

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 3

## Steering Column



Looks like VP Mary has put together another great program for us this month. Last time I visited the McBride collection, they had lots of very interesting vehicles. I'll be there and hope to see lots of Club members.

The first old car parts swap meet of the year is now history. I saw one other Club member there and I found some treasures. I actually found an inside rearview mirror for my '37 Studebaker. It is identical to the original but is in much better condition - has an unbroken mirror. What a find!

If you couldn't make it to the February swap in Puyallup, all is not lost. There will be another one at that same location on March 17th.

My biggest car related project for the last month has been the restoration of two steering wheels. The wheel for the '37 President was completely devoid of any plastic. It was just the hub and a ring of metal with no remaining plastic. Sales literature, other pictures and viewing Dave's '37 and Bill's several '37's convinced me that there was originally a nice coating of plastic all around that metal ring. Started with a kit (from Eastwood) that included two part epoxy filler and an instruction

booklet. The process was quite time consuming at least for the wheel that had no plastic. It is necessary to build up layers of the filler, wait for it to cure, grind/file it to some semblance of required shape, sand and paint. The filler (called PC7) is typical of the stuff we use in this hobby in that it sticks best to tools and fingers rather than where you want it to stick. But, it is not the worst I have used.

If you have a steering wheel that needs help and are like me and don't have a lot of money, I would encourage you to rebuild it yourself. It takes some work, but it is not hard work. The kit is probably not necessary if your wheel is not too bad. Just replicate (with the filler) what is intact, file/grind/sand to smooth and then paint. I used rattle can ivory colored paint with a few coats of rattle can clear. Paint is not included in the kit and the color will, of course, be determined by the original or from pictures of surviving cars or from promotional materials. The instructional booklet even tells how to replace a portion of all of the outside ring. They were probably thinking that if you had no plastic on your wheel, you would want to replace the ring with one that has at least some. Huh, I fooled them.

I am happy with the end product. And if it continues to look good, I can tell people that I did it myself. Of course, if it starts to come apart, I won't mention it. If you would like to borrow the booklet, let me know.

Even though my '37 President is not my main project now, I will continue to work on component restoration until summer arrives. Summer, that is a wonderful thought.

See you at Chinook's Restaurant and

McBride's car collection on March 10th.

*God Bless .. Dan Andersen*

### Puyallup Swap Meet

Got this from Kelstrom - Since many of you will be there anyway, look Don up.

Just a reminder that I will have a space at the Puyallup Swap Meet this year. It is Stall #4324 in the Showplex Building. It would be nice to see you there.

Don Kelstrom

Dates for the Puyallup Meet are March 17-18, Saturday & Sunday

### Dues News For All of Youz

As of Press Time per our Hmbl Trez Larson - The dues are all paid up for 2012 by the following members Dorothy Abbott, Don Andersen, Ernest Anderson, Victor Anderson, Ervin & Carolyn Berg, Rick & Laurel Berry, Chip & Joan Davidson, Elbert & Linda Field, Ed & Helen Gass, Gary Hanson, Odd & Greta Justad, Eric & Linda Larson, Kim & Julia Lebert., Tony Lewis, Jerry Molitor, Scott Parker, Walt Thompson, Joseph Sparr & Wendy James.

Please note the "return" of Kim & Julia Lebert. Welcome back you two, and we hope to see you at Chinook's.

That's it for now, but remember - April is coming - U snooz; U looze



# MARCH MEETING

**SATURDAY, MARCH 10th at 11:00 am**

**Chinook's Restaurant** 1900 W. Nickerson St, Seattle (Fisherman's Terminal)

We will have a Meeting and one can have either Breakfast (Order before 11:30 am) or Lunch (Order after 11:30 am) At 12:45 we will drive a very short distance to the Museum housing Ken McBride's Car Collection. Ken was one of the area's largest Collectors, and thankfully his legend lives on. Address is 4441 26th Ave W. We will meet outside the building, and go in as a group at 1:00 pm.

