

Dubuque Iowa 2024 SDC International Meet

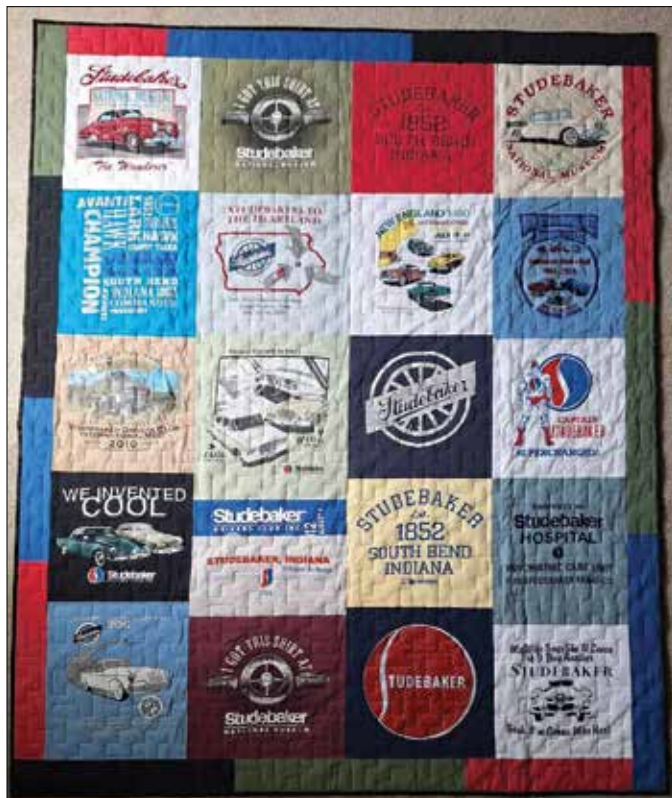
by Cynthia Sale



The members of the Iowa Hawkeye Chapter, SDC, wish to thank everyone who attended our event in June in Dubuque, Iowa. There were over a thousand of you, and we appreciate the time, work, and travel it took to come to Iowa! We hoped to show you a good time, and I think we accomplished that! It was fun to see old friends again. I made some new friends and finally met some of you with whom I worked on other projects.

A walk around the grounds showed off two buildings filled with vendors, plus several outside. Over 200 Studebaker and related vehicles were in attendance. Jane Stinson reports that eighty vehicles were judged,

and all divisions and classes were represented. Our judges gave up two days of their time at the event. Thank you to Joe and Nancy Bacon, Jane Stinson and Tom, Rick and Laura Bowman, Chris Drews, Ernie Brown, Blair and Roger Polhamus, Jerry Johnson, and the rest of the judging crew, including the volunteers who helped keep the lines moving. They showed extraordinary commitment to getting all judged, especially



the day the rain poured. They traveled from Indiana, Illinois, Alabama, Pennsylvania, Michigan, Florida, Iowa, and Minnesota to help us.

John and Diane Crooks report that 25 watches and nine toys were judged, and three displayed. There was even a diorama of a drive-in movie theater showing the Muppet movie!

The Dubuque Tourism staff and the Dubuque County Fairgrounds staff, led by Kevin Kotz, were instrumental in making this event successful. In our early planning, we interviewed five places around Iowa before deciding to hold our event in Dubuque, and the fairgrounds were a big part of that decision. The facilities, buildings, and parking fit our needs. The fairgrounds volunteers in the café and bar fed us well and even catered the banquet with volunteers from the local 4H Club helping serve and clean up. Providing food for many people at a multiday-day event can be challenging. Dubuque had it all on-site and made us part of their usual routine, making providing food and beverages easy.

Everyone always looks forward to the annual Bob Palma Memorial Live Co-Operators Meeting. 2024 was



Our speakers, Jim Pepper, Dave Carnock, Andy Beckman, Pat Slebonick, Rex Raasch, Leanne Sexton, Cindy Foust, and Derek Paulson, Assistant Fire Marshal of Dubuque, Iowa, are hobbyists and experts from the SDC membership and beyond.

Each took time from their other duties at our event to present interesting seminars, and their dedication and knowledge are greatly appreciated.

The well-known Muppet Mobile movie car was a theme throughout the event, especially on Saturday. We showed the Muppet Movie, and Pat Slebonick, Executive Director of the Studebaker National Museum, hosted a seminar about the movie car's ongoing restoration.



no different; Jim Pepper, Carl Thomas, Herman Thomas, Jon Meyer, and Mike Baker answered questions from the audience and spoke about the unique quirks of owning and repairing Studebakers. All our seminars were well attended, and our speakers covered a variety of topics, including Engineering for Modifications, Planning and Organizing Car restoration, The Last Years of Studebaker Production in Canada, Vehicle Fire Awareness, and The Muppet Mobile Restoration Project.

We also had some nonautomotive but equally interesting presentations about skincare for all ages, the beekeeping hobby, and raising monarch butterflies.



The best part was when the public could bring in their kids to paint our Muppet Car Wanna Be. Since the actual Muppet Mobile was still under restoration in North Carolina, Tom Sexton brought a 1950 Champion Starlight Coupe project car and turned the kids loose on it with washable paints and markers. Kids and adults alike had fun decorating the Studebaker, writing on it, and having their photos taken. In a field filled with clean and near-perfect show and display cars, having

a Studebaker where kids and adults could touch, paint, climb in, and take photos was a huge hit, and it gave them great Studebaker memories. It was a hands-on experience they could talk about and remember. It sure put a smile on a lot of faces!

We had live music, too! Richie Lee & the Fabulous 50s performed on Welcome Night and took us through decades of Rock n' Roll music that had everyone dancing



or tapping their feet. The Ken Killian Hot Six played classic big band, swing, and modern jump swing for us at the banquet.

