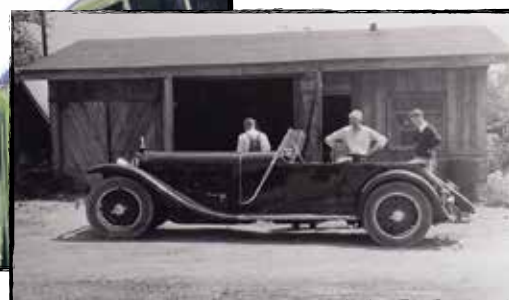


The *Stude Examiner*

Volume 22 # 2 March - April 2019



Started 1997 - Now in our 23rd Year



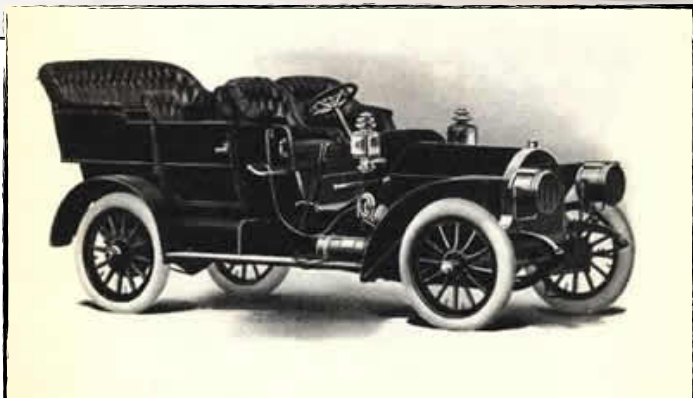


Above - UK member Tony Molloy with his superbly modified 1953 Pickup at home in Coventry.



Left - A wonderful and probably unique 1911 EMF 30 that was sold at Goodwood Members meeting here in the UK in late March. The body is genuine EMF and the car was very original. It was brought into the UK for the sale. Let's hope it has a UK owner.

Below - Some images of Studebaker Garford automobiles. Probably from the 1907 to 1911 era and very rare.



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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.

Visit the club web site:-
<http://www.studebakerownersclub.org.uk>

Honorary Member:- Karl Haas

The "SOC-UK team" for 2018 - 2019 is :-

President - Bill Baker

Bacres, Quarry Road, Hornton, Nr Banbury,
Oxon OX15 6DF
ph Home 01295 670 465
email - info@bbvhovercraft.co.uk

Vice President

Technical, Service, Advice and Event information

Arthur J Melrose

"Rose Cottage" 14 Brookfield Road, Fair Oak, Eastleigh, Hampshire SO50 8EW
ph 02380 694 715

Membership Secretary & Treasurer

Rex Burr

11 Brandon Close, Hellesdon, Norwich NR6 5SE
ph 01603 412551
email - rex.burr@tiscali.co.uk

Editor

Greg Diffen

86 Greville Road, Warwick CV34 5PJ
ph 01926 733484 mobile 0774 803 6035
email - yodiffman@yahoo.com

Webmaster - Beryl Fooks

ph 01252 549 101
email - berylf.fooks@ntlworld.com

Press / Media contact

Greg Diffen ph 01926 733 484 or
Mike Whitby ph 020 8850 7983

MEMBERSHIP INFORMATION

SOC-UK Membership fees are £20.00 for UK residents, to expire on 31st August 2019, or £30.00 (if after February 2019 to expire 31st August 2020).

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



The Presidents thoughts

Hi All,

Well we are now past the equinox and the weather is improving in spite of the hail crashing on the roof.

As previously mentioned our first Thursday evening local car gathering of the year should have taken place last week but the ground was too wet, but this week the venue is on hard standing so it will be interesting to see what comes out of the sheds from those who have been industriously hibernating over the winter months.

Next week being the Easter weekend I expect many of you will be waving the Studebaker flag at various shows etc please I repeat please let our esteemed editor have the benefit of your photographic skills with maybe the odd explanatory few words even if only to make him jealous as he and family will be sunning themselves in Italy.

