

# TURNING WHEELS®

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## FEATURED IN THIS ISSUE:

- *A Reunion at the Site of the 3rd SDC Meet*
- *Studebaker Legends at the 2023 MCACN Show*



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# Judging Muscle Car and Corvette Nationals 2023

by Jim Pepper

I have been privileged to be a Concours judge at the Muscle Car and Corvette Nationals show the last six years. I predominately judge Studebakers but as needs arise, I help out with other marques. The degree of judging accuracy at MCACN is second to none. I am blown away by the knowledge in the judging room at our Saturday morning judging meeting. Original means 100% original down to factory inspection paint daubs and bolt-head styles. All clips and decals must be as produced when the car was new. My second year judging I was done early and was asked to help judge Mopars. Several seasoned Mopar judges could not make the show so the team was short a few people. I had to draw on my experience working on Mopars when they were nearly new 50 years ago. I was paired with a Mopar expert. We judged a 440 Dart, an AAR Cuda, and a few 440 Challengers. On a 1000 point scale, I think they were all 990+ cars. They were like new.

One year I was asked to judge a restored historic Anglia Gasser. It too, was impeccable.

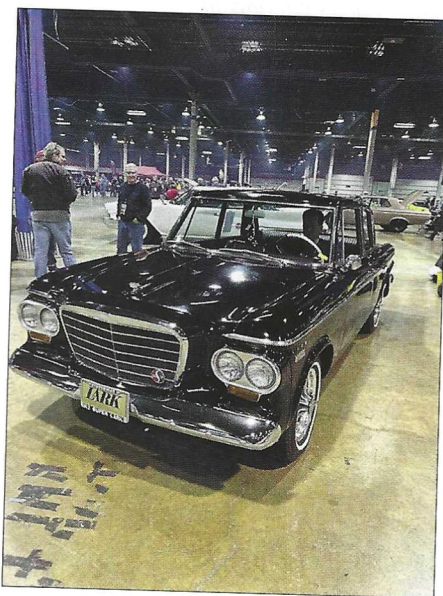
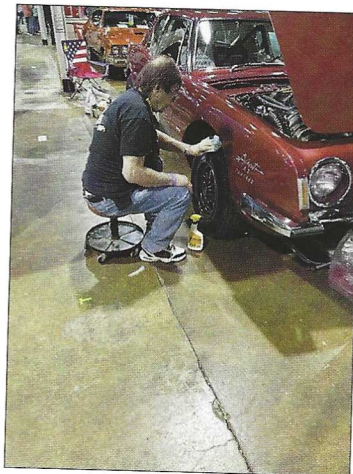
This year I was paired with Terry Weler. Terry is a GTO and AMC expert. We had two "Day Two" cars to judge. A "Day Two" car is one that came home from the dealership and within short time; (sometimes the next day) was altered. It was usually aftermarket tires and wheels, but could have been headers, aftermarket performance carburetor and intake, or in some instances, a completely different engine. I made many "Day Two" cars when I was a teenager. MCACN "Day Two" rules stipulate that the modifications should be period correct, plus or minus five years. Authenticity is not a consideration. That is a good thing because our first "Day Two" car to judge was a 1969 Canadian Beaumont. Terry had never seen one and I have only seen a few at a distance. Terry knew domestic GM

intermediates very well and I was very familiar with them.

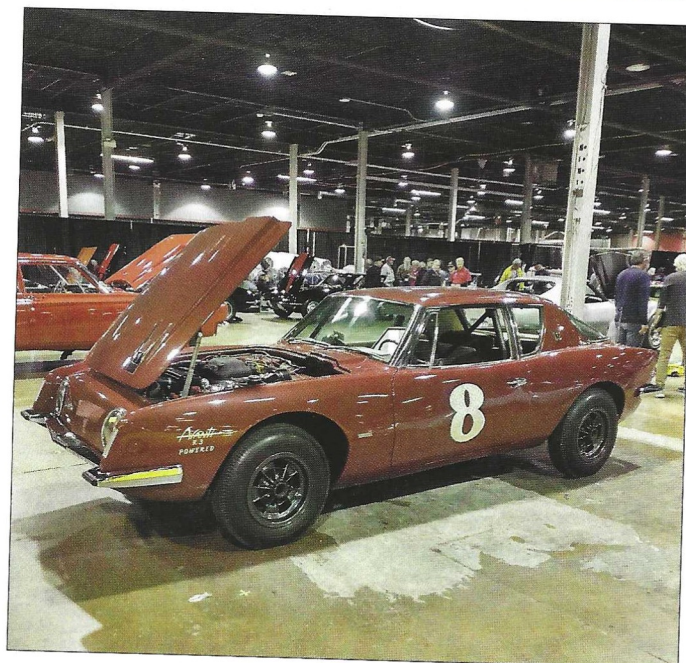
GM built cars in Canada for the Canadian market and for export to other countries excluding the USA. The Acadia was built on the Nova platform with different trim and in some instances, different sheet metal from a domestic Nova. The Beaumont was a top of the line trim model of the Acadia. In 1966 the Beaumont

