

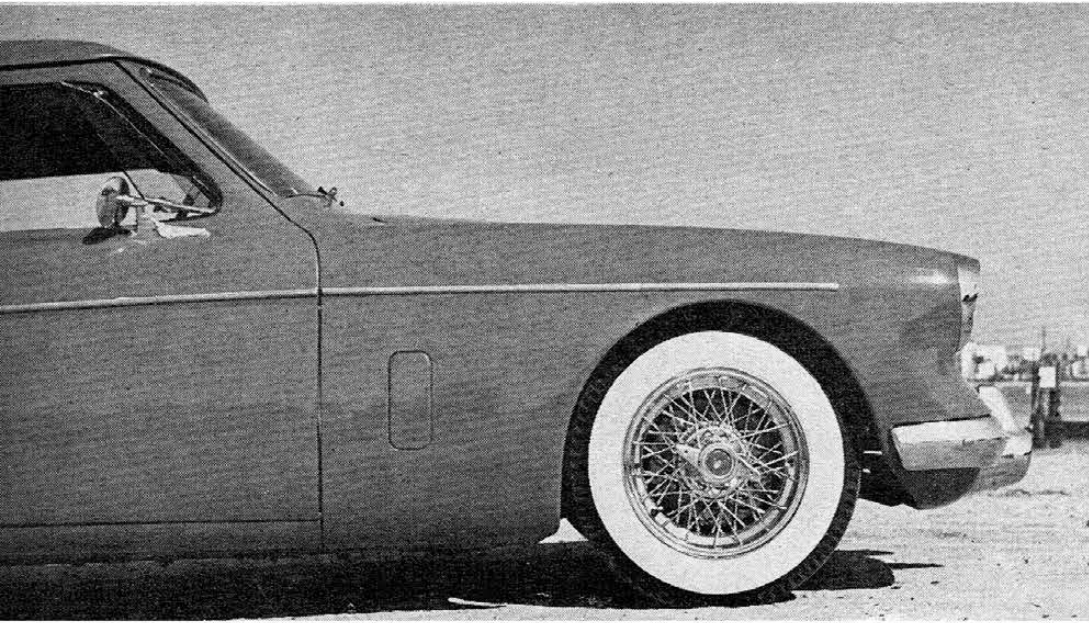


Watch the birdie! Photographer Ralph Poole gets set to shoot the scene on this month's cover by arranging Miss Darlene Baiocchi and target red Studebaker against the background provided at Long Beach, California. No additional statistics are available on Darlene but the car is described in detail on the pages immediately following. The beautiful Ektachrome transparency for the cover was photographed with a 4" x 5" Speed Graphic camera.