The next local big event is on the 28th April at the Bicester Scramble (tickets on line only) let me know if you are going and we can make it a gathering.

Keep the wheels turning, Bill



Calendar of Events

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

14th July Rally of the Giants Blenheim Palace

11th to 14th September 2019 Studebaker Drivers Club international meet in Mansfield, Ohio

14th September 2019 International Drive Your Studebaker Day

2020 - May 25th to May 29th European Studebaker rally held in the UK at Madingley Hall Cambridge. For details contact Greg & Kristine Diffen yodiffman@yahoo.com

Cover Pictures

Front Cover :- The UK connection. Pictured is the late Bob Valpey's 1931 Hunt / Jenkins Special Indy Racer. This car was owned for one day in the early 1950's by our UK Packard friend Pierce Carlson. He bought the car from Ab Jenkins son. Pierce who hails from San Francisco now lives in London. Pierce is the guy in the middle with the Mercedes also taken in the US in the early 50's. Also pictured is Cliff Bergere who drove one of the Studebaker Indy cars.

Back Cover - Another UK Connection. Paula Murphy - America's fastest woman and test driver for Studebaker. Top picture taken in October 1963 after a record setting run at Bonneville Salt flats with the Granatelli prepared Studebakers. Bottom picture - The same record setting car in the Studebaker Museum in South Bend. The UK connection is that during the 1970's and 1980's Paula Murphy was living in the UK and still drag racing at Santa Pod Speedway.



Warwick and I out for the first spin of the year in my 63 Daytona Hardtop to meet some of his friends for a play at Combe Abbey park near Coventry.

THE BUSH

TELEGRAPH

and News from Studebaker Central

G'day to you all. The Daffs are still blooming and my favourite time of the year where England is a sea of yellow is quickly fading.

May Dutch meet in Rotterdam

The European international meet is fast approaching from the 15th to 19th May. To date I haven't prepared any car for the meet and will pick between my 63 Daytona, 66 Daytona or 64 GT in early May. All cars are of the mechanical standard that they are ready to go anyway, but I have not had any chance to dedicate any time to really working on cars lately.

At the moment, Bill and Rosemary Baker, Darrell and Mags Webb, Trevor, Steve and Jo Williamson and myself will be heading over from the UK to the meet in Rotterdam. Julian Poupard did ring to say that he was not 100% on the button and would probably not make the trip in his 1964 Avanti.

Trevor, Steve, Jo and I will head out via the Chunnel and stay a night in Brugge for a bowl of 'Mouille et Pomm Fritte' before the final leg up to Rotterdam. Currently, I have not even thought about how I will return. Bill and Rosemary will travel with Darrell and Mags via the overnight ferry to Holland.

There will be a colour meet issue to follow.

A few dating letters have been sent out for new Studebaker Registrations here in

the UK. These letters form a valuable source of funds for our club that enable us to make a colour issue every now and then. Frank Stallard from Walsall has his registration papers for his 1956 Truck. Simon Bruce has the paperwork for his 1926 Big Six roadster and finally Richard Atkinson has the papers he needs for his recently imported 1953 pickup truck.

Thanks to Bill Baker for the articles he has submitted for this issue.

What's been happening in Diffo's shed ?

This time of year also signals the time I should get my butt out of the office and start working on some of my old bangers that sit around in my garages. However, that has not been the case lately as I have been busy doing other things that need my attention.

That means that diddly squat has been happening in Diff's shed in terms of the physical part of working on my fleet.

It doesn't mean things haven't been happening though, just that I have been paying for other people to do work for me.

In March the specialist parts for my 1937 President Convertible Sedan came in from Tom Shrock in Pennsylvania. They have only been on order for about 2 years.

