

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 12

Steering Column



it ate it's own starter. The starter rebuild guy thought that it failed because "it is old". I don't buy that, of course. So the cause will remain a mystery.

VP Mary tells me that you are willing to put up with me as your president for another year. That always makes me think of Groucho Marx who said, "'I wouldn't want to join any organization that Would accept the likes of me". 'Nuf said. I do love

Christmas time. It is great to have family and friends in closer contact. People seem a little more friendly and a little more helpful It is a time to take note of the abundance we enjoy, to count our numerous blessings and help others who are less fortunate. I love the trees, the lights and the Christmas songs. It really is a "Wonderful Life".

Merry Christmas to all and to all a good Studebaker 2014. Can you imagine that - 2014. Remember all the news stories about the end of the earth when it turned to the year 2000. So much for their credibility.

I am glad we call our December party a Christmas party. Our Supreme Court is trying to eliminate any such references from our lives. They claim that to be based on the US Constitution but that can't be found anywhere in the Constitution or amendments there-to. The first amendment says that Congress should not establish a religion and of course they have not. In fact that document (The Constitution) is signed "in the year of Our Lord 1776"! You can probably tell that this is one of my pet peeves.

On a different subject, I am happy to report that I finally got my '37 Studebaker engine running. It starts easily and runs smoothly even though on one of the first start-ups,

H
A
P
P
Y
C
H
O
L
I
D
A
Y
S



Studebaker National Museum -Laural McKee photo



STUDEBAKER DRIVERS CLUB ANNUAL CHRISTMAS PARTY

HOSTED BY THE NORTH PUGET SOUND CHAPTER SDC

A10822 EVERGREEN WAY, EVERETT, WA

DATE: DECEMBER 7TH AT 1 PM

PLEASE LET US KNOW BY DECEMBER 2 IF YOU WILL BE ATTENDING.

SDC INTERNATIONALS

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. Sheraton Westport Hotel Meet Center

SECRETARY'S SCRIBBLES

On Saturday the 9th of November the group met at the Sizzler at South Center for our yearly election meeting or did we?

Those present enjoyed a nice get together and meal but there were not enough people there to have an election! Attending the get together were Dave Keister, Odd and Greta Justad, Scott Parker, Eric Larson, Jim Neumann, Bill and Iris Schiffer, Mary West and Bill Hallett.

I assume that without any of the officers bolting and leaving the club, that by default we will continue, at least for the time being, in our unelected positions.

When the present group of officers were put in place several years ago I doubt that any of us thought that the job would be for life but without some changes this might be the case. I don't want to see the club disappear because of lack of interest, much of which is generated from the energy of the officers. Our officers Don, Mary, Eric and our esteemed editor all have done a great job in keeping the interest in the club at a high level but most of officers have indicated suffering burn out and would like to

share some of the responsibility with other members.

Having indicated the desire for change, the real danger is that change can bring a club to its knees in a very short time, if that change is not a good fit for the members. I have seen numerous clubs simply disappear because of improper chemistry in the group! I am not suggesting that the chapter is on the verge of collapse but it is something to think about, I doubt that anyone wants to see our group just go away after forty years!

When I was dragged into this position several years ago I decided to try to use the opportunity to talk about some things that I had been thinking about for some time. Realistically I saw little chance of significant infusion of energy from young people who seem to be completely disinterested in Studebakers, or any other cars for that matter. Our membership was dropping due to our ageing group and the then recent fragmentation of our group as a significant number of our members chose to leave our group for the newly organized ASC Region.

To me, survivability depended on strength in numbers and the diversity that those people could provide. Mary

and I made it a point to join as many of the Studebaker clubs as possible so that we could not only get to know as many people as we could while enjoying their activities but also try to build a bridge between some of the groups with the hope that we could join together in our enjoyment of our shared hobby. Another suggestion that I had was to mine the National roster for members in the area but with no affiliated with any local chapter to make contact in the hopes that they would be interested in joining any one of our groups.

About a year and a half ago at a very well attended breakfast and tour of the Mc Bride collection I proposed the combining of the Seattle and the North Puget Sound chapters of the SDC. Although there seemed to be an almost overwhelming support for the idea among the energized group the idea went no farther. The two chapters have shared numerous activities together with the Avanti group the NW ASC and tried to become available to the Tacoma Chapter. I believe that these joint gatherings have gone a long ways towards what I

ON TO PAGE 3

envisioned as necessary for our enjoyment and ultimately our long term survival. One observed stumbling block which we have realized, since trying to be involved with all the groups, is the realization that the NPS and the Tacoma chapters both have their meetings on the third Sunday of the month. Really hard to be two places at once!