**RSVP is Required for the tour of the collection Contact Mary West at 206-349-3958 or 425-413-3958 or [studemary@comcast.net](mailto:studemary@comcast.net) no later than 12:00 Noon on Friday the 9th.**

**The Museum will be providing refreshments and MUST know the number of people attending.**

*THIS IS GOING TO BE A VERY FUN DAY, AND I HOPE ALL OF YOU CAN COME!! Mary*

## SDC INTERNATIONALS

July 29-August 4 2012  
July 1-6 2013  
June 28-July 5

48th SDC International, South Bend (Indiana) Michiana Chapter Hosts  
49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts  
50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts



The Museum of Flight Tour was a great success. We joined the PNW Antique Club, and those who arrived on time got free passes, thanks to Ray Keehner.

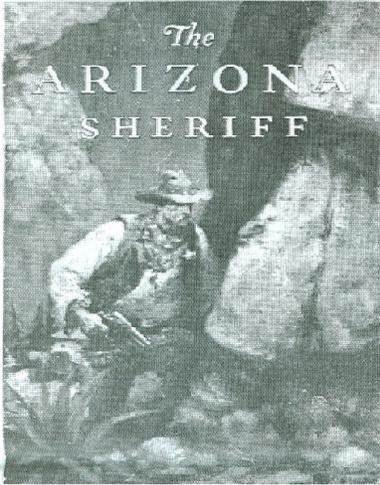
Those of us who chose to join in the ASC meeting did just that. It was nice to see some of our old friends again. After a bite to eat and the meeting, it was off to what is undoubtedly one of the finest air museum's in the country. I for one, never get tired of seeing what I have come to expect from past visits, and I am always excited by the new exhibits. How many caught the Studebaker? New to me was

the B17, which was no doubt equipped with some Studebaker built radial engines. There was a "100th Anniversary of the Navy" exhibit, which showcased some of the most interesting vessels they had. The WWII exhibit was interesting, too. Those attending were as follows: Joe Starr, a new member, Dave Keister with guest Don Shorbridge. (Don has a fabulous, show-winning 1956 Chevrolet), Vic and Jan Anderson, Odd and Greta Justad, Walt Thompson, Dorothy Abbott, Don and Joan Anderson, Roy Barker, Bill Hallett, Mary West, Chip and Joan Davidson, Tom Joy, Dave Keister, Bill and Iris Schiffer and a cameo appearance by Don Kelstrom.

The members from the PNW ASC not listed above, include Ray and Carol Keehner, Stephanie Bell, Russ and Hazel Haagen and Brian and Barbara Curtis.

*Bill Hallett - Up Hmb1 Sec'y*

# NEWS AND VIEWS FROM HERE AND THERE



Major Grover F. Sexton, Author  
"The Arizona Sheriff"  
with 1927 Studebaker Duplex Phaeton

Don Whistler sent great news, the paint removal is now complete, the body looks great. Some interesting facts discovered. The car at one time was chemically stripped down to the bare fiberglass. There was very little evidence on the exterior that the car was white at



In an interesting follow-up to what turned into a mini-series about the Big 6 and Sheriff, et al, in these pages, the NORTHWEST NEWSLETTER Editor Bob Williams, did a bit of research on the subject. The book that started it all, *The Arizona Sheriff*, by Major Grover F. Sexton, was first printed in the early 20's, then by the Studebaker Corporation in 1925 as a promo.

Bob found a copy of the book on line ([www.buckinghambooks.com](http://www.buckinghambooks.com)), that included this description: "collected anecdotes from twelve county sheriffs all across Arizona". In the center of the booklet is a two-page illustration that reads in part; *In honor of Arizona sheriffs who have made the Studebaker a vibrant symbol of law and order, from the Grand Canyon to Old Mexico, the 5 passenger Big Six Sport Phaeton has been named "The Sheriff"*

Thanks to Editor Bob for that part of the story.

The accompanying picture of Sheriff Sexton himself we Studebaker fans know well, it is included here to complete the story. Besides which, you couldn't invent a name for a Sheriff any better than *Major Grover Sexton could you?*

Now for something completely different. Some time ago I took a bunch of pictures of Studebaker trim pieces and

that included a picture of a Radiator cap with Studebaker blazoned across it. It



was a nice picture and I decided to put it on this month's wrapper. I didn't know just what model it may have

been used with, and was also intrigued by the use of the lazy S on the blazon, with otherwise block letters. So I asked both Don Kelstrom and Richard Quinn those questions. Kelstrom thought it was from a '30-something truck and that sounded right, for it rang a bell, that maybe this came from a Fire Truck at our Everett Can-Am. Does anyone of you know for sure it is a 30's something truck?