Tom and David Shrock are both in their 80's now and when they stop manufacturing running boards and steering wheels and the other associated parts for 1930's Studebakers who knows

what we will do. The parts themselves cost me a small fortune for a car I have no financial resources to contemplate restoring at the moment. Part of the fun or restoration, is collecting the parts and to have as much ready before you finally dig in and crack on. However in this case in order to give the car it's best chance in the future, to hit the road looking splendid, it required a bit of an investment nudge even though it was a painful one in the hip pocket. In a few years I will have forgotten the money anyway.

Kristine's 63 Avanti is in the service bay ready to be worked on, and for me to pull apart to make it properly roadworthy after 10 years sitting.

Last weekend, I had our trusty 1963 Daytona out for the first time this year with a run with Warwick into Coventry to visit his friends. We even stopped by to see Tony Molloy and his modified 1953 Pickup on the way home in Coventry.





Martin Fearnly above, at Spa panels has finished painting my 55 truck and as of yesterday it is back at home in my garage looking magnificent. The truck still needs a little remedial work on my part to get it running better, which I can do at my leisure.

Next year in 2020 it will be the UK Clubs turn to host the European meet.

For the past few months Kristine and I have been working on the next European Meet to be held in England next year, with a little help from Darrell and Mags Webb

We have picked the university town of Cambridge for the location. Last week Kristine and I went over early Wednesday to look at 3 possible hotels

that could take the numbers required and provide the meals. We stopped in to see Darrell and Mags after we had finished our 'Cook's Tour.'

The dates of the meet are from the 25th to the 29th May 2020 at the location of Madingley Hall just outside of Cambridge. This is a 16th Century manor house with superb gardens. The house is owned by Cambridge University

The hall has a magnificent dining room for all participants to enjoy some excellent food over a four course dinner. The tour will commence on Monday the 25th with an informal meeting at Darrell and Mags 1000 year old house and then move to a National trust property near by.

There will be a day spent at RAF Duxford, a former WWII Airforce base

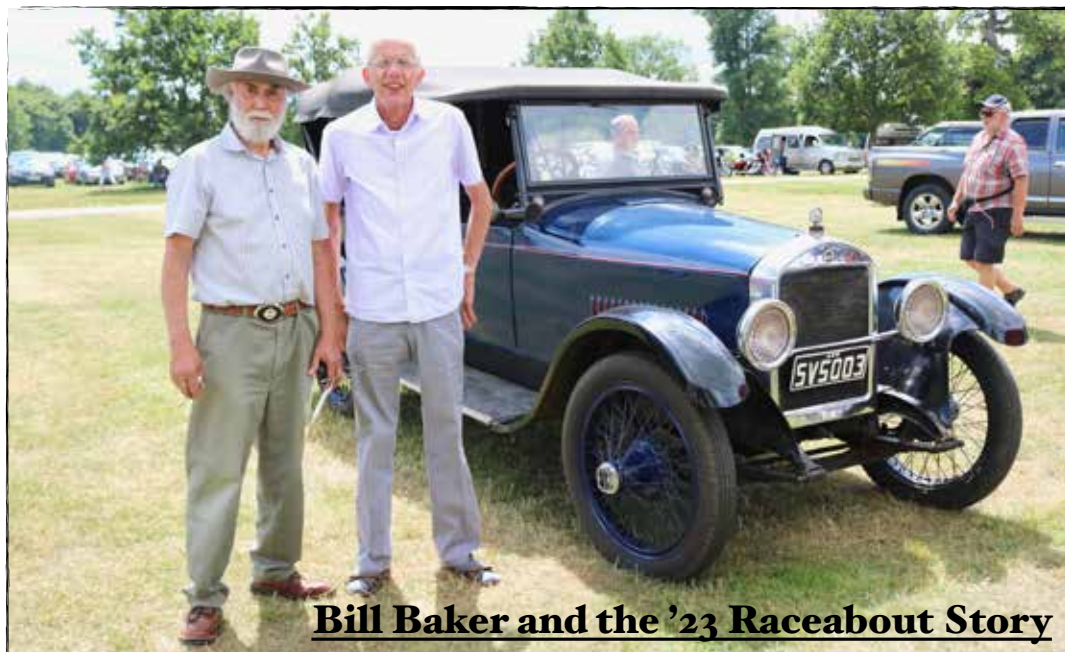
where the American, British aircraft and Tank museums are housed.