I don't want to rock the boat with the impending NW Overdrive in May but I think that long term we should consider bringing up the amalgamation of the two chapters. I am excited by the prospect of the energy which we have experienced in the past being made a permanent part of our Studebaker experience! I just wanted to keep some of these ideas alive. Any comments pro or con would be greatly appreciated, some people say that they read this garbled mess but I seldom get any feedback!

We also discussed the OD with projections for cost and what part of that we should pass on to the participants.

I mentioned that Mary and I had spent several days exploring the projected tour route. There seemed to be no negative comments, so unless someone has some inside information regarding a route along Hwy 6 to Raymond with a stop at the Carriage Museum then continuing onto a route around Willapa Bay to Tokeland and back on Hwy 12, I will fine tune the route. I love the route and have taken the route many times over the last fifty years, isn't it wonderful when things change, some of this has changed little in my lifetime and I always look forward to going back!

*Yr Hmbl Secy,
Bill Hallett*

OVERDRIVE SIDELIGHTS

Or, what to do when . . .

We have settled on a date and place for the Overdrive, and for the first time ever, a second, ASC sponsored, tour on Saturday.

It is entirely possible some may choose to do both days of the tours. A benefit of doing a two-day event in the first place, some did argue. It is my personal hope that there will be folks who drive Latter-Day Stude's who would really like to ride along in an Antique Stude on the Saturday tour. Ditto for the ASC types on Sunday. Invitations to do just that should be easy to come by and should be free. Free is good.

However, it has been brought to my attention that some among us may not cotton much to the idea of two days in a row touring.

Since the location is rather rural, out in the country and all, and at a gaming Casino, the obvious in-the-meantime activity would be to get in a bit of action at the slots or tables.

BUT . . .there may, just may, be some who would rather find a non-gaming activity to fill the non-tour time. We know they're out there.

As a fer instance; lets say you and yer b'loved plan to do a tour in your Stude. But *he* wants to do the *other* tour, and *she* don't, and *she* doesn't gamble . . . We have a conundrum.

There are gals who tag along just because it's Hubby's thing, but are not really into the riding along and looking cute—and who really don't enjoy getting up at dawn to do cute anyway—that sort of person.

Well. . .we have a solution, its called Shopping! The Centralia Discount Mall is just ten miles away! OK, you don't shop or gamble. Lots to do in Centralia—they have a really good Starbucks! (also just ten miles away). Several restaurants there too.

So guys-you can plan on doing the

extra tour, just send the significant other to the Outlet Mall.

She can Shop and Do Lunch! Clever eh? (you can thank me later)

Other things to do in the area include a really large jun..er auto salvage yard that I plan on asking if a group visit could be arranged as another side-light to the weekend. Also, there is a raceway just a few miles away with evening races we may be able to attend as a group.,

It should be plentifully evident by now that much fun can be had in the area, and I haven't even mentioned a Veterans Museum, so I won't.

In the more official news concerning the Overdrive, Odd has completed the official registration form, and arranged for two placements in Turning Wheels in the next February and April issues. The official contract is due any day now for our signatures and return via USPS. So things are moving right along on the biz front as well.

OK, lets review:

1. If you plan on the traditional Sunday Overdrive Tour, you can arrive a day early and catch a ride with someone doing the Saturday ASC Tour, and visa-versa for those doing the ASC on Saturday.

2. If you are bent otherwise than doing two tours, we can suggest some other venues. Perhaps shopping at the Discount Mall, a visit to a gen-u-wine Starbucks not located in Seattle, a possible junk yard visit, possible Saturday night races (maybe these last two could be combined), and there is always the gaming tables and slots!

More later friends.

Yr Hmbl Ed

All about Champ Pickups

By Chris Dresbach

Throughout all the years, Studebaker was always very good at one thing: improvising to save money; more than ever in the '60s. In 1949 Studebaker came out with their all new 2R series pickups which remained in production until 1959. The 2R and 3R series of trucks were among the most successful pickup trucks of their day; noted for low cost of upkeep and their unbeatable ruggedness. But like any product, the consumer likes a fresh image every so often. For example, a 1949 Ford pickup looks completely different when compared to a 1959 pickup, and the same thing goes for a Chevy of the same years. A 1949 Studebaker pickup looks like a 1959 Studebaker pickup.

