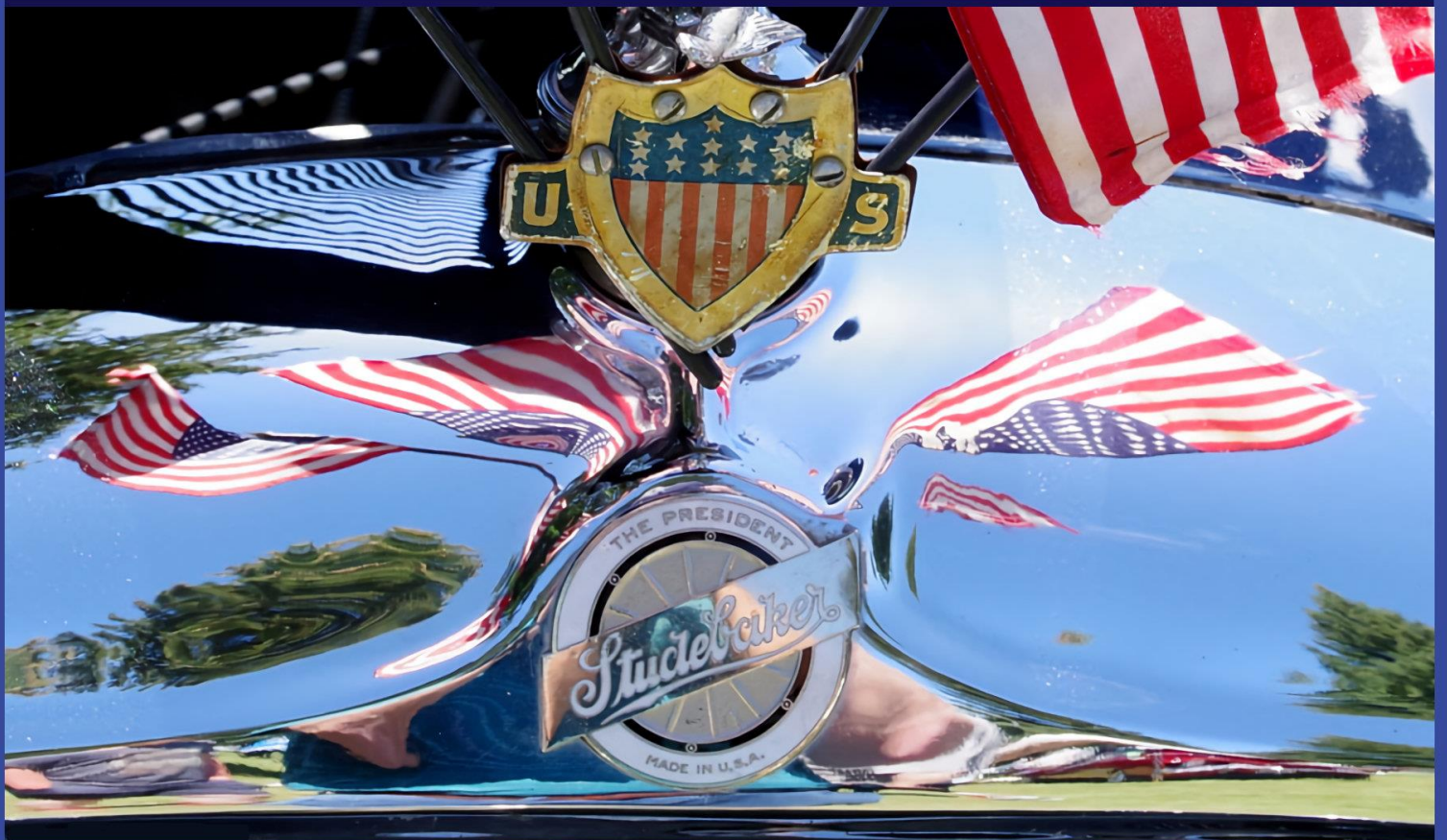
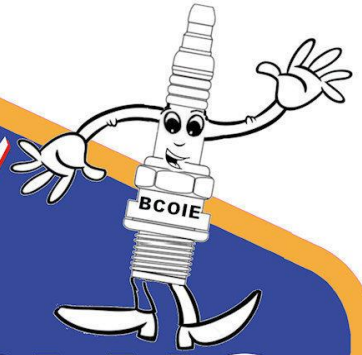


