

The Stude Examiner

Volume 21 # 3 May - June 2018



Started 1997 - Now in our 22nd Year





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SOC-UK was started in 1997

Harry Barnes (deceased) was born in Scotland and was a founder of the Studebaker Drivers Club of America in 1962. He was pleased to be a "co-founder" of SOC-UK along with several others.

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<http://www.studebakerownersclub.org.uk>

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MEMBERSHIP INFORMATION

SOC-UK Membership fees are £20.00 for UK residents, to expire on 31st August 2018, or £30.00 (if after February 2018 to expire 31st August 2019).

NON UK RESIDENT MEMBERSHIP

30 Euros for Europe and £25.00 rest of the world with a printed magazine.

Alternatively for Non UK residents only we offer a special deal of £10.00 per year INTERNET ONLY membership which includes an emailed copy of the magazine.



MISSION: SOC-UK IS DEDICATED TO THE PRESERVATION & USE OF STUDEBAKER & RELATED VEHICLES & COMPANY HISTORY FOR FUTURE GENERATIONS



Studebaker Clubben Sweden European Tour

June 6th to 10th June 2018

European Meet Edition

Welcome to the European meet report in Sweden from the UK clubs perspective.

The Swedish Studebaker club is a strong one and has members from Norway, Finland and Denmark.

Last time I went up to a meet held by the Swedish club was in 2008. I think that was the first time they had hosted a European meet and all the participants had an outstanding time.

Since I was last there all the ferry routes from the UK that made access to Sweden easy have since been closed.

For Darrell Webb, Bill Baker, Steve & Jo Williamson and myself, who were talking about attending this now transposed into a 1000 mile journey each way, making an 11 to 14 day trip through Netherlands, Germany and Denmark to finally get into Southern Sweden. What's not to like about a road trip like that ??? Kristine and our kids were not able to attend as this was one week after their school holidays had finished.

There was a fair bit of dialogue between us about how to tackle the trip. It seemed that we were all able to do the Swiss trip last year which was about 750 mile each way, but 1000 miles was just too far. What were we really thinking? Goodness knows? Just putting up a whole set of barriers in an attempt try and avoid making any sort of decision and commit to a two week jolly in Europe. After all it's only partly about the cars. It's more about seeing your old friends, meeting new ones, telling the biggest whoppers known to mankind and just rabbiting on about Studebakers and car stuff in general for a week or so.

In the end I just came to the conclusion that it's just about as far as driving from Melbourne to Brisbane, and a well sorted Studebaker should be able to transverse 2500 miles easily. Darrell, had mentioned he was up for a road trip, but was having problems with the charging system on his 1931 President Roadster. So I suggested we take a more modern Studebaker and that I pick him up from his house near Cambridge and we catch the overnight ferry over to Holland to start the adventure.

As time went on and the planning took shape for the rally, Bill Baker couldn't make it and Steve and Jo Williamson decided to fly than take their 1949 truck. That left Darrell and I on our own for the road trip. We did try and hook up with the Dutch club, but couldn't get any timings to work.

With plenty of forward planning Darrell and I got down to the nitty gritty of sorting out this boys only trip. In true bloke style, two weeks to go before kick off for the meet, nothing had been sorted. So I booked the ferry over and back and figured we'd do all the rest on the road with no fixed plan. Just blow with the wind in the general direction of Sweden and drive around 250 miles per day.

Darrell in the meantime did his fare share of looking on line and discovered that the Foo Fighters were playing in Gothenburg the day before the meet started and booked two tickets for the open air concert. It was 'game on' from there.

Calendar of Events

9th - 11th Nov - NEC Classic Car show Birmingham by Lancaster Insurance

15th - 19th May 2019 Studebaker Packard Club Netherland - European International Meet in Ouddorp Contact www.spcn.nl

2019 Studebaker Drivers Club international meet in central Ohio Mid year. Dates to be announced.

Front Cover Pictures

Top - European Car Club Presidents and representatives :- Ueli Wellauer - Switzerland, Gunno Bostrom - Sweden, Gerard Chapuis - France, Boudeijn Arenthorst - Netherlands, Greg Diffen - United Kingdom, Niils-Petter Norman - Norway
Bottom - Darrell Webb, Greg Diffen, Rob Hill and Lorna Venema with Greg's 1962 Lark in Sweden
Inside Front Cover :- Greg Diffen's 1962 Lark Daytona Hardtop with Skytop in Fiskebackskil.

