

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 5

Steering Column



Gentlemen (and Ladies) start your engines, the Overdrive is here! The 2014 Overdrive will happen this month and you don't want to miss this really big event. We have been planning this event for almost a year. The finishing touches are now being placed on all the parts. If you are not registered, now is the time. It is not too late, but will be soon. Get your registration form to Eric Larson right away to join in the fun. I'll be there and hope to see you.

Things are coming together nicely. Only a few people have come forward to help, but those few are working hard and I think the result will be well worth your time to attend. An Overdrive is primarily a driving tour and we are a Driver's Club. It is an opportunity to put some miles on that Studebaker in the company of several other Studebakers. Who knows, your car may see other cars that it last saw 50, 60 or 70 years ago at the factory. Bring 'em out and let's see if there is any

recognition among them.

I have been working steadily to get my '38 ready for this outing. If I can get it ready, it will be the longest trip for it since it was "parked" by the previous owner about 30 years ago. I've also been rebuilding the brakes on my '37 President. It has been over 30 years since it has turned a wheel under its own power. Maybe I'll have it ready for the next Overdrive.

The Antique Studebaker Club is having a couple of shorter tours on Saturday (the Overdrive tour and banquet are on Sunday). The ASC folks have invited us to participate in their tours. More Studebakers and more friends to visit with!

Please do get registered if you haven't yet. See you there!

God Bless, Don Andersen

Overdrive Awards

As is the custom, our Overdrive will offer some awards. Traditional Awards are Long Distance USA, & Long Distance Canada, given to those who have driven the furthest to attend the tour.

The Peoples Choice Award is voted on by those attending. The highest, and most sought after however, is the Hard Luck Award. Some have been known to "manufacture" a sob story to get this one.

This year, it was decided to try and make our own. Walt Thompson contributed some nifty Studebaker model trucks, and Bill Schiffer recycled some old attendance award plaques. The result, if you'll pardon some ego, are truly unique Studebaker themed

awards, and free to the club! (can't beat free!)

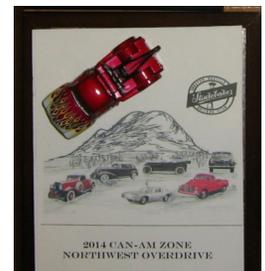
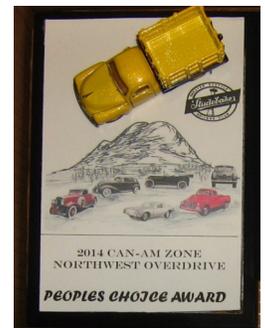
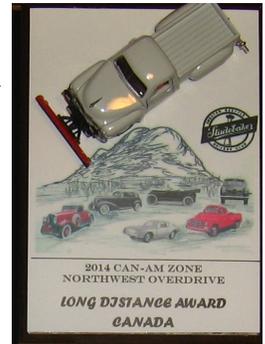
Pictured is a yellow 1952 R2 Stake Truck for the Peoples Choice. The others are an R2 with snow plow for the Canada Long Distance, (heh-heh), a Stars & Stripes decorated R2 for the USA Long Distance Award (patriotic).

Lastly, and very inventive, a Studebaker R2 Wrecker Truck painted in Red/Yellow flames for the Hard Luck Award.

If you have not yet decided to enter the 2014 Overdrive, and you'd like to try for one of these very unique and truly Studebaker Awards, this is your last call!

Get your registration in to Eric Larson without delay. Today would be good.