If, by the time you read this the mystery has been solved, it will become a puzzle contest to see who has it correct. If not, and we don't know, we will welcome all information or even some bad guesses.

## Le May Museum Tacoma Avanti Progress Report-Mid January

From Renee Crist - Collections Manager

Avanti 1001 is no longer sparkle green. Spokane Soda Works carefully took the paint down to the Gel coat.

one time. There has been body work performed on the LH front corner, LH front fender wheel opening at top, RH front fender at wheel opening, RH wiper stud area and the RH quarter panel above wheel opening.

The car has been transported to Sunnyside, Washington, into the capable hands of long time Studebaker Driver's Club members Ron and DeAnne Hochhalter. Their Advanced Collision Repair Center has generously donated all services to perform body preparation and paint the car its original splendor. Mike Gahlbeck, Studebakers Northwest in Bellingham, and Bob Williams, Avanti Club member from Portland, Oregon are working on the engine.

Ed Reynolds, owner of Studebaker International, has been helpful as we get ready to start ordering needed non-donated parts. All the stainless trim has been shipped to Fayetteville, Georgia where Mathew Burnette will be working his magic.

There are many pictures and update pages on the website: <http://www.lemaymuseum.org/page.php?id=425>

and the (V8) Horse you rode in on . . .

*Our B'loved Turning Wheels Tech Editor takes the Editor(s) of Hot Rod Magazine to task over a "poll" they took on American V8 engines.*

*He speaks for us all with facts and figures few of us have at hand—but need to know, just in case.*

*Forwarded to me by Ray Keebner. Thanks Ray, and a well done and well said to Bob Palma.*

#### : FW: Hot Rod V8 Engine Poll

OK, David Freiburger, You guys have got my dander up this time! I enjoy **Hot Rod** and everything you've done with it the last several years, but there's no excuse for *completely* ignoring the bullet-proof Studebaker V8 engine in your April 2012 domestic V8 engine history and survey. Do I understand that the survey was conducted on **Facebook**? What's up with that...and with only 2,000 people responding? That's got to be an infinitesimally-small percentage of your readership. What about people who aren't on Facebook; the ones who just read the magazine when it comes in the mail or buy it on the newsstand? How were they to express their opinion? If the survey was confined to Facebook participants, I can appreciate their probably youthful ignorance of, and subsequent disregard for, the 1951-1964 Studebaker V8 engine.

That accounts for them. But your **editors**, your internal "staff survey" reported on Page 65? **Give me a break!** If they are real car guys, they should at least be **aware** of the Studebaker V8 and mention it *some-where*, for Pete's sake. Have any of them **seen** a Studebaker V8 lately? Worked on one? Considered its uniqueness and many strengths?

Let me outline a few features of this unique, remarkable, and underappreciated engine. You decide in which category each belongs:

- 1. Sturdy?** Every Studebaker V8 of every displacement (224 / 232 / 259 / 289 / 304.5) has a forged crankshaft and forged connecting rods, standard.
- 2. Sturdy?** The original 1951 Studebaker V8 of 232 cubic inches has more combined main and rod bearing area than either the 1949 Oldsmobile or 1949 Cadillac V8, despite those engines having 303 and 331 cubic inches, respectively. The Studebaker V8's lower end is so overbuilt that bottom end problems on Studebaker V8s are 'way below the industry average.
- 3. Sturdy?** Each cylinder head on a Studebaker V8 is secured with 18 bolts, effectively placing six bolts around each cylinder.

Head gasket failure is all but unheard of, even on the many factory supercharged (and *warranted*, mind you) engines built in model years 1957, 1958, 1963, and 1964.

**4. Sturdy?** Every Studebaker V8 has full rocker arm shafts noted for long life; no flimsy stamped, individual rocker arms and pressed-in rocker arm studs to pull out no matter how cute and avant-garde (and cheap) the engineering.

