

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 5

Steering Column



Let me repeat; Overdrive 2014 is us! Yes, our club is going to do the Overdrive next year. And, we now have a date to work toward: May 24th and 25th, 2014. Helen Albrecht is well informed in these matters and tells us that when the Overdrive is done in the USA, it is done on Memorial Day Weekend. It is comprised of a welcoming get together on Saturday evening, a driving tour on Sunday and a banquet on Sunday evening. We will be obliged to provide meals on Sunday (breakfast, lunch and dinner) as well as hors d'oeuvres for the welcoming on Saturday evening. There is no "show"

or judging, but there could be a swap meet (you know how I love those swap meets).

There are now three people, in addition to myself, on the Overdrive 2014 committee. I would like to see two more people on the committee. Let me know if you will help.

Last month I didn't talk, in the column about anything but the decision to do the Overdrive in 2014. Now I will go into something else because those who have not attended all the meetings have now had a chance to come down off the ceiling. But, I don't want anyone to believe that the Overdrive 2014 is not our top activity and priority.

I do, however, want to thank those people who produce "basket case" cars. I like them; not because they are the right thing to do but because it drives the value of the vehicle down to the point where I can get permission to buy them. My experience is that the cost of a basket case is 1/3 or less than the cost of an unmolested car of the same condition.

That is partly due to the fact that

completeness of a car can be easily determined if it is assembled but almost impossible to determine when in pieces. The last basket case I bought, the parts were in 3 different garages and some under his house. It took hours to bring them all together and was due partly to my finding some of the parts. The seller said it was a complete car but my experience told me different. When I got the car and parts home, I identified 14 missing parts. My offer price was lower than the asking price because of my confidence that there would be several missing parts so I was not surprised.

All basket cases represent a challenge but I am not dealing with super rare, super expensive cars so there are club members to help as well as reference material like manuals and promotional fliers. I like the challenge and the satisfaction of identifying a part that at first glance is a total mystery. The last basket case I bought had only one part identified; the horn! Such fun!

God Bless .. Don Anderse





MAY MEETING

Puyallup Elks Club 314 27th NE, Puyallup

Sunday May 5th @ Breakfast: 9 AM –Tour Starts 10:15 AM .

Come Join the Seattle SDC on May 5th for Sunday Brunch, Cruise and Tour a private Collection Brunch is \$12 and starts at 9am. If you do not wish to eat, you can meet us in the parking lot at 10am, and join the tour and also see the collection Third annual event is always very fun, and there are numerous car clubs that come, so you're in for a fun time with all kinds of antique cars. Hope to see you there! Mary

SDC INTERNATIONALS

July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts NEXT!!
June 28-July 5, 2014	50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts
August 16-22, 2015	51st SDC International, Sheraton Heights (St. Louis), Mo. Gateway Chapter, Hosts.



We had a comfy, warm and dry meeting there! Thanks so much, Don and Helen!!

Walt is going to check with NAPA to see if they have any goodie-bag stuff to donate, including bags. (For those unaware, Walt has all the old cross-reference books for car parts, and sometimes NAPA calls him for information). Everyone contributed ideas to the meeting, including tour ideas, etc... We also got to see some nice Studebakers at the Albrecht's house. The Meeting was adjourned, with all of us feeling better about taking on this project. Those attending were: Don and Helen Albrecht, Walt Thompson and Dorothy Abbott, Don and Joan Anderson, Mary West, Odd and Greta Justad, and Bill Hallett.

*Mary West (in for Bill),
Yr Hmbl Sec'y, Bill Hallett*

The April Meeting at XXX Restaurant in Issaquah was originally supposed to be our club joining the Professional Car Show, which Don Anderson belongs to. We all thought it would be a good way to show off our cars. Unfortunately, Mother Nature over-ruled us with a cold, wet, and windy day!! Those poor, Professional Car people were going to have to dry off and polish their fire trucks, and ambulances after that show. What a chore it would be to detail a fire truck! I can't imagine...

We all met inside the XXX, and soon realized there was no room for us to have a meeting. Don and Helen generously offered their home for us to Meet, and that's what we did.