Up Humb! Ed



MAY MEETING

Breakfast Tour

Sunday, May 4th at the Puyallup Eiks 314 27th St., Puyallup, WA

Breakfast is \$15, and starts at 9:00 am, Tour leaves at approx. 10:30 am

NW OVERDRIVE AT EAGLES LANDING

May 17th-18th at the Eagles Landing in Rochester, WA

Tour with the Antique Club on Saturday, and

Enjoy the Overdrive with the Avanti, SDC and ASC on Sunday

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 April the 12th most of the core group responsible for this year's Northwest Overdrive got together at the Sizzler restaurant at South-center to review the progress for the upcoming event scheduled for May. We discovered that there were a number of unanswered questions regarding the contract which we had with the hotel and casino. Evidently there has been an ongoing communication problems with the facility contacts because of their failure to respond to inquiries. Don Andersen said that he would continue to pursue these contacts as time is getting short. Bill and Iris Schiffer joined us a little late, as Bill continues to re-

cover from surgery. He allowed us to preview the delightful trophies which he had put together. I think that the trophies are a nice touch and something that the recipients will really appreciate.

With just over fifty people signed up for the event with just three weeks before the NWOD Mary and I decided to make some personal contacts last Sunday. We called and emailed friends and chapter contacts from Spokane, Boise, Vancouver BC, Central Wa. chapter and the regular western Washington and Oregon SDC chapters. One of the things that became evident from our contacts was that a number of chapters had lost a good deal of their energy. The lack of participation seems

to be more than just a seasonal malaise, but seeming to have come about rather rapidly as their membership had aged. We all realized that it would happen eventually but I was somewhat unprepared for the rapid change that I hearing about and how widespread it has become. It looks like there will need to be more reorganization of the Studebaker family then I had realized. Maybe something similar to the amalgamation of some of the western Washington chapters that I have been trying to promote since I have been Secretary. I know its not too late

*Yr. Consatly Hmbld Scribe
Bill Hallett*



PACIFIC CAN AM ZONE MEET

August 15-16, 2014

Inland Northwest Studebaker Drivers Host Chapter

Meet Headquarters: Red Lion Templin's Hotel on the River
Post Falls, Idaho 208-773-1611

Name _____ Spouse/Guest _____
 Address _____ City _____
 State/Province _____ Zip/Postal _____ Phone _____
 Membership Number _____

Miles driven to this meet in a Studebaker _____ Staying at this Hotel? Yes _____ No _____
 Guests are responsible for making own hotel reservations - A block of rooms has been reserved - Please ask for special SDC rate when registering.

Pre Registration (before July 1, 2014) Family _____ \$25
 Registration (after July 1, 2014) Family _____ \$35
 Car (year, model) _____ Stock _____ Modified _____ Display (Free) _____ Judged (\$10) _____
 Swap Meet Space (10'x10' area) _____ X \$20
 Saturday night Banquet at the hotel: Beef _____ Chicken _____ Vegetarian _____ TOTAL _____ X \$35
 Children 10 and under: Beef _____ Chicken _____ Vegetarian _____ TOTAL _____ X Free
 T-Shirts _____ S, _____ M, _____ L, _____ XL, _____ 2XL (add \$2), _____ 3XL (add \$2) _____ X \$15
 Hats _____ X \$15

Meet Schedule: Check-in: Friday night 3-7PM or Saturday 8-10 AM
 Hospitality room: Friday night and Saturday (Raffle tickets)
 Saturday: Judging and car viewing
 Saturday night: Banquet and awards and raffles



Other events available:
 Thursday night: Barbeque on the Beach (hotel event, no host)
 Friday: **TO BE DETERMINED**
(Information to reach no space)
 Friday night: Cruise on the River (Call hotel to reserve)
 Sunday morning: Brunch Cruise (Call hotel to reserve)

Make checks to: Inland Northwest Studebaker Drivers Club
 Mail checks to: P.O. Box 14595, Spokane Valley 99214
 For meet information call: 509-927-1738 (Dan) or 509-999-5730 (Ralph)

I do hereby release and hold harmless INLAND NORTHWEST STUDEBAKER DRIVERS CLUB from any suits, actions, damages, or claims which may arise from any loss or damage to me, my family, or my personal property during, before, or after participation in this event.