When the Iowa Hawkeye Chapter crew arrived early in the week to begin getting the Fairgrounds ready, we discovered someone had parked a beautiful 1946 Packard Limo just outside the ballroom. The Packard sat prominently among our many display and concourse vehicles throughout the week and remained a beautiful mystery. After all was said and done, we discovered the Packard belonged to Clint and Doug Moore of San Jose, California. It had been to the 57th Annual Packard National Meet in Brookfield, Wisconsin, held by the Packard Automotive Classics Club just a week before





our event. Since Packard was “in the neighborhood” and another of their members had room on his trailer, he brought it to our event. His name is Jay Hubbard, and he is an SDC member from Sparks, New Mexico. I am so glad they put in such extra effort to bring this stunning vehicle to our event! We enjoyed the mystery.

The California Packard, coming by way of New Mexico, had a long drive to the northeast corner of Iowa.



That was true for most of our attendees who came from long distances. Members representing the SDC, ASC, and AOA came from forty-five states and three countries to join the fun and see what Dubuque, Iowa, had to offer. Typical Iowa weather gave them everything from cool and windy to hot and humid, with a day of rain to round things off.

Our outdoor vendors and volunteers were soaked on Friday, and I heard the judge’s tent struggled with the rain and wind. Studebaker people are tough and resourceful. We got through it, and by 2 p.m. the sun was shining in a clear blue sky.

We heard so many compliments and kind words throughout the meet and after. I think the people who came had an opportunity to see that Iowa’s hospitality is top-notch.

I can only speak for myself, but I believe these thoughts are echoed by my fellow Iowa Hawkeye Chapter members when I say we worked hard to bring you a memorable event. Our committee, Tony and Sue Urich, Bruce and Suzie Aldrich, Steve and Connie Spicher, Al and Marlene Meeker, Tom and Leanne Sexton, Rex and Verlee Raasch, and Jerry and I tried to build in time to play, time to chat, time to shop, and time to show your vehicles.

We hope you had a really good time.

Photo credits to Harold and Linda Spring, Tom Sexton, John and Diane Crooks, and myself, Cynthia Sale, Iowa Hawkeye Chapter 2024 International Meet Worker Bee, July 26, 2024

The Servant and Great Negotiator

by Mike Baker, AOA

During the SDC 60th International Meet Diamond Jubilee, June 25-29, 2024, in Dubuque, Iowa, most members met Luke Koski, 10, who was opening the door for folks visiting the 2nd vendor building. Thanks to a lot of generous members, Luke earned \$10 on Thursday.

Thursday afternoon, Luke stopped by my Avanti Restoration & Service Inc. vendor booth to purchase the “Gold Out Of South Bend” Avanti poster by Don Wieland, 2012 Avanti Golden Anniversary by AOA and Stellar Scholars for \$5.

Luke later stopped by to trade a handful of candy from his grandfather’s vendor booth for a Valvoline racing flag. I tried to negotiate unlimited candy from his mom’s candy bowl for the rest of the swap meet, but he insisted I already ate enough candy, and he would only give me two more pieces.



Luke holding “Gold out of South Bend” poster.

On Friday and Saturday, I traded Luke some *Turning Wheels*, Avanti magazines and Avanti calendars if he promised to share them with his friends during school “Show and Tell” and hang them up in his room. He agreed plus gave me a couple more pieces of candy.

Luke put a smile on a lot of folks’ faces with his charming personality and volunteered to hold the door open. Luke

hopes to attend the meet next year in Pennsylvania, but he said it is a long drive from Wisconsin. I need to start planning what I can trade with Luke next year.

Photos Copyright 2024 Avanti Restoration & Service Inc. Permission granted to AOA and SDC clubs.



Luke Koski holding door open.



Luke traded candy for Valvoline racing flags.

In years past, attending SDC International Meets was always optional (except when I was Chief Judge from 2001 to 2004). We tried to make most of the Meets, but missed some. Now that I am the Co-Operator column editor, being at meets has new meaning.

Cindy and I arrived on Tuesday with our camper trailer in tow. Camping at the show venue is always a great experience. We had a good site. Watching the vehicles coming in is special. I am always amazed at the very nice cars and trucks that show up.

I gave a one hour technical seminar on Wednesday where I dealt with modernizing a Studebaker or any old car in general. We had great attendance for the seminar and great interest in the

subject. I also misjudged the time needed to cover my material. It was cut a little short at the end. I apologize for that.

Below is a rough outline of the material that was covered. I did not have enough copies to go around so now everyone has one. I think most attendees got something out of it. I didn't put very many people to sleep. It was a success. Thank you all who attended.

The Bob Palma Memorial Live Co-Operator on Thursday had a sparse panel this year. Only four of the nine Co-Operator advisors were at the Meet. It was Carl and Herman Thoms, Jon Meyer, Myself, and Mike Baker, who agreed to sit in.

Make Your Studebaker a Modern Car (or Truck)

We have gotten spoiled by modern conveniences and improvements in the auto industry over the years. As such, many people are reluctant to take an old car on a long road trip. Improving reliability, fuel economy, fuel compatibility, and creature comfort can be done. The following ideas will get you there.

Engine:

Engines of today are machined extremely accurate. As such there is very little cylinder to cylinder variance. Tuning no longer needs to accommodate a bad cylinder. Many people and some manufacturers were not very good at proper tuning. Today a processor can do it for you.

- Engine accuracy and tighter bearing clearance allows lighter oil for better economy.
- Thinner rings and modern honing techniques reduce parasitic friction resulting in more power and better economy.
- Modern fuel injection systems can be used. Everything from a bolt on throttle body to port injection is available. An electric pump in the tank could be included. Holley, Fitech, Edelbrock, MSD, and Fast are just a few of the system suppliers.
- Ignition can be a blueprinted point type distributor to coil on plug distributor-less electronically controlled timing and everything in between.
- Electric fans and 180° to 195° coolant temperature aids fuel economy.
- Cool intake air is necessary.

Transmission:

- An automatic overdrive with a lockup converter works well. It improves economy and reduces interior engine noise.
- Various manual overdrive transmissions can be used as well.

Rear axle:

- Generally, 3.31 to 3.73 is the best ratio. Rear end ratio should be compatible and matched to the rest of the power train plus the intended use of the vehicle.

