

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 6

## Steering Column



“I love it when a plan comes together”. That is, of course, from the A-Team TV show of a few decades ago, but it fits my feeling about the 2014 Overdrive. What a wonderful event it was! Only a few of our members were involved in the planning and conduct, but I want to hereby thank and commend them for their good work. Odd Justad and Bill Hallett did most of the

heavy lifting with a few others helping out. Thank you everyone involved! And, thanks to those who came out for this event. We thought we would be doing well if we got 75 to register, but ended up at 104. The Lucky Eagle Casino and the Eagles Landing Hotel worked very hard to accommodate our ever changing numbers. They were easy to work with and provided a good and secure area in which to park our vehicles.

Next year the Overdrive will be in Canada and we will need to support them because they certainly supported us. Be sure to put that on your calendar for 2015.

We are now moving into the car show season with the Greenwood Show and others coming up. An opportunity to show your Studebaker to at least some who have

never heard of such a vehicle and a lot of people who may have heard of Studebakers but have no knowledge of their history.

I am making progress on both of my Studebakers. It is slow, but sure. I hope to be able to move the '37 around under it's own power this month. It has been more than 30 years since that last happened. Unfortunately, it will still be a long time before it will be on the road. The '37 still needs glass, wiring, interior, body and paint. Many enjoyable days are yet to be spent in my shop with this car.

In the department of little known and unimportant facts; did you know that Mae West's real name was Mary West? That's the truth!

Happy Studebakering

*God Bless, Dan Andersen*



All the pre-war Studebakers lined up at the grass airplane Strip on the ASC Saturday Tour. This is the place of another memorable Seattle SDC outing where all got a flight in a 1934 De Havilland Royal Mail aircraft.

Don Kelstrom Photo

## GREENWOOD CAR SHOW

On Saturday, June 28, we are attending **Greenwood Car Show**, the areas largest area car show, both in cars and number of spectators. Very Important – those planning to attend should call Steve Dowling at 206-782-5431, fill out the application and send in your entry.

At Greenwood we will be given an arrival time and assigned parking. So call Steve now. We need to put our Avantis and Studebakers in the public eye. Last year we made quite a splash at car shows. This has increased our number of chapter members significantly. Please share your car with the public!!

<http://www.greenwoodcarshow.com/documents/2014-GCS-ENTRY-Form.pdf>

### 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

We in the NW had a very special touring event last weekend. More the thirty years the NW Overdrive has been run as a touring event used to compliment the NW Can-Am Zone meet which is held later in the year. It is always in May, one year in the US on Canada's holiday and the next year in Canada on the US's Memorial Day. When the Seattle chapter of the SDC decided to take on the project, I thought that it would be a great chance to extend what has been a one day tour, on Sunday, to include an additional tour on Saturday. Thankfully, when the word got out of what we planning the NWASC offered to put on Saturday's tour. Ray Keenher led what turned out to be two tours with a break for lunch in between. The first tour took us through the countryside to the farm of Al and Meady Ticknor where we shared Al's collection of cars. The afternoon tour took us to a private grass airfield belonging to a retired airline pilot. About fourteen Studebakers joined on, what turned out to be a beautiful

sunny day and beautiful scenery. Thanks Ray I really enjoyed it!

As soon as we had chosen our meet hotel in Rochester Washington I knew where I wanted to lead the group. For fifty years I have gone on the route less traveled to an area so serene a peaceful, except for storms that batter the area often, that I travel to it several times a year to just relax and adjust my attitude. The route would take us along roads with little traffic, through beautiful country first to Raymond Wa. and a stop at the fine Carriage museum/ Maritime museum with a stop for lunch. Then to the shoals along the northern edge of Willapa Bay to Tokeland. From there we would head north along the ocean and through a number of small towns where few tourists have discovered. Finally along the southern edge of Grays Harbor and back to the meet hotel. Along much of this route little has change in the fifty years that I have been going there and I was sure that people would like it but there was a catch. The tour would be a one hundred sixty mile loop which would include about five hours of driving

and would require us to be on route for seven hours! Would we and our cars be willing and able to make such an excursion, I didn't know!

After running the tour with my better half Mary West I finally chose to stick my neck out and do the tour the way I wanted to and I think that it worked. Never will all be satisfied but the feedback is mostly positive and I think that we had a great tour and only one break down. Thanks to everyone who chose to join us to the places less traveled. I hope that people on tour reflect on the tour they will remember a great weekend spent with over one hundred of our friends and forty five Studebakers in a truly beautiful area that they will want to make part of their life like I did so many years ago.

Anyone for another tour?