Signed _____ Date _____

The Pennington/Grundy Article

The April *Turning Wheels* contained another of the Loren Pennington based interviews on the doings and thoughts of Studebaker executives in those final days.

So far, Pennington has covered Otis Romine, Harold Churchill, and in the latest two, Gordon Grundy, Studebaker's last president and chief operating officer of Studebaker Canada (Byers Burlingame was Chairman).

While the first three of four of Pennington's interviews dealt with people while I was employed there, I had some observations to add, based upon that, admittedly lowly, work experience. Disclaimer; I have no direct knowledge of the Hamilton operation, so the following is free-range observation. Recent articles from StudePubs, throw a different light on some of the Grundy interview.

I would note that some of the Grundy information was of the "inside" type (ie; Egbert was an outsider, etc, etc). Some comments go on to reinforce what Harold Churchill had said about events and timing, as they were both on the Board at the time.

The principal surprise of the interview is the fact that a profit was made at the rate of Canadian production, and goes against what is commonly true.

Grundy: *"We were making money at the rate of over \$1,000,000 a year when [Studebaker management] pulled the plug."*

Pennington: *"The people in South Bend told me you were losing money"*

Grundy: *"Oh no. This is what they attempted to show to the public and this is their excuse. They literally pulled the rug right from under us. We were, as I say, making money" . . .*

An excerpt from Pat Foster's book *Studebaker, the Complete History: 1948 proved the best year in Studebaker history in terms of production, revenue and profits, and in 1949 the company again broke its own records in all three categories.*

Also; "with sales plummeting from 82,675 in 1963 to 46,460 in 1964, (South Bend years), to 19,435 in 1965 and 8,947 in 1966 (Hamilton years). Studebaker auto production would come to its ultimate end in March 1966.

In light of those kind of (established) numbers, it is Grundy's claim that Studebaker Canada was making over a million a year on sales that fell from 20,000 and 9,000 cars per year. Even with the relatively simple Hamilton assembly operation, there is an problem with that even with the Duty Tax exemption he cites.

Pennington: *One vice-president told me that when this suggestion was originally made, that he said to Burlingame 'Well you can't possibly make [a profit]. . .where they have to go out and buy everything'"*

Grundy: *OH I know there were all sorts of doubting Thomas's and I had to sell every damn one of them.*

Pennington: *Yes. But he said at that point . . . (furnishing a statement Grundy may not have known).* This completes the thought that the move to Hamilton was pre-ordained to avoid legal obligations in shuttering the South Bend operation.

The Pennington/Grundy conversation does discuss the overarching theme that the Canadian move was Grundy's idea, and that the move would be good. Then the competing theme that the move to Canada was a plan to close automobile production without a legal suit by Dealers.

Leading questions lend support to the conspiracy theory of a Burlingame led plot to shutter Studebaker without the threat of a dealer suit.

The "Dealer's" have always been a part of the mix of reasons. The fact that they were a problem, and the lack of any attempt to solve it have never been answered satisfactorily, here or elsewhere.

The conversation also discusses the 1963 Stuttgart hotel room covered in the Churchill interview without venturing into the reason's the Studebaker Board was in Germany in the first place. Of course Mercedes must be involved, but in both cases, that information is left out.

In the light that these articles each seem to be aimed toward a theme, and not so much as an overview based upon his executive knowledge, The fact is they open up other questions as they are presented. Please accept my; as W.C. field used to say "my little peccadillo's." on this subject.

Addendum: The May TW continues the Grundy talk, and some things are enlightened. That they were in Germany only to discuss doing DKW's in Hamilton, when Daimler were months away from ending the deal with Studebaker, and it was not the reason? OK.

All these discussions, articles, etc, prove nothing so much as, why Studebaker closed, is a permanent subject for speculation. Lord knows we SDC'ers play it often enough to keep it alive. Well, it *is* an interesting subject.