The meeting commenced, and we have decided to do an Overdrive for 2014. It would be the weekend prior to our Memorial Day weekend, so people coming down from Canada would have three days, as the week prior is their Memorial Day. Helen Albrecht offered lots of good advice, including the fact that the first thing to do is find a hotel, and then plan the Overdrive from there. Helen is going to check out the Holiday Inn in Issaquah, as that was the Host Hotel for the "Great Race" a number of years ago, and they have plenty of room. Don Anderson is going to look for a hotel in the south end, and Bill Hallett and Mary West will look for a hotel in the North end.

Western Museum Event

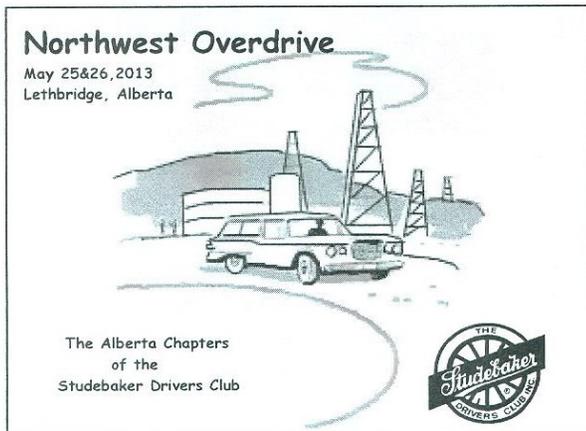
For those so disposed, and, those who didn't make the XXX Professional Car affair the Sunday previous, the weather co-operated nicely on the 14th. Arranged by native Hoosier and NPS member Randy Riddle, the Western Museum on the grounds of the Monroe Fairgrounds was a delight in every way. Some old-timers (me included),

found there were lots of things mechanical from the days of our youth we had never seen, and they had 'em there in operating condition. Later we all gathered at the Sockeye eating place for a nice lunch and conversation. Attending were the usual suspects, at least four of whom were at the XXX meet a week earlier. So Faithful! Well done NPS – we can do it again anytime, and - Thanks.

NORTHWEST OVERDRIVE

Lethbridge, Alberta, Canada

MAY 25 & 26, 2013



HOST:

FOOTHILLS & EDMONTON Chapters SDC

LOCATION:

LETHBRIDGE LODGE

Hotel & Conference Center

320 Scenic Drive

Lethbridge, Alberta Canada T1J4B4

403-328-1129 or 1-800-661-1232

www.lethbridgelodge.com

Reservations are to be made to the hotel directly (Please specify Studebaker Event)

AGENDA:

SATURDAY MAY 25, 2013:

Travel to Lethbridge. Registration and hospitality room open from 1:00 p.m. until 8:00 pm. Refreshments in the Hospitality Room. Meet and greet your Studebaker Friends! Dinner will be on your own.

SUNDAY MAY 26, 2013:

Breakfast is included in room rate. **TOUR LEAVES for CARDSTON at 8:30.** Drive 45 miles to Cardston. Tour the Remington Carriage Museum for about 2.5 hours. Drive to Fort Macleod (35 miles) and tour the Northwest Mounted Police Museum. Lunch will be served at either Cardston or Fort Macleod. Travel back to hotel (32 miles). Be sure to bring warm clothes. Just because.

CONTACT: Francis Prefontaine - Email: Ph. 587-785-5660.

NAME _____

ADDRESS _____

CITY _____ PROV/STATE _____ PC/ZIP _____

TELEPHONE _____ EMAIL _____

VEHICLE _____ YEAR _____ MAKE/MODEL _____

Registration ____ @ \$50/person (includes Sunday lunch & Banquet) \$ _____

T-Shirt - Available by pre-order only @ 15.00 each

Light gray w/color logo/ ____ Sm ____ Med ____ Lge ____ X-Lge ____ XX-Lge \$ _____

TOTAL ENCLOSED \$ _____

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Francis Prefontaine

Box 5599

Leduc, AB T9E 2A1

My Take on some Stude History

From the StudePubs item I forwarded in April. I'm going to comment on two of the things mentioned. First is a note about Egbert. *"Egbert was young and cocky and attempted to present himself as concerned with the rank and file. They weren't impressed. Egbert seemed to be singing the same mantra as those who came before him - labor must make concessions in the interest of survival. Understandably, they felt they had heard this before. On January 1, 1962 Studebaker workers embarked on the longest strike in the company's history. Egbert and the board held their ground. After 38 days the union caved in and had little show for their effort."*