Thanks to Mary for being with me and giving me the positive feedback that help give me the confidence that we could use the route, her organizational skills and attention to detail helped make it all possible. Thanks to Eric Larson who took care of the collections and kept us in the loop regarding registrations and who knew the route and was on board with it from day one. Thanks



Don Kelstrom Photo



Don Kelstrom Photo

### ASC Saturday Morning Tour

Above: Champion Sedan, a C-Cab Studebaker Truck and a partial view of what is probably Keehner's 1946 Champion Coupe at Ticknor's, first stop on the Saturday AM Tour

Left: De Havilland Royal Mail aircraft peeking out of its hanger.

to Odd and Greta Justad who helped with meetings at their home more times than I can count. A special thanks to Odd who spent countless hours on the computer putting together the great maps and the tour booklet which was one of the best that I have seen. Thanks to Bill and Iris Schiffer who began the negotiations with the hotel and who had most of it on track when he had to pass the reins when he required surgery. Thanks to Don and Joan Andersen for taking the reins and guiding us down the final stretch when the

finish line was in sight. Thanks to Don and Helen Albrecht whose idea to put on the OD in the first place and although illness caused them to leave the group early, we were truly blessed that they could join us last weekend. Thanks again to our many friends who chose to join us on what I hope was a memorable weekend.-

*Yr Consatly Hambld Scribe Bill Hallett*

#### A shout Out . . .

The old phrase "Its all over but the shouting" will apply to the 2014 Overdrive. Here's shout-out to a few who carried on and persevered. Early on, Helen Albrecht said "it could be done by just four or five people", and so it was.

Bill Hallett's tour, and Mary West's coordination was well done, the Wagon Museum went overboard in their accommodating us. Bill's original idea of an extra day was very well filled by the ASC and Avanti clubs so that we had two days of outstanding tours.

Odd and Greta's organization of the entire event, all the little details that are so important, nothing left to chance;

outstanding. Our choice of location at the Lucky Eagle and the banquet planned around the Casino's food outlay proved to be inspired. Prez Andersen led the effort from day one, and who knew he could be so good as an MC? Eric Larson handled all the financials details like a pro.

Standing O's to this team that did 99% of the work.

While both Helen and I had to drop out early, the idea of awards that were "Studebaker-centric", got good reviews, which made me and Walt feel all warm and cuddly. So, thanks all 'round for a well conceived and well run 2014

Overdrive -We did good. *Yr Hambld Ed*



Brian Curtis Photo



## Scenes from the Wagon Museum

**Above:**  
The Mail Coach

**Right:** The Entrance Display

**Left Side:** Sam Bilyeu and Friend; Iris Schiffer contemplating Lunch in background.

**Below:** the Studebaker Buggy



Brian Curtis Photo

### Proof that Museums are educational

Not Shown was a Pony Cart with an Ad for the "The Colfax Mfg Co – 302 E. La Salle St. South Bend, Indiana" Yr Hmbl Ed, who thought he knew local history never heard that this well known South Bend name also made Pony carts. One is never too old to learn eh?



Brian Curtis Photo



Don Kelstrom Photo



Brian Curtis Photo



Bob Bryan Photo



## The Cars and the Tour

The Overdrive is all about the cars and the Tour –the cars and the tour. Shown this page are photo's from the Sunday SDC Tour.



Brian Curtis photo



Bob Bryan Photo



Bob Bryan Photo

## The Studebaker Brothers

Even a casual glance at the history of Studebaker brings out what most students of history recognize as the coincidence of happy circumstance. Or is it the circumstance of happy coincidence? . . . Whatever.

In the case of H & C Studebaker and their small business in South Bend, Indiana, the happy coincidence's are of the legendary variety. Their story is truly providential, even though the nature and character of the brothers provided the necessary success to those circumstances. Consider the following as circumstantial evidence.

The year they entered business, 1852, Henry and Clem found that younger brother John wanted them to build a wagon to swap for a place in a Wagon Train headed for the gold fields of California. They duplicated the freight wagon their Father had build with their help that had brought the family to Indiana.

Later their brother Peter, had a two wheeled peddler's cart built to launch his career as a salesman.

By 1857, they turned their hand to building their first carriage, and apparently it was a good one. That same year, the nearby Mishawaka Wagon Works received an Army contract for several hundred supply wagons, and asked the H&C firm to help. They agreed to build 100 wagons in six months, even though they lacked the means. They found the funds to build sheds, build a kiln, hire and train workmen, and managed to deliver the 100 wagons in 90 days! Truly remarkable. They now had a facility to build vehicles in quantity, but lacked the capital to take advantage of the series production that their new facility now allowed.