July 2024

# Studebaker

## SPARKPLUG

The Official Newsletter of



**Chapter Information**

**The BCOIE Chapter Meetings are on the 2nd Saturday of each month at Coco's Restaurant,  
1250 E. Imperial Highway, Brea, CA ~ Time is 4:30pm**

For additional information please contact any chapter officer or check the calendar of events in each newsletter or on our website.

**Dues:** Chapter dues are \$20.00 annually. Dues are payable January 1<sup>st</sup> of each year.

Please mail your dues promptly to: **Debbie Stockey – Membership**  
**17410 Golden Maple Lane**  
**Yorba Linda, CA 92886**

**Newsletter Information**

The Studebaker Sparkplug is the official publication of the BCOIE Chapter of the Studebaker Drivers Club, Inc. For ads or classifieds contact the editor listed below.

**BCOIE Chapter Officers**

<b>Elected</b>	President	Sam Wheeler	909-957-3175	wheelersam@verizon.net
	Vice President	Rosiland Metzker	714-315-8292	roldstudes@earthlink.net
	Secretary	Dee Gruver	562-946-2249	cwgruverconst@aol.com
	Treasure/Membership	Debbie Stockey	714-524-7965	debizoo@aol.com
<b>Appointed</b>	Sunshine Coordinator	Dee Gruver	562-949-2249	cwgruverconst@aol.com
	Webmaster / Newsletter Editor	Dan Scott	818-558-1791	dansct@sbcglobal.net

**Pacific Southwest Zone Officers**

<b>Elected</b>	Zone Director	Ed Smith	602-290-1045	edcollects@gmail.com
	Zone Coordinator	Dan Scott	818-558-1791	dansct@sbcglobal.net
<b>Appointed</b>	Regional Mgr. So. Cal.	Gene Nagle	858-335-3183	studieV8@gmail.com

**SDC Website:**      [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)

**BCOIE Website:**    [www.studebakersocal.com](http://www.studebakersocal.com)

**BCOIE Facebook:**   [fb.me/BCOIESOCAL](https://fb.me/BCOIESOCAL)



## President's Message Sam Wheeler



Greetings Everyone. Sorry I wasn't at June's meeting. We were on vacation.

Looking forward to seeing everyone at July's meeting. Reminder our July meeting is not at Coco's, but at Yorba Linda Regional Park, shelter 6. Our annual picnic and meeting will be starting at 4pm. Don't forget to bring a side dish to share.

## Meeting Minutes BCOIE Chapter



Meeting minutes for BCOIEC Chapter - June 8, 2024  
Following members were in attendance: Jack & Faye Weber, Steve Coumparoules, Jonni Elmore, Jack & Debbie Stockey, John & Rosiland Metzker, Jeanne Ertel, Don Eades, Sandy Eades, Don & Jeri Cox, Bud & Dee Gruver.

Vice President Rosiland Metzker called the meeting to order at 4:45 pm. and welcomed all members and introduced new member Steve Coumparoules.

**SECRETARY** Dee Gruver reported minutes from May meeting were printed in the last newsletter. Motion to accept as printed was made and approved.

**TREASURER/MEMBERSHIP** Debbie Stockey reported all finances, including La Palma funds, are all current and accounted for. Membership report shows 38 paid members to date. Motion to accept report was made and approved.

V-PRES Rosiland Metzker reported the following scheduled events:

June 26-29 -International Meet in Dubuque, IA

July 13- annual club picnic at Yorba Regional Park, Shelter 6 at 4p.m. Club will furnish meat, drinks and eating utensils, members bring salad, side dish and/or dessert.

September 14- annual "Drive Your Studebaker Day" at Coco's.

**OLD BUSINESS:** Discussed the great success of our La Palma 50<sup>th</sup> Anniversary meet. A total of 98 cars were registered. A motion was made and approved to again donate a percentage of the profits to suggested charitable organizations to be decided by the Board soon.

