

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 9

Steering Column



The Tacoma Chapter put on a good show for this years CanAm.

Lots of Studebakers there but as usual few pre-war cars. A couple from the '20's/early '30's and our '38 Commander may have been the only late '30's car. I did find a few nice items at the swap meet and some of those were free. That is even better. Good work Tacoma!

Joan and I have been looking at new cars recently. What a time consuming process. Sales people want to become your best friend. I guess that is so you will not go to someone else to buy a car. We don't even

look at cars made by foreign companies even if that manufacturer is on US soil. I want to protect US jobs and make certain that any profits remain here as well. There are lots of nice cars for us to look at.

As an aside, I can't remember how many people over the last 20 or 30 years told me they bought cars of foreign companies because they were small and fuel efficient.

Watching the pickups and SUV's on the road today, vehicles made by foreign companies are in no way small today. And, from the ads on TV it looks like most of those large rigs do not have the 36 miles per gallon (highway) that we have with the full sized Buick we just bought. So, why do people keep buying those things? It can't be features and it can't be fit or finish. The Buick has every feature known to man and I have checked it over carefully and find no defects. The fit and finish appear to be perfect. The popularity of foreign stuff is still a mystery to me.

Most of the features on new cars

today were not even thought of when Studebakers were being made. That is because there were no computers in cars at that time. Today there must be many computers on every car. What with GPS systems, digital displays, head up speedometer displays, rear facing cameras, proximity sensors for backing and parking as well as blind spot warning lights and a bunch of others. I think all that stuff is going to make todays cars throw away cars. In several years when the electronics fail (and many will), repair will be impossible and replacement of components will be too expensive vs. the vehicle value. Module replacement in cars and appliances is now the standard method. As cars age modules will become harder to find and they will become more expensive. At some point the value of a car, as it decreases, will cross the cost of modules as they remain constant or increase. I think that will signal the end of the automobile restoration hobby.

Hang on to those Studebakers!

God Bless .. Dan Anderse

A Word About This Issue

Plans for this issue included reports on both the 42nd International in South Bend and our own Can-Am in Tacoma. I knew that Mary West and Bill Hallett, the Justad's and the Keehner's went to South Bend, and expected lots of photo's. Two extra pages were scheduled for that coverage, I was not disappointed, both Odd and Mary sent along enough to fill many extra pages. BUT, as luck would have it, the printer chose this time to limit any color pages, meaning a delay of a day

or two to get new toner cartridges. What to do? Here's what I did: Since just two of you get the President only by mail, I'll send those an extra mailing since the stamp will only cover four pages without going overweight. I'll include all the color pages in the e-mail version so that everyone will get all those color photo's.

Unfortunately, this issue covers only the International. Except for President Andersen's report, I did not get any words or photo's on the Tacoma Can-Am.
Yr Hmbl Ed.



Sept 7-9: Whatcom Mimi Meet and Whatcom Chapter's 40th Anniversary Party at Bell's Museum

October: Fall Colors Tour - Mark Kaifer hosting

November: Election Meeting

December: Christmas Party, Seattle Chapter hosting.

SDC INTERNATIONALS

July 1-6 2013 49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts
 June 28-July 5, 2014 50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts
 August 16-22, 2015 51th SDC International, Maryland Heights Missouri; Gateway Chapter Hosts.
 Meet HQ-Sheraton Westport

Greater Seattle Chapter/SDC Web Site: <http://seattlesdc.hypermart.net>
 National Studebaker Drivers Club: www.studebakerdriversclub.com
 North Puget Sound Site: <http://lightning.prohosting.com/~npssdc/pages/Page4Newsletter.html>

Antique Studebaker Home Page: <http://www.dochemp.com/9stude.html>
 Studebaker Vendors: <http://www.studebakervendors.com>
 Studebaker Clubs of the world: <http://studebakerclubs.com/>