became a stand-alone brand based on the intermediate Chevelle. It was sold through Pontiac/Buick dealerships. It was built from 1966 through 1969. Mechanical features and options were similar to a Chevelle. The Beaumont used a dash panel from a Tempest/Lemans/GTO. The rally wheels were similarly trimmed as a Chevilles but were not the same. The taillights and grill were exclusive to the Beaumont. Trim and emblems were also exclusive to the brand. A Sport Deluxe (SD) Beaumont was the Canadian equivalent of a Chevelle Super Sport (SS). The '69 in question was a SD 396 convertible. Visually it appeared to be nearly original and correct. It was owned and restored by Ed and Kim Fischer. An early 70s 454 crate motor was used as were a few other performance parts. The car was a beautiful example of what a performance car enthusiast did with their car in the early 70s. This car was a 90% original restoration of a very rough car when found.

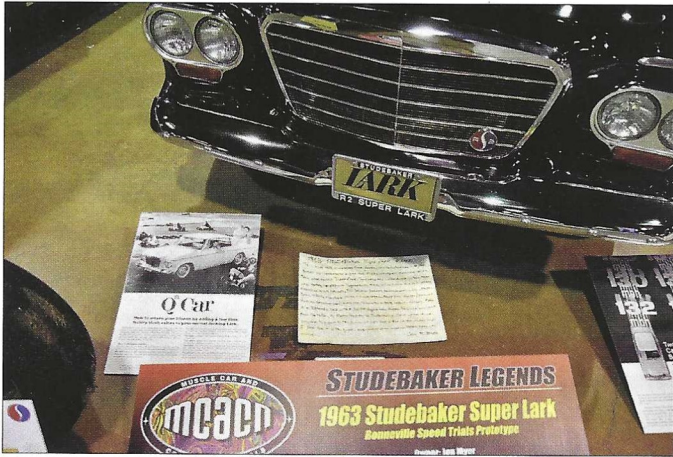
Our next car to judge was the 1964 Cadillac-powered Avanti originally owned by Joe Granatelli. It is owned by Henry (Hank) Mann. The car was recently restored. This car was built by Studebaker and shipped to Paxton for Joe Granatelli without an engine or transmission. Joe proceeded to install a 1964 Cadillac 429. The installation looked like it could have been factory installed.



Jon and Mike Myer's 1963 R2 Lark (Super Lark Prototype).



Gary Wood's #8 Bonneville Avanti.