Chassis and Suspension:

- Springs and shocks can be upgraded for a better ride.
- Sway bars front and rear can be added and/or improved.
- Original chassis are notoriously flexible. That flex gets transmitted into the body and makes handling somewhat unpredictable. A tubular "X" member can be fabricated to stiffen the original frame.
- Aftermarket front and rear suspensions are available requiring some fabrication skills.
- Complete replacement chassis can be purchased from various sources (Art Morrison, JW Rod Garage, Chris Alston Chassis Works, Schwartz Performance, and others).
- Electric power steering is possible.
- Brake upgrades are available.

Body:

- Sound deadener and floor insulation help passenger comfort and reduce fatigue.
- Claw type door latches tighten door closure.
- Later type window runs can replace cat whiskers so movable windows do not rattle.
- Contoured seats with side bolsters and lumbar support reduce fatigue.
- Power windows, locks, and seats are possible.
- A/C is easily added.
- A side impact beam can be added into doors for safety.
- Modern sound systems with satellite radio are available.
- New cars and trucks door weather strips are a thick channel seal that goes over a standing pinch weld. This can be fabricated and incorporated in your vehicle.

The finished product should be able to be driven cross country with minimal fatigue, 20+ MPG, using standard E-10 pump gas, and being able to listen to your tunes or talking in the interior.

Jim Pepper

jimpepper60@gmail.com



The Bob Palma Memorial Live Co-Operator seminar. Panel members from left to right: Mike Baker, Jon Meyer, Jim Pepper, Carl Thoms, Herman Thoms.

I lead off the session with the proposal printed at the beginning of the August Co-Operator column about a Tip of the Month. Most in attendance seemed in favor of it. On to the questions, the discussion was lively with a lot of great questions and comments. Parts supply issues are becoming more of a topic at live sessions. Quality fuel pump availability was talked about at length. We had a variety of topics discussed. The subjects of discussion were models from pre-war to Avanti II's. I think attendees learned as much from the audience comments as they did from the panel's answers. I hope it was enjoyable for all.

Thursday evening brought the membership meeting and the club auction. I again was the auctioneer. We had a good time with lively bidding on about 55 items. We beat last year's total by a few dollars with a little over \$2200 raised. Thank you all. It was fun.

A special thanks to the Dubuque Meet crew. You made it enjoyable for all.

See you next year in Pennsylvania!



Part of the crowd at the seminar on modernizing an old car.



At the Swap Meet, Jim and Cindy Pepper, Jean and Ed Skomoroh.



Welcome night, with live band.

*Duane
& Lynda
Miller's
grandson,
Craig, in
their truck.*



Seen at Dubuque 2024

Photos by John Cosby
except where indicated



photo by Jim Pepper

Cynthia Sale.



Preparing for the Auction.



Hospitality Room - working on a puzzle.







photo by Jim Pepper









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DIVISION 1 Pre-War: 1902 - 1946

Best of Division - 400



**1932 Model 71
Harold & Deanna Manley, Newton IA**

Best of Division - 400



1930 Dictator - Virgil Studebaker, Troy MO



**3rd - 326
1932 Rockne 75
Rebel Thoren
Red Oak IA**

DIVISION 2 Early Post-War: 1947 - 1958

Best of Division - 395



**1952 Land Cruiser
Richard Dueringer, Andover KS**



**1st - 394
1949 Champion 4 Door
Bruce Garvey, Depere WI**



NO PHOTO AVAILABLE

**1st - 393
1954 Land Cruiser
Scott Grainger, Mesa AZ**

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1st - 387
1957 Packard Clipper Station Wagon
Curtis Hussey, St. Michael MN



1st - 381
1956 Champion
Don Mills, Louisville KY



2nd - 356
1952 Commander
Frank Van Doorn, Omaha NE



2nd - 355
1950 Commander Starlight Deluxe Coupe
Dean Stanley, Schaumburg IL



3rd - 329
1954 Commander
Lyle Meisner, Claremont IA



3rd - 301
1958 Scotsman
Jim Nelson, Kansas City MO



DISPLAY ONLY
1953 Coupe
Donald Shelton, Burlington WI



DISPLAY ONLY
1931 President Coupe
Steve Brown, Fort Pierre SD

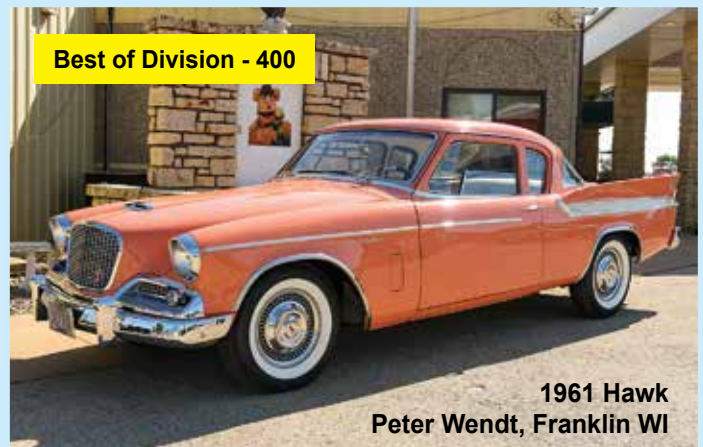
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DIVISION 3 **Lark - Types:** **1959 - 1966**

Best of Division - 400



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1st - 395
1958 Golden Hawk
Jim Gegare, Au Train MI



1st - 392
1959 Silver Hawk
Lynn Loux, Belmond IA



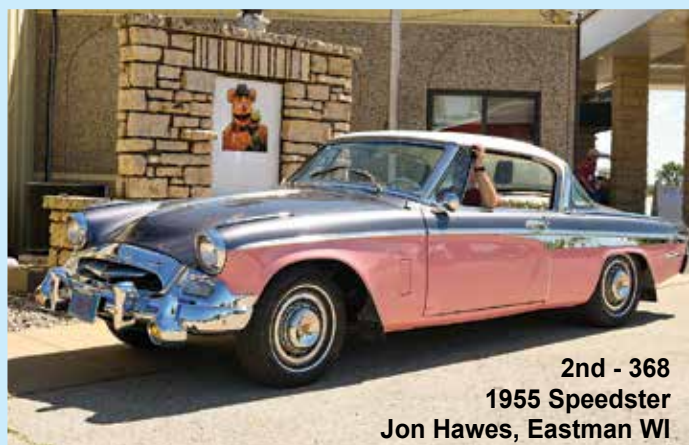
1st - 390
1960 Hawk
Kerry Jackson, Maple Grove MN