SECRETARY'S SCRABBLES

The National Meet in South Bend this year was a great success! The SDC Hotel was the Doubletree right in the middle of town (on the river), The Avanti Club was at St Mary's Hotel by Notre Dame, and the ASC was housed at the Comfort Inn. about 5 miles from the Fairgrounds. The Fairgrounds was where the swap meet, vendors and the Concours was held. All are nice places, but I like the Meets to be all at one place. When they are spread out, one has a hard time finding people they may be looking for, and meeting new folks. It was fun though, to see Studebakers and Avanti's driving around town all the time. When we first arrived, the weather was not too bad - in the 80's, with a breeze, which kept it comfortable.. One night we had a Thunderstorm, which really cooled things off, but by the day of the Concours it was 94 degrees, with 90% humidity! Too

hot for me. Unfortunately, I could not look at all the cars on display, as it was so hot. Even the locals were complaining, so you know it was bad!! There were over 450 cars that came to the meet, and approx. 280 were judged. The Car Corral at the Swap Meet had some really nice cars for sale. We found out that some of them had been donated to the Museum, and they were selling them there. I presume the owners who donated them have a say as to whether or not they want their cars sold... We spoke to a lot of people who agree that in the future, it would be much nicer to have the Meets in the Fall or Spring. If you agree with this, write a letter to the Editor of Turning Wheels. I am composing mine next week.

*Mary West for
 Bill Hallett
 -Yr Humbl Sec'y*

Mary sent lots of pictures which are on Page 6. If you're like me, you'll enjoy this Lark Convert and wish it was for sale. Ed.



The Car



Under the Hood

The Washington

President



Hey Grandpa . . .Come Look!

Now I know that all of us have children and grandchildren that are *way* above average. So-y'all can pardon me for the following, I'm sure.

The picture above is the work of my seven year old granddaughter.

When she was three and learning stuff so quick, she already could say "Studebaker" (for which I'll modestly take a bow). I once told her that the name Studebaker does not appear anywhere on my car, while she was doing magnetic letter spelling on the 'fridge.

While visiting in August, she added to grandpa's car, and worked up a 'prise for me. Imagine my pleasure.

BMW ASSEMBLY

All of you with e-mail should have received the amazing video of the robot assembly of 3 Series BMW cars in Munich.

When I say amazing, I'm recalling the 1940's and 1950's, when I knew the Studebaker assembly line pretty well. I can only marvel at the absolute precision involved in even such mundane things as running up a screw, or mounting a wheel & tire. The spray patterns and accuracy of those paint guns blew me away!

A robot will do it exactly the same way every time, right down to a fraction of a millimeter, which is way more uniform than any human work-

er could ever be, and with the Robot there is no end-of-shift fatigue factor, no Friday factor, or Monday hangover either.

Absolute precision as taken over the jobs of auto workers, and it's called increased productivity.

Bill McKivor sent it along to me originally, and wonders if the Robots have reunions and how they feel about it. Others have asked about all those workers went who were displaced from the auto assembly lines. My usual answer is that they probably make robots now.

All this reminds me of an old saw amongst UAW guys about the Union VP being given a tour of a GM assembly plant in the post war 50's. "See those sparks over there? That's our robotic welder –and you can't put a Union badge on it!" "No, but you can't sell it a car either".

To continue the analogy about productivity and precision; it will follow that; in the on-going evolution of robots, robots will soon (if not already) be making the robots that build the cars. Less and less human assembly help will be needed. Carry that out as far as you wish.

We hobbyists have an advantage in all of this. The fact our Studebakers were put together almost exclusively by hand, and the same procedures can be duplicated by us hobbyists. We can properly mount a fender just as the factory guys did, we can torque an engine head bolt just the same as that guy did in 1948.

Imagine if you will, 50 years from now, trying to restore a 2012 BMW the same way those robots did it.

A Word About This

Now; as Monty Python was fond of saying –for something completely different.

Yr Hmbl Ed has received a letter from Larry Swanson of StudePubs, informing that this newsletter has been awarded First Place in the Internet Division of Newsletter Judging. I pass this along with a proper sense of pride and pleasure. I say proper because I am fully aware that, as much joy I get from the effort, it would not be possible if the Seattle chapter had not allowed me to be editor for all these many years. My thanks to all of you for your support.