Up Humbl Ed

Toward the Self-Drive Car

A quote from a recent newspaper auto column: *"In-vehicle technology is the top selling point for 39% of auto buyers, more than twice the 14% who say their first consideration is traditional performance measurements such as power and speed, according to a study the consulting firm Accenture, released in December"*

I count myself among those who enjoy the driving experience. We are probably close to the 14% quoted above.

TECH TIP

New Studebaker Radiators!

The cost of radiator repair/replacement has become expensive recently. There was the time that good used or repairable radiators were common - but now these radiators may be 50 plus years old.

We have also heard about substitute radiators for our Studebakers - with much cutting and adaptation required. It happens that there is an aftermarket new aluminum radiator that is about a 98% bolt in for our '61 - '66 Studebakers. 1961 and up Lark, Hawk, and Champ pick up radiators will physically interchange. '58 -'60 radiators would also interchange with '61 up radiators excepting the lower fitting (outlet) is a couple of inches more toward the center, but this can be handled by using the appropriate lower hose. There were of course differences in the various models regarding core thickness, number of rows, transmission coolers, etc.

The now available aluminum replacement radiator is intended for '72 - '86 Jeep CJ Series, but only for applications with a Chevrolet or MoPar V-8 conversion. This radiator has the upper and lower fitting reversed from the original CJ radiator - now upper left and lower right - just what our Studebakers need.

The overall width is correct. The height is about 1" less. Best of all it is mounted with a rear flange. The flange doesn't run the full height of the radiator, so at the worst you will need to drill 4 holes to mount the radiator to the support, using the 5/16-18 thread forming cap screws. On a Hawk with a fan shroud, you will also have to use these new holes to mount the fan shroud, or trim clearance for these new bolt locations and mount the shroud at the original bolt locations.

The part numbers are Champion EC1919 (2 row) and CC1919 (3row) They can be ordered through eBay or Amazon,- and may be listed by several dealers, but I got mine from Kool Radiator in California.

I had ordered an Champion EC1919 but I received substitute AE1919. AE means American Eagle -also made by Champion - in China, I might add. They had "no stock" of the EC1919, so the AE1919 was an upgrade, since it had 1" cores - still a 2 row.

That was all fine EXCEPT the lower fitting was 1-3/4" diameter - and their specifications said the upper and lower were both 1-1/2" which is what we Studebaker owners would want.

I did have a conversation with Kool Radiator, and they thought the lower should have been 1-1/2" - after all, that is what their specifications said! They had a big inventory of

CC1919 three row radiators, but not close enough for them to physically check. My last call from them said "maybe" their specification was wrong and "maybe" the lower was 1-3/4" diameter.

The EC1919 2 row radiators - now out of stock - was about \$170.00 including shipping. The CC1919 3 row radiator - and they had plenty in stock - is about \$220.00 including shipping.

I don't have specific pricing on the AE1919 I got as a substitute but I think it is around \$200.00.

I think most of us Studebaker owners will want the CC1919 3 row - and just "maybe" it has a 1-1/2" lower fitting.

If in fact we have to deal with a 1-3/4" lower - it can be done. On Lark V-8 applications - using an Avanti lower hose would take care of it. On a Hawk, using a short piece of 1-1/2" - 1-3/4" hose with a short piece of 1-1/2" tubing would adapt it. Or, I am not a fan of flex radiator hoses but would be another approach to the problem.

You can buy these radiators through eBay or Amazon, or direct from Kool Radiator in California. [714-599-3336](tel:7145993336), ask for Brent.

(and will the first person getting a CC1919 call me and tell me the lower fitting size!)

We are indebted once again to Jerry Blount and his excellent research for B.S. 'bour Studebakers column for the Northwest Newsletter, Portland.

I enjoy a challenging road and a car that can make it a joyful event. A drive down California Hiway 1 in a sport car is on my bucket list.

Even though I've always thought that genuine, bone-fide, good driver guys were a minority, it distresses me to see such a lop-sided ratio. Voice actuated stuff in the car is more important than good design, decent handling or engine performance? Really?