We'll be punting on the river in Cambridge and have a day in the city, plus have a driving tour around the countryside hosted by Darrell and Mags.

More details of this will follow. I will have a flyer to give out at the Dutch meet in May with the basic itinerary.

We also now have some time to market this meet in the Australian, New Zealand and American clubs to see if we can pick up a few more international visitors to show them some European hospitality.
ENJOY





Bill Baker and the '23 Raceabout Story

I have been the custodian of a 1923 Light 6 for over 50 years. It was originally acquired from a farm near Griffith NSW Australia, having been used by the children to drive around the property. The fact that it had no seats or tyres on the rims seemed not to reduce the fun it gave them.

As usually happens its whereabouts became known to me via a casual remark by a friend of the family. On going out to the property I realised the owner and I had previously met and after the usual formalities my flatmate and I towed the car to another friend's property where an assessment of the purchase could be made.

Fortunately the local undertaker seemed to know the whereabouts

of many of the old cars in the district and was able to help me acquire another completely derelict car which had usable wheels and other missing parts.

The car was, with the exception of the hood and rear seat, made road worthy and used alongside my daily transport, which was a 1930 Chrysler 77. Both cars were used in a vehicle parade to celebrate the town's 50th birthday. Griffith as a town, exists to make use of the waters from the Snowy River Irrigation scheme, and was laid out by Walter Burley-Griffin who also designed Australia's capital City, Canberra.

After an interesting drive of nearly 500

miles to Sydney I returned to the UK bringing with me the Studebaker with the rear of the car full of personal possessions and spares for the car.

That is how things existed for many years as other Studebaker's that came into my possession were a little younger and had no interchangeability with the Light 6. That was to change when following up an advert for the sale of what appeared to be a Light 6 engine. I eventually bought a rejected hot rod project consisting of chassis, axles, gearbox and a large block of rust which after soaking in Diesel for 5 months, and the judicious use of a hammer

turned out to be a slightly younger version of the engine in my Light 6, but with a bigger bore and a drilled crankshaft for the oil feed to the bearings, rather than the smash and bash oiling system employed in the previous year of manufacture.



Removal of the sump and a few kilos of wool had shown the previous occupants to have been mice, but in spite, or because of this, the bearings were fundamentally sound and being of the white metal variety it was possible to recover them in spite of slight ovalness of the crankshaft.

The cast iron pistons when removed would have been recoverable but the bores, one of which had suffered a groove from a loose gudgeon pin, required a re bore/ & sleeve; but as luck would have it I found I had a set of over-sized Chrysler aluminium pistons which could be made to fit by reaming out the gudgeon pin hole to fit the Studebaker pins. A weight-saving of over 1/2 a kilo per piston was a nice benefit, as was the slightly increased compression.

The Cylinder head had massive frost damage but eventually I found one in Canada but not before I had tried to weld it up after successfully welding new teeth on the cast iron flywheel.

I will just say, that with various parts acquired as spares over the years for the Light six and some recently acquired, I was able to make up what we have today.

As you can gather I had plenty of time to think of what to do with this bag of bits as I still had no wheel, rims, or radiator. But on E-Bay USA I noticed a 1917/18 radiator did not appear to sell, so I made the lady an offer. Also on E-Bay, Belcher's, the Model A Ford specialist was selling 4 wooden wheels which not being Model T, and again with no bids, I went to collect, and found a spare rim as well, all with tyres and tubes. It meant having to get made

new adaptors to fit them to my axles, but being beaded edge tyres, and with the radiator, I decided to build a body in keeping with an early 20s raceabout.

