



## Studebaker to Go on Display

New 1950 Studebaker passenger car models will be displayed in the showrooms of Bonesteel Sales & Service, Inc., 370 North Church, Friday, August 26.

"These are the automobiles which generated so much enthusiasm when they were viewed privately in New York and Chicago recently," according to Russ Bonesteel. "These new cars are so entirely different in appearance that it is difficult to do them justice by trying to describe them," he said. "I am particularly anxious for the people of this area to visit our sales rooms and see for themselves."

The front end of the 1950 Studebaker is especially striking, Mr. Bonesteel pointed out. It embodies an airplane fuselage-type hood, flanked by air-foil front fenders and set off by a chrome "spinner." In addition to providing an ornamental touch, the "spinner" augments four frontal openings which direct air to the engine for maximum cooling. The largest of these air passages consist of two oval-shaped honeycomb grille scoops located below the two smaller air channels which flank the "spinner." Chrome moldings over these small twin channels contribute to the unusual decorative effect.

Mr. Bonesteel believes that the complete change in frontal appearance and fender treatment will be of special interest to automobile enthusiasts. "It makes the cars look as if they are in motion even when they're standing still," he said.

"Riding and handling qualities are greatly improved, too. These are the result of a number of engineering refinements but are due principally to a modification of Studebaker's balanced chassis to include a new self-stabilizing coil spring front suspension. This involves a new mounting of the front wheels so that they strike road bumps at a retracting angle instead of head-on. In other words, they roll with the punch. They don't take the full force of the blow."

"Another important change is an increase in the standard compression of both Studebaker engines—the Champion and the Commander—from 6.5 to 1, to 7.0 to 1. This steps up the power and helps gasoline economy without making it necessary to use premium gasolines. Champion brake horsepower is now 85; and the Commander is 102."

The new exterior beauty of the 1950 Studebaker passenger cars is shown in this view of the Champion convertible. Richly appointed interiors keep pace with an advanced design which gives the cars sweeping new lines. Studebaker-designed coil spring front suspension provides peak riding and handling ease.

The popular and durable nylon upholstery, first used by Studebaker in Land Cruisers, has been extended to all Regal Deluxe models of the Commander series, and can be had as an option on the Champion and Commander convertibles, Mr. Bonesteel said. Foam rubber cushions are standard equipment in all models with the exception of the lower-priced Deluxe Champion.

Newly designed instrument panels are located about four inches farther forward than previously, Mr. Bonesteel pointed out, thus providing even greater space in the front compartment. Control switches are the push-pull type and gauges are grouped directly in front of the driver so that they can be checked at a glance. The steering column of the Commander and Land Cruiser is enclosed in an over-size steel jacket.

The Commander tire size has been increased to 7.60 x 15 inches. The Champion is equipped with 6.40 x 15 tires. All Studebaker tires are the extra low pressure type, with wide-base rims.

**Wants Name Changed**  
Los Angeles, Aug. 25 (AP)—Anthony M. Luciano wants to change his name to Lucas because he is tired of being mistaken as a relative of international gangster Lucky Luciano.

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## WHAT HAPPENED TO TREASURES?

### Mystery Holds \$10,000,000 Loot Carried by Mussolini

Milan, Italy (AP)—The fate of the fabulous treasure of Mussolini, a \$10,000,000 hoard of gold, foreign currencies and jewels, may be made known later this year in a trial expected to be one of the biggest in Italian history.

The treasure disappeared shortly after partisans executed the dictator at Dongo in northern Italy in April, 1945.

Milan, the cradle of fascism, has been chosen as the scene for the trial.

About 35 persons have been indicted by Prosecutor Docto Graj before the Milan court. The list includes several Communist leaders.

The exact amount of gold, jewels and hard cash with which Mussolini was fleeing toward Switzerland when caught has never been established. But documents of the latter-day puppet republic set up in north Italy placed the value of the treasure, as closely as could be

determined, at around \$10,000,000.

The 35 persons named in the state's indictment are accused of being involved in the disappearance or elimination of dangerous witnesses who knew the truth about the disposal of the treasure, which just disappeared.

Others on the list are charged with actually having taken some of the loot.

The state's position is that the money involved belonged to the Italian state and was never the personal property of Mussolini.

The prosecution says the Mussolini treasure consisted of two parts. The first was received by

Mussolini from Guigo Buffarini-Guidi, a minister of the republic of Salo. The second part came from Finance Minister Giampietro Pelligrini.

The first part, the prosecution says, after an investigation which has lasted for four years, consisted of 66 kilos of gold—mostly melted-down wedding rings donated by Italian wives and widows during the Ethiopian campaign in February, 1936; 1,150 pounds sterling, 2,030,000 Swiss francs, 1,000,000 Spanish francs and a large amount of other pounds sterling, dollars and Portuguese escudos of unknown value.

The second portion of the treasure allegedly consisted of 600 gold sterling, 2,000 pounds sterling, 3,398,000 French francs, 525,928 Swiss francs and 21,179 Italian gold marengos.

There is a second treasure that cannot be accounted for, the prosecution charges.

This is based on the fact that various individuals in the Mussolini column heading for Switzerland were found in posses-

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sion of large quantities of money, which could not be accounted for in the other two main groups.

While the total of this second hoard is unknown, an idea of its value can be had from the loot taken from the wife of the fascist minister, Ruggero Romano. She was caught in possession of 63,000 dollars, 17,000 Swiss francs, 15,734,000 French francs, 1,166,000 Italian lire and 1,350 gold coins.

What happened to the jewel box known to have been carried by Clara Petacci, the duce's mistress, is lost in mystery. One known fact is that two partisans, Carlo Ceresoli and Romeo Tereni, were found to have two rings with 16-carat diamonds, believed to have belonged to Petacci.

That Mussolini's treasure disappeared among the members of the partisan crowd which caught him is indicated by other facts established by the state. These facts include the case



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