How many more distractions do they need? I'm supposed to share the road with these attention-deficit yahoos?

Stats show that driving has gotten a

lot safer, due to all those "passive safety" devices that protect us. There seems to be no end to the effort to protect us from ourselves. With those yahoo's, I suppose passive restraints are justified. The question is, where does it end? Do "they" reckon the answer is the "safety of the self-driven autos".

I'm convinced I've outlived the car guy era. I'm now out of sync with what passes for reality today. I also wonder if I will even be able to buy a modern ride that is not equipped with all this stuff I don't want? Or need? Or

know how to use?

Distressing thought, since it leads me to the parallel thought that the classic cars we treasure, are also destined for museums and not the road. That the day is coming when we will no longer be able to get the proper fuel; or we won't have the "proper electronic equipment" installed; or the new licensing restrictions due to our age (on some states do-do lists even now). Let's all hope I'm wrong.

Yr Humbl Ed

STUDE STUFF FOR SALE

CARS FOR SALE

1950 Studebaker Commander Starlight Coupe

Complete Restoration done, new paint, interior, radio, glass, engine, front suspension, brakes, chrome, glass, and steering wheel. 2000 Miles driven since completion. Located in Kirkland Wash.

Milt Brown, phone [425 821 4510](tel:4258214510). Pictures upon request.

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

1959 Studebaker Lark rat rod that im trying to sell, and



sick of dealing with flakers and people that don't know anything about Studebakers. Its a pretty solid running and driving project car, and to my knowledge is the original drive train. It has no title, but I have a paper trace of documents to try and get title, I just don't have the time for it anymore and need the money to continue my schooling. If you guys could help me out id be so appreciative and dont want to see the car get crushed but rather have someone who knows and loves these old Larks to cherish it im asking a \$1000 for it. Please help me if you can.
Michael Paulik <michael_paulik@hotmail.com>

PARTS

1 – left front fiberglass fender- fits GT Hawk, new
1 – Right front fiberglass fender- fits GT Hawk, new
\$550 for the pair -As is, where is: No reasonable offer refused! Come and get them!
Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248.
Email: briankcurtis@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 or (250) 748-4643

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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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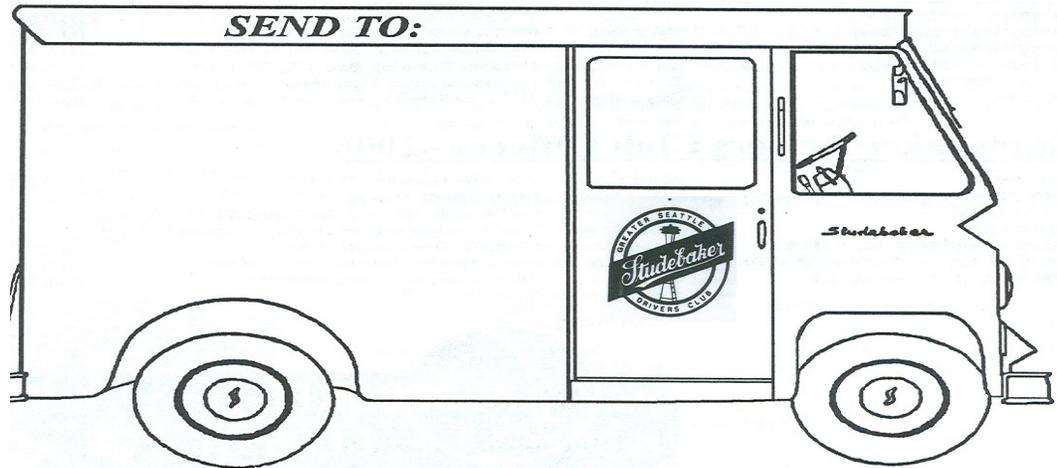
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THE WASHINGTON

President



1922 STUDEBAKER ROADSTER