Their letters to John in California spoke of this problem, so John decided to come home and invest his earnings in the family enterprise.

John Mohler arrived back in South Bend in June, '58, with thousands of dollars from his wheelbarrow building and chock full of ideas. Henry wanted to farm, so John and Clem now made up the firm, still called H&C Studebaker. They had the facility and capital to build wagons in numbers. They sold them one by one, by advertising and by touring the surrounding farms. JM placed an ad in a local newspaper, owned by one Schuyler Colfax, a prominent Whig, member of Congress, and Speaker of the House (also Vice President under Grant).

The Studebaker's managed to become recognized both for their sturdy wagons, and for being astute salesmen. They were willing to take nearly anything in trade for a wagon, even, in one case, a blind horse, that JM report-

edly sold to brother Peter! Who then came aboard in 1860 when JM added this brother's his store in Goshen to the family business by building a shed to show, and sell wagons.

That same year was a turning point in the country's history, with the election of Lincoln of the new Republican Party being led by Schuyler Colfax and the first rumblings of war in the South.

By 1862, they signed their first large Army contract for gun carriages, caissons, and all kinds of freight wagons and ambulances. What part Speaker of the House Colfax had in this, is lost in time, but political help surly didn't hurt.

The contract called for dramatic expansion, and expand they did. New land was bought, buildings erected, forges added, and workmen hired. By a happy circumstance of the wagon subcontract in '57, they had found a way to kiln dry lumber, and mass produce the spokes, and wheels they needed. Now they would build on that knowledge. Their business was founded on how to produce iron bound wheels. Their "slope shouldered spoke" was far superior to others in the trade.

The next ten years saw the firm take advantage of the huge wagon making facility the civil war had rendered. Nearly a million Studebakers were built in support of that war, most to be used long after in support of America's expansion.

I, Peter agree to sell all the wagons by brother Clem can make -*Peter Studebaker*

I, Clem agree to make all the wagons my brother Peter can sell -*Clem Studebaker*

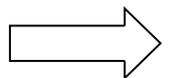
*Plaque on a wall of the Engineering Garage , still there in 1958*

By 1872, they employed 325, built 6,950 vehicles, which ran from a 2-ton mine wagon to a 2-wheeled cart. They advertised themselves "The largest wagon and carriage builders in the world!"

Youngest brother Jacob, was brought on as company Secretary. Peter was now Treasurer, Clem the President and JM the VP.

Expansion continued despite a devastating fire, and by 1874, they employed 500, and vehicles built totaled 11,050. Gross sales rose from \$688,000 that year to 1 million by 1875. By 1895, the company was working a 12 hour shift and claiming annual capacity of 75,000 vehicles.

Change was coming to the firm. In 1887,



## TECH TIP

### Rocker Arm Maintenance

When one examines the various components of a Studebaker V8 engine, it is easy to realize how well it is designed, with many "heavy duty" features as compared to lesser engines. The rocker arm assembly for instance; precision ground rocker shaft, bushed rocker arms, all well supported and with a precise oiling system.

Typically, for an engine that is in semi regular use and sees periodic oil changes, specific maintenance of the rocker arm assembly is not necessary—other than valve adjustment of course.

The shop manual has instructions on the disassembly and cleaning of

the rocker arm assembly, and is quite easy to see and understand how to do this.

However, since a shop manual was intended for use on cars that may have been only a few years old, and being regularly serviced at the Studebaker dealer of course, one element of the disassembly and cleaning was not thought to be necessary. Namely, the internal part of the rocker arm shaft.

The rocker arm shaft is hollow, which allows oil distribution to each rocker arm. If an engine has been sitting for a long time, one needs to be certain that the rocker arm shaft can distribute oil properly. I have seen—although rarely—rocker shafts that were full of heavy sludge.

Each end is plugged with a 1/2" cup plug that can be removed. Then the inside can be cleaned using solvent and a long oil gallery cleaning brush. Make certain all the small holes that lubricate the rocker arms are open. Install new 1/2" cup plugs and reassemble the rocker arms, etc. and be confident of your rocker arm oiling system.

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



Jacob, died at age 43. Henry, while not with the company any longer, died in 1895 at age 69.

Then Peter died in 1897, at age 59, and his place was filled with Fred Fish, JM's son-in-law.

In 1901, Clem died, leaving JM as the lone surviving brother, and still active in the business.

By 1902 they were making electric motor cars, and by 1904, gas-powered automobiles when they bought out the EMF company. They were now a complete auto manufacturer.