As this was not a project I had even considered getting involved in, I originally thought two bucket seats and the statuary oil drum would suffice for a body; bolt it all together and move on BUT - that being too easy, I decided to put myself in the mindset of a young man in 1920s who wanted to compete at the many dirt track events springing up in many of the larger towns. So using all original mechanical parts I firstly moved the entire engine and gearbox subframe backwards, re located the steering box, and set about locating the driver in a comfortable place. After much trial and effort that was achieved, and the two old tub chairs I had cut up in the process were delivered to my daughter complete with a hide obtained while at the NEC, for her to cover in the style of the period.

That done, and with a book supplied by her partner on Canadian canoe building techniques, I built a frame to rough out my ideas. The wood used is 50mm x 8mm strips of Canadian Cedar. The technique I

used is needless to say, more complex than that used on a canoe, in that my planks are tapered to form the shape rather than wrapped around using the full 50mm width of the timber as is normal for a canoe.

The body is then treated in a similar way to early aeroplanes in that the whole is then covered in cloth before varnishing.

Before going to the Shuttleworth race day the car had probably run maybe two hours in bursts of 15 minutes, either in the very bumpy field (rear friction dampers were subsequently fitted) or trying to set up the carbs etc. So for me being able to give it some beans (at Shuttleworth a GPS 50 mph was easily achieved) and check out the handling which was a lot of fun.

The DVLA has granted me an age related number and although not strictly necessary I am in the process of making up some mudguards and looking forward to some warm dry weather.

The mud guards are now made and in the process of being fitted so apart from some final fettling we are ready for the road.



Studebaker - The early years - Setting the scene

By Bill Baker

Before looking at the specific involvement of the Studebaker Automobile we should remind ourselves that at the end of the 19th century the Studebaker factory covered 7 acres producing wagons of all descriptions as well as supplying harness and ancillary equipment.

The sheer number of wagons and in particular wheels was achieved by the use of mass production methods that were not seen in other companies for many years.

The distribution of this factory's outpourings were shipped throughout America by the fairly extensive rail network which had been pushing to all corners of the country since the mid 1800's.

Largely because of the advance of the steam engine the need for road transport from one settlement to another was not required so the development of a vehicle that would be used to go any distance was not initially considered as an alternative necessity to the horse.

This complete scenario was diametrically opposite to that of continental Europe which had had armies marching all over it for hundreds of years forming well established routes which were well used by wealthy individuals who had been doing the Grand Tour for 300 years prior to the beginning of the 20th century.

It should therefore come as no surprise to find that the first motorised vehicle to cross America from west to east did not happen until 1903 and that was initially a motorbike, a 90cc Californian ridden by George Wyman.



Later the same year a Winton car made the same journey driven by Horatio Nelson Jackson.

Besides his medical practice, Jackson was an auto enthusiast who differed with the then-prevailing wisdom that the automobile was a passing fad and a recreational plaything. While in San Francisco's University

Club as a guest on May 18, 1903, he agreed to a \$50 wager (equivalent to \$1,394 in 2018) to prove that a four-wheeled machine could be driven across the country. He accepted even though at age 31 he did not own a car, had practically no experience driving, and had no maps to follow. Jackson and his wife had planned to return to their Burlington, Vermont, home in a few days, and both had been taking automobile driving lessons while in San Francisco. She returned home by train, allowing him to take his adventure by automobile.

Having no mechanical experience, Jackson convinced a young mechanic and chauffeur, Sewall K Crocker to serve as his travel companion, mechanic, and backup driver. Crocker suggested that Jackson buy a Winton car. He bought a slightly used, two-cylinder, 20 hp Winton, which he named the Vermont, after his home state, bade his wife goodbye, and left San Francisco on May 23, carrying

coats, rubber protective suits, sleeping bags, blankets, canteens, a water bag, an axe, a shovel, a telescope, tools, spare parts, a block and tackle, cans for extra gasoline and oil, a Kodak camera, a rifle, a shotgun, and pistols.