**1953 Studebaker Commander hard-top receives moderate restyling treatment to become this outstanding . . .**

**STUDE ITALIA**

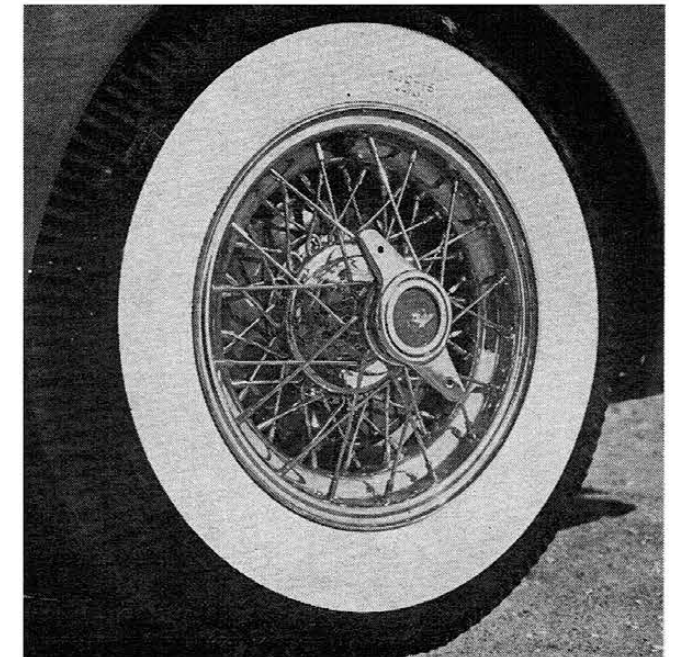
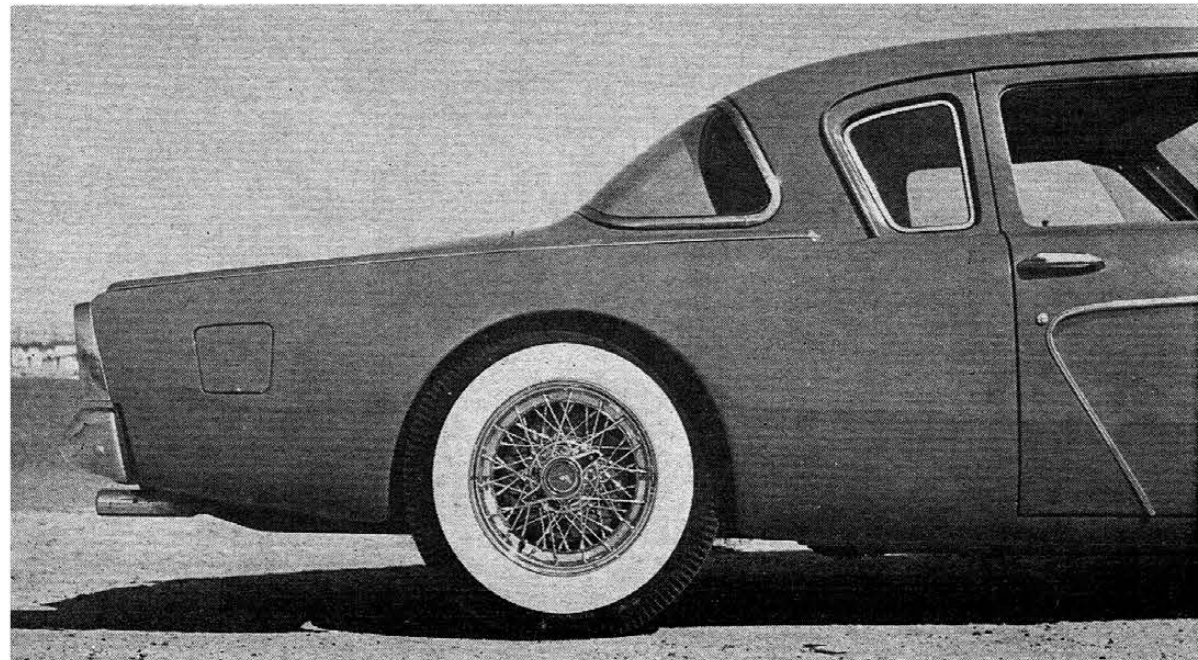
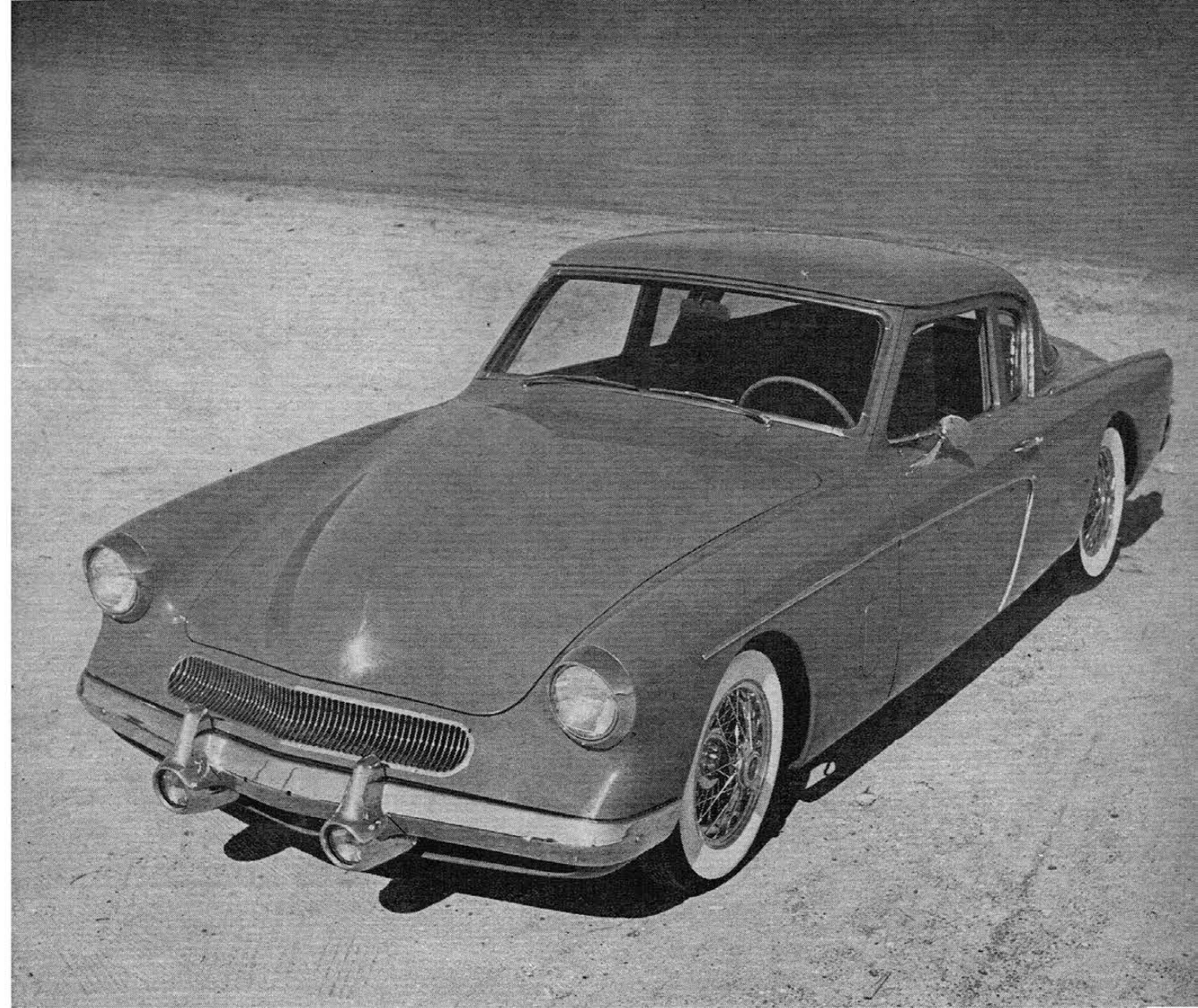
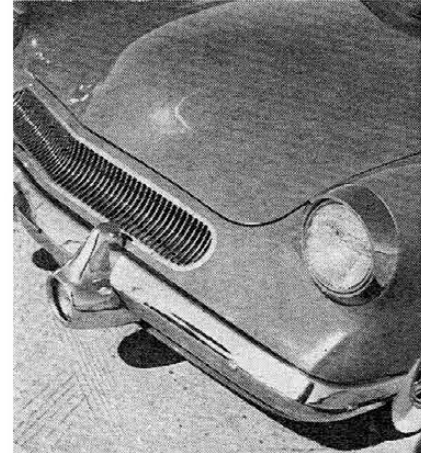