That said; the monthly effort does buoy me in my old age, and as Wifey keeps telling me, it keeps me off the street, or did she say that about the Hawk? My single regret is that circumstances did not allow me to be in South Bend, and if you'll forgive me a bit of ego, to receive an award (of any kind), in my old home town. Ah Me! . . . Fate!

Yr Hmbl Ed

The SDC Letter

By now all of you (save two), have had a chance to read **the** letter from Ed Reynolds/Carl Thomason regarding a "problem" with SDC bylaws and elections. I do not pretend to know what the root of the problem is, and I have communicated with officials seeking a fuller explanation. Any answer to that question will be shared with the chapter, both on these pages and via our e-mail net.

The Editor.

1946 STUDEBAKER SKYWAY COUPE

Tom & Sally Joy, Owners

We purchased our 1946 Studebaker Skyway Coupe in February of 2011 from Kevin and Constance Morgenstern of Portland Oregon.

Now for what history we know of:

Kevin and Connie purchased this car from Bryce Whitmore of Southern Oregon in March of 2002. The car was originally black from the factory, and word has it Bryce painted the car white. Must be black showed the dirt to much.

The first time Jerry Molitor saw this white coupe, he gave it a nickname, THE KELVINATOR.

Some where this little coupe that was delivered to the Oregon dealer as a business coupe, then transformed into a double Dater by adding a rear seat.

Kevin did some additions to the drive train after he got it, and made a semi-hot rod by installing a high compression aluminum head, duel carbs, and duel exhaust. When you hear the car run, you know something is not stock.

Kevin and Connie drove the car to the Sacramento California International Show after the engine work was competed, and had no trouble. They said it traveled up and over the mountains without hesitation. What they remember most about the trip is how hot it was in Sacramento.

I guess the Kelvinator name was not to Connie's liking, so they decided to repaint the car to its current Metallic Grey color.

After about a year or so, the Morgenstern's decided to let the car go and put it up for sale. This is where Sally and I entered the picture.

After driving to Portland to inspect the car and make a deal with Kevin, I returned home and make arrangements to return with a trailer and bring the car home. I am a little gun-shy to step into a strange car and hit the freeway

without some short test drives to get used to the car. All went smooth.

As it may be, there is another '46 Coupe owner to blame for this purchase. It lives in Bothell Washington, and it is still painted black, and since the 46 cars are considered to be pre war, we wanted to become members of the Antique Studebaker Club and join in the tours and fun they have. We know of several more '46 coupes that live in the Northwest, two in Oregon, one in Maple Valley WA., and one in California, and one in Canada. There maybe more, who really knows for sure. Studebaker only built Champions for 3 months in the 1946 run, then rolled over to the 1947 design.

Up until we purchased the car, it spent it's entire life in the state of Oregon. It now lives in Mukelteo WA., and we are proud of the car.

We have another Studebaker also, a '49 Champion 4 dr. that is not happy about the '46 joining the fleet, as the '46 has taken over the pride of the fleet, but that is another story.

Since we have had the car, it has been to Canada several times, Oregon, and all around the state of Washington on Studebaker events and tours.

The car is being well maintained and polished at all times.

Story submitted by Ray Keebner

Series to come—the '46 Coupes of Mary West & Ray Keebner.



STUDEBAKER NATIONAL MUSEUM – SOUTH BEND, INDIANA

PHOTO'S BY ODD JUSTAD & MARY WEST



ever will be on the “what if” list. The story is well known –a one-off found amongst other discards in a Proving Ground wooded area and then restored over many years by volunteers and SDC member donations. Now in the central display area of the Studebaker National Museum as the central focus of the 2012 International.

Finally, a celebrated Studebaker Wagon, the vehicle that dominated the world before we put engines in them. The vehicle that once made Studebaker “ The largest vehicle manufacturer in the world”.

No trip to South Bend is complete without a visit, preferably day-long, to the Studebaker National Museum.