Heeding the failed attempt by automobile



pioneer Alexander Winton (founder of the Winton Motor Carriage Company, which manufactured Jackson's car) to cross the deserts of Nevada and Utah, Jackson decided to take a more northerly route. A route through the Sacramento valley and along the Oregon Trail also allowed them to avoid the higher passes in the Rocky Mountains.

I have included the above and give credit to Wikipedia in order to give some idea of the prevailing conditions.





An early Studebaker Garford Coach.

As those with foresight dabbled with the possibilities for the use of the internal combustion engine it was inevitable that any group of like minded people would get involved in various competitive events in the same way that horse racing had, even to the use of handicapping, in fact the use of the oval race tracks used originally by horses were often used in conjunction with them or took over from them completely, some were used as dirt tracks and some, where there was a large supply of lumber were boarded out and were used in this form up until the late 20s. Possibly the best known was of course Indianapolis. But I digress back to the beginning of the century when people such as William K Vanderbilt Jnr whose family had been heavily involved in building the railways that had been instrumental in delaying the need for the Automobile now took up the challenge in supporting the fledg-

ling American Automobile industry by importing the finest European vehicles and using them to improve the native product.

A similar thing was happening in England at the time as the Locomotive Act of 1865 was not Repealed until 1896 and a 12 Mph speed limit was heavily enforced, The speed limits were rationalised in 1903 but the restrictions had impeded

the need for development and it was left to the unrestricted Continentals to ride the wave of this new fangled concept and their designs led the world at the time.

In America Vermont had brought in a similar act in 1894 as had Pennsylvania in 1896 but it was thrown out by the Governor.

The year before the Crossing of America by Jackson

The American Automobile Association (the "AAA" or "Triple-A") was founded on March 4, 1902, in Chicago Illinois when in response to a lack of roads and highways suitable for automobiles, nine motor clubs with a total of 1,500 members banded together to form the Triple-A.

In 1904 the Chairman of the AAA August Post organised a reliability trial as a way of comparing and improving the vehicles available to the public

at the time, and also to highlight the poor state of the then roads. The event became the Glidden tours. They were named after Charles J. Glidden, a financier and Automobile enthusiast,

who presented the AAA with a trophy first awarded to the winner of the 1905 tour.

The Glidden Tours were held from 1904 until 1913.

In this way the AAA supported Tours many of which were used to promote manufacturers products. Although Studebaker did not as such manufacture a car themselves they had experimented with the concept of producing an automobile as early as 1897 and continued experimenting while making bodies for electrical vehicles produced by other companies.

The first motor show attended by Studebaker was held in Chicago in 1902 and they exhibited electric powered town cars.

That the Gasoline or steam powered car was necessary for out of town use was becoming obvious. So Studebaker, who had a well established sales network for its horse drawn vehicles, being as they were, the largest builder of horse drawn vehicles in the world, established a close relationship with the Garfield Car Company. Studebaker supplying the bodies and the chassis and running gear was supplied under contract by Garfield Co of Elyria, Ohio. The Garfield car was a large and expensive luxury car and between 1903 and 1911 only 2,481 cars had been built. The arrangement with Studebaker was terminated and the Garfield company was absorbed



