

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 44 NUMBER 1

## *Steering Column*



### *Happy New Year!*

Time to welcome a new year. A time to review the past and plan for the future. I think New Year's resolutions are a good idea. Look where you would like to go and set goals to get there. But, be cautious and don't set too many goals or too lofty goals as they might relate to your hobby. This is supposed to be fun and regarding. At least for me, getting some things done is an important part of the fun.

My interest in Studebakers is different than most peoples. Not surprising considering there are many reasons to be in this hobby and there are probably few people in the

world that share my reasons for car ownership or club membership. My interest in owning old cars is to save them from the crusher; to bring dead ones back to life. I buy basket cases and hopeless cases (just bought one this last month) because almost no one else wants them. I like the challenge of starting with a few hundred pieces and figuring how they work together to get a complete and functioning vehicle. There is satisfaction in ending with no extra parts.

That leads me to the reason for club membership. There is a vast wealth of information in the minds of club members. I mine that information to get needed answers to where a part fits, which side is forward and which side is up. I could never have gotten my '37 Studebaker engine running without help from people in the club.

I know others that have scored hard-to-find parts for their car through club membership. And still others that have gotten information about colors or painting techniques. Well worth the cost of

membership.

There is an additional cost of membership over the dues and that is participation in club activities and sharing information that you might have. In order for the club to exist and provide all the benefits it offers, the club must stay active and vital.

We are, in 2014, a relatively small group with a big job to do. We have about 4 months (yes, only 4 months) now to complete the job of putting on a good Overdrive. There are many reasons to own Studebakers and many reasons to belong to this club. No matter where you are coming from, 2014 is the year to show your enthusiasm for these great cars and to help in anyway you can.

I am sewing a headliner now for my '38 Commander so it can be more presentable for the big tour in May. I am also involved in the planning and will be involved in the event activities as they unfold. Please join me (and others).

*God Bless, Don*

HERE'S TO A REALLY GREAT  
OVERDRIVE IN 2014 !!



## JANUARY MEETING - PLANNING FOR 2014

**Saturday, Jan. 11th at 12:30 pm**

Renton Historical Museum, 235 Mill Ave S. Renton, WA

We will tour the Museum (\$3.00 suggested donation), and then drive to Tommy's Restaurant at 74 Rainier Ave. S., Renton for our planning meeting

***Bring your suggestions and ideas so we will have a fantastic 2014!***

**DIRECTIONS:** From I-405N: Take Exit 4 toward WA-900/Bronson Way. Turn right at bottom of off-ramp onto WA-169N. Continue onto Bronson Way. Proceed thru the stoplight, and the next street on the left is Mill Ave. Turn left onto Mill Ave. S. Destination will be on the right.

From I-405S: Take Exit 4 toward WA-169S/Enumclaw. Stay right and turn right onto Bronson Way. Proceed thru the stoplight, and the next street on the left is Mill Ave. Turn left onto Mill Ave. S. Destination will be on the right.

### **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 SCRABBLES*

Thank you Carol Cook and Pat Knappert for, again, hosting the joint club Christmas party. This year's event was held at Avocados Mexican Restaurant in South Everett on December seventh, but I believe that little thought was given to "the day that will live in infamy" as it was proclaimed by the then President Roosevelt seventy two years ago on that date. The bright sunny day was instead a celebration of Christmas with our Studebaker friends from the North Puget Sound and Seattle chapters of the SDC, the Pacific NW Antique Studebaker Club and the Avanti Owners. The bright, cool weather brought out the mountains which proved to be the perfect backdrop for nice turnout of thirty seven members, along with a very good group of Studebaker related cars and trucks. The food was good and the company was the best anyone could ask for!

I would like us to give some thought to those of us who could not be with us who could not be with us

because of illness, Vic and Jan Anderson, Don and Helen Albrecht and probably others of whom I may be unaware. As an aside, great news, I understand that Helen is doing better and was able to go home for the Holidays!

As the new year is upon us it's impending arrival jogged my memory regarding a great event. The event is an old car tour held every New Years Day and begins in Parkland, somewhat south of the Lemay home on that main road that would take you to Roy. Last year was the first time I had ever been on it and I was staggered by the large number of participants with a wonderful variety of cars from different eras. The event includes a long tour and a stop at pizza restaurant at the tours conclusion. This seems to go on rain or shine but I knew nothing about it until last year! I found the tour to be a very memorable event and hope that Dave Keister invites me again this year. Try it and I think you will like it but you have to be there early since I think that the tour starts at eight in the morning. Donuts and coffee are available to get you started!