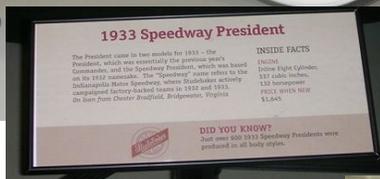
So much to see relating to Studebaker’s long history, so many photo opportunities . . . Here are just two that caught the editors eye.

Note: More pic’s of the International can be found on later pages in this issue.

This 1933 President four-door certainly captured the attention of Mary West and Odd Justad, they both sent photo’s of it. Small wonder, since it was originally owned and restored by Don Kelstrom. Don loaned it to the SNM, before selling it to Chester Bradfield, current owner.

Inside Facts refers to the 337 cubic-inch inline Eight cylinder, 132 horsepower; and price when new of \$1,645. The sign reads: *The President came in two models for 1933 –the President, which was essentially the previous year’s Commander (250 ci 8 cylinder), and the Speedway President, which was based on the 1932 namesake. The “Speedway” name refers to the Indianapolis Motor Speedway, where Studebaker actively campaigned factory-backed teams in 1932 and 1933. On loan from Chester Bradfield, Bridgewater, Virginia.*

Then we have the celebrated 1947 “Woodie” a potential Station Wagon that did not go into production and for-



THE INTERNATIONAL AT SOUTH BEND

THE PHOTO'S OF MARY WEST



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STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)
Studebaker Vendors: <http://www.studebakervendors.com>
Studebaker Clubs of the World: <http://studebakerclubs.com/>

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

MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER

NAME ; _____

SPOUSE ; _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____

E-mail _____ SIGNATURE _____ Stu-
 debakers Owned: 1. _____ 2. _____

3. _____ 4. _____

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

THE 42ND INTERNATIONAL AT SOUTH BEND

ASC MEET PHOTO'S BY ODD JUSTAD



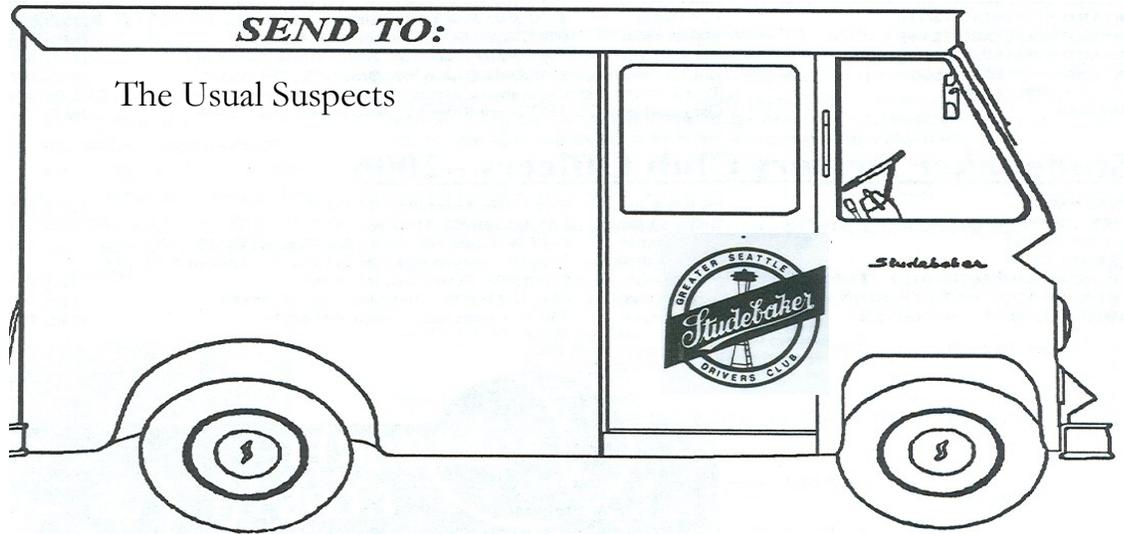


And also -Some action at our July Picnic

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THE WASHINGTON

President



Tom and Sally Joy's 1946 Studebaker Skyway Champion "Double Dater" Coupe