Back Cover Pictures

Top :- Lorna Venema from Brisbane Australia with her Nobel Prize Medal.
Bottom :- Pekka Polvinen from Finland with his very original unrestored 1964 Daytona Wagonaire, who just popped by for one of the days before traveling on to see his daughter.



Preparations of my cars were taking shape. For the early part of the year I had been stretched a little thin working on two many cars. Initially I had wanted to take my 1988 Avanti Convertible, as this was ready to go and was the car I took to Sweden ten years ago. The registration papers were into DVLA for my '62 Lark and '64 GT and with literally 2 weeks to go, the first UK registration came through for the Lark, but the Hawk was rejected. My 1963 bulletproof Lark came off the road a month before we were due to leave, to have new front springs installed and a new set of front end rubbers fitted. Soon into that job, I found a few more ugly problems that needed addressing and it became apparent that there was no way I could get that car back down on the ground and ready for the road trip on time. More on that drama in a later edition.

I did want to take the 64 GT, but with a DVLA first registration rejection, that plan was off the table.

As soon as the 62 Lark papers came through, I sent it off to the paint shop to have the front panels repainted and a small problem with the passenger side door fixed. Almost 1 week before we were due to leave, I was really stressing that I had not really properly road tested the 1962 Lark Daytona nearly enough and was of the opinion that 2500 miles in a 6 cylinder car might just be too much for it and my patience, as it might have been a slow runner. Having never really had any experience with late model 6 cylinder cars and ended up with a real fear of making such a big trip in what was still a relatively unknown car to me, that actually drove beautifully.

Somewhere along the line in the last few days, a friend of mine gave me a slap in the face and asked, 'What does your gut tell you?' Will the Lark will make the trip or not? I answered 'Yes, it felt fine.' and with a day to go I changed the ferry booking to the Lark instead. Years ago I used to

be fearless about driving my cars, but in the last few years, I have noticed this fear element creeping in. Maybe it's because there are young children involved in my road trips now. However the preparation work done to get the 62 back on the road was done well enough by myself and the only real way to test a car is to give it your best attempt at breaking it. In the worst case scenario Darrell and I would just hire a car and keep heading to the meet if the Lark decided to 'cease functioning' on the way. A nicely prepared Studebaker is a reliable car any way, so with a few spares and a few tools packed the car was ready for it's Sweden adventure and fear was thrown out the window.

The ferry from Harwich was leaving at 10pm so I arrived at Darrell's place at around 6pm Saturday the 2nd June for a roast dinner with Mags and their kids, Lewis and Clarissa. Darrell's place was just over an hours drive from the ferry so we boarded by 9pm and went to the bar to have a few pints of the amber nectar as the sun went down and we left the English port heading for Holland.

We tried to hook up with Piet and Corrine Nicola on the Sunday morning in Holland, but they were busy with a football match with their son Lucas, so we passed by and decided to see if we could get all the way to Hamburg for Sunday evening about 550km away. A decent 7 hours of driving plus stops taking us through Holland and into Germany. We figured that if we could push further on the Sunday the rest of the 3 days of driving we had left would be a little easier for us.

After dodging around a traffic jam in Bremen, we arrived in Hamburg and booked a hotel once we had a chance to sit down and have a much needed beer in one of the little squares in town.

I knew the Swiss were heading up in convoy and probably had to pass through here at some point, so I gave Stefanie Nyfeller a call on her mobile only to find out that as luck would have it, the Swiss group had arrived in Hamburg the day before and were having dinner near their hotel about 20 minutes walk from our place.