*Yr Constantly Humbled Secy, Bill Hallett*

## The Overdrive Ride Czar

There is a growing list of things that are planned for the 2014, er OUR 2014 Overdrive that leads to the idea that this is going to be one helluva good tour meeting.

Latest hint that good is happening is a note from the Saturday ASC Tour Master that “tag-alongs” will be welcome.

Since this is something Yr Hmbl Ed thinks is a *really* good idea and is to be promoted, would someone wish to step up and volunteer to be a “Ride along Coordinator”? But then “Ride Czar” has a nice ring to it.

Here’s how it could be organized into three categories:

- ◆ I wish to ride along on the Saturday Tour. (shotgun preferred)
- ◆ I wish to Tag along at the rear of the Saturday tour driving my Year-model \*post-1946 Studebaker
- ◆ I wish to ride along on the Sunday Tour.
- ◆ I wish to Tag Along on the Sunday Tour driving my year model \*Pre-1946 Studebaker

\*Note- at the discretion of the Sunday Tour Master.

This person, the Ride Czar, need only offer their e-mail address to all who wish to take advantage of either Tour option. Duties would be simply to keep a record of who offers an open seat on Saturday, likewise on Sunday. Those who wish to tag-along need be a only courtesy list, filled at the last minute by anyone registered for the Sunday Tour.

So there you have it, a way to get involved and get into the action.

BUT, if you don’t particularly want to claim the really great title of Ride Czar, but have another idea of making the 2014 Overdrive better in some way, volunteer for that and it’s yours! Easy Eh?

*Yr Hmbl Ed*

## Frosties

Recently I was forced out of the Diamond Lane on I-405 in Renton by a car traveling a good 30 MPH slower than the prevailing traffic.

This frosted my behind –bedcause:

1. I like the Diamond Lane since I seldom drive alone, I have named that lane the “Retiree’s Express”
2. I am a strong advocate of “keeping up with the prevailing traffic”. To go slow just because you can is irresponsible to others on the road. A multitude of survey’s that indicate that “speed differential” is a leading cause of hiway accidents.
3. This is related to this incident only. When I passed the slower vehicle, I noted that it was a 2013 Hyundai sporting US Government plates!!

This frosts my backside due only to the fact that the home country for this vehicle does not allow US auto’s to be purchased for use by that government, and in fact has an import tax far higher than the import tax for this car into the US! Grrrrr

Further checks indicate that the sole reason this auto was purchased is that it was the lowest cost of those bidding. In that regard, we taxpayers do insist on getting our money’s worth, and so, by law, buy the cheapest item out there. This is not only pound foolish, but another argument entirely.

So, the low import tax allows it to be sold cheaply here, but not visa-versa.

This particular auto may be of excellent quality, many imports are, but no matter, the playing field is not even. *Yr Hmbl Ed*

## Goes Around-Comes Around

Most of us in the old car hobby learned our automotive facts in the body-on-frame era. Most of us were able to make the transition to unitized chassis. Suspension components, front and rear, still used heavier metal, so that attaching those two together can get the frame type of the thirties!

VW had a really cool “box” on which everything rode. This morphed into a common usage term called platform. Still, if we were paying attention, we got it.

Along comes Tesla with its batteries stored in a similar Box that formed the platform, concentrating weight low so that handling and ride could be managed is the current state of the art. This method allowed the Tesla to be assembled in an former NUMMI car plant with very few mod’s to the existing assembly line.

Data on a new batch of electrics from Major car companies again indicate that the “Platform” (nee chassis/frame) is the chosen form to build these Hybrids.