1st - 382
1957 Golden Hawk
Sterling Hornoi, Regina SK



2nd - 373
1961 Hawk
Sterling Hornoi, Regina SK



2nd - 368
1955 Speedster
Jon Hawes, Eastman WI



DISPLAY ONLY
1958 Packard
Wayne Dawson, Payson AZ

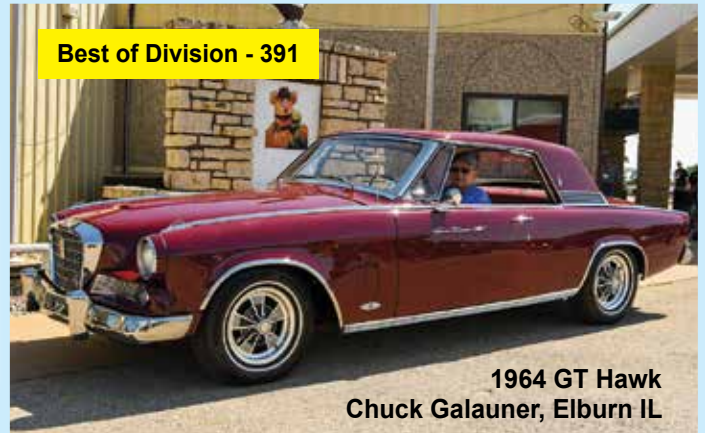


DISPLAY ONLY
1958 Golden Hawk
Terry Frye, Verona WI

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DIVISION 5 Gran Turismo Hawks: 1962 - 1964

Best of Division - 391



**1964 GT Hawk
Chuck Galauner, Elburn IL**

**DIVISION 6A - Avanti: (Studebaker)
1963 - 1964**

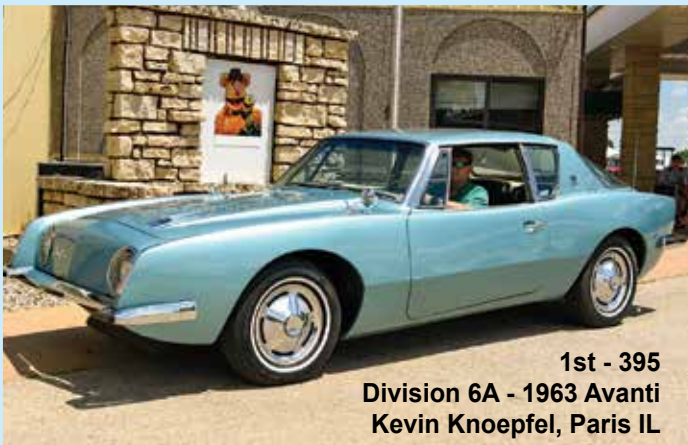
**DIVISION 6B Avanti: (Nate Altman)
1966 - 1982**