**5. Easy to work on?** The Studebaker V8 water pump is small enough to hold in the palm of your hand and held to the water pump manifold with 4 small bolts. It's got to be the easiest one in the industry to replace; you don't even remove either end of either radiator hose.

**6. Easy to work on?** There is no need to open the cooling system to replace the intake manifold on a Studebaker V8; there are no cooling system passages within any intake manifold of a Studebaker V8 engine.

**7. Easy to work on?** The spark plugs in the most crowded 1957/1958 supercharged Golden Hawk engine with power steering and air conditioning, while no picnic with all those options, are still easier to access than the nearly-invisible, finger-searing 'plugs below the hot exhaust manifolds on most configurations of small-block Chevy V8s and Y-block Fords.

**8. Longevity due to simplicity?** Every Studebaker V8 has solid valve lifters, easily adjustable with self-locking adjustment screws on the inner ends of the rocker arms. No need to fool around with separate lock nuts once the valves are adjusted, and no need to worry about problems associated with hydraulic lifter pump-up or clatter.

**9. Low-Maintenance Longevity?** No need to worry about timing chain stretch and sprocket wear or ease/ frequency of replacement in a Studebaker V8; every Studebaker V8 engine has a gear-driven camshaft.

**10. Powerful in Original Form?** Only the Chrysler hemi-head V8 had more power per cubic inch in model year 1951, the year Studebaker's V8 was introduced. Even with each of them having had two years' development as production engines, neither the Cadillac nor Oldsmobile V8 could muster one-half horsepower per cubic inch by 1951. The Studebaker V8 jumped out of the box with **.517** in base configuration, second only to the original Chrysler Hemi's **.543** among all 1951 domestic V8s.

**11. Powerful in Final Form?** A portable dynamometer was on location at

The Summer 2004 Pure Stock Muscle Car Drag Race in Stanton MI. A legally-stock Studebaker R3 engine in a 1964 Studebaker Challenger 2-door sedan recorded **365 HP @ 5,895 RPM** *measured at the rear wheels* with full, street-legal exhaust, stock air cleaner, and all engine accessories in place and operating...*from its bone-stock 304.5 cubic inch displacement!* That's almost **1.20 HP/CI** as installed in the chassis, street-legal. How many other domestic 1964 V8s from any manufacturer could make that claim? Putting the power to the ground and down the drag strip proved that the 365 HP figure was no fluke, either: At the 2011 Pure Stock Muscle Car Drag Race, that same car turned a quarter-mile elapsed time of 12.664 seconds at over 114 mph in the same configuration...*on street-legal, DOT-approved G70X15 tires.*

**12. Appearance?** Who on your staff has recently eyeballed a genuine, factory-supercharged Studebaker V8 and marveled at how mechanical and muscular it looks? While this is a matter of personal opinion, go to a car show where someone has a factory-supercharged Lark or Hawk with the hood open. Note how many people stop for a long look and leave with their eyebrows raised, a smile on their face, and new-found respect for a factory-supercharged muscle car that was available and being sold *a full model year* before Pontiac's 1964 GTO-packaged LeMans. 'Nuff said. Yet, despite "*all the above*," the word **tudebaker** never appears in **Hot Rod's** April 2012 "coverage" of Great American V8 engines.

I suppose that's why the word **ridiculous** is in the dictionary.

Sincerely, Bob Palma

Technical Editor

The Studebaker Drivers Club

**Turning Wheels** monthly magazine.

Please add a hearty AMEN to all that from Yr Hmbl Ed.

## Factory Radio in a '31

*The story of the origins of car radio's in the February President sparked a chord with member Bill McKivor who bought a 1931 stretch Plymouth. His interesting story follows.*

The story about the car radios, (and much more from the two inventors) hit home with me. Seems by the story that radios were not factory installed by any factory until 1933. I did not know that was true, and I find it to be really interesting.

I once owned a 1931 Plymouth stretch sedan. In looking up this car by model, discovered only 6 had been built, all on special order by one person. It had 16,000 original miles, mo-hair interior, a ton of leg room as you might expect, and wooden spoke wheels with 4:75 X 19 tires. Got it for \$25, shimmied like crazy. Turned out to be the tires, went to Sears and for \$5.00 each for a tire and tube, bought 4 new sets, and had them installed.

