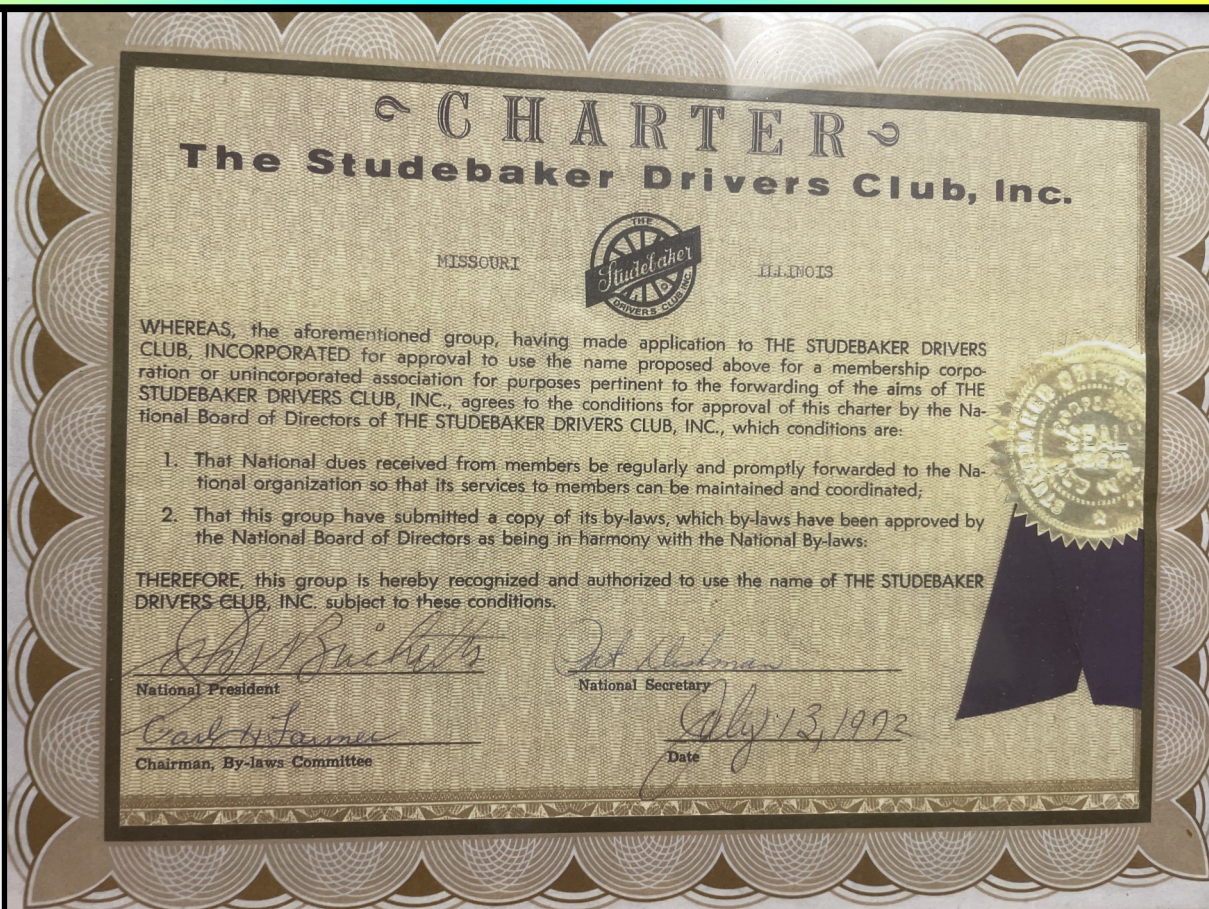


Photos from the meeting courtesy of Jeff Wassilak. The 1954 Studebaker Commander belongs to Dan McCandless (chapter member) but was driven to the meeting by Dan's dad, Mac McCandless and (Dan's) brother, Dave. The Black 1963 Avanti belongs to member Lew Schucart. The yellow 2007 Avanti convertible belongs to member Don Lindner.





A photo of our original Chapter Charter at right courtesy of our chapter historian Milt Yoder from July 13, 1972. Our chapter is officially 53 years young and counting!