My comment:

I don't know about "Young & Cocky". I do know that Egbert brought some needed changes to the work place at Studebaker. He spent money for paint to brighten up the drab old factory, he put foremen and lead men in white coats so that they could be readily identified when he came into that area -which I was told he did on a regular basis. He definitely improved the moral and general feeling of the work force.

One story about Egbert I like tells of his asking why the Administration Building elevator had a sign saying *Executives Only*, and that it was to come down. At the next meeting he asked why it was still there and handed a claw hammer to the responsible executive and told him to get it down NOW! I was in regular contact with many at the plant I had recently left, and most felt he was a real leader and an impressive guy.

The Strike mentioned above had to do with a UAW local 5 work rule

that stated each employee got 10 minutes "clean-up time" at the end of shift. Stude workers for ages had used this time to walk to their exit gate and wait there for the final whistle to leave work. Egbert insisted that they use the time to clean up, but stay at their work station, and not gather at the plant gate till the final whistle. They went out on strike over it. When the International UAW was asked to grant Local 5 money from the general strike fund, the answer was NO -Local 5 was striking over something nobody else in the UAW even had!

The strike ended soon after.

Another excerpt -toward the end of the forwarded story.

"The end of Studebaker was not a heroic fight to the death but a scene of ignominious retreat wherein the General and his staff are saved and the army is lost. The stewards of Studebaker, in my opinion, were more concerned with getting while the getting's good than preserving the auto manufacturer they worked for. One is left to wonder what might have happened had they focused their energy on selling cars and keeping the assembly lines open. The 'all or nothing' spirit demonstrated by Harold Vance and Paul Hoffman during the depression may well have saved the company again in the '60s."

My comments:

Here I will use something from the April *Turning Wheels* story about the Hamilton Canada plant closing.

The author of that article, Mike Emmerich, quotes Stu Chapman, Studebaker's last Public Relations Director *"My research for my book (Memoirs of my Life with Studebaker), uncovered strong evidence that*

the Studebaker Board had decided in the autumn of 1963 that automobile production was no longer going to be profitable overall while all the other corporate divisions were profitable. U.S. legislation prohibited a company from cutting off supply to its contracted dealers except if bankruptcy was involved. Since the corporation had to protect the other divisions, they didn't want to exercise the receivership option, so they transferred manufacturing to Canada on a reduced basis in the hope that most dealers would pack it in, thereby allowing the corporation to escape liability. Clearly that tactic worked"

Added to what Stu Chapman found, I will add my own personal bias toward Studebaker's Board at the time. It was headed by Byers Burlingame, a lawyer with a Wall Street Law firm (a law group that included Richard Nixon). He headed up a combine that were corporate raiders before the term, and the tactic, became well known. Another thing this group did was strip the pension fund so that there was no guaranteed pensions for the Studebaker work force. Sometime in the 70's, the U.S. Congress awarded the un-pensioned Studebaker workers a one time cash settlement for their lack of a retirement fund, and also established a unit of the government that would be responsible for all unfunded pension funds. It has a fancy name like; The Guarantee Fidelity Pension Trust Fund (or some such), that fills in when corporations go bankrupt with an un-funded pension obligation. Sound familiar? It's been used a lot of late.

Up Hmb! Ed

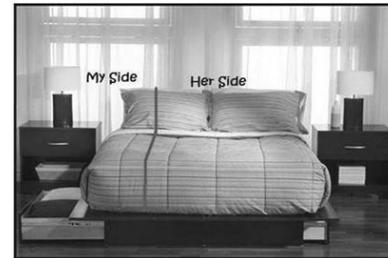
Ladies, if a man says he will fix it, he will . . . There's no need to remind him every 6 months about it.

My sex life is like a Ferrari. . . I don't have a Ferrari.

I heard a guy complaining about how expensive his wedding is. He is going to be real pissed when he finds out how much his divorce is going to cost.