**DIVISION 6C
Avanti: (Blake, Kelley, Cafaro, etc.)
1983 - 1991**

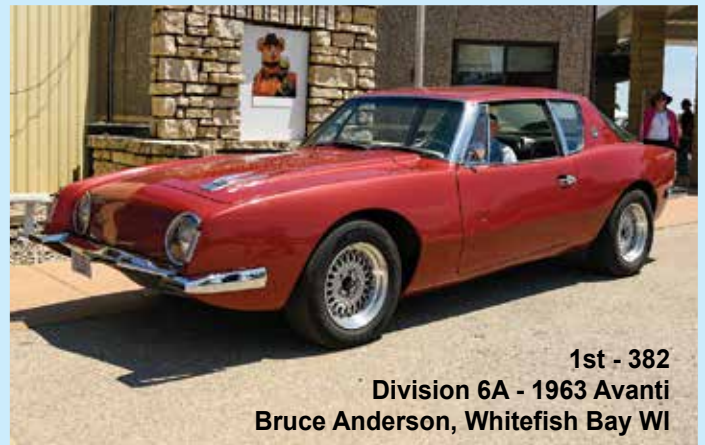
Best of Division 6A - 400



**1963 Avanti
Richard Sevick, Burlington WI**



**1st - 395
Division 6A - 1963 Avanti
Kevin Knoepfel, Paris IL**



**1st - 382
Division 6A - 1963 Avanti
Bruce Anderson, Whitefish Bay WI**

Best of Division 6B - 392



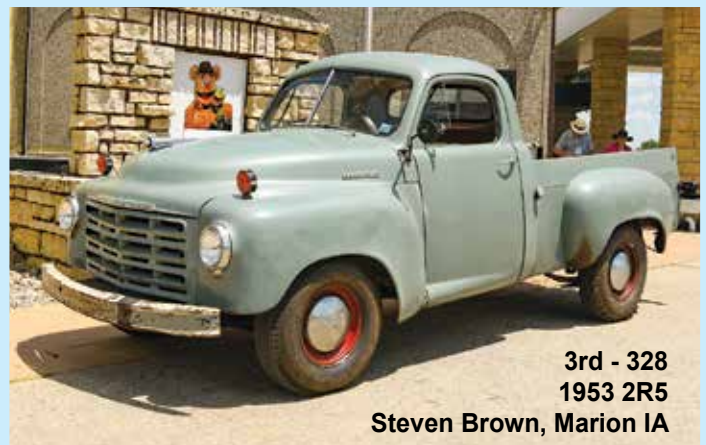
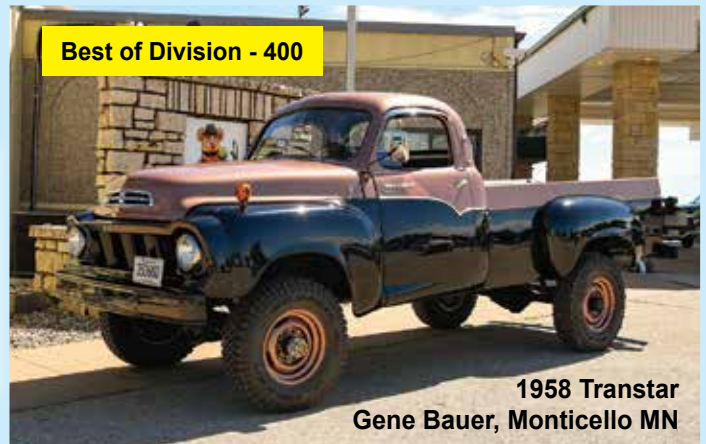
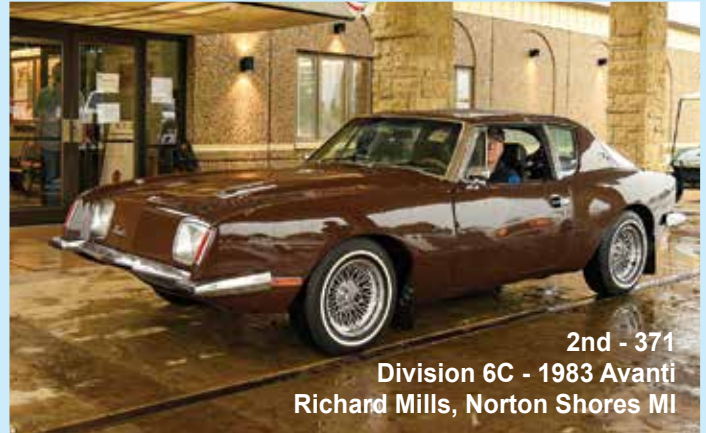
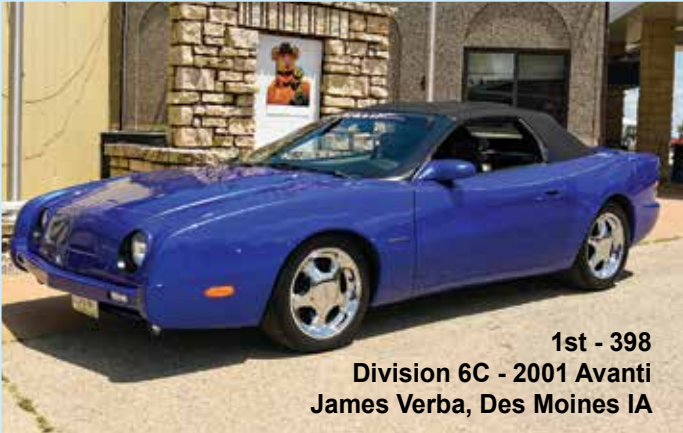
**1967 2-door Avanti
John Dahlke, Champion MI**

Best of Division 6C - 400



**2006 Avanti
Don Lindner, South Bend IN**

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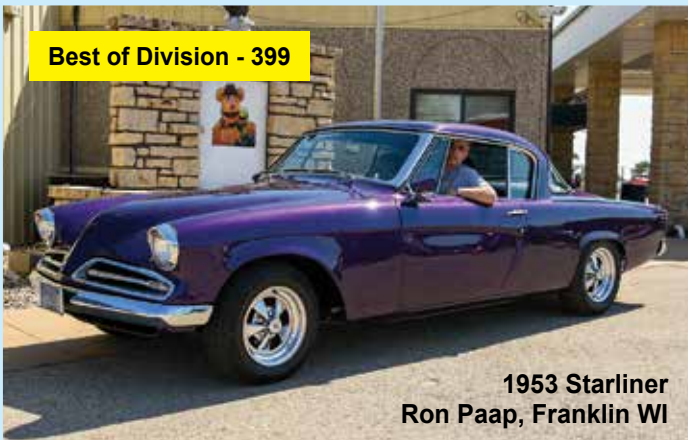
DIVISION 8 Modified: Studebaker Engine