**NEW BUSINESS:** None, the meeting adjourned at 5:20 pm.

Respectfully submitted,

Dee Gruver, Secretary



*From the desk of the editor...*  
Dan Scott

Summer is here and so is the heat. I've only been to one car show since La Palma, the Father's Day Car Show in Murrieta. Well, I didn't exactly make it. For the first time since showing Studebakers (2014), my car let me down. Embarrassing enough, but to die less than a block from the entrance is even worse. Waving classic Brand –

X's past me was a nightmare. AAA to the rescue and a tow home. Looks like the culprit is the fuel pump. I'm waiting for a rebuilt one to arrive. Hoping that's all it takes to get back on the road.

I'm still waiting for participation from the members or a volunteer to take over, as I only agreed to do this until after La Palma. I also manage the website and Facebook page. I'd consider continuing in this roll if I heard more than just crickets each month. All I'm asking is a quick email about car shows you attended, a few photos, or a story about your history in the Studebaker World. ???

## La Palma 2024 Photos:

<https://photos.app.goo.gl/GcuUeHneaDnVtPDQ7>

**YouTubeVideo:** <https://youtu.be/bBy0hC67Jq4>



# For Sale

Cars, Parts For Sale & Wanted



## FOR SALE:

Hello,

I am writing to you in reference to a **1915 Studebaker** I have. I would like to sell it and wondered if any of your members would be interested. It is all stock and does run. I live in **North San Diego County** and could possibly transport locally if necessary.

Please contact me at: **Chuck Pedigo, 951-203-3894** or email [eped4447@aol.com](mailto:eped4447@aol.com)

*Thanks to Sam Wheeler for passing this on...*



## How Southern California's car culture got its start

### The first gas-powered auto hit LA streets in 1897 and many other automobile "firsts" happened here too

Southern California's famous "car culture" began in the earliest days of the automobile, and the love affair has spawned an impressive list of "firsts" in the automotive world.

The first gasoline-powered automobile in Southern California emerged from a machine shop on West Fifth Street in Los Angeles in the early morning hours of May 30, 1897. The home-built "horseless carriage" was constructed by S.D. Sturgis, for engineer J. Phillip Erie, who came up with the concept.

With eight people aboard, the automobile slowly chugged its way through Los Angeles streets, barely exceeding the speed of the pedestrians. After stopping for some minor repairs, the vehicle was driven to Erie's home in Boyle Heights, where it was quietly retired as an unsuccessful experiment.

In early summer 1899, Mr. Cass Gaylord of Redlands was patiently awaiting the delivery of his new Haynes-Apperson two-seat automobile he ordered in January 1899. Gaylord was hoping to be the first person to own and operate a factory-built automobile in Southern California, but the delivery was somehow delayed.

On July 22, 1899, the first factory-built automobile in Southern California was delivered to Mr. S.R. Henderson of Los Angeles. Henderson's three-wheeled "Duryea Motor Trap" was uncrated and test-driven July 25.

Gaylord's automobile was delivered July 26, 1899, with significant damage sustained in transit. It took two weeks to repair and on August 10, 1899, Gaylord's five-horsepower Haynes-Apperson made a noisy debut on Redlands streets.

To this day, some Redlands residents believe Gaylord's delivery was purposely delayed so Los Angeles could claim to have the first factory-built automobile in Southern California.

Surrounded by hills and a crest of mountain ranges, Southern Californians began challenging the rugged terrain with their early automobiles. In 1901, a steam-powered automobile made the first trek out of the Los Angeles basin, and crossed the Newhall Pass into the Santa Clarita Valley.

In 1905, a White steam car driven by E.C. Sterling of Redlands became the first automobile to successfully crest the Cajon Pass in the San Bernardino Mountains. Sterling made the trip on a rugged wagon road from San Bernardino to Victorville in just 3 hours and 15 minutes.

Planning for the revolutionary 60-inch Hale telescope project on Southern California's 5,715-foot Mount Wilson began around 1904, and in 1906, a custom-designed electric truck was built to haul large, heavy materials up the mountain road.