Old becomes new . . . again

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*In a similar vein-*

## Studebaker Lives again . . . in South Bend!

Thanks to Don Kelstrom, we have been treated to a video of news from South Bend. Old building 84 –the only one left and just across from the train station, is to be converted into something modern. The news release featured a lighted Christmas tree on top of the building. and sign spelling out STUDEBAKER . It also featured a portion from our National Museum on old employee’s day, along with a teenager as Mayor of South Bend. Kinda heartwarming, Thanks Don

**Some Local Stude History**

Veddy Interestink -  
 The following all started with a simple e-mail from member Don Kelstrom: *I put the Paddock-Belcourt license plate topper on the '33 as it wouldn't work on the Coupe Express. I'm not sure if they were in business at that location in 1933 or not. I may need to try it on the 1941.-Don*



In answer to that question comes the following two photo's from Richard Quinn *"Number one is the Paddock dealership in Everett and #2 relates the tie-in to the film 'Wells-Fargo' and its Studebaker connection."*

*Pretty neat Eh? -The Editor*

**Local Rant**

I have been plagued by a car problem that dates back 33 years. Much to my amazement, I began a series of hitting curbs while making turns out of, and into driveways, always commercial entrances, never private drives. Several of them have been expensive, like replacing tires expensive. The last, at \$150 expensive. Feel my pain. I am left to wonder about the master code to which these curbs are built.

Evidence left upon these \*&%#+ curbs are plentiful, some even having large ruts adjoining, as testimony that

I am not alone in encountering these craftily laid tire traps. As luck would have it, the most recent incident was while Wifey was driving, thereby automatically giving me some cover.

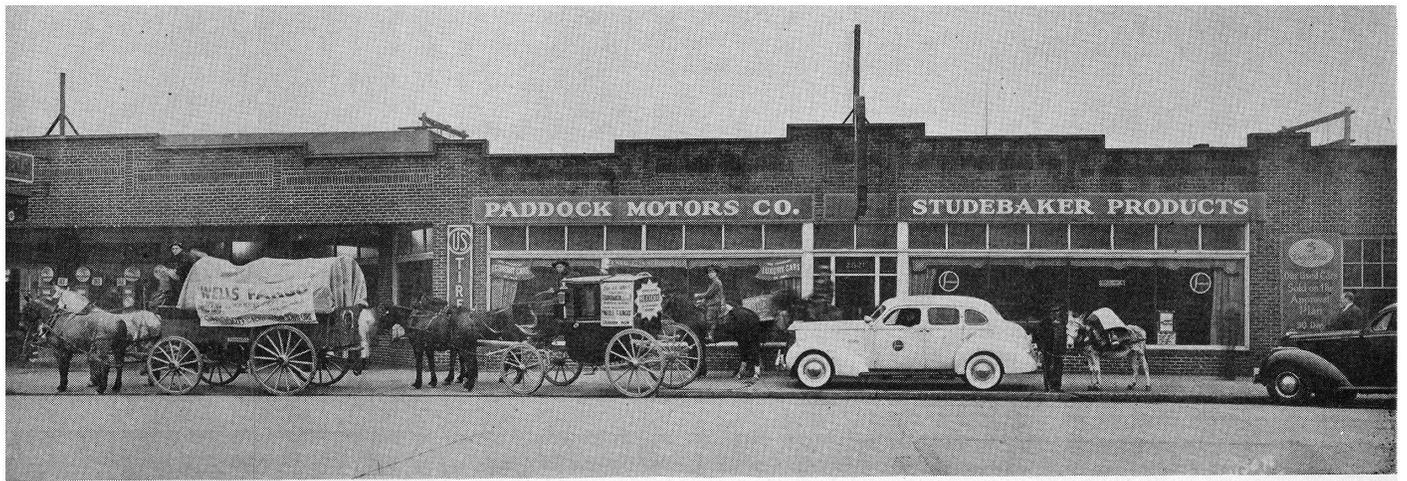
Of course I refuse to believe the fault lies anywhere other than the placement of those curbs. My record for ruining tires prior to the last 33 years is zero, zilch, zip, & nada -so what else could it be? Could it be that the responsible WDOT engineer is getting kick-backs from Les Schwab et al? Makes one wonder . . .

*Up Hmb! Ed*

**"WELLS-FARGO," ROMANCE OF TRANSPORTATION OFFERS UNUSUAL TIE-UP OPPORTUNITIES**

In one of the scenes of "Wells Fargo," new moving picture, appears the old wagon shop of one of the Studebaker brothers, out in Hangtown, Calif., in the time of the Gold Rush. This historical tie-up gives a chance to every Studebaker dealer to show that Studebaker still is out in front where transportation is concerned.