Minor identification emblems and crevices between panels were removed, thus lending car an air of Italian origin

Modifications to the rear are limited to rounding the deck lid corners, removal of unnecessary trim and seam frenching

Extensive metal reshaping surrounds grille built by owner. Hood has rework to conform to tradition-breaking grille



**A**UTOMOBILE customizers, restyling enthusiasts and, as subsequent sales reports indicated, the public in general literally jumped with glee when Studebaker lifted the wraps from their latest offerings early in 1953. Here, at last, was the first car to break completely from the staid American traditions.

Enthusiasm ran high in custom shops from coast to coast. Interested observers breathlessly awaited the announcement that a new Studebaker was receiving the "full treatment" at this or that body shop. What would it look like? What glamorous colors would it boast? As time went on, interest lessened for not one Stude was forthcoming. Here, possibly, was the car that couldn't be customized without actually detracting from its appearance and to do so would be considered a sin.

At least those were the indications until Stan Mashburn arrived at the Valley Custom Shop in Burbank, Calif., with orders to moderately rework his '53 Commander. This they did, and in such fine taste that one must look a second time to be certain of the car's true original identity.

Modifications include chassis lowering, hood and trunk corner rounding, rear wheel cutout reshaping and extensive reworking on the frontal areas. The grille was built by the owner.

*The real thing! Knock-off wire wheels are special rims joined to Buffalo racing wheel centers by a dazzling array of chrome plated spokes. Cheaper than imports, 6 wheels cost but \$200*