Best of Division - 399



1963 Avanti
Susan Koeninger, Liberty Twp OH

Best of Division - 399



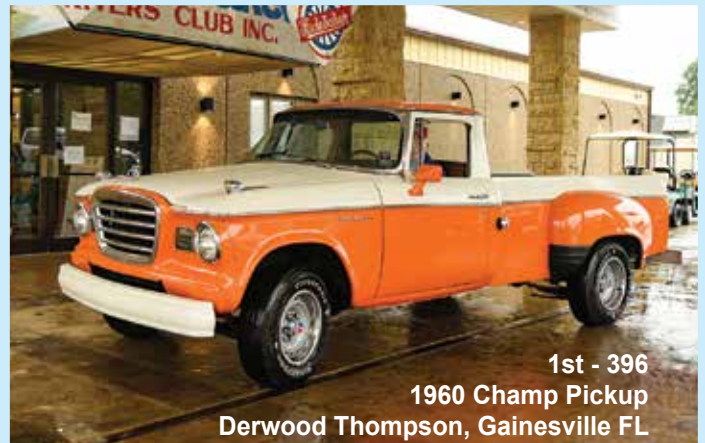
1953 Starliner
Ron Paap, Franklin WI



1st - 398
1930 Erskine
David Chalberg, Zumbrota MN



1st - 396
1964 GT Hawk
Terry Shull, Fort Collins CO



1st - 396
1960 Champ Pickup
Derwood Thompson, Gainesville FL



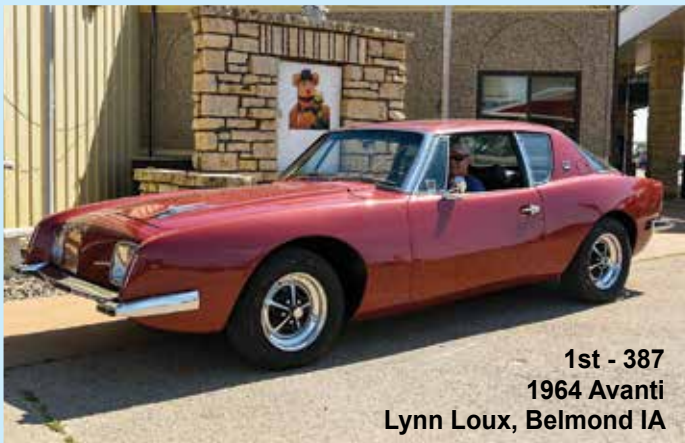
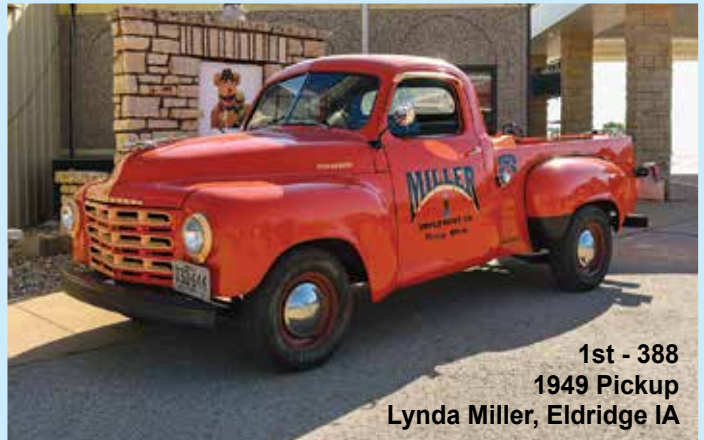
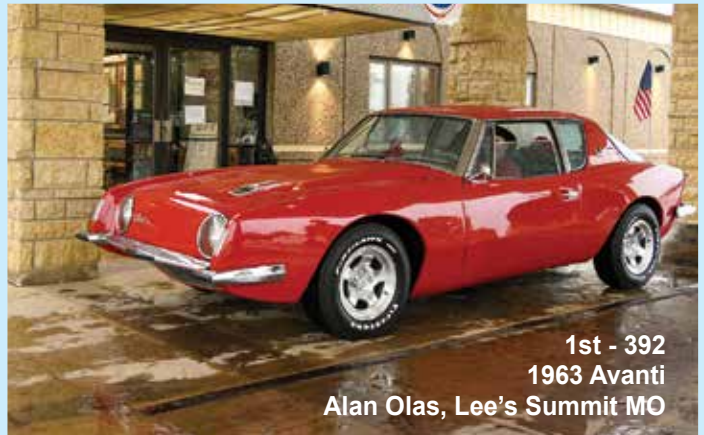
1st - 395
1948 Commander Land Cruiser
Timothy Barr, Fulton IL



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1st - 394
1961 Hawk - Bob Krutke

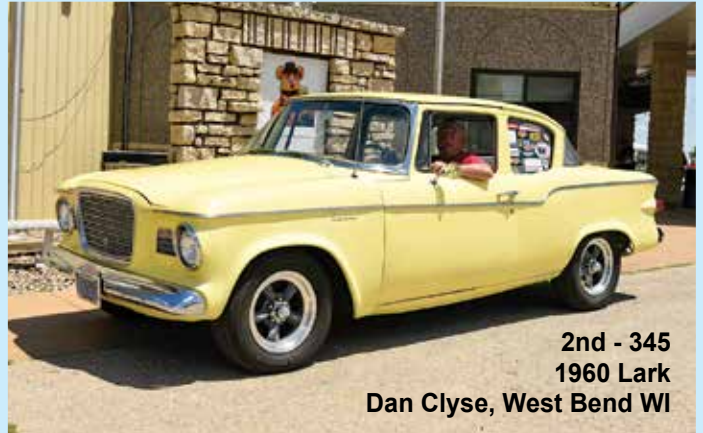
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2nd - 362
1957 Silver Hawk
Harold Spring, Sharpsburg IA



2nd - 345
1960 Lark
Dan Clyse, West Bend WI



2nd - 342
1962 Champ Pickup
John Dwyer Jr., Racine WI



DISPLAY ONLY

1951 Stakebed
Ed Smith, White Mountain Lake AZ

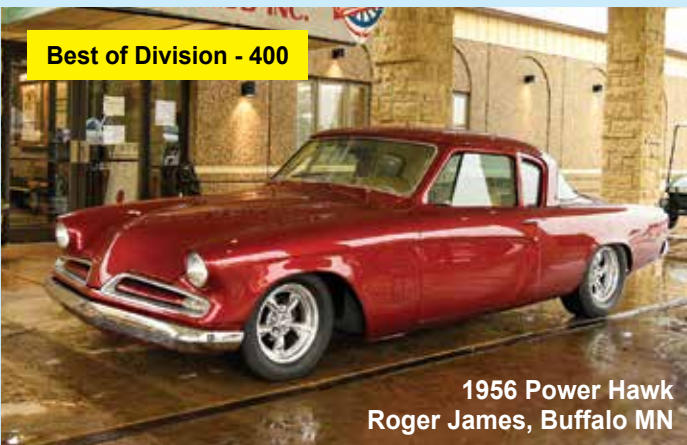


**DIVISION 9
Modified:
Non-Studebaker Engine**



Best of Division - 400

1954 Commander
Rex Raasch, Waukee IA



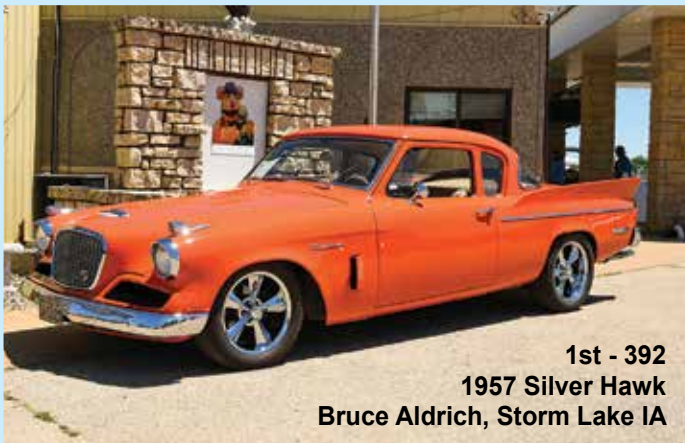
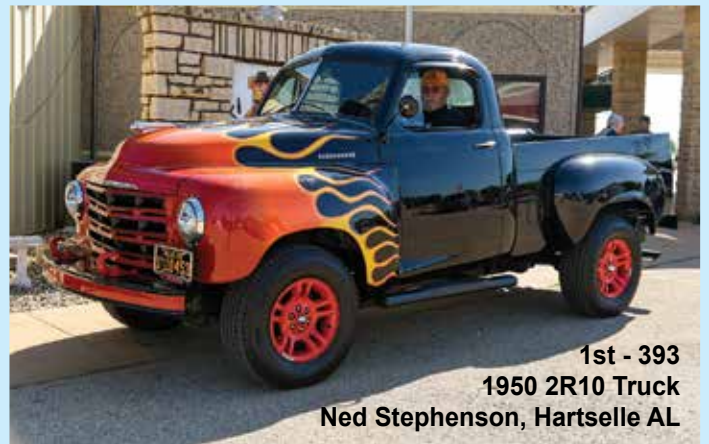
Best of Division - 400