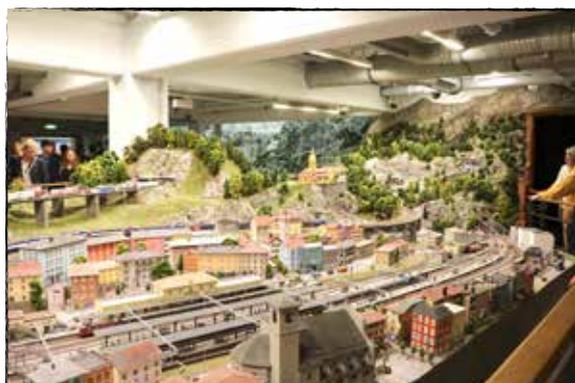
Darrell and I met up with Stefanie and Urs and the rest of the Swiss group in a burger bar to enjoy a Hamburger in Hamburg. It had to be done. It was a great chance meeting for all of us and the first unofficial day of the European meet. By this point we were also keeping the Swedish club abreast of our progress on facebook so they could track our movements. After a bit of discussion with the Swiss club, we discovered that there was an overnight ferry that would take us from Kiel straight into Gothenburg. That would save us around 800km of traveling as we had originally wanted to drive through Denmark via



Copenhagen and then over the long bridge into southern Sweden. That night we booked the ferry for the next day allowing us a free day in Hamburg.

There is a model railway museum in Hamburg that is reported to be the largest one in the world. How anybody could have anything the largest in the world outside of America defies me. Once we arrived into the old warehouse where the museum resides, I tend to believe them now. The place was packed and there were at least 6 enormous train layouts with enough happening in the background scenes to keep anyone interested for 4 hours at least. The lights changed from daylight to night time at regular intervals and the layouts took on a whole new life. We even bumped into the Swiss club again who were on another whirl wind tour of Hamburg.

Darrell and I were just taking it easy and by 3pm we were on the road heading 100km up to Kiel to catch the next overnight ferry. Unfortunately we had no time to look at the WWII German U Boat on display there. Once on the ferry it was time for a few more beers and a great dinner in the restaurant before tuning in at 11pm.





After a good breakfast Darrell and I collected the car on Wednesday morning 6th June and headed 30 km up the road to the old town of Kungälv. As you come into town you can't miss the Bohus Castle Fortress overlooking the

town. It had changed hands in various wars between the Norwegians and the Swedish territories. Arriving just before mid day we were greeted by Canadians Rob and Josie Hill, Lorna Venema from Queensland and Jan Wikstrom from Sweden. Once checked in we decided to head off to look at the islands on the coast out via Fiskebackskil for lunch. The islands have incredibly beautiful scenery and are well worth a visit. Not being one to miss an opportunity, Lorna and Rob decided to come along for the ride to spend a relaxing afternoon with us.

Back at the hotel room we quickly ditched our back packs and walked to the outdoor concert stadium to see the Foo Fighters and support acts in the mosh pit down the front.

Darrell was excited, but since I had no idea of anything they played, I was a bit reserved, although I do like Nirvana, their lead singer Dave Grohl's previous band. Darrell was telling me that by comparison to UK tickets these were really cheap at Euro 80 each. Last time the Foo Fighters played in Gothenburg, their lead singer fell off the stage and broke his leg badly, but still kept on playing while the medic kept his leg straight in a blow up splint. The concert was excellent on the clear Swedish night and both Dave Grohl and his drummer Taylor Hawkins were just dynamite to watch. How they managed to play for so long defied me, but they were 100% professional and made a great concert. The medic who helped him was honoured several times in the show. Thanks Darrell, for getting me out of my shell and getting me to the concert. It added another level of enjoyment to our Road Trip. Back at the motel in town it was time for a nightcap at the bar with a lot of other people who had attended the concert.

Lorna Venema is now in her early 80's and still loves her Studebakers. She has 10 or so back home in Queensland. Her husband John aka 'The Sheriff' because of the sheriff hat he always wore passed away a few years ago. John was born in Holland and emigrated to Australia in the early 1950's. Lorna is still as keen as mustard and is happy to talk to anyone and show pictures of her beloved husband and their Studebakers. It was great to see her again as I have known her and John since the late 1980's and even visited them at their home outside of Brisbane years ago to see their wonderful Studebaker collection. She was thoroughly enjoying her time in Sweden and loved the impromptu trip in my little Lark.