My mother-in-law's coming. . . I had to clear out my half of the closet so she had a place to hang upside down and sleep.

NASA's robot Curiosity landed on Mars. Early pictures show no signs of ESPN, beer or porn. Clear signs that



men are not from Mars.

I once won an argument with a

woman. . . in this dream I had.

I tried exercise, but I was allergic to it. My skin flushed, and my heart raced. I got sweaty and short of breath. Very dangerous.

If your wife or girlfriend ever asks, "If I was to arrange a threesome for your birthday, which of my friends would you pick to join in?" . . . Never give two names.

Men have feelings too. For example, . . . we feel hungry.

It's funny when my girlfriend gives me the "silent treatment". She thinks it is a punishment.

We have Bill McKivor to thank for all this. Direct all your appreciation and comments toward him. (Please)

An Overdrive in 2014

I believe I'm correct in saying that the Overdrive is a feature of the Can-Am Zone of the SDC. It was invented here and is sustained here by chapters loyal to its primary intent – to get our Studebakers out where they belong – on the road, on tour.

The agenda is simple, meet at a hotel with other Studebaker folks. Go on a day-long tour. Have a sit-down meal. Have fun. The date reflects our dual nationality in the Can-Am. It is held either on Canada Day, or in celebration of the USA's Memorial Day

In 2013 our Can-Am will have no Zone Meet, but there will be an Overdrive, and there will be one in 2014 also - because we, the Greater Seattle SDC, are going to host it. Bully for us!

Elsewhere in this issue, Mary and Don fill us in on the early preparations for this event. We have a year to plan and implement. We will need people to step up and do things. Wouldn't it be great if I didn't have to fall back on one of my usual verbal crutches "the usual suspects" to describe who's involved.

Sometime in the fairly near future there will be a meeting where all the final plans will be made, assignments given and calendar set. When that meeting is announced, plan on going and taking part.

In the meanwhile, include in your long-term plans, of taking part in the actual road tour, I cannot imagine a more stirring sight than a mile-long parade of Studebakers along a Washington highway.

Drive it Forever

One of the mantra's of the collector car hobby should be "They don't depreciate – they *do* appreciate" that and insurance are the biggest costs of owning any car. Collectors beat that.

Amongst the Studebaker trivia I've collected is a document titled "*You can drive a Studebaker forever*". It is full of tips and handy stuff for keeping them safe, dependable and on the road.

This springs to mind due to memories of Art Unger who managed to live up to the above title, to the immense credit of both the car and Art's reliability and dependability.

This theme can play out in so many ways,. One theme is the practicality of actually doing that, driving one forever. It is no longer wise or practical to perform your own maintenance on any car less than 40 years old. Stude's are easy to work on, even when compared to their peers.

Newer cars, as pointed out last month, one can do some simple chores, like wiper blades, oil changes, and the like. But that is like the Martial arts master "breaking" a brick of Jello with a karate chop.

But seriously folks, using a Studebaker as daily driver just may be, cost wise, a good deal. Swapping fuel mileage for maintenance isn't new, and if the car was well built, and built with an eye to easy upkeep, and Studebakers were, it may not be so far-fetched as first thought. As long as they still sell parts for them, a good argument can be made to driving them forever.

What a Hobby eh?

Up Humbt Ed

TECH TIP



IF U LUV IT - LUBE IT

Like most of my generation, I worked for pay in a gas station. Minding the pumps, changing tires, doing oil changes and doing lube jobs. In many ways these services were simple to avoid doing yourself. Take the car to a local gas station (one on every corner), and we paid someone to do a dirty job. We had choices, Shell, Gulf, Mobile, Esso, Standard, etc. Your loyalty to either a brand or a local guy determined where you went, IF you went. Car nuts could, and often did, change their own oil and do their own chassis lube. The grease fittings were much easier to get to at the gas station with the car up on the lift. Doing that job at home took a serious devotion to crawling around under a car just to save a buck. I did that crawling around stuff. Some of my friends did that crawl. Guy's I didn't know then, but do now did it then. Some of us Stude types *still* do it, but our son's don't. And why do we do it? . . . I'm going to tell you why we do it—

Because we don't have the local gas station with the hydraulic lift anymore, and if we want it done right, we have to do it ourselves. That's

why. We don't trust the kid at Oil

Can Henry and we can't get out of the car to watch what he's doing down there! That's why!