The truck had a gasoline engine that drove a generator, which powered electric motors at each of the four wheels. The motors could also be used for regenerative braking when going downhill.

Because of the extremely tight turns on the road, all four wheels were designed to steer the vehicle — 120 years later, these design innovations are still used in the EV/hybrid world.

The 101-mile Rim of the World Drive in the San Bernardino Mountains opened in 1915, and is arguably the earliest scenic mountain road in the United States. The drive reaches an elevation of 7,000 feet, and traverses mountain cliffs, ridges, and valleys offering spectacular vistas.



In December 1940, the Arroyo Seco Parkway (later renamed the Pasadena Freeway) was dedicated and opened to the public, becoming the first freeway in the U.S. The six-mile stretch of intersection-free roadway signaled the beginning of California's massive freeway building program that would continue for decades.

The car culture in the U.S. created a need for "drive-in" restaurants, and the first drive-in was opened in Dallas, in 1921. The drive-in restaurants allowed customers to order food from their car or a walk-up window, and it was delivered by "carhops" for in-car dining.

Southern California was the birthplace of some of the earliest and largest drive-in restaurant chains including:

- 1936 – Bob's Big Boy, Glendale
- 1940 – McDonald's, San Bernardino
- 1951 – Jack In The Box, San Diego
- 1948 – Bell's Drive-In, San Bernardino (owner Glen Bell founded Taco Bell in Downey, in 1962)
- 1956 – Carl's Jr., Anaheim
- 1961 – Wienerschnitzel, Wilmington
- 1964 – Del Taco, Yermo

Southern California was also the birthplace of In-N-Out Burger, the first "drive-through" restaurant with a car-to-kitchen speaker system that allowed customers to stay in their vehicle.

Harry Snyder, owner of In-N-Out Burger, opened his first restaurant in Baldwin Park in 1948, and his speaker system revolutionized drive-thru service.

Drag racing began on the dry lake beds of Southern California's Mojave Desert in the 1940s with souped up jalopies and hot rods, and it evolved into high tech, purpose-built race cars. The first sanctioned drag strip opened in 1950, using a runway at the Santa Ana Airport, now known as John Wayne Airport.

The main sanctioning body of drag racing, the National Hot Rod Association held its first race in 1953, at the Los Angeles County Fairgrounds in Pomona.

Southern California revolutionized the automobile buying experience in 1965, when a group of enterprising car dealers in Riverside came up with the idea for the first auto mall.

When the Riverside Auto Center was formed, the idea of bringing competing dealerships together in one location contradicted decades of sales practices, but the concept was so successful, it transformed the auto industry.

Southern California is also responsible for some infamous automobile firsts, like severe, unhealthy episodes of smog, caused in large part by cars. The topography of Southern California forms large basins that trap emissions, and the effects are compounded by the region's weather.

The smog episodes became severe in the 1940s, and they led the state of California to create the nation's first tailpipe emission standards in 1966. Automobile manufacturers had to develop new technology and equipment such as catalytic converters, and "on-board diagnostics" ("check engine" light systems) to accommodate emission requirements.

The adoption of emission controls on automobiles has dramatically reduced smog in Southern California.

Another infamous Southern California first was the first live broadcast of a police chase on Jan. 3, 1992. The lengthy pursuit ended with a shootout between police and the suspect in Garden Grove. The live pursuits became so popular that local TV channels began to preempt regular programming and cover them.

It's been more than 120 years since the first automobile sputtered and rattled through Los Angeles, and Southern Californian's are still in love with their vehicles. Even when faced with extreme traffic challenges across the region, the car culture of Southern California seems poised for even more automobile firsts and innovations.

Mark Landis is a freelance writer. He can be reached at [Historyinca@yahoo.com](mailto:Historyinca@yahoo.com).