Back at the hotel for the early evening it was 'kick off' for the meet with pre dinner drinks. The car park was choc O bloc full of Studebakers. There was a lot of hugging and handshakes as the usual suspects in European Studebaker clubs renewed their acquaintance again. Some of us have also met on various facebook pages and there were new members to meet as well. There were around 120 people attending the meet.

All European clubs were represented, plus Australia and Canada, Finland, Norway, Denmark, Germany and United Kingdom. Of particular note, there were no Americans attending. Our normal American friends Sam and Melody Simmons from Alaska, could not make it this year. This seems a little odd to me as the US club wants participation at their meets State side – it is an international club after all, but seems to have failed to send any representative from the current US board internationally.

In years gone by, SDC board member, George Hamlin did have the ability to pop up anywhere around the globe at a meet. I am having a little dig at the US mother

flea market held in the car park, till 11 am. The passenger door lock had almost fallen off on my Lark. It had not been re assembled properly by the panel beaters when the door was worked on. So with a few moments to spare I whipped the passenger door panel off and reset the lock properly, sealed it up and went out into the flea market. I was able to buy a correct tail light lense for my 62, some parts for my 1937 and traded Rob Hill a set of 1963 GT Hawk door flags for a set of 1964 ones that I had back in the UK.

At 11am we were all off heading towards Marstrands Havshotell for a car show and lunch. After lunch we took the ferry over to the adjacent island, Marstrand for an afternoon walking tour. This is a typical summer tourist destination for Swedish people and the island has a lot of holiday houses. One of the Swedish members Bengt Janson, was telling me that he used to holiday regularly on the island when he was a boy. After the tour we were set free to enjoy the village before heading back to our hotel. Darrell drove my car back and I went for a ride with Peter Berntsson in his 63 R1 Avanti 4 speed to have a brief moment to catch up with him. Ten years ago when I was up in Sweden at the first meet I stayed with Peter and Anette after the meet for a few days. We had met in South Bend again in 2012. His car still drives fine and his 22 year old daughter Caroline takes the car out regularly. Back at the hotel, most of us ventured over the river to the local car show under Kungälv Fortress where Studebaker was the featured marque. There was a great selection of cars of all makes at the show. Dinner and drinks at the hotel finished the day off well.



club here, but I do tend to think our International meets held outside US environs around the globe have no reciprocal representation.

The hotel was excellent and the meet planned to be a relaxing one.

Thursday was perfect weather wise. After a full Swedish breakfast, there was a trunk







Friday's events were relaxing again as we ditched the cars in favour of a bus and made our way down to Gothenburg to visit the Volvo museum. This was an excellent and informative museum. Volvo was more into trucks and marine motors with their Penta brand in the early days and cars were the secondary business. So the range of cars pre 1980 is small compared to other manufacturers. Volvo really seemed to 'nail it' with good bullet proof people movers that lasted many years in production from the 50's through to the 1980's.

After the museum we were all dropped off in Gothenburg and left to our own devices to find lunch and walk around the town.

With a little bit of local advice from Bengt and Camilla Janson, Steve and Jo Williamson, Darrell and myself headed up to the restaurant area for a good 2 hour lunch. Bengt suggested that after lunch, we head off to a very discreet hotel that had wonderful internal decorations and a hidden internal courtyard



for a few bottles of Champagne. It was a sensational day and there is no point resisting a boozy afternoon when you are on holiday, so we all followed local advice and had the most enjoyable time sitting in the courtyard enjoying ourselves. Needless to say by the time we all migrated back for the afternoon boat trip around Gothenburg a few of us had a nice 'glow on' happening.

That evening, back at the hotel a BBQ had been prepared and there was a raffle that lasted most of the evening. I was picked to check the raffle tickets, congratulate the ladies with a hug and a kiss (sounded fine to me) and give the blokes a firm mucho handshake or for those that wanted it a big hug. It was a fun night and I had to retire by midnight as the afternoon session had finally caught up with me and done me in.