1956 Power Hawk
Roger James, Buffalo MN

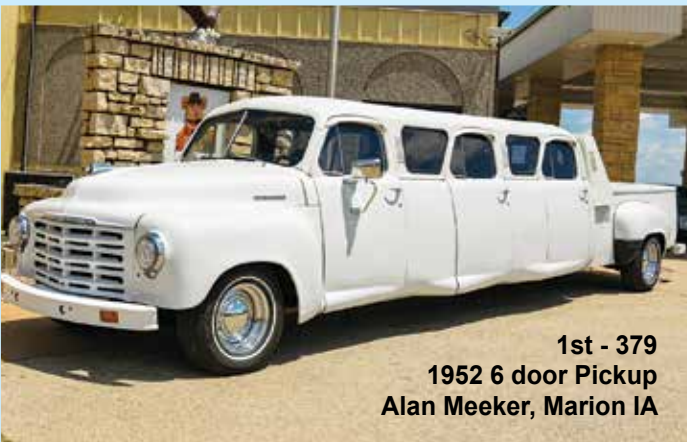


1st - 399
1953 Commander
Kenneth Williams, Waterford WI

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1936 Dictator 4A
Richard Larose, Fox Lake IL



1956 Golden Hawk
Francis Tremain, Milton WI



1953 Commander Hardtop
Bill Blagsvedt, Waukon IA



1964 Daytona
Robert Stude, Lake Elmo MN



1966 Daytona
Mark Prazak, Fridley, MN



1966 Commander
Doug Hodak, Darien IL



1964 Commander
Daniel Corth, Westminster CA



1961 Lark
Jim Nelson, North Branch MN

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1961 Lark VI
Don Plesner, Indianapolis IN



1964 Daytona Hardtop
David Hamblin, Mt Gilead OH



1960 VIII
Richard Dittman, Rapid City SD



1954 Starliner
Bob Ray, Mason City IA



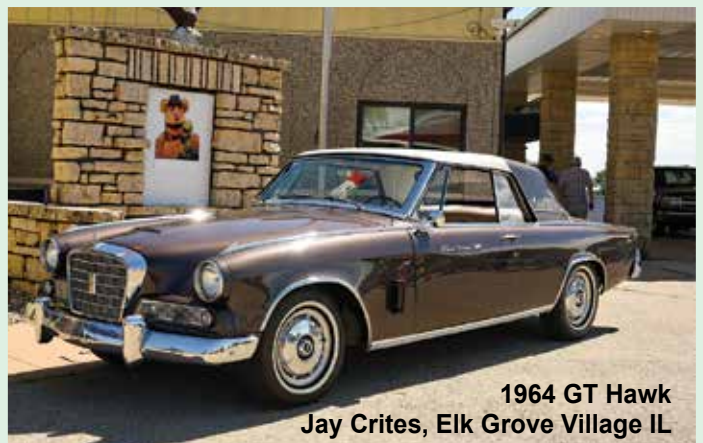
1956 Sky Hawk
Gerald Johnson, Machesney Park IL



1955 Speedster
Verde Pepin, Motley MN



1961 Hawk
Tom Tillma, Milan MN



1964 GT Hawk
Jay Crites, Elk Grove Village IL

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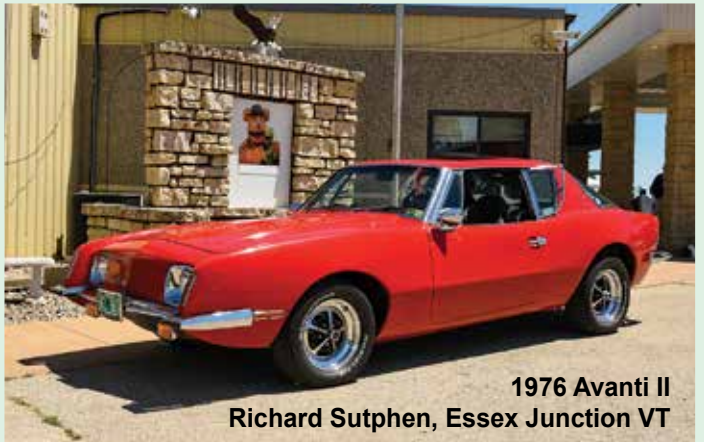
1990 Touring Sedan
Richard Ketchum, Ida AR



1964 Avanti
Beth Beck, Fort Myers FL



1963 Avanti
Dave Balek, Mason City IA



1976 Avanti II
Richard Sutphen, Essex Junction VT



1964 8E40A
Tom Nation, Tuscola IL



1964 8E7
Herman Thoms, Redwood City CA



1963 Champ
Jarred Whitfield, Prairie City IA



1962 Transtar
Robert Dean, New Albany OH

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1956 Transtar
Alan Olas, Lee's Summit MO



