

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 7

## Steering Column



It is now officially summer and we are at least getting some nice warm days. I love this time of the year. As you are well aware, my fun is in working on these older cars; in some cases saving them from the crusher. This time of the year I can go between the house and the shop without a coat and work in the shop without having to wait for it to

warm up. I can get more done and be more comfortable doing it. And other people who like car shows and driving can enjoy those activities as well. So, show 'em or drive 'em (or both).

I thought I would be moving my '37 around under its own power by now, but that has been more elusive than I expected. Am still working on rebuilding the brakes. Have had a few false starts because of leaks in the new system and adjustments that were not what I thought they were. Still have hopes that I am near completion of the brakes.

Now that we have completed the Overdrive and it was a great show, we need to put more emphasis on getting dues paid. Are you certain you are paid up for 2014? Is it possible that detail has been overlooked?

And as always, Mary can use information about your outing preferences. What would you like to see your club doing next month, the following month, etc. Mary has done a great job for us, but would appreciate your ideas. Would you be willing to arrange a driving tour or garage visit, etc? Talk to Mary!

Watching e-bay motors and Hemmings Motor News, it looks like a great time to buy another Studebaker. Prices are on the rise, but I would think they will go a lot higher. Even though there are not a lot of Studebakers for sale, there are some in most price ranges and most models. But, I guess anytime is a good time to buy another Studebaker.

*God Bless, Dan Andersen*

## Saving Packard

The August issue of Hemmings Classic Car carries an article by good friend if independents Pat Foster; it is titled Packard: an Alternative Ending.

Pat states up front he still mourns the loss of Packard, and sets about stating a vision that could possibly have saved them.

Elsewhere in the issue, David Schultz tells us that of the 6,000 cars listed with the CCCA, Packards are first with 27% and Cadillac is second with 19%. So we know it is a revered Marque, worthy of wishing it had never gone away.

Foster would have revamped the schedule where Nance made factory

changes and the introduction of the '54 & '55 models.

By isolating his alternative to Packard, his outcome may be valid. Such rumination is fun for the history buff, and yeah, Studebaker guys do that a lot as well.

Foster's time line deals exclusively with Packard, and does not factor in the Studebaker merger (or buy-out).

I was an interested bystander of the corporate goings-on during this period, and would note that a whole lot was happening that would have impacted every decision President Nance made.

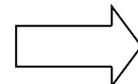
Foster lays out all the bad Nance decisions as to why Packard was in fi-

nancial trouble by 1954.

At the time, Packard had just finalized and put into production, a very complex electric controlled torsion bar suspension system, a new V8 engine, and a new automatic transmission, in addition to the factory and model realignment Foster cites.

The Studebaker side sounds eerily similar; they too had just completed several engineering projects. A new suspension system, (and a one year revision of same), a new V8 engine, an automatic transmission, plus a torsion bar IFS that then went on the shelf.

Then there is more on the financial side. Both companies were in deep dodo just months after literally some



## ALL CHAPTER STUDEBAKER/AVANTI ANNUAL PICNIC

**Saturday, July 19 10:30 am until you are ready to leave (Usually around 3:00 pm)**  
**Mud Mountain Dam, 30525 S.E. Mud Mountain Rd., Enumclaw, WA**

We have the Chinook Shelter where we can park on the grass, and the shelter has its own restrooms.

We will eat around noon. This is a potluck, so please bring a food item to share, your own napkins, utensils and beverage.

**Directions: From Hwy 167:** Take the Hwy 410 east to Enumclaw. Mud Mtn Road is about 4 miles after the last stoplight in Enumclaw. You will see a special right-hand turn lane. That is Mud Mountain Road. Turn right and go 2.5 miles to Mud Mountain Dam Project. The picnic shelter is the last one on the right.

**From Bellevue: Driving time 60 minutes** Take I-405 South to Hwy 169 Renton/Maple Valley. Follow Hwy 169 South to Enumclaw. Follow signs to Hwy 410 East. Turn left onto Hwy 410 East. Go about 6 miles and you will see a special right-hand turn lane. That is Mud Mountain Road. Turn right on Mud Mtn Rd. Go 2.5 miles to Mud Mountain Dam Project. The picnic shelter is the last one 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

← of the best car sale years of the post-war period. Both corporations were, in present day parlance, overleveraged.

Both had declared generous stock dividends, and both had ignored any upgrade of their factories, which was to haunt them in the near future.

As a counterpoint to this last, GM went through a lengthy strike in 1946, right in the middle in the of those same postwar super sales years.

What GM did with the idle factory time is a lesson in management. They upgraded all their plants from what had been wartime production to building auto's again. Taking care of delayed maintenance during the war years, and modernizing as best they could at the same time. When all that work was completed, GM settled the strike, for the "last & best" offer the

UAW had accepted earlier.