Somewhere in my early education I learned that there are basically two main types of car grease; Chassis Lube and Wheel Bearing Grease. There were some other goo's for specific application, like Ru-Glide for rubber, but just those two principal ones for major parts.

Has that changed? Are new grease compounds developed for modern cars better for our older cars? Are they worse? Does it make any difference?

We have just recently found out that modern motor oils lack the zinc stuff we need for our engines. We have experimented with silicone brake fluid, and have found it comes with cautions not found with the DOT 3 kind.

The National Lubricating Grease Institute (NLGI) rating numbers run from NLGI-000 to NLGI-6, with most auto grease rated NLGI-2.

My 1956 Stude manual calls for "Chassis Lube" on the chart, and that would be Type LB, which is today's industry standard. Look for these designations on the parts store can. The Stude chart indicates

"Chassis Lube" for Steering Knuckles, Bellcrank, Reach-rods and Tie Rods, A-Arms, U-joints, clutch release shaft, and both clutch and brake pedals. Also on the Transmission shift levers and A/T shift rod.

All those uses means that your grease gun had better have the right stuff in it when you crawl under South Bend's finest.

I found the standard for wheel bearing grease is Type GC, and that standard stated that grease rated GC-LB could be used for both Chassis lube and Wheel Bearings! Wow! one type for loading your grease gun!

While perusing these standards, I found that one of the newer formulations are for CV joints. This stuff is used for front drive and all wheel drive applications, and contains molybdenum disulfide for parts under constant extreme load. Would it be better as a chassis lube? Or would it be overkill? Would it be like the silicone brake fluid that comes with a set of problems for older brake systems?

Whatever you decide, it would seem there are still some choices, that chassis grease has been improved, but if we don't trust that guy in the pit - it will still require crawling around and getting dirty.

What a hobby eh? *Up Humb! Ed*

STUDE STUFF FOR SALE

CARS FOR SALE

1950 Champion Starlight Coupe (9G-C5) with Overdrive. Ern Anderson, [425-822-9716](tel:425-822-9716).

1951 Commander Starlight Coupe. A/T 6-volt. Some issues (a Chicken Hawk in the rough?). \$3100 OBO Roseburg Or. Myles Wright 541-350-1672

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President

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EDITOR: Bill Schiffer	813_217 PI NE, Sammamish, 98074 425-868-0895	bischifer@frontier.com
PARTS: Walt Thompson	1316 SW 160 St., Seattle, 98166 206-243-0149	
SCRAP BOOK.: Donovan Albrecht	22605 SE 4th. Samammish 98074 425-392-7611	dalbrecht@msn.com

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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