## **MO/IL GATEWAY CHAPTER OF THE STUDEBAKER DRIVERS CLUB FREE CLASSIFIED ADS**

**AVAILABLE LODGING IN SOUTH BEND.** Go to [avantihouse.com](http://avantihouse.com) the booking person is Cassadra (574) 993-9312) and she has a warm heart for Avanti and Studebaker people. If you have any trouble call me, Don Lindner, at 314-973-8686. We have 4.9 reviews out of 5 and Super Host status from Airbnb and are adjacent to and in the famous S. Bend Studebaker Museum corridor. There are two houses, 1/2 block apart, Avanti House 1 and Avanti House 2, (where I live 2/3rds of the time).

**AUTOMOTILE APPRAISAL SERVICE**, 1164 Arbor Place Drive, St. Louis, MO 63088, Member International Society of Appraisers. The personal property specialists of antique, classic, sport, muscle, replica's, foreign cars-trucks. Call Carl T. Roedel Jr., (314) 821-4015, cell: (314) 808-7838, [autoappraisal7@sbcglobal.net](mailto:autoappraisal7@sbcglobal.net)

**BEZ AUTO ALCHEMY** Classic car restoration services specializing in Avanti & Studebaker vehicles. Cell: (573)-318-8948, email: [bez-hawk@outlook.com](mailto:bez-hawk@outlook.com)

**STUDEBAKER/AVANTI MECHANIC:** James Moore near Springfield, IL, Call: (708)-856-6932

**JIMS SALES & SERVICE:** All types of antique auto radio repair & service including upgrading to modern stereo, 455 North Gerdes street, Breese, IL, 62230, Call at: (618)-526-8492

**NEW PORT ENGINEERING**, custom replacements for vacuum wiper systems in classic cars and trucks, 2760 Newport Rd., Washington MO 63090. phone: (636) 239-1698, <https://newportwipers.com/>

**ST. PETERS GARAGE, INC.**, 108 Main ST., ST. Peters, MO 63378, 636-278-3841, <http://www.stpetersgarage.com/>, Member Tony Stoverink said they did a great job on his Studebaker business coupe and worked well with supplier Studebaker International.

**TAYLOR LOCK & KEY SERVICE:** 512 W. Gallatin St., Vandalia, IL 624-71, Phone: (618)-283-0421, Cell: (618)-367-1913

**WILLIAMS AUTO DETAIL** Top notch paint detailing by hand . You will not believe how he can make tired paint look like new. 1002 Hanley Industrial Ct., Brentwood, MO 63144, phone: (636)-851-7333 or (314)-733-5212, email: [www.williamsautodetail.com](http://www.williamsautodetail.com) or [info@williamsautodetail.com](mailto:info@williamsautodetail.com)

**SPARKS TIRE & AUTO** All types of new and antique auto repair. (636)-945-5900 or [www.sparkstireandauto.com](http://www.sparkstireandauto.com) 7:30 am to 5 pm M-F, 1665 Scherer Pkwy, St. Charles, MO 63303, ASE Master Certified.

## Report #1

From Jeff Wassilak, Missouri Regional Manager, Studebaker Drivers Club, 9423 Trillium Drive, Saint Louis, MO 63126-2839. Telephone: 314-849-0591, Cell phone: 314-580-3753, Email: [cleanh2o@sbcglobal.net](mailto:cleanh2o@sbcglobal.net).

**Some Studebaker, Packard and Avanti history this month of May:** May 9, 1961 Lark V8s place 1st and 2nd in 4100 mile Trans-Canada Rally., May 12, 1959 100,000th Lark built., May 15, 1936 2.5:1 scale big wooden 1931 Studebaker Roadster at Proving Grounds was intentionally demolished by setting on fire., May 19, 1967 Studebaker acquires Wagner Electric Corporation., May 21, 1937 Studebaker becomes a union shop, UAW #5., May 26, 1844 Jacob Studebaker born., May 30, 1924 Studebaker Special driven by Early Campbell finishes 2nd in Indianapolis 500.

The Missouri April report has 1 NEW member (located in West Plains) & 2 EXPIRED members (located in Saint Louis & Florissant).