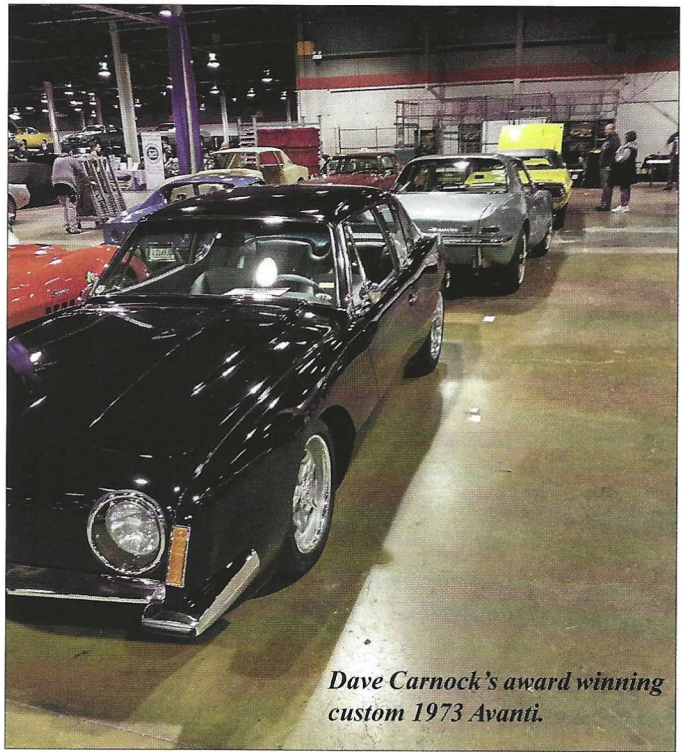
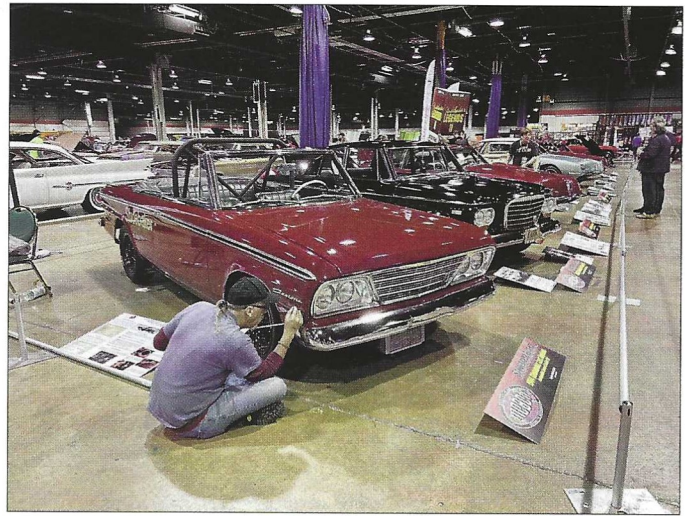


Nearly everything on the car was period correct. It was a neat piece of history and a beautiful restoration.

MCACN attracts many rare and historic cars from all over the country. Most all are meticulously restored or in some cases, unmolested original survivors. There is also the not so rare cars which are a treat to see as well. In the late '60s it was commonplace to see 442s, GTOs, Chargers, Mustangs, etc. on a daily basis. MCACN brings all these cars together again. No other venue does this as well.

The Studebaker display, coordinated by Ed George, exposes the general public to Studebaker performance cars. The display is labeled “**Studebaker Legends**”. This year it consisted of Nelson Bove’s 1964 Daytona R3 convertible #1, Jon and Mike Myer’s 1963 R2 Lark (Super Lark Prototype), Gary Wood’s #8 Bonneville Avanti, the Studebaker Museum’s Avanti engineering test body, Mark and Diane Zickefoose brought their Avanti that was used to create the Avanti Authenticity manual, the aforementioned Granatelli Avanti, and lastly Dave Carnock’s beautiful award winning custom 1973 Avanti. Mark and Diane also had an Avanti in the Pure Stock Muscle Car Drag Race display.

Our display was a big hit but so were many others. The whole show is a muscle car overload. From AMC AMXs to Supercharged Studebakers, there is no show like it. If you



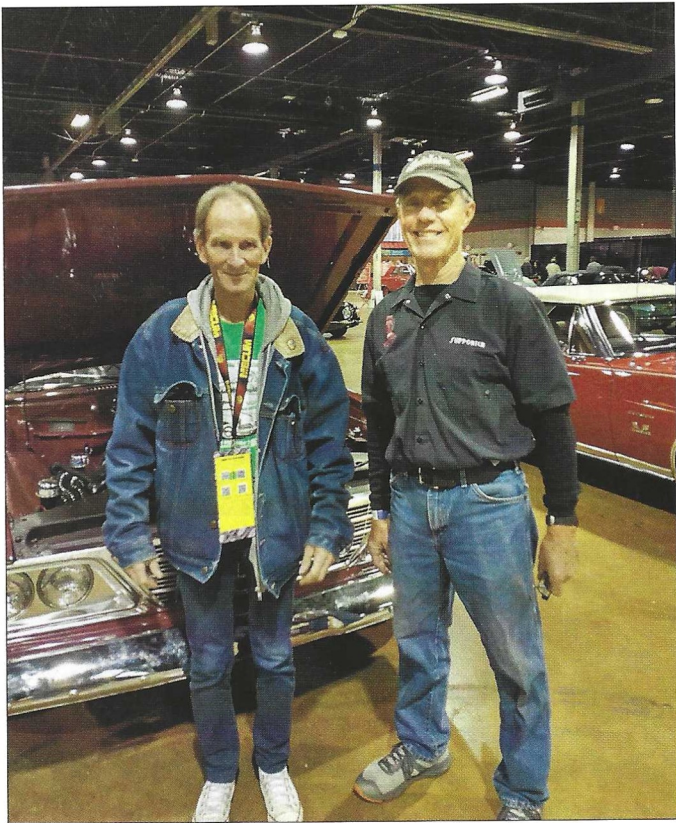
*Dave Carnock's award winning custom 1973 Avanti.*