The reason for the cheap price was that it wobbled all over the road. All the tires were completely bald, and it came to mind that as skinny as they were they needed something. Thought it amazing I could buy a set of 4 tires and 4 tubes from Sears, even in 1956, for \$20!! Anyway, it cured it from shimmying.

The wooden spoke wheels were not something I had dealt with at the time and an old time tire man changed them for me. Now the car ran and drove fine. Wooden wheels---I had someone else handle them, as the system was a "split rim" system, and I thought I might hurt myself trying to install the tires. So, took it to a fellow on Woodlawn in Seattle, who had a tire shop there. He told me a bit about wooden wheels. Mine needed no "bringing back to life", as they were in super condition, they had been lacquered, which apparently was a good thing. Allowed to sit and dry out, they often were ruined, and only soaking in water or better yet linseed oil, and attempting

to bring them back to life that way a possibility, but no guarantee of success was there. He was very surprised by the condition of the ones I had, and went on and on about them. Said the lacquer saved them. Non-lacquered spokes required soaking in Linseed oil, to preserve them. A job, as the wheel had to be disassembled and each spoke removed, then soaked.

There were a couple toggle switches under the dash, I clicked them on and off a few times with no result, and there was also a knob on the dash with no markings whatsoever. I used to twirl it once in a while. One day I must have clicked the toggle and left it there, I suddenly heard music. Pulling over, I looked for the source, and sure enough, there was a radio box attached to the firewall on the upper right side under the dash. A cable ran to the knob, the tuner, and a wire to the toggle switch. Just dumb luck that the radio even worked, the speaker was intact, or that I had the switch on, or that the knob was now sort of on a station. Went looking for the antenna, and discovered that the fabric roof of the car had the antenna woven into it. None visible anywhere. I drove the car around for a few months, with tunes, neat---then sold it for \$200. Turned out that the radio was worth far more than the car in the long run. Car radios back then were installed by owners, or garages, and cost near what the car did. This car might have had, being a factory order, radios installed in all of them at the factory, but no one will ever know for sure. But, it sure was fun having an original playing radio in a 1931 car.

Well I was a 16 year old kid when all this came about. Had no idea of the significance of either the stretch bodied Plymouth sedan or the radio, found most of that much later. I found the information somewhere that only 6 of the stretch models were made. No idea where I got it, but know I read it.

As to the car itself, I had no idea why only 6 were made, and of course could

not "Google" it----

The radio, looked at by two people who were old enough to remember, was thought by others original to the car. A box, think it brown in color, attached to the firewall, large "M" on it, so Motorola, I supposed, and the way it was hooked up to the roof was entirely through the body, which spoke of it being ordered at the time. Both of the old timers I showed it to were surprised it was there, but could find no evidence of a aftermarket installation. The radio dial was just a large knob with no markings, dash had no markings either, and this, I was told, was not the usual thing, most knobs had markings to go by and the dash a mark to tell you where you should set the knob to receive. Hard to tell, I suppose, the biggest clue they had as to originality was the way the roof wire was hooked up, no external wire down a post, etc, it was all in the center of the posts and unexposed until just behind the radio. Would have been a horrible job to get the wire in there aftermarket, I really could not see how they would have done it.

The old guys at Osborn radio on Roosevelt Way in Seattle told me the radio was probably 1929, not something installed later.

Still, not really a definite deal. Back then I had NO idea that radios were not installed until 1933. And, certainly not that the radio was worth more than the car!!

Being a kid can be troublesome, as with my genuine Studebaker story you printed some time ago---my next door neighbor, Mr. Starbuck, told me when I was 10 years old that he was one of the team that built the very first Studebaker car, and that he had been at the buggy works for a few years even then. His son was the only driver in the family, and always had a Studebaker. I have always wished I understood what I had living next door, would have tried to get the whole story from him. But, like kids everywhere, said that's nice and went on my way.