## Converting your Car to 12 Volts

### But Still Want to Use Your Original 6-Volt Gauges?

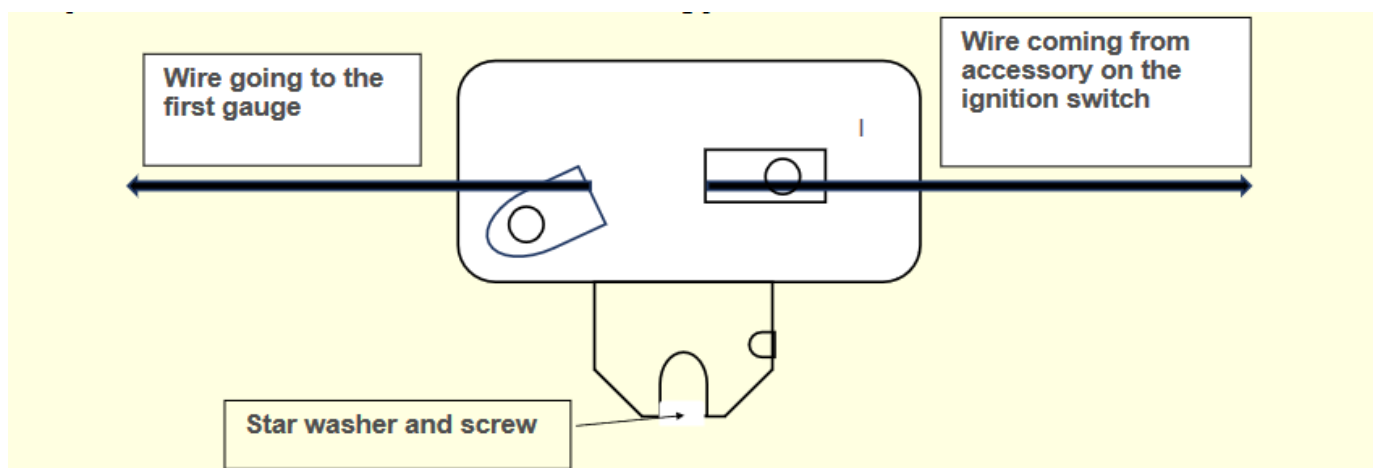
By Jim & Karen McKeever, San Joaquin Valley Chapter, SDC

Daniel Carpenter Mustang Restoration Parts sells an aftermarket Ford instrument panel gauge voltage regulator that is used from 1956 up through the 1980s. It's the one I use because it's electronic, it's economical, and it's easy to find. (Whenever you work with electricity ALWAYS unhook your battery for safety, negative cable first, then positive cable.

Look on your ignition lock cylinder (ignition switch) for the accessory terminal (usually marked with A or ACC, the other terminals say BAT, IGN, and ST). It will probably have the most wires on it. Find the wire that runs from the accessory terminal to the back of the gauges on the gauge cluster. In most Studebakers these will usually be the gas and temperature gauges. You will be splicing the wire between the accessory terminal and the first gauge, so locate a spot under the dash to mount the regulator that will allow the splicing to reach but is out of sight.

If there isn't a convenient hole where you want to place it, safely drill a hole (being careful not to nick wire bundles, radios, glove boxes, etc. that might be unique to your vehicle) and mount the regulator using a star washer and screw. This will ground it.