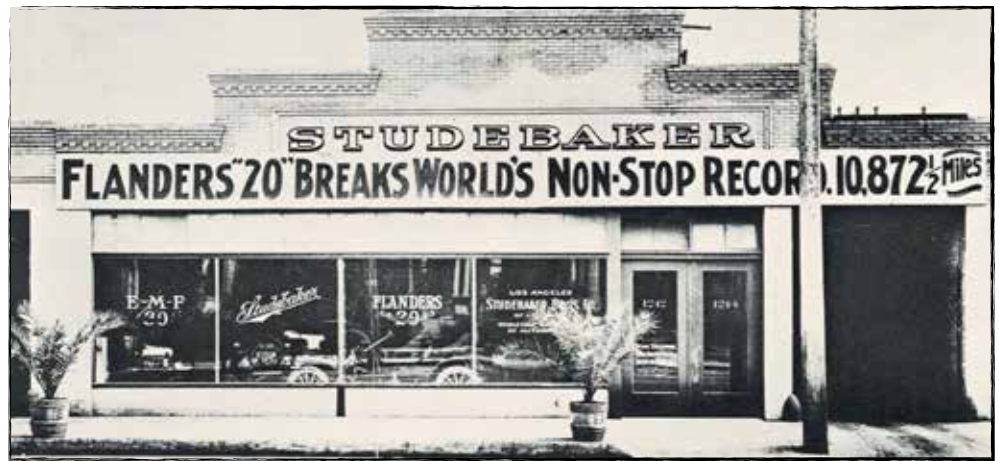
U. S. Army Dispatch Car.
Near Kendallville, Ind.



ABOVE: The 1909 "Pathfinder" E-M-F which laid the route for the 1909 Glidden Tour, first Glidden to penetrate the West. The tour covered seven states, 2837 miles. The E-M-F averaged 8.82 mpg—but 451 miles were in first gear and 688 miles in second! Often the car had to churn its way through foot-deep mud, recording 10 miles of wheel spin for every mile forward. It was an impressive feat.

By 1910 production had merged with Everett-Metzger-Flanders of Detroit, Studebaker having bought into the company in 1908 and cars were sold under the E-M-F or Flanders banner. These cars were now wholly owned by Studebaker and by 1913 with a completely new range of two four cylinder and one six cylinder engine all the cars would be the first Studebaker's totally built in house. Production in 1913 was 35,410 units which placed them fourth behind Ford, Overland & Buick.

Financially the position of Studebaker in the market place was not at this time a good one: they were selling cars not so much because their cars offered value for money as did the Ford model T, but because they had the marketing infrastructure and record of producing first class horse drawn products whereas the Garfield car was over priced for what it was and the E-M-F had gained a reputation for poor quality and reliability. (E-M-F in some peo-



ple's minds, standing for 'Every Morning Fix.'

It cost Studebaker \$1,000,000 in rectification work, but with the package came the great Fred Zeder who added Owen Skelton and Carl Breer to his team and by using improved materials and construction methods radically improved the quality of the engines and transmissions being then built; for example visually the Big 6 engine of this period ran in various forms until 1929 and the new Light 6 engine brought in for 1919 was last used in the Erskine in 1930.

Using variations of these two designs of engines gave Studebaker ten years of engineering stability. In 1908 with the launch of the Ford Model T Ford moved the location of the steering wheel to make it easier for people entering on the passenger side to avoid oncoming traffic.

One of the things which becomes obvious when looking at engines designed at this time is that in line with many manufactures Studebaker in 1913 had only just moved from making right hand drive vehicles to those with the steering on the left but the engine design layout pre dated 1913 and the location of the exhaust carburettor and ancillary equipment made life difficult fitting in the newly located steering column.

In 1926 the need for a radical shakeup brought in Delmar Gerle "Barney Roos" who oversaw development of the straight eight engines that were used so successfully into the 1930's.

This is a potted history of the times in the early History of the Studebaker Automobile The intention is to give some sort of time line to which to attach their many sporting achievements. *To be continued.*





Gordon's 1964 Cruiser hammering around the Bathurst - Mt Panorama track in Australia's premier road race in 1996.