1950 2R5 Pickup
Carl Holland, Sparta IL



1935 Dictator
Bruce Prentice, Ottawa KS



1951 Stakebed
Ed Smith, White Mountain Lake AZ

The 60th Annual Studebaker Drivers Club International Meet Watch Competition

submitted by Diane Crooks

Judges for the Watch Competition: Ernie Loga, Diane Crooks, Peg Studebaker



Size 0 - 2nd - 94
Martha Studebaker



Size 0 - 1st - 95
Ernie Loga



Size 0 - 1st - 98
Peg Studebaker



Size 6 - 1st - 95
Peg Studebaker



Size 12 - 3rd - 87
Steve Spicher



Size 12 - 3rd - 88
Ed Bauer



Size 12 - 3rd - 89
Don Hart



Size 12 - 2nd - 94
Don Hart



Size 12 - 1st - 95
Paul Storm



Size 12 - 1st - 96
Terry Keith



Size 12 - 1st - 97
Diane Crooks



Size 12 - 1st - 98
Maynard Lemke



Size 12 - 1st - 98
Peter Cristello



Size 12 - 1st - 99
Donna Sanders



Size 12 - 1st - 99
Gary Sanders

The 60th Annual Studebaker Drivers Club International Meet Watch Competition



Size 12 - 1st - 100
Diane Crooks



Size 16 - 3rd - 84
Ernie Loga



Size 16 - 3rd - 85
Paul Storm



Size 16 - 1st - 95
Ed Bauer



Size 16 - 1st - 95
Adam Nehrt



Size 16 - 1st - 95
Don Hart



Size 18 - 1st - 95
Adam Nehrt



Size 18 - 1st - 95
Adam Nehrt



Size 18 - 1st - 95
Adam Nehrt



BEST OF SHOW
Size 18 - 100
Brent Hagen

The 60th Annual Studebaker Drivers Club International Meet Toy Competition

submitted by Diane Crooks

Judge: Gary Sanders



DISPLAY ONLY

Factory Made-Modified - 1947 MS Pickup
Gary Sanders



BEST OF SHOW - 99 Points

Factory Made-Modified - Hubley Car Hauler - John Crooks



DISPLAY ONLY

Pedal Car - Riding Toy - 1937 C.O.A Riding Truck by Marx
John Crooks



1st - 97 points - Factory Made-Modified
Kingsbury Wrecker - Ernest Loga



1st - 98 points - Kit Built - M-29C Army Amphibious Weasel
John Crooks



1st - 98 points - Kit Built - Studebaker Pickup
Alan Meeker



1st - 96 points - Hand-Built
Cast Aluminum Zip-Van
Bruce Anderson



1st - 97 points - Pedal Car
Giordani Pedal Car Bullet Nose
Marvin Lahti



1st - 99 points - Kit Built - Studebaker Pickup
Alan Meeker



1st - 98 points - Kit Built - AMT Bonneville Salt Flat Racer
Don Cuddihee



DISPLAY ONLY
Kit Built - 1953 Commander
Gary Sanders



1st - 98 points - Diorama - Drive-In Theater - Linda Monroe

The Studebaker “Family”

by Steve Ault

As we age we reflect on what’s been important to us over the years, and the Studebaker Drivers Club comes to mind.

I have no idea how, early on, I became such a lover of the “art” of the automobile. After grade school I became infatuated with customizing model cars, chopping tops, and sectioning bodies. I was a regular at one drugstore and spent considerable time perusing *Car Craft*, *Hot Rod* and other periodicals until the proprietor advised me he was not running a library. I was welcome to purchase magazines but not study them in his store. By age 14 I had a profitable lawn care and snow shoveling business and by 15 I had accumulated enough money for my first car. It got shaved and decked and a local shop painted it for me.

I bought and sold cars, learning through the school of hard knocks. Two additional cars later, at age 16, I purchased a 1950 Studebaker Champion. Hundreds of cars later I bought my second Stude, just after the Estes Park meet in 1987, a ’63 Avanti, and I was hooked and I joined SDC.

We’ve been members of various vehicle-related clubs: AACA, Corvair Club, GTO Club, SKPs, FMCA, GMCMH Club, Jaguar Club, Toronado Club, Oldsmobile Club, but nothing comes even close to our Studebaker Club! The International’s *Turning Wheels*, local clubs’ newsletters and tours, the camaraderie, are beyond all expectations and many of the members have become “family”.

In January the Southern Arizona Chapter of SDC held its banquet and annual business meeting at the White Stallion Ranch, north of Tucson. A member of the Studebaker “family”, Peggy Eastburn, stood up and told the story of her young son falling out of their motorhome on I-10 north of Tucson 30 years ago, and how the Southern Arizona club members came to their rescue during the following trying weeks. They became “family”.

She pitched the Grand Canyon Chapter tour of John Polhill’s fantastic collection of Studebakers, SOBs, and automobile memorabilia in Phoenix so we went to see it. What a grand collection and pleasurable experience! How generous of John to open his place for our pleasure.

We’ve collected memories across these United States, many with Stude editors and other RV/car nuts. We attended one meet in Missouri where we were iced in and couldn’t get out of our motorhome. Another club meet left many members in the armory due to a tornado. Once

we sold a Studebaker only to find we might not have a way back to Colorado. As RVers, for many years my wife continued production of the “*Western Outlook*” newsletter for four clubs servicing Wyoming, Colorado, and Nebraska from the table in our motorhome.

Across the states we’ve met other Stude aficionados, visited them and toured their locales which included numerous auto-related museums and gatherings: Nethercutt, Peterson, Lemay, Forney, Pioneer, Iola, Hickory Corners, Greenfield Village, Rambler Ranch, Back to the ’50s, plus private auto collections and various auto, RV, and other manufacturing plants. We’ve attended International Meets in Las Vegas, Estes Park, Phoenix, Colorado Springs, South Bend, Portland, Rapid City, Minneapolis, Springfield all the while soaking up the culture of the area we’re visiting.

We continue to travel and regularly attend the SDC Labor Day Zone Meet in South Dakota. Last summer we traveled to Manitowoc, Wisconsin, for the International Meet and ended up inside a submarine.

We had snow and cold temperatures in Colorado and Wyoming, but that seldom stopped us from traveling to Denver for winter meetings. We don’t understand the emphasis on winter storage, especially with hundreds of us in central and southern states. Keep drivin’ your classics!! And especially - share and collect memories with your SDC “family”.



The Grand Canyon Chapters tour of John Polhill’s collection of vehicles and automobile memorabilia in Phoenix.