*Here's the Pittsburgh display when "Wells Fargo" opened at a downtown theatre. A real stage coach was driven through the streets by appropriately costumed actors, and was followed by a 1938 Studebaker, shining and sleek—illustrating the difference that 90 years in transportation can make!*



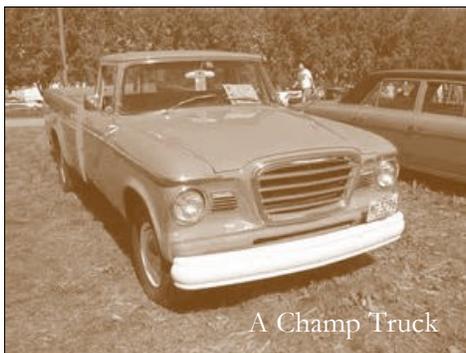
*Here's what they did out in Everett, Wash., (Paddock Motors) when "Wells Fargo" came to town. Their street parade included just about every type of transportation known to the West—burro, horse, prairie schooner, old fashioned cab, and a big cream colored Studebaker President, all calling attention to the Studebaker tie-up with the movie.*

## Finding his Dream Truck

*A guy and his Champ, a beautiful thing*  
(2nd in a series) By Chris Dresbach

One of my best friends, and newly inducted SDC member, Corey McIlroy is something like my twin. (Take a second and think about that. There are basically two of me in the area, Corey is just as Studebaker-nuts as I am. That's scary for even me to think about...) Corey, like me, is a little different from most twenty-year olds. Why would he want a Camaro or Mustang when he could have a Champ pickup? Why? Because he loves South Bend history, and the Studebaker story about how the original Studebaker brothers came to South Bend and basically built an empire. We both feel like we are preserving history by maintaining and driving Studebakers.

Corey and I spend a lot of time hanging out and working together. When we're not doing something Studebaker related, we can be found at the Tamarack Auction (Getz Auction) in Goshen buying pieces of history to either keep or sell. Both of us have been involved in the old car hobby since before we knew about each other. I just had Studebaker's first. I've had my small fleet for a while, and Corey's first car was a really nice 1964 Chevy Corvaire. I got



A Champ Truck

to drive that car, and coming from a Studebaker guy I will be the first to say that the Corvaire must have gave Studebaker a run for the money in the early '60s. It's a compact car with a comfortable ride, and when you stand on the gas pedal it has a lot of power. I was impressed. As much as Corey loved the Corvaire, he wanted to sell it to find a Studebaker. When I asked him what kind of Studebaker, he said he didn't really care but was leaning toward a truck. After I convinced him to join the SDC, and several months of looking through Auto Trader magazines and bidding on cars on E-bay, I convinced him to come to the Michiana Chapter picnic this year at the Studebaker Proving Ground. Among the vehicles that showed up that day was a gray '62 Champ owned by Mark and Terri Telloyan, and it was for sale. As they were ready to leave and were driving out, Corey flagged them down to inquire about the

truck and took it for a short test drive, IN THE PROVING GROUND. I looked over the truck a little bit myself and told Corey that for the money, it was a good truck. A week later he bought it.

The truck originally came from Arizona where it was used as a state highway truck. It was originally Omaha Orange and equipped with a 259 and automatic transmission. Today it's painted gray and somebody changed the seat, but the rest still appears to be original with very little rust. Corey plans on fixing up the truck to original condition, but not necessarily restore it. For right now he's just enjoying driving it and taking it to car shows.

Corey first found his Champ when I made him go to the Proving Ground for the Michiana Chapter picnic. Since all of my Studebaker cars weren't roadworthy at that point, we took his GMC truck and loaded my '62 Studebaker Turtle prototype in the bed and headed out. It was the first time the Turtle has been to the Proving Ground since '62; so we staged a few photos and I made Corey play test engineer.

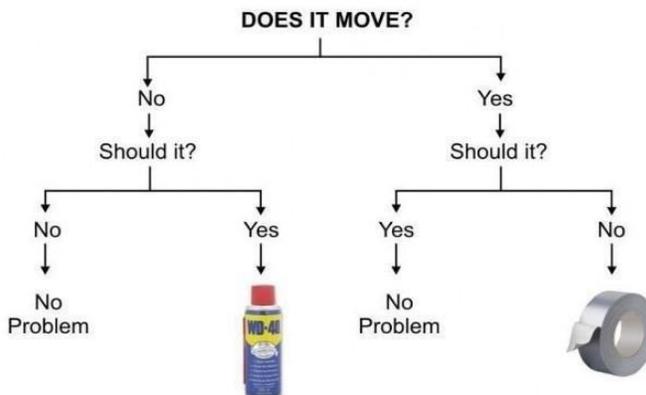
*We Thank Karen Dyer, editor of the Michiana Chapter newsletter, Home of Champions, and StudePubs for relaying this story*

## A Salute to Hobby Engineers

Among the Collector Car Hobby there are those who have an affinity for practical engineering solutions.