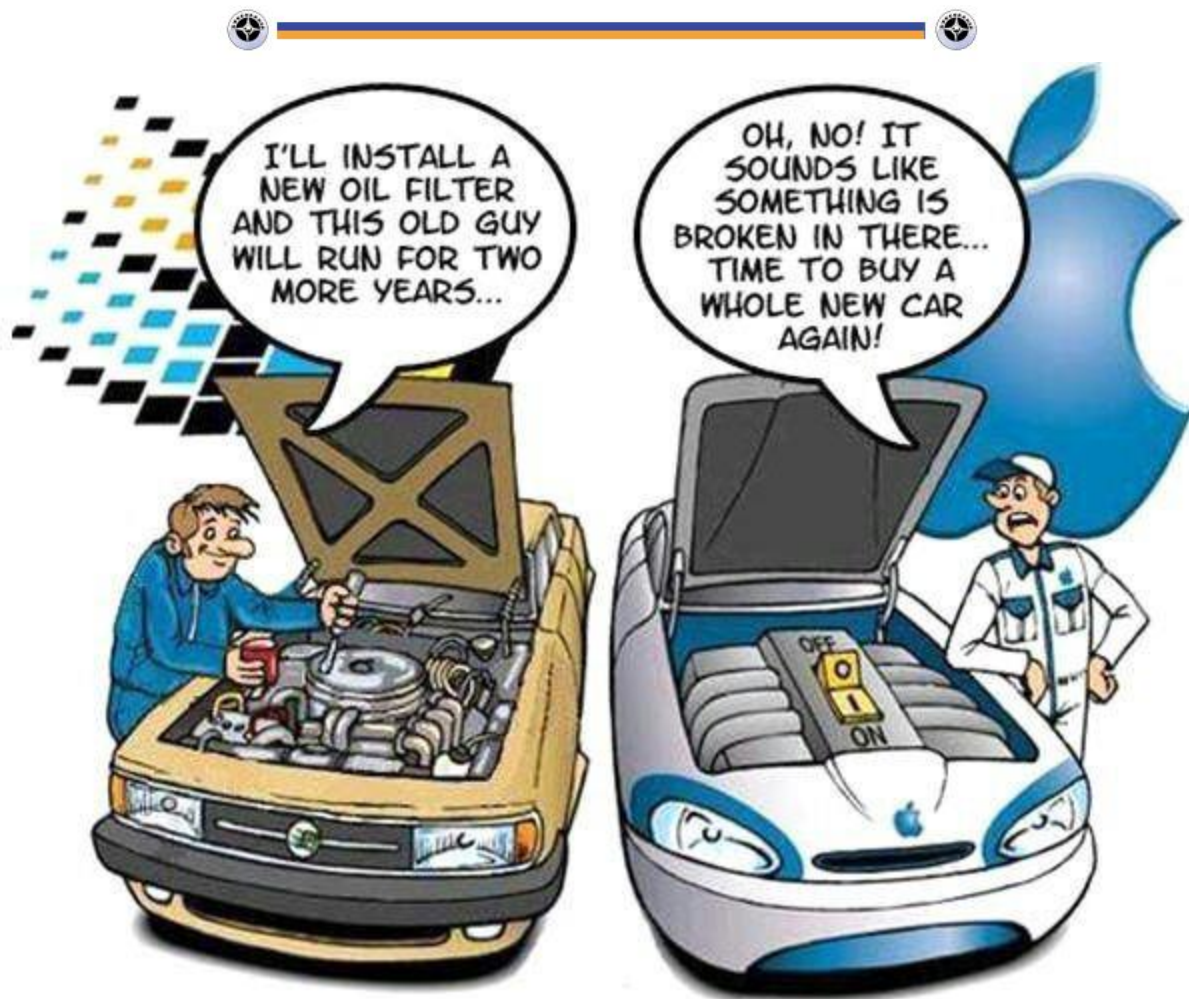
Then attach the ignition switch side of the splice to the quarter inch male disconnect end, (the Daniel Carpenter voltage regulator has IGN printed alongside the male disconnect end) and the gauges side of the splice to the quarter inch female disconnect end, using the appropriate techniques for attaching the corresponding disconnects to your spliced wires. These will be the blue ones for 14-16 gauge. It is wise to test your connection with a voltmeter before starting your car.



The amp gauge in your vehicle stands alone, it is not connected to the other gauges. It does not need a reducer, as it doesn't use voltage.

If you have a vehicle that was a 6-volt positive ground, you will need to reverse the two big wires on your amp gauge to make it read correctly. To check to see if it's wired correctly, with the engine off, turn on your headlights. The amp gauge should show a negative charge (or discharge). If not, you still need to reverse the 2 big wires. Remember to unhook the battery for safety when reversing the wires.

For those who don't want to put another car company's part into your car, no worries. You can also use a Zener diode set up. If you are interested in making a Zener diode set up, let me know. However, this voltage regulator is a lot cleaner, simpler, and very dependable.