JM became President Emeritus, but still went to his office daily.

In 1912, JM relaxed somewhat and took a trip to Placerville California to celebrate the single most eventful period in his life. It was a joyous and raucous celebration and seemed to wake up the thunder of old Hangtown, as it was known then.

That same year, 1912, Paul Hoffman, wrote the following;

*"I won a national essay contest on the subject 'How to Sell a Studebaker Automobile'. My prize was a personal visit with J.M. Studebaker. I was escorted into Mr. Studebaker's office on the fourth floor of the Administration building. He was then in his late seventies, and was seated behind an old roll-up desk slitting envelopes and putting them all into a neat pile. He said 'the boys downstairs buy scratch pads—I think it is an extravagance, a useless extravagance'. That, of course, was a lesson in frugality. It was a lesson I hardly needed because my grand prize was just this visit, which itself was some evi-*

*dence of frugality.*

*But he gave me a second, more important, reason. He said 'your just starting out in business, and perhaps you would like to know why I think we have been successful' I assured him I would like very much to know indeed. 'Its because, he continued 'we always give out customers more than we promise'. This way you bld customers, and get more customers'. He waited a moment, then added 'but don't give them too much more, or you'll go broke'*

After 1912, in nearly full retirement (he came to the office on occasion), JM spent more time at his Sunny-side Estate, raising Shetland ponies and Great Danes, filled his time.

The last surviving Studebaker brother didn't quite see the start of WWI, and left this earth March 17, 1917.

With JM's passing, a way of doing business seemed to die. Hard driving business men Fred Fish and Russell Erskine led the corporation. For a time it thrived, an empire was being built they hoped would rival General Motors, until it all went bust.

The legacy the five brothers left behind is worth remembering. Their successes and industrial innovations were first rate and worth recounting. Their politics were well known at the time and their attitude toward their workers were quite paternalistic. Those will be the subject of the next two articles in this series.

*Yr Humbl Ed*

# STUDE STUFF FOR SALE

## CARS FOR SALE

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.

Also, I am selling my **1965 Studebaker Cruiser**. It is in very nice condition and I am asking \$5,000 or best offer.  
**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 lubrica-

tion. 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 I'm 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](mailto: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](mailto: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](mailto:haydenmj@shaw.ca) or (250) 748-4643

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**STUDEBAKER WEB SITES**

**Greater Seattle Chapter: SDC Web: -[www.StudebakerSeattle.com](http://www.StudebakerSeattle.com)**  
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**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](mailto:badcow@w-link.net)

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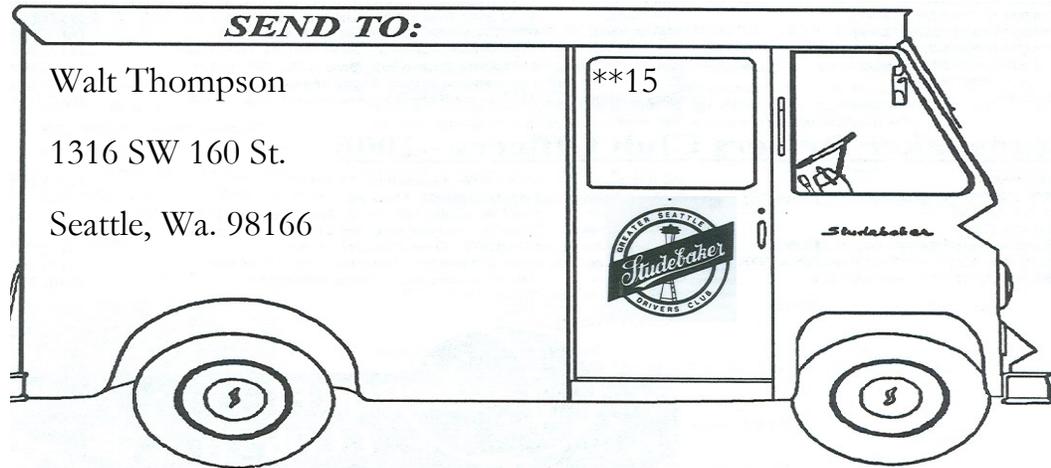
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W.C. SCHIFFER, Editor  
813 217th Place N.E.  
Sammamish, Wa. 98074-6801

## THE WASHINGTON

# President



### Sunday Morning line up for the Overdrive.

Just count all them Studebakers. Thirty three Beauties lined up to go on tour. From a 1939 to 1970. Champs, Larks, Avanti's, Cruisers, C-Cab trucks, Lowey Coupes and a Lowey convertible –truly a sight to behold!