Saturday 9th June became yet another sensational day. To put it in perspective, the Swedish media was saying this had been the hottest period in June for over 100 years. There was plenty more to come for the rest of Sweden and Europe. The day started off with a trunk flea market till 11am before departing for a road trip to the island of Tjorn and car show with lunch at the Stenungsbaden Yacht Club. The all Studebaker car show was well attended and the lunch with views out over the bay nothing short of spectacular.



Once back at the hotel, it was time to prepare for the final meal. There was plenty of entertainment from Bruno and Hellevie Bostrom. They had made a musical history tour of the months of Sweden with about 8 helpers. Luigi Rhighenzi from Switzerland sung some opera, followed by Stefanie and Urs Nyfeller with a final rendition of Wait for the Wagon which everyone joins in on for the rowdy chorus.



Speeches and thank you's were given out by the European clubs for the meet organisers. Our UK club handed out about 30 locally made UK beers for the different organisers to take home with them. These are the sort of beers you drink warm as only English people tend to do. With names like Spitfire, Hob Goblin, Backfire. I am sure they were well received. Darrell and I started off with about 40 beers in the car when we left the UK but only ended up giving 30 out. Ten had gone missing by the time we made it to Sweden, being used for medicinal purposes.....



The final day and leaving morning are just like those weekends you have when you were children, that you wish just went on forever. It was a great meet and well organised by the Swedish club. I did catch up with Phil and Heather Henderson from Sydney, who were paying off their hotel and bar bill before we left. They were on an 8 week holiday around Europe before heading back to Australia. Phil and Helen are always a barrel of laughs.

Darrel and I headed off mid morning for the short drive down to Gothenburg. Once again we had booked the overnight ferry back to Kiel in Germany, so had the rest of the day to do some sight seeing around town. We ended up in the maritime museum climbing over ships and walking around town. On boarding the ferry we had realised that we could get home a day earlier, so we re-booked our UK crossing at the ferry terminal and proceeded on board for a nice dinner and some rest before the big push back to Holland the following day.



Monday 11th we docked in Keil by 9am and started the long 580km journey back towards Holland. On the road we decided to stay in Gouda for the night and did manage to have lunch with Herman and Mariska Black and his son in their Avanti and 64 wagon along the way. Both of us had never been to Gouda and it meant that we could have a relaxing day in Holland on the Tuesday before catching the ferry home. Gouda is a wonderful city and we had a great meal in the town square whilst the whole town was out playing beach volleyball on the tons of sand that had been deposited in the town square for the event.

Tuesday the 12 was our last day in Europe and we only had less than 50km to drive to the evenings overnight ferry. We had a lazy morning in Gouda where we found a great café for breakfast and a very cheeky desert to follow. The night before a local person had recommended a great cheese shop to invade, so we stocked up on various different grades of Gouda cheese to take home with us. Leaving Gouda mid morning we headed off in the direction of Delft to drop into the famous classic used car sale room of Joop Stoltz. There are hundreds of car that he has in his showroom, all tightly packed in. Of course he also has a few Studebakers for which he has a soft spot for. When he was in his early teens, his parents took his family on a summer

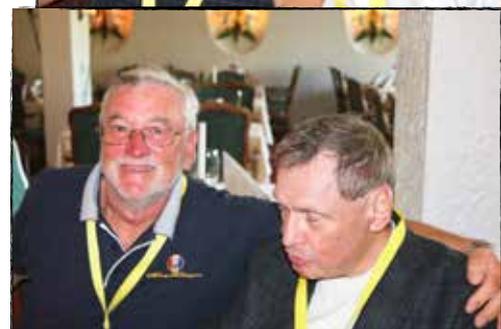
vacation to Greece in a 1953 Coupe. There are photo's of this adventure up on his showroom wall. I have to say, that most of his Studebakers are quite reasonably priced for the condition of them. The car showroom is almost like a museum with just the smallest amount of space to walk past cars. For Darrell and I, it was the perfect place to loose a few hours on the road trip before heading into Delft for a look around town and lunch and dinner before heading off to the Hook of Holland for the 9pm overnight ferry home.