1996 SHELL AUSTRALIAN TOURING CAR CHAMPIONSHIP ROUND 3
AUSTRALIAN RACING DRIVERS CLUB

SESSION 11 Group N QUALIFYING Official

Qualifying P11 30 Mins
Scheduled Start 10:45

Page# 1 Issue# 1
Start Sat Feb 24 10:47
Elapsed Time 31:50

Pos	Car	Entrant	Driver	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
79	INTERCITY BUSINESS CENTRE	Robert TWEEDIE (NSW)	FORD RALLYE SPRINT	4868	2	1	2:39.7948		
43	L. BAX	Lloyd BAX (QLD)	FORD SHO	5943	6	2	2:41.4855	0:01.6907	
19	P. O'BRIEN	Peter O'BRIEN (NSW)	FALCON XY	5800	5	3	2:41.8656	0:02.0708	
40	TILLEY'S WRECKING AND AUTO.	Cameron TILLEY (NSW)	VALIANT S	3700	5	5	2:45.7416	0:05.9468	
11	G. MACKINLAY	Gordon MACKINLAY (VIC)	STUDEBAKER LARK	5284	7	4	2:47.9737	0:08.1789	
28	TILLEY'S WRECKING & AUTOMOTIVE	Brad TILLEY (NSW)	VALIANT R Series	4529	6	6	2:48.0857	0:08.2909	
88	G. TOEPFER	Greg TOEPFER (NSW)	HOLDEN EH	2998	4	3	2:49.1625	0:09.3677	
50	T. HUTCHINS	Trevor HUTCHINS (NSW)	HOLDEN EH	2998	5	3	2:49.9074	0:10.1126	
33	G. GIBBONS	Guy GIBBONS (QLD)	Torana XU-1	3300	8	4	2:49.9186	0:10.1238	
21	J. MCKEON	John MCKEON (QLD)	Torana XU-1	3300	4	3	2:53.6987	0:13.9039	
78	H.T.C.A.V.	Graham HARRIS (VIC)	MORRIS COOPER S	1293	8	8	2:56.6031	0:16.8083	
5	J. BEATTY	John BEATTY (QLD)	Torana XU-1	3300	5	2	2:57.0124	0:17.2176	
16	WARRINGAH ALUMINIUM	Val VUJADINOVICH (NSW)	HOLDEN EH	2998	4	3	2:59.7953	0:20.0005	
59	L. STANNARD	Lance STANNARD (WA)	Morris Cooper S	1300	7	4	3:01.1531	0:21.3583	
61	L. CRIPPS	Lindsay CRIPPS (VIC)	HOLDEN EH	2998	6	3	3:01.9167	0:22.1219	
50	A. CANNON	Andrew CANNON (VIC)	HOLDEN EH	2998	7	3	3:05.8545	0:26.0597	
62	G. J. COX	Gordon COX (VIC)	Cortina GT	1598	8	8	3:07.5502	0:27.7554	
80	A. SHYRNIS	Andrew SHYRNIS (NSW)	LOTUS CORTINA	1598	7	6	3:08.7502	0:28.9554	
134	R. FAIRLAM	Richard FAIRLAM (VIC)	Holden EH	2998	8	7	3:09.7432	0:29.9484	
44	P. CORNER	Duane CORNER (NSW)	Cortina GT	1598	3	1	3:48.0785	1:08.2837	
31	P. STUBBER	Paul STUBBER (WA)	Holden EH	2998					
34	A. HEATH	Alan HEATH (SA)	Ford Mustang	4700					
42	ROBERT INGRAM	Robert INGRAM (NSW)	LOTUS CORTINA	1598					
64	BARON TIMBER P/L	BILL TRENGROVE (VIC)	Holden EH	2998					

Lap Av. Speed is 140kph
Lap record by greatest margin, rounder Lap record, #fastest Lap time

1 - Printed Sat Feb 24 11:28:41 1996 Scoring Software By NATSOFT (003)342353 & Automated Timing By Dorian (03)5622199
CHIEF TIMEKEEPER MALCOLM LATCOCK

Living legend and former vintage racer Gordon Mackinlay stands by his automotive sales desk in Rutherglen, Victoria, Australia. Gordon is a long term Studebaker and Mercedes Benz man. Gordon was flying the flag for vintage racing with a Studebaker in Australia, before it was popular.



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