The Illinois April report has 0 No NEW members & 4 EXPIRED members (located in Mokena, Midlothian, Freeport, & Belvidere).

**From Studebaker National Museum "Speaker Series: The Rise & Fall of the South Bend Toy Company" by Aaron Helman, Autor. Duration is 38 minutes 9 seconds.**

Story link: <https://www.youtube.com/watch?v=hD9R5kdpX-4&t=1681s>

**From Hemmings Daily Thursday April 24, 2025 "Studebaker's 1958 Provincial Wagon is Among the Rarest of the Rare" by David LaChance.**

Story link: [https://www.hemmings.com/stories/studebakers-1958-provincial-wagon-is-among-the-rarest-of-the-rare/?uclid=fa64fdcd0ca47f9cebc2c505714c3bdac7be7d66f967761ac315a5c42de9c619&utm\\_content=other&utm\\_source=Sailthru&utm\\_medium=email&utm\\_campaign=EDaily%20Recurring%202025-04-24&utm\\_term=eDaily%20Newsletter](https://www.hemmings.com/stories/studebakers-1958-provincial-wagon-is-among-the-rarest-of-the-rare/?uclid=fa64fdcd0ca47f9cebc2c505714c3bdac7be7d66f967761ac315a5c42de9c619&utm_content=other&utm_source=Sailthru&utm_medium=email&utm_campaign=EDaily%20Recurring%202025-04-24&utm_term=eDaily%20Newsletter)

For this and future months: I encourage your chapter to reach out and contact all NEW members in the Member Reports in your region. Also, why not contact RENEWED SDC members who are not current members of your chapter? Ask them about their interest in Studebaker, then invite them to upcoming local events. I believe telephone calls or voice mail messages are more effective than emails, which can be easily forgotten. Follow up an initial contact with a mailed newsletter and/or an email (with newsletter or calendar of upcoming events attached.) If their name is on the EXPIRED list, I suggest contacting them and asking why they did not renew. If you know them tell them they are missed and invite them to chapter events as a guest. Again follow up with a newsletter by mail. I believe cordial persistence (and don't let rejection stop you) can produce some positive responses. **Best wishes, Jeff Wassilak**

## Report #2

**Some Studebaker, Packard and Avanti history for the month of June:** June 1, 1961 Studebaker-Packard awarded \$21 Million contract for military trucks., June 19, 1972 SASCO Studebaker owned parts supplier closes., June 20, 1956 Last Packard built in Detroit, MI. Production moves to South Bend, IN., June 21, 1942 First prototype Weasel built., June 21, 1852 H & C Studebaker Blacksmiths complete their first wagon., June 22, 1954 Announcement of Studebaker-Packard merger., June 30, 1969 Studebaker Worthington vacates Administration Building.

The Missouri May report has 1 NEW member (located in Kansas City) and 1 EXPIRED member (located in St. Joseph).

The Illinois May report has 0 No NEW members and 12 EXPIRED members (located in Chrisman, Richmond, Tinley Park, Wheaton (two times), Marion, Aurora, Cary, Petersburg, Freeport, Laura, and Indian Head Park).

**From Hemmings Daily Tuesday May 13, 2025 "Inspired by the Mercedes-Benz SSK, the Excalibur Stood Out Among Other Replicars" by Pat Foster. Designed by Brooks Stevens using Studebaker chassis and drivetrain.**

Story link: [https://www.hemmings.com/stories/inspired-by-the-mercedes-benz-ssk-the-excalibur-stood-out-among-other-replicars/?uclid=fa64fdcd0ca47f9cebc2c505714c3bdac7be7d66f967761ac315a5c42de9c619&utm\\_content=other&utm\\_source=Sailthru&utm\\_medium=email&utm\\_campaign=EDaily%20Recurring%202025-05-13&utm\\_term=eDaily%20Newsletter](https://www.hemmings.com/stories/inspired-by-the-mercedes-benz-ssk-the-excalibur-stood-out-among-other-replicars/?uclid=fa64fdcd0ca47f9cebc2c505714c3bdac7be7d66f967761ac315a5c42de9c619&utm_content=other&utm_source=Sailthru&utm_medium=email&utm_campaign=EDaily%20Recurring%202025-05-13&utm_term=eDaily%20Newsletter)