Indeed, it may be genetically inherited, as it seems to be passed on from father to son. Recently, a large and prestigious School of Engineering developed an easy to understand and practical engineering flowchart. For reasons that are obvious, the school wishes to remain anonymous.

## Engineering Flowchart



# STUDE STUFF FOR SALE

## CARS FOR SALE

**1950 Champion Starlight Coupe** (9G-C5) with Overdrive. 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. \$3,750.00 **Jerry Blount 503-658-6914 Damascus, OR**

## PARTS

1 - left front fiberglass fender- fits GT Hawk, new  
1 - Right front fiberglass fender- fits GT Hawk, new  
1 - left front fender, 64,65,66 sedan, used  
1 - right rear fender, 64,65,66 2dr sedan, used  
1 - front bumper, 64,65,66 sedan, NOS  
1 - rear bumper, 64,65,66 sedan, NOS  
1 - rear panel, 1964,65,66 sedan, 1356575, NOS  
1 - front air panel, #1356000, 64,65,66 sedan, good used  
1 - right front fender, 1941 Champion sedan, used  
1 - right rear fender, 1941 Champion, used  
1 - left rear fender, 1941 Champion, used.  
As is, where is: No reasonable offer refused! Come and get them!  
Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248.

Email: [briankeurtis@yahoo.com](mailto:briankeurtis@yahoo.com)

## 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](mailto: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

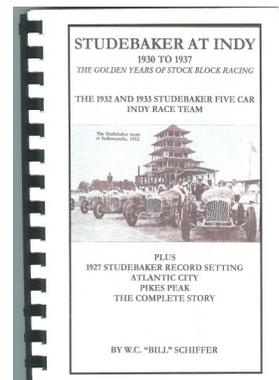
## Motor Trend

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](mailto:dkelstrom@juno.com)**

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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: -[wwwStudebakerSeattle.com](http://www.StudebakerSeattle.com)**  
**National Studebaker Drivers Club: [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)**  
**Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)**  
**Studebaker Vendors: [http//www.studebakervendors.com](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](mailto:badcow@w-link.net)

**MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER**

NAME ; \_\_\_\_\_

SPOUSE ; \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_

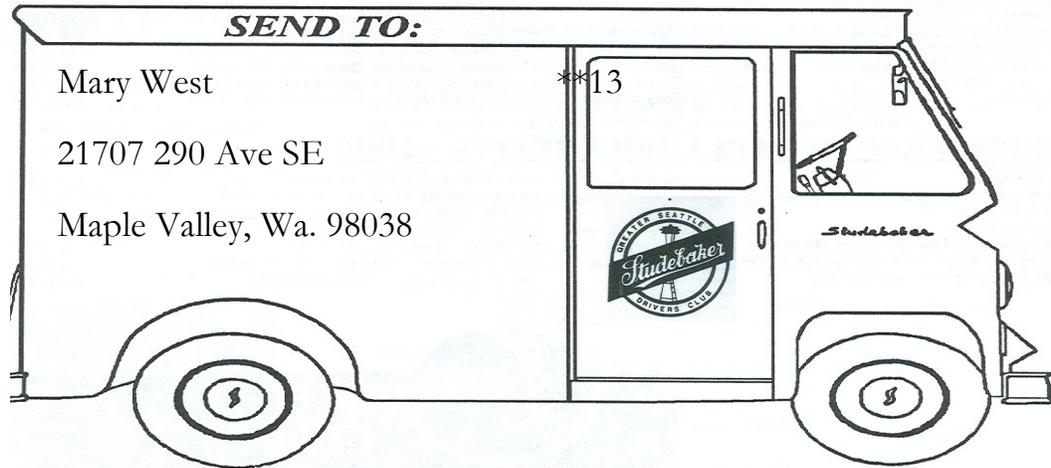
Studebakers Owned:

1 \_\_\_\_\_ 2. \_\_\_\_\_

W.C. SCHIFFER, Editor  
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## THE WASHINGTON

# President



1929 Dictator Sedan –slightly modified

Studebaker 289 V8, Studebaker Automatic Transmission and Studebaker adaptable wire Wheels. Nice ride.