Studebaker took notice of this problem and wanted to fix it without spending a whole lot of money on it. The "man with the plan" in charge of truck engineering at Studebaker was Otis Romine. He had the idea that they could save money on tooling by making the truck line look like the car line, and management liked that idea because it was cheap.

In early 1959, Otis and his team of engineers started out with a 1949 (well really it would have been a 1959, but there's basically no difference) truck chassis and a brand new Lark four door sedan body. The truck chassis was complete minus the cab, and somebody who was probably having a tough day in the office got to take out their frustrations by literally cutting the Lark body in half right behind the front doors. Once cut, the front half of the car was mounted onto the truck chassis as a cab and only one new piece of sheet metal had to be made

as a back panel for the cab.

The existing R series bed was carried over on this new truck for the time being,

but what was created was the first Champ pickup prototype. Otis Romine saved Studebaker thousands of dollars by avoiding new body panels being created with the exception of the cab back panel. A little extra money was set aside for a new grille design just for Champ pickups that featured horizontal cross bars to give the front end a more rugged look.

For the model year 1960, Studebaker sold Champ pickups using the tried and true R series bed, but by midyear 1961 Studebaker began offering a new, bigger bed. Champ sales were good in '60, and Studebaker gave Otis Romine the green light to make the Champ even better with a new bed, but told him to do it as cheaply as possible. It just so happened that in 1961 Dodge was about to phase out their obsolete truck beds, so Otis went there and offered to buy the stamping dies. One of the funniest things I've ever read about Studebaker history was how the conversation went between Otis Romine and Dodge.

It went something like this: "Hi, I'm here because I'm interested in purchasing your stamping dies for Dodge truck beds." The answer he got was: "Sure, we'll sell them. By the way, who are you?" Needless to say, he did explain who he was and



where he came from and Studebaker ended up purchasing the dies used to make Dodge truck beds.

Champ pickups were then offered with the new beds until the end of their production in model year in 1964. All Champ models came with a choice of either the OHV 6, 259, or 289 engines. As for a transmission, you could either get a three speed or a Borg-Warner automatic.

The Champ pickup had other features that put it ahead of its time in Studebaker fashion. It was the first truck that had car comfort, because the entire front end was a Lark. It was also the first truck to feature a sliding back window on late model Champs, which is something that wasn't picked up by other truck manufacturers until much later.

The Champ was the first true mid-size pickup, and the second mid-sized pickup was the 1987 Dodge Dakota built 27 years after the Champ was created. Studebaker was once again ahead of their time, but unfortunately the Champ wasn't enough to save Studebaker in the mid '60s. Maybe Studebaker was too far ahead of their time? We will never really know.

We Thank Karen Dyer, editor of the Michiana Chapter newsletter, Home of Champions, and StudePubs for relaying this story.

TECH TIP

Old Man Winter is comin'

Winter is coming. Without going through all the do's and don'ts that most people should know by now, here are a few suggestions that folks may not necessarily remember:

- 1) If you flushed your cooling system, remember to run some antifreeze through the heater core. If you do not, it will freeze and the core will burst.
- 2) Remember, for all those of us with generators and distributors with "oilers," now is the time to give them a squirt of oil. According to the shop manual, you are suppose to do this once a year or every 20,000 miles.
- 3) For those of you who have exposed type heater cores that will allow leaves and debris to enter, you need to keep them cleaned out so that air passage is not impeded.
- 4) Batteries take their toll in winter. Make sure yours is "topped off" with distilled water and fully charged. In addition,
 - a) If your car had water leaks into the cab, take time to dry the carpets before storing the car for winter.
 - b) Leave a slight gap between the glass on the doors and the frame to allow air to get into the car. If the side vents work and they have screens on them, they may be left open. The screens are necessary to keep mice from entering the car.
 - c) Start and run engine periodically and operated until engine is at full operational temperature. While this is happening, pump on the brake pedal to move the pis-

tons and cups in the master and wheel cylinders to prevent corrosion from actively taking place in the cylinders. Remember, what is happening inside the cylinders is not visible from the outside.

d) If you are parking your car in an underground parking area where there are many cars coming and going throughout the course of the day, the exhaust from the cars will cause deterioration on your Stude's chrome.

The unburned carbon plus the moisture in the air creates acid to attack the chrome.

You have a choice 1) Wipe the chrome chrome often to keep it clean, or 2) Apply a coating to protect the chrome. FLUID FILM, a bit messy but claims to be a rust and corrosion inhibitor and CRC also has a product that may be suitable. Wax or chrome wax will work.