**From Studebaker National Museum "Speaker Series: The Architectural Legacy of the Studebaker Family" by Todd Zeiger, Indiana Landmarks Northern Regional Office Director. Duration is 53 minutes 28 seconds.**

Story link: <https://www.youtube.com/watch?v=gY6jvXFaqJM>



## 2025 MO/IL GATEWAY STUDEBAKER DRIVERS CLUB CHAPTER CALENDAR OF EVENTS

Sunday, July 13<sup>th</sup>, The MO/IL Gateway Chapter (including AOAI) will meet at 1:00 pm at Pat Connolly's Tavern, 6400 Oakland Ave., St. Louis (63139). Following lunch and a brief business meeting, we will head over to Forest Park to the St. Louis Art Museum to visit the special exhibit "ROARING—Art, Fashion and the Automobile in France, 1918-1939". This exhibit includes ten beautifully restored, luxury French automobiles from the time period, many of which feature custom coachwork and interesting histories. Admission to the SLAM exhibit will be about \$10 per person and we will have a reserved time slot. Contact: Ben Alspach, 770-362-6734.

Saturday-Sunday, September 6-7, 2025 Orphan Car Show, Branson, Missouri sponsored by Ozark Trails Chapter.

September 16-20, 2025 SDC International Meet in Washington Country, Pa.

Sunday, September, 21<sup>st</sup>, 11:30 AM, Our Chapter Picnic and our September Chapter Meeting at Sylvan Springs Park near Jefferson Barracks – Artillery Shelter – 300 Halsey Rd., St. Louis, MO 63125. Chapter picnic/auction/September chapter meeting, Food, fun Studebakers, Avanti's and fellowship. For info, contact Ben Alspach @ 770-362-6734, Email: [thealspachs@comcast.net](mailto:thealspachs@comcast.net). Chapter will provide sub lunches in a bag and can soda as in the past Just bring portable seating if desired



### TREASURERS REPORT

BY: *Milt Yoder*

While on vacation we visited the LeMay Car Museum in Tacoma Washington. They had in the first ever made Avanti (R1001) in their collection along with a 1931 Roaster, a 1902 Electric, a 1956 Hawk, a 1951 Champion and a 1960 Hawk The complete family enjoyed this museum.

We have \$6509.99 in the checking account.

Happy Studebaking!

Milt



Milt's 1947 Studebaker Champion



## 2025 INTERNATIONAL SDC MEMBERSHIP FORM.

### Membership Application

Memberships are for 1 year and include 12 issues of **Turning Wheels®**. You can now join/renew for up to 5 years.

#### Membership in US

	1 year	3 years	5 years
<b>Regular Members w/periodicals:</b>		<b>Total</b>	<b>Total</b>
<input type="checkbox"/> <b>New Members 1st year only</b> .....	\$37	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$46	\$132	\$220
<input type="checkbox"/> Regular Member renewal w/1st class mail .....	\$73	\$213	\$355
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old) .....	\$37	\$111	\$185
<input type="checkbox"/> SDC Membership <b>WITHOUT</b> <i>Turning Wheels</i> .....	\$15	\$45	\$75
<input type="checkbox"/> <i>Turning Wheels</i> subscription <b>WITHOUT</b> SDC membership (Libraries, etc.) .....	\$37	\$111	\$185

#### Membership in Canada

<b>Regular Members w/periodicals:</b>			
<input type="checkbox"/> <b>New Members 1st year only</b> .....	\$55	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$63	\$183	\$305
<input type="checkbox"/> Regular Member renewal w/1st class mail .....	\$76	\$222	\$370

#### Overseas Membership

<b>Overseas Members w/periodicals:</b>			
<input type="checkbox"/> <b>New Members 1st year only</b> .....	\$55	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail.....	\$63	\$183	\$305
<input type="checkbox"/> Overseas Member renewal w/1st class mail .....	\$76	\$222	\$370

#### Worldwide

<input type="checkbox"/> SDC Membership & Digital <i>Turning Wheels</i> .....	\$29	\$87	\$145
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#### Other SDC Items