I am probably being too hard on Fosters theme. I do like his idea, and would agree that the plan would have been viable. The resulting Packard lineup would have been very cool.

I can even see a place for a "junior" Packard using a mix of Packard and Studebaker sheetmetal and chassis in a mix and match badge engineering kind of way. Sort of like the Packard Clippers of the '57/'58 era. I always thought a Packard Station wagon with a supercharged V8 was the essence of a "sleeper" family car. In any sort of performance idiom it was hot. My brother-in-law actually had one and it verified for me that it was a fun to own car.

As much as I like the basic idea, Packard did not exist in a vacuum, and ignoring the impact of the Stu-

debaker deal, and their agreement with Mercedes, is not realistic, and I suppose says a lot about how I think.

It does simplify the rationale, but Packard couldn't take any action all by itself I'm thinking.

I too wish Packard had survived, they built some truly great automobiles. Hell, I wish the merger, that looked so good on paper, would have worked in reality. From a Packard Patrician top to a Studebaker Lark bottom line would have been a solid and sensible sales line-up.

For those who don't know automotive history, I like Kim Lebert's answer whenever he is asked "what kind of car is that?" He tells them, "It's a Studebaker -they moved to Japan and now call themselves - Lexus". *Yr. Humbt Ed*



# 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 Studebaker Brothers & Their Politics

It would be naive to believe that success at business leaves those who practice it with no interest or stake in the body politic that makes the rules by which they operate. So it was with the Studebaker Brothers.

They were raised as pious Dunkards, a conservative offshoot of the Baptist movement, so it was always considered that they were politically conservative.

The first we know of any Studebaker's politics however, was with father John, who allowed he was voting for "Old Hickory" Jackson while still living in Gettysburg, Pa., thus making him a Democrat of that day.

Later, while living in Ohio and going broke in the Panic of 1837, John bolted the Democrats and voted for Harrison, of the new Whig Party.

By 1850 the Studebakers had decided to settle in South Bend, Indiana. John had visited the year before and Clem was already there. Now the whole family was moving there.

In February 1852, Henry, now 26, and Clem, 21, Partnered in a blacksmith shop in downtown South Bend.

A young man named Schuyler Colfax came into the lives of the Studebaker brothers early in their South Bend experience. He had, at age 22, opened a South Bend newspaper in 1845 and built it into a prominent Whig influence in South Bend. Active in the party, he was a delegate to the 1848 & 1852 Whig conventions. Switching to the new Republican Party, he was elected to Congress on that ticket in 1854, and was reelected seven times. Colfax became Speaker of the House and Vice President under Grant. He was a good friend and a good man to know politically.

Studebaker history tells us that the company thrived when JM returned from the gold fields, bought out brother Henry and joined brother Clem in the H & C Studebaker enterprise, and set the partnership toward future growth.

Civil War contracts made the wagon builders a huge enterprise. One by one the remaining brothers Peter and Jacob joined the firm.

By 1877, when they celebrated their Silver Jubilee, they could claim to be the largest vehicle manufacturer in the world, and were increasingly more international. Clem had opened up the European market and was the 1st VP of the Carriage Manufacturers' Assn. Peter became a power in the Republican Party.

That same year, when their father died, JM ceased being a Dunkards, and became both a Methodist and,

eventually, a Republican like his brothers. The South Bend Tribune wrote: "Indiana has in the Studebakers just as good timber for cabinet material as it has for wagons."

In the campaign of 1880, Garfield vs General Hancock, a major issue was tariff.

Peter decided to make some speeches in support of the Republican ticket. One made to the Workingman's Club of South Bend was typical, he said: (excerpt)

*It is a favorite theme of some of the Democrats to abuse Republican manufacturers. Do they remind you that the American laborer can buy more flour, more meat and potatoes with his wages than any other laborer can in any other country? . . . - Workman, I know what it is to be poor - I know what it is to work for 50 cents a day . . .*

Peter's speeches may have made converts among workers, but his brother JM, didn't see why every businessman had to be a Republican. When rivals began to spread word that Studebaker workers were forced to vote Republican, JM struck back.

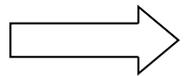
*"I have been a supporter of the Democratic Party all of my life and have always voted the ticket. I have never taken an active part in politics . . . - in the interest of black man as well as white, poor as well as rich, loyal citizen, north and south, I will support the Republican vote for Garfield."*

As a sidelight to all the ruckus raised over the Studebaker story, some citizens of Dodd Texas burned a Studebaker Wagon in protest. Studebaker workers signed a statement that they could vote Democratic if they wished. JM said they (the folks of Dodd Texas) were "ijets" and the wagon was probably old and worn-out.