*The Studebaker National Museum's Avanti engineering test body.*



*Nelson Bove's 1964 Daytona R3 convertible #1.*



At left is Jet Thrust News editor and Alberta Canada resident, Craig Parslow, with Jim Pepper in front of Nelson Bove's 1964 #1 Daytona R3 convertible.

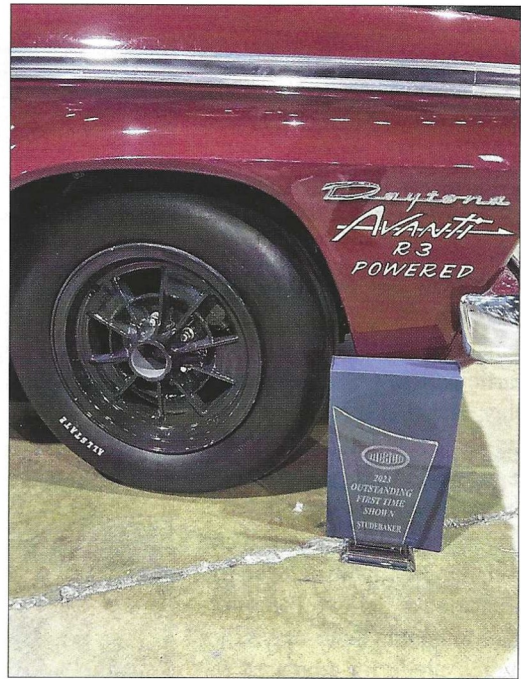


Jim Pepper, left, with MCACN Studebaker display, coordinator, Ed George.





Jim Pepper next to the 1964 Cadillac-powered Avanti originally owned by Joe Granatelli, and now owned by Henry (Hank) Mann.



are a fan of Hemi Mopars, Big Block Chevrolets, FE Fords, GTOs, 442s and everything in between, there is something at MCACN for you. The **Barn Find** and **Hidden Gem** section was overflowing with cars this year. It is amazing what is still left to be found. Most are really rough but many come back in a few years as a finished product.

Ed George has accused me of turning back into a teenager when I am at this show. To a degree he is correct. I have fond memories of working on Studebakers but also fond memories of working on many of the types of vehicles on display. If you have never attended a MCACN show, put it on your bucket list. I have never talked to anyone that came away disappointed. See you next year.



# Muscle Car and Corvette Nationals

by Ed George

The annual Mid West Muscle Car and Corvette Nationals, also known as MCACN, is held at the Donald E. Stevens convention center in Rosemont, Illinois the weekend before Thanksgiving.

In 2013. My long time friend, Eric DeRosa, mentioned that he registered his 1963 R-2 Lark to participate in a Class of 50 display, and that they were looking for an Avanti as well, so I registered my white 1963. Even though I consider my car a nice driver, it was well received and both our cars made quite an impression. I believe the information boards that Luke Krooswyck made up educated the public about what makes our cars special helped.

From then on I was determined to make sure Studebakers and Avantis were going to be a part of the show going forward. Over the years many friendships and special memories have been made. Over twenty thousand spectators attend and see more than



500 vehicles plus the many other special attractions. Kids 12 and under get in free to participate in the many no-cost activities and there are special military discounts so there is something for everyone. Come join us next year.