<input type="checkbox"/> Donation to SDC Museum Fund .....	\$		
<input type="checkbox"/> Donation to SDC Restoration Fund.....	\$		
<input type="checkbox"/> <b>Donation to BOB PALMA National Museum Internship*</b> .....	\$		
<input type="checkbox"/> Donation to National Museum Endowment Fund* .....	\$		
<input type="checkbox"/> Donation to Studebaker National Foundation* .....	\$		

(\*Tax deductible donation)

<input type="checkbox"/> Membership Pin - (specify year-pin) <b>Prices on p.17</b> (10,15,20,25,30,35,40,45,50 yrs) ____ years # of pins (1or2) ____	\$		
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**TOTAL AMOUNT ENCLOSED:** ..... \$

To join SDC, complete the application, send with check or money order in US funds to:

**The Studebaker Drivers Club, Inc.**

**P.O. Box 1715, Maple Grove MN 55311-6715**

Or use **VISA** or **Master Card**, call 763-420-7829, or

**Fax 763-420-7849 or Email: [sdcc@cornerstonereg.com](mailto:sdcc@cornerstonereg.com)**

for information. Or visit:

[www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)

Call or write with change of address.

• **DO NOT** send ads with your membership;

• **ALL** members of local SDC chapters must also be national SDC members.

Name (first) \_\_\_\_\_ (last) \_\_\_\_\_

Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Birth date: \_\_\_\_\_

E-mail: \_\_\_\_\_

<input type="checkbox"/> VISA	Card # _____
<input type="checkbox"/> MasterCard	Expiration _____
<input type="checkbox"/> Discover	Signature _____

If new member, source of referral: \_\_\_\_\_

If renewal, month due: \_\_\_\_\_

Member # \_\_\_\_\_

• Please list your Studebakers, including year, model, body style, serial numbers, on a separate page.

## 2025 MEMBERSHIP APPLICATION, MO/IL GATEWAY CHAPTER OF THE STUDEBAKER DRIVERS CLUB

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Studebakers Owned \_\_\_\_\_

It is required that you be a member of The International Studebaker Drivers Club.

Are you presently a member of the National SDC?

Yes \_\_\_\_\_ Member Number \_\_\_\_\_ No \_\_\_\_\_

Would you be willing to serve as a Chapter Officer or in some other capacity?

Yes \_\_\_\_\_ No \_\_\_\_\_ If "YES," in what capacity?

Send Application and Check for \$ 25.00 Made Out to "The Missouri/Illinois Gateway Chapter, Studebaker Drivers Club". (Non-refundable) Membership Fee to: **MILT YODER, 10747 ROXANNA, ST. LOUIS, MO. 63128**, [myoder@swbell.net](mailto:myoder@swbell.net)

(314) 842-5739 (Do **NOT** Send Cash)



## NEWSLETTER OF THE MO/IL GATEWAY CHAPTER OF THE STUDEBAKER DRIVERS CLUB

The MO/IL Gateway Chapter of the Studebaker Drivers Club is the officially chartered representative of the Studebaker Drivers Club for the Greater St. Louis Missouri and southern Illinois areas. We are dedicated to the preservation of Studebaker vehicles although ownership of one is not a requirement for chapter membership. Membership in the International Studebaker Drivers Club is also required and applications for both can be found in this newsletter. Both the MO/IL Gateway Chapter of the Studebaker Drivers Club and the International Studebaker Drivers Club sponsor meets, car shows, offer technical assistance, and help in locating parts and vehicles---along with great fellowship. The Steering Wheel bi-monthly newsletter is the official publication of the MO/IL Gateway Chapter of the Studebaker Drivers Club. Members may place classified ads in the Steering Wheel for free. Reprinting of any articles contained within is granted to any SDC related organization. Neither the club nor the editor is responsible for the accuracy of the classified ads. Ads will be placed as long as needed but notification to the editor once the item has been sold is requested. All submissions to the Steering Wheel are appreciated and will be included as space and relevance allow. The Steering Wheel goes to press on the 20th of the month prior to release of the following bi-monthly issue.



**Ed Meyer**  
**708 Lynn Haven Lane**  
**Hazelwood, MO 63042-3413**

**STAMP**