*Dream  
Studebaker*



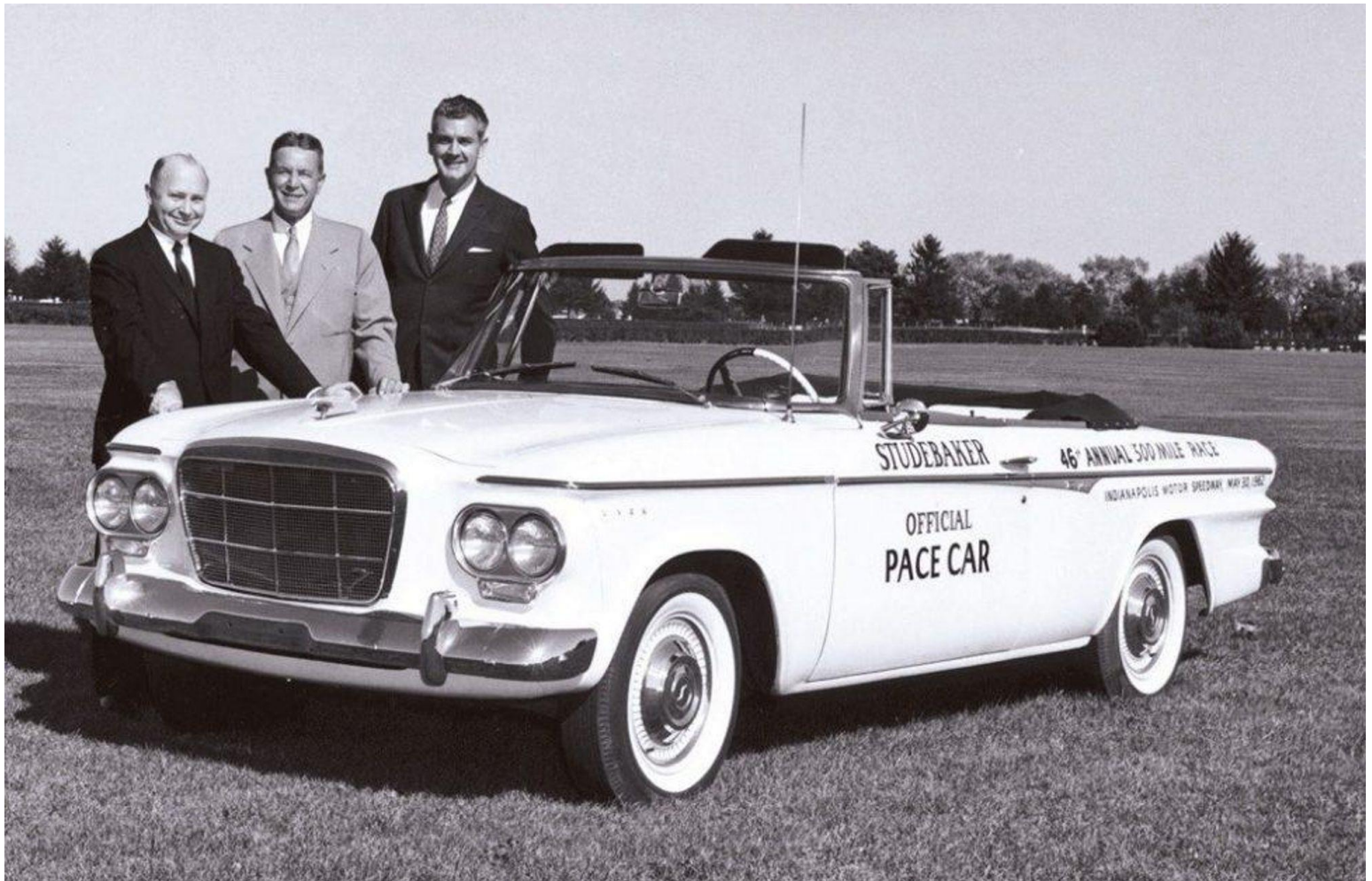
# Pace Car Myth Busters

December '17 [Hemmings Admin](#)

May we finally lay to rest what is probably the most insidious Indianapolis 500 Pace Car myth? Researching "1962 Indianapolis 500 Pace Car" on the internet will inevitably expose you to a stubborn falsehood concerning the 1962 race.