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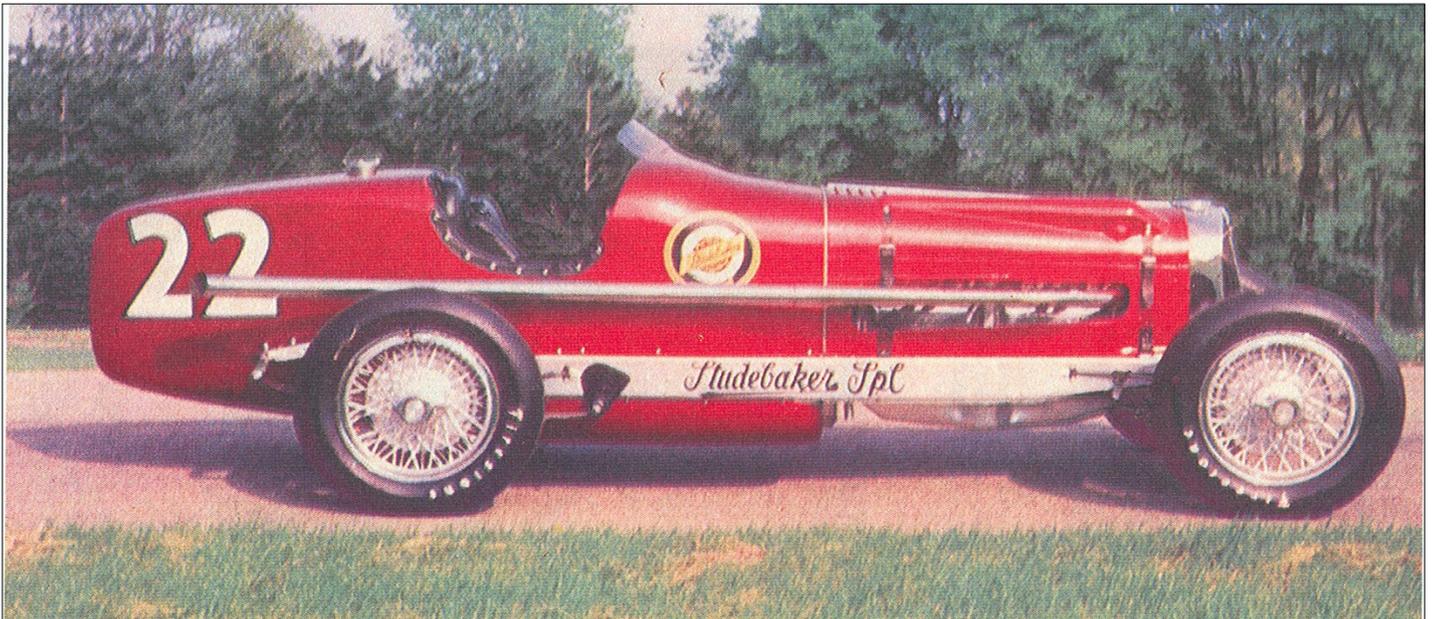
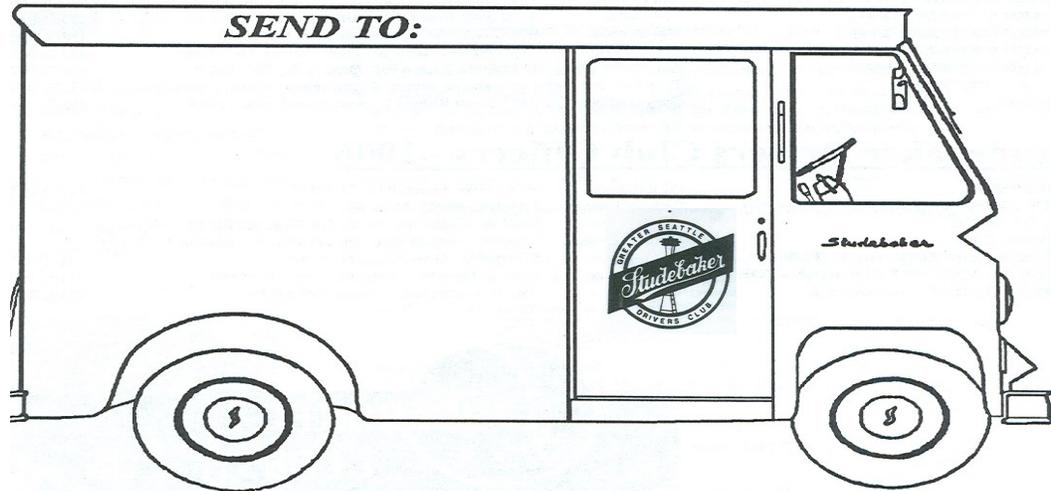
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National Member # _____ **Note:** It is a prerequisite that all local members also belong

W.C. SCHIFFER, Editor
813 217th Place N.E.
Sammamish, Wa. 98074-6801

THE WASHINGTON

President



A Salute to Studebaker -May is Indianapolis 500 Month isn't it?

The 1932 Indianapolis 500 third place car. Driven by Cliff Bergere at 102 MPH. This was faster than the winning speed for any winner in any previous Indianapolis 500 mile race. Studebaker was the only factory five car team ever to run in the 500. All five cars used an "85% Stock" power train and none of them ever failed mechanically. All five cars survive in an original form. This car is currently on display at the 500 Museum at Speedway Indiana