Some car collectors believe that fertilizer should not be stored in the garage with cars. They think that the presence of the fertilizer causes chrome to deteriorate.

 A smile - - - A smile cost nothing but gives much. It enriches those who receive without making poorer those who give. - - - It takes but a moment but the memory of it sometimes lasts forever. None is so rich or mighty that he can get along without it and none is so poor but that he can be made rich by it.

.....
 Take care, stay well and keep happy. Pete Yuen

Rare 1937 Dictator Hearse

This story was provided to me by Mr. Silha. He has given his permission to use the "story" in our newsletter should we decide to do so. Ed Gass

This rare 1937 Studebaker Dictator Hearse is owned by Mr. Lance Silha of Glendive, Montana. In "mortuary transport" terms, this hearse is a "three-way"....meaning that it opens in the back and on either side for curb side loading. The hearse was purchased



new by a funeral home in Mott, North Dakota. It was later sold

to a funeral home in Wibaux, Montana. When that establishment eventually closed, the hearse was consigned to a public auction, along with a number of other vehicles.

The story has it, the auctioneer let it be known that the winning bidder of the first pickup truck sold, had to take the hearse as part of the deal. The sons of the fellow who became the new owner, told Mr. Silha their dad "drove it home and parked in a tree row on his farm" where it sat for the next 26 years.

After purchasing the vehicle, Mr. Silha spent the better part of two years restoring the hearse to the point is was suitable to be put back in service at his funeral home. Only minor mechanical work was needed, but extra attention was given to new paint and a new interior that accurately recreates what was installed in 1937. Today, the hearse is kept in good running order and is available for use upon request at

STUDE STUFF FOR SALE

CARS FOR SALE

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

My **1967 Avanti II** is for sale. I am asking \$7,500 or best offer. I drove it to Centralia and parked it over ten years ago and it has not been run in many years. It needs brake work, exhaust, and probably a tune up to get back on the road. I'm attaching a copy of the original pricing for this car. **Don Kelstrom**

1963 Cruiser - 289 V-8, 2 barrel carb, automatic transmission, power disc brakes. Front brakes rebuilt including 4 new caliper assemblies. Near new Kumho Solus KR-21 whitewall tires. Color is Rose Mist, although it has been repainted and some areas are peeling, showing original Rose Mist. All 4 doors have new window channeling, including window regulator cleaning and lubrication. Rebuilt alternator and distributor. New water pump, fuel pump, muffler & tail pipe, hoses, etc. Seats and carpets have been re-done and look good. Straight body - all panels fit well. Slight rust in lower front fenders but the car is generally quite free of rust. \$3750.00 **Jerry Blount 503-658-6914 Damascus, OR**

1950 STUDEBAKER 2R5 PICKUP

170/6 -3-on tree
Purchased in Arizona April 2002 - trucked to Orcas
Totally rust-free - GUARANTEED!
(Truck was moved straight from its former life in Arizona to my garage on Orcas.)



Completely re-wired in 2006 from 6-volt electrical system to 12-volt system, new wiring and breakers installed, starter motor re-wound for 12 volts, heater motor replaced, generator replaced with new alternator.

Odometer: Original @56,250 when bought, replaced @ 56,600, new odometer now = 1,100. Total miles on truck = c. 57,700.

Installed new classic "vintage" instruments; very authentic

panel. In running condition at purchase; excellent running now! Truck is now a completely reliable starter and runner. All Original Studebaker Equipment, except for instruments, aftermarket tires, moon caps, and turn signals
This model = First truck in USA with double-walled bed.
First Studebaker model with running boards inside door.
Beautiful lines! \$19,500 OBO

Norm Zimlich norm@zimlich.org

PARTS

Late 1953 to 1955 15" Wheel Covers I have 5/ea. \$150 for all five **Jim 206-914-1682**

WANTED

For a 1963 GT Hawk - 4 full disc wheel covers. Phone **Rob Hill (250) 642-7349 (Canada)**

I am looking to purchase a copy of the Studebaker 1966 "Facts and Features" catalog (24 pages). A picture on page 9 of the November 2011 edition of TW. If you have one you are interested in selling, or you have one you would be willing to scan please send an email to **Mark Hayden** haydenmj@shaw.ca or (250) 748-4643

LITERATURE

Magazines with Studebaker articles - .