Once back in the UK early Wednesday, we headed back to Darrell's place. On the he suggested we stop into the Rolls Royce and Bentley P & A Wood dealership near him to look at their workshop and showroom. Man O man were these guys professionals in every sense. The restoration and paint shop were spotless, with each car having it's own marked out bay. We were free to look around, once we had checked in and spent a few hours within the complex. I learnt that there is no substitute for maintenance of a classic vehicle. You just have to knuckle down and sort the problems out till you get your automobile to function correctly. Darrell and I said our goodbye after almost two weeks on the road and I started the final 3 hour journey home in my new found trusty little Lark 6 cylinder. Arriving home, the kids were over the moon to see me again and my wife Kristine just gave me a peck on the cheek and went about her business.

In summary, it was an excellent meet. Darrell and I were glad we went. Thank you to all that organised a wonderful meet. Sweden is a long way to travel, but the Swedes have the same problem if they come to a European meet as well. Darrell and I got to know each other a lot more and share good travelling stories. He's a very relaxed traveling companion. Apart from the meet hotel, we only booked our accommodation as we arrived in a new location, which adds to the fun of the adventure. These days with the internet on your phone there are always plenty of options and it gives a traveller a chance of staying in some great locations at a moments notice.

On an odd note. Two people came up to me at the Sweden meet and have since bought an Avanti after I gave them a drive of my 1988 Avanti Convertible at the Swedish meet in 2008. Carina Wikstrom has bought a 1987 Avanti Convertible and Henrick Stenstrom who bought a 1976 Avanti II. It just goes to show you that if you let someone drive you car there is a chance they will end up owning one some day. I really felt quite chuffed after hearing that.

The next meet is in Ouddorp in the southwest part of the Netherlands 15th to the 19th May 2019. For us in the UK this is an easy trip to make and I hope to see a great representation from the UK club.





natural rhythm and for this car 100km/h was about right. Being so used to a V8, it took a little while to get used to the power range of the 6 cylinder. I must say, that the car was more than adequate for the journey and gave no problems, no matter what the traffic conditions were. It had plenty of power at speed but was just that fair bit slower on acceleration from standing than a V8.

My fears of owning a late model 6cylinder Studebaker are now over. A properly prepared car is an excellent Studebaker to use. For many years, I have heard other dedicated Studebaker people complain about 6 cylinder cars or Chevrolet V8 or 6 cylinder powered Studebakers. All I can say is that these complaints are baseless and I would happily own a later car with 6 cylinder. The Studebaker company were proud of making a fine driving car in the 6 cylinder range. In the great learning curve of life, I am grateful for the opportunity to experience and enjoy a slightly different aspect of the Studebaker hobby.

Driving the Lark – The 62 Daytona Skytop we took on the rally was a new car for me. It is a 6cylinder automatic and came from Karl Goret in Belgium last year. Karl was a genuine Belgian Studebaker dealer from pre-war to 1966 and then on with VW through D'Ieteren. This car was originally sold new in Paris and Karl obtained it in the 1980's from Nice. Having been a Studebaker dealer, his car was always well serviced until he was unable to drive.

The car had done 55k original km and needed recommissioning when I bought it as it had not been driven for over ten years. The car had minimal road testing before I departed for the trip, but felt 100% reliable. Never having driven any great distance in a late model 6cylinder car before I have to admit I was worried about how it would perform. As Darrell mentioned, once you have a car out on the road you can feel it's

This little Skytop is a grouse car to drive. Because it is such low mileage and well looked after it is a nice tight car that you just don't get with high mileage examples. With the Skytop top open the car is cool inside with out the constant blow and buffeting you get from a Convertible. It can be adjusted whist driving to block the sun or even closed. Unfortunately genuine Skytops are thin on the ground. It is probably the rarest option available in the 1961 through 1963 model year and around 15 or so are know for each year of production. I am very lucky to own one that is so original and low mileage.





⌘ ⌘ ⌘ *Studebaker 1852 to 1966 - A Legacy Worth Preserving!* ⌘ ⌘ ⌘