*Wm. McKivor*

## TECH TIP

### Power Steering Control Valve Fix

It is always important to follow instructions! The topic is replacing the seals in a Bendix power steering control valve. As much as the Shop Manual is my Bible, it tells you to remove the entire control valve from the car, when you are just replacing two small seals that are readily accessible with the valve still on the car. The instructions packaged with the kit tell you to remove the left front wheel, but that is not necessary on a Studebaker.

The point of this column is the very last line of the instructions: "Tighten the nut

(1/2" hex) until it bottoms, then back off 1/6 turn (one flat)".

Bruce Kerslake bought a '63 Hawk some time ago and the steering was unusually "loose". He and I discussed the control valve, it was several turns from bottomed out. Tightened and backed off and it cured all the loose steering issues.

That got me to thinking about my '61 Lark Hardtop. The power steering worked well, but seemed sensitive when driving straight ahead. Checking the nut, and sure enough, it was snugged down tight and not backed off. I corrected that and it drove much better. SO! I followed ALL the instructions. Bottom out the nut and back off 1/6 turn!

*Thanks to Jerry Blount, and his B.S. Column 'bout Studebakers in the Northwest Newsletter (Portland), Bob Williams, Editor.*

Note: Yr Hmbl Ed once attempted this same repair on my '63 Lark Hardtop. To this day, I exult over a successful fix. I too did not see the need to remove the valve or the wheel., per instructions, and, while I thought the scope of the job beyond my ability, it proved to be easy. My fond remembrance and joy of this accomplishment is clearly a reflection of overcoming limited technical ability and mechanical skill., while second-guessing the Repair Manual.

**Editors Folly:** The last Issue did not cover YHE's real folly –Mary had sent me the complete info on meetings for 2012 and I just blew it, forgot it, and would now like to make amends. The year's agenda is listed below. Look it over, make plans to attend all of them. Plenty of choices, thank Mary for a lot of hard work. The March meeting looks particularly good, Chinook is great place to eat and the collection is one of the best. Why not submit your car for a Tech day job, offer to help one of our tour leaders, and otherwise get involved in your club. Then too, it's not too early to submit your ideas for the Christmas Party to Mary.  
**April 15:**  
TECH Session on Tax Day. Cars needed - Do you need some help, or want to show us something you have figured out?

## 2012 GREATER SEATTLE CLUB EVENTS

- April 15: TECH Session on Tax Day. Cars needed - Do you need some help, or want to show us something you have figured out?
- May 6: HCCA Breakfast Tour from Puyallup
- May 12: Buckley Fly-In with Tacoma Chapter
- May 19-20 Northwest Overdrive in Boise, ID
- June: Two-day Tour hosted by Don Albrecht
- July: Annual Studebaker Picnic: Details to Be Announced
- July 29 to Aug 4: International Meet at South Bend
- August 17-19: Pacific Can-Am Zone Meet at La Quinta Hotel in Tacoma
- Sept 7-9: Whatcom Mimi Meet and Whatcom Chapter's 40th Anniversary Party at Bell's Museum
- October: Fall Colors Tour - Mark Kaifer hosting
- Nov: Election Meeting
- Dec: Christmas Party, Seattle Chapter hosting.

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**NATIONAL MEMBERSHIP**

Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

**LOCAL MEMBERSHIP**

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$25/year for club Newsletter in print, or \$13/year for e-mail version. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**, Mail check to : **Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** e-mail to : [badcow@w-link.net](mailto:badcow@w-link.net)

**MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER**

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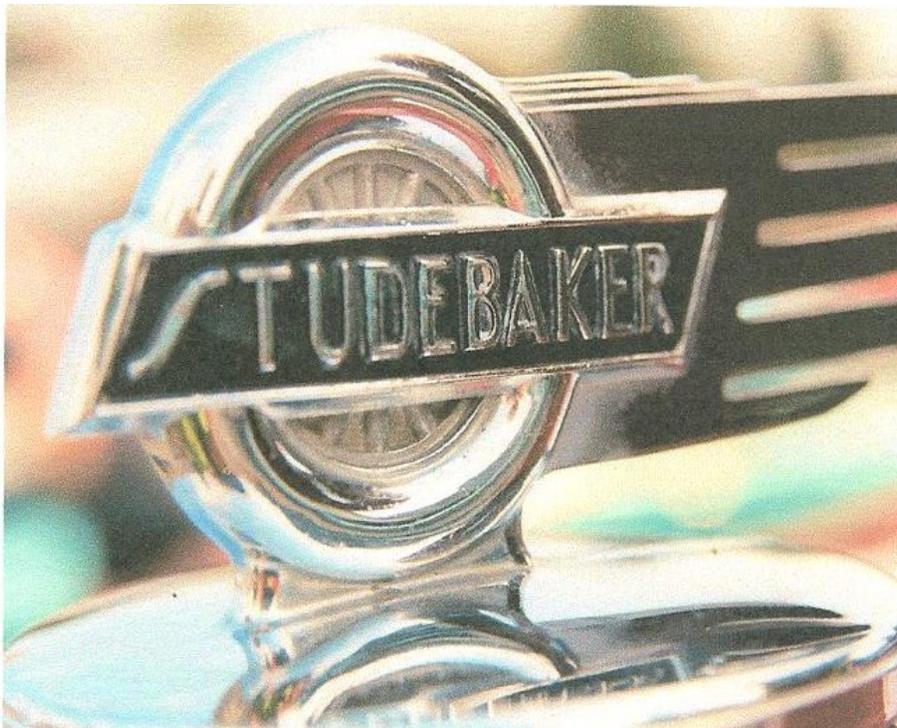
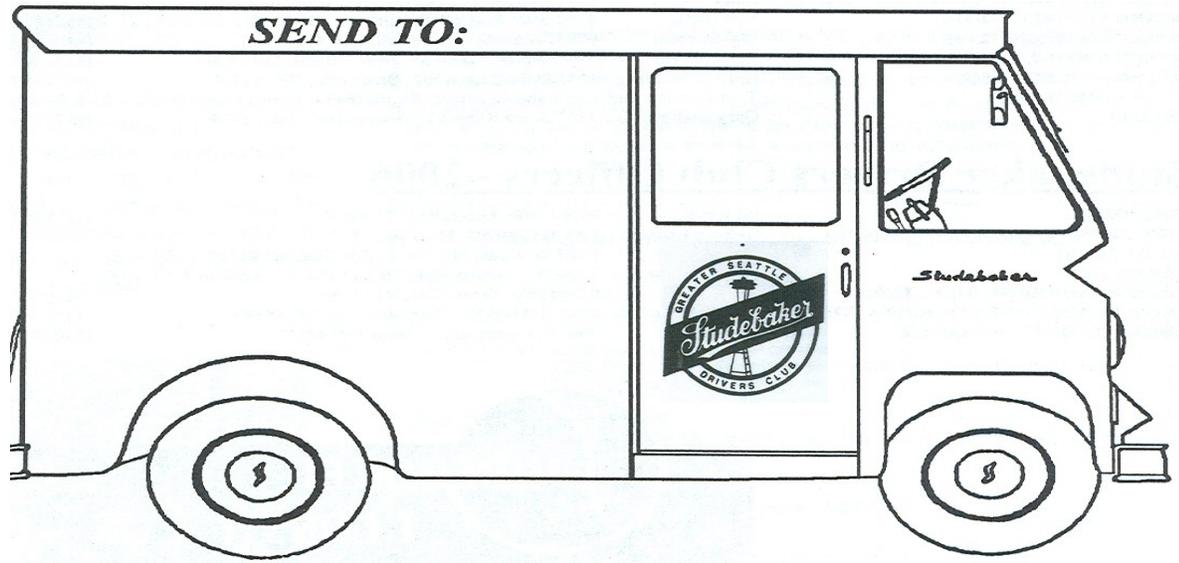
3 \_\_\_\_\_ 4. \_\_\_\_\_

National Member # \_\_\_\_\_ **Note:** It is a prerequisite that all local members also belong

W.C. SCHIFFER, Editor  
813 217th Place N.E.  
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## THE WASHINGTON

# President



One good looking Hood Ornament. Auto memorabilia collectors, can any of you identify the Year? Does the lazy S make it unique? Richard Quinn or Don Kelstrom -can you answer this? Anybody else?