Collectible Automobile -1928-33 Studebaker Presidents by Richard Quinn - \$6
1939-40 Studebaker Champions by Richard Quinn - \$6
1953-55 Studebakers - \$6
1955 Studebaker Speedster - \$6

1950-51 Studebakers (not a feature article) - \$5
Hemmings Classic Car 1953-64 Studebaker Station Wagons - \$5

Motor Trend

1957 Studebakers - \$5 Small article and pictures of 1953 Studebaker Convertible Custom and information and pictures of 1957 Rambler Rebel Fuel Injection - \$5

Don Kelstrom dkelstrom@juno.com

FAX 425-226-0290
Mon-Fri 8:30 - 5:30

Pacific AUTO MACHINE

Machine Shop Services
Specializing in Block & Head Rebuilding
Family Owned & Operated Since 1960



425-226-0930

333a Sunset Boulevard North • Renton, WA 98057
Stock to Performance - Vintage to High Tech
www.PacificAutoMachine.com

2011 Greater Seattle Studebaker Chapter Officers

PRESIDENT: Don Andersen	11406 SE 223rd St. Kent 98031 253-854-0678	djandersen@q.com
VICE PRESIDENT: Mary West	21707 290 Ave SE Maple Valley 98038 425-413-3958	studemary@comcast.net
TREASURER.: Eric Larson	8317 189 Ave E Bonney Lake 98391	badcow1@comcast.net
SECRETARY: Bill Hallett	22620 10 Ave S. Seattle, Wa. 98198	
WEB-MASTER: Tom Noller	22707 SE 329th St, Black Diamond, 98010 253-458-0141	tomller@comcast.net
EDITOR: Bill Schiffer	813_217 Pl 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

SDC NATIONAL OFFICERS:	Director; Can-Am Zone, James Bell, Bellingham, Wa.
President: Carl Thomason Corse Gold CA.	Zone Coordinator: Lynn Fletcher, Summerland, B.C.
Vice President: Mimi Halgren La Mesa Ca.	Regional Manager: Ralph Kirby, Spokane, Wa
Secretary: Nita Ketchum: Drasco, AR	<i>Postal and e-mail addresses of all SDC officers may be found on the</i>
Treasurer: Jane Stinson: Columbiaville, MI.	<i>last page of each months Turning Wheels.</i>
Past President: Tom Curtis, Elkhart, In.	

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 _____

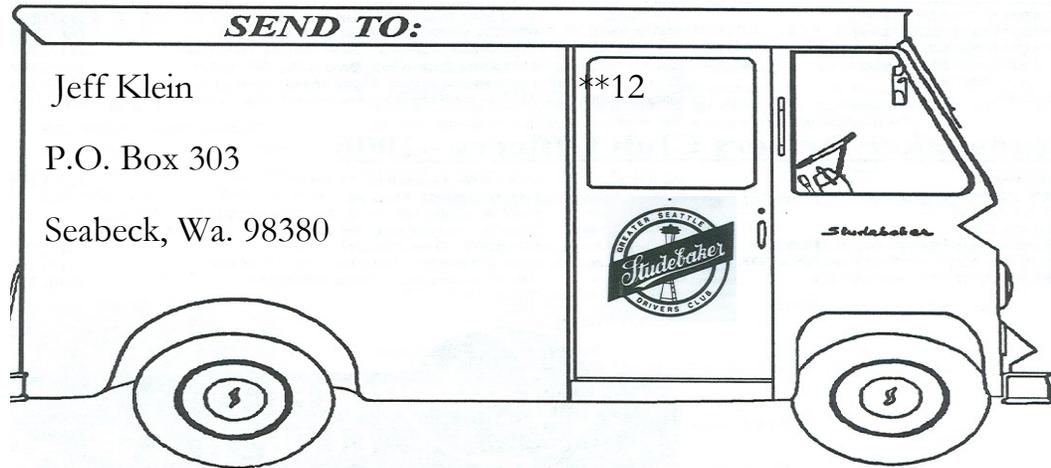
Studebakers Owned:

1 _____ 2. _____

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

THE WASHINGTON

President



1913 Studebaker Model AA35

A 267 Cubic inch four of 35 HP, with three-speed transmission and differential in the rear.

In 1913, Studebaker became an automobile company. For the first time, cars carried the name Studebaker.

For the first time, they were building engines and drive trains to go a with the chassis they'd built for Flanders and AMF prior to 1912.

The new foundry in South Bend was casting two fours and one six in "monobloc" (one piece), also a first.

This car is owned by Steve Hallien (pictured) of Ft. Wayne, Indiana, who restored the car himself "with a bit of help."

Photo from Hemmings Classic car., taken on the St. Joseph County In. Fairgrounds at the SDC International