It goes something like this: "The [Avanti] prototype was slated to pace the 1962 Indianapolis 500 Mile Race, but the decision was made at the eleventh hour to substitute a Studebaker Lark convertible." That statement is patently false. Nonetheless, the Indianapolis Motor Speedway Museum used those exact words to describe a 1963 Studebaker Avanti in the museum's special display of Indiana-built cars last winter.

Although the new Avanti was being developed at the time, the idea that it was supposed to pace the 1962 Indianapolis 500 is an urban myth. Instead, we can document the new 1962 Lark Daytona convertible as having been chosen at a time when convertibles were all but mandatory as Indianapolis 500 Pace Cars.



This promotional photo (above), taken on the infield of The Indianapolis Motor Speedway, first appeared in the December 1961 Studebaker News, the monthly newspaper for Studebaker dealers. Studebaker National Museum archivist Andy Beckman reports the photograph being recorded in Studebaker Corporation's Negative Index Book on November 6, 1961. That means it was taken no later than that date... and probably much earlier, judging from the foliage on the trees.

For this photo to have been taken before November 6, 1961, the 1962 Indianapolis 500 Pace Car had to have been chosen by October 1961. Those graphics, which also adorned all 33 500 Festival Daytona convertibles, had to be designed, approved, and hand painted sometime in October. The car had to be shipped 140 miles south to Indianapolis from South Bend. Arrangements had to be made for the gentlemen and the professional photographer to meet at the Speedway for the photo shoot.

Surrounding this photograph in the Studebaker News was a 520-word report about the new Daytona convertible having been chosen to pace the 1962 500. The report does not mention the Avanti, or "Studebaker's new sports car," or anything of that nature. It simply says the 1962 Lark Daytona convertible was chosen to be the 1962 Pace Car. Period.

Speedway President Anton "Tony" Hulman Jr. was known to favor his native Indiana. So, having a sharp new Lark Daytona convertible pace the 1962 race might logically flow from his happy Hoosier disposition. Here, he is flanked by Indianapolis' largest Studebaker dealer, Charlie Stuart, on his right. Studebaker- Packard Corporation President Sherwood Egbert is on his left. Sadly, all are deceased.

The sporty Daytona series was new for 1962. It was the first time the larger 289-cu.in. Studebaker V-8 was available as a regular production option for Larks other than the Cruiser and commercial vehicles. Some sources further report, again erroneously, that the pace car had the 210-hp two-barrel 289 V-8, but the two actual pace cars (one a backup) had 225-hp four-barrel engines. This is verified by my copies of their special production orders.

A four-speed, floor-shift transmission was available for Daytona V-8s, a "first" for Larks; the actual pace cars were so equipped. All 33 500 Festival Daytonas, however, had 259 V-8s with Flight-O-Matic.

"The Avanti was supposed to be the pace car" nonsense undoubtedly issues from what happened after Rodger Ward won the 1962 race. Production of the new Avanti was somewhat underway by then, albeit with logistics problems. Regardless, Studebaker's PR people optimistically encouraged Ward to order a new Avanti, which he did, instead of being awarded the Lark Daytona Pace Car. Although he has passed away, his Avanti survives in good condition.

So, the next time someone tells you (or you see in print) that the new Studebaker Avanti was supposed to pace the 1962 Indianapolis 500 but a Lark convertible was substituted at the last minute, ask them this: How does the Lark's formal selection and continuous promotion beginning at least seven months before the race constitute "the last minute?"



*All 33 "500" Festival Daytona convertibles*



**YouTube Video:** <https://youtu.be/bBy0hC67Jq4>

**La Palma 2024 photos now available:**  
<https://photos.app.goo.gl/GcuUeHneaDnVtPDQ7>



*Calendar*



**July 13 - Annual Chapter Picnic at Yorba Regional Park, "Shelter 6" at 4 p.m.  
7600 E La Palma Ave, Anaheim**

Chapter will furnish meat, drinks and eating utensils, members bring salad, side dish and/or dessert.

**September 14 - Annual "Drive Your Studebaker Day" at Coco's.**