Nothing else in the public record of any substance of the Studebaker brothers politics remains. It can safely be assumed that their allegiance to the Republican party remained staunch, even though none of them ever felt the urge to become public servants, despite editorial urgings. They remained steadfast to their business and to little else in the public realm.

*Yr. Humbl. Ed*

*Ed. Note: Data for this essay taken from "A Century on Wheels" by Steven Longstreet.*



## It Pays to Advertise

It is a matter of personal pride that everybody who knows me, outside this club that is, identify me with Studebaker. I kinda like it as a matter of fact, it doesn't hurt my ego one bit. PLUS, it keeps the brand name alive in a particular way. I do get e-mail from both the washed and the great unwashed pertaining to anything Studebaker, and that's all to the good.



Gorman Collings Photo

That said, a friend of mine went to an RV show in Ellensburg, found a Stude M-cab truck there which he kindly photographed, and shared with me. Two classic's for the open road make for a good look'n rig Eh?

The second picture comes to Yr Hmbl Ed by way of e-mail from Ed Gass, who, for some odd reason, figured out that I like satiric humor, and, as a Stude nut, am no fan of the bow tie brand. I have no idea where this sign is, or if it is indeed an official one (it sure *looks* like it), but it is funny!

Photo # 3 is proof of practical providence. This piece was in process when an e-mail from Mark Kaifer alerted me to the July issue of Sunset. There on page 22, in an article about our beloved Issaquah, is Marks '50 Champ at the XXX! Outstanding!

So . . .there is no need to change my ways. If members of this club and any and all friends of mine do not know of my affection for South Bend's finest, it's clearly not my fault, I'm doing the best I can. *Yr Hmbl Ed*



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## TECH TIP

### Summer Driving & Fun

For the Summer driving season we need a checklist, and said list should include a visual check of the:

**Battery**, Check for full charge and remove any corrosion.

**Alternator**, check output, condition of brushes, worn bearing.

**Voltage Regulator**, remove cover and check for corrosion, clean contacts.

**Brake System**, check Master cylinder level, condition of flex hoses & lines.

**Lights**, check bulbs & sockets for corrosion, proper operation.

**Fuel System**, check fuel filter, hoses and connections.

**Fan Belts**, Check for cracks, wear & proper tightness

**Cooling System**, check Radiator cap for proper pressure (#1 cause of problems), condition of hoses (squeeze 'em), & tight clamps.

**Exhaust System**, Idle engine and

check for leaks, condition of hangers and clamps.

For the fun part: The usual advice we Stude folks have heard often is -"If you love it -Lube it". After all the above is completed. Fill up your lube gun with the approved grease, get on your creeper, and get under the car you love.

Its part of the hobby after all.

*Yr Hmbl Ed*

### Correction

"Nearly a million Studebakers were built in support of that war, most to be used long after in support of America's expansion".

This statement in June's article on the Studebaker Brothers is wrong,

as was pointed out by an astute reader.

In my defense, I started adding up the various factory production claims. 1872 =6,950 wagons  
1874 = 11,000, 1875 =16,000, etc.  
By 1895 Studebaker was claiming a

capacity of 75,000 per year.

From there it was easy to claim over a million vehicles built, but not during the Civil War. Forgive me.

*Yr Hmbl 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 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 don't want to see the car get crushed but rather have someone who knows and loves these old Larks to cherish it I'm asking a \$1,000 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)

**1965 Daytona** 2 door with bucket seats. Red on red. 289 V8. All stock, run great. \$7K OBO Bob Lobato 425 761-1569 Car is located in Kirkland, WA

### WANTED

**Radiator for a 1960 Champ w/245 6. Eager to get this truck back on the road & old unit not repairable. Lawrence Bonney Lake 253-632-4174 or [borderrunner@live.com](mailto:borderrunner@live.com)**

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

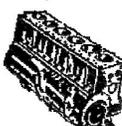
I am going to restore my 1967 Avanti II, so I would like to sell the 1963 Avanti R2. It is gold with a black interior, supercharged, Automatic, and has a Chevrolet tilt steering column replacing the original. I am asking \$17,000 or best offer. Also for sale is my very nice 1965 Cruiser. It is red with black interior, power disc brakes, power steering, automatic, and has a CD player. I am asking \$5,000 or best offer. [dlkelstrom@aol.com](mailto:dlkelstrom@aol.com)

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

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**STUDEBAKER WEB SITES**

**Greater Seattle Chapter: SDC Web: -[www.StudebakerSeattle.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>**  
**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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NAME ; \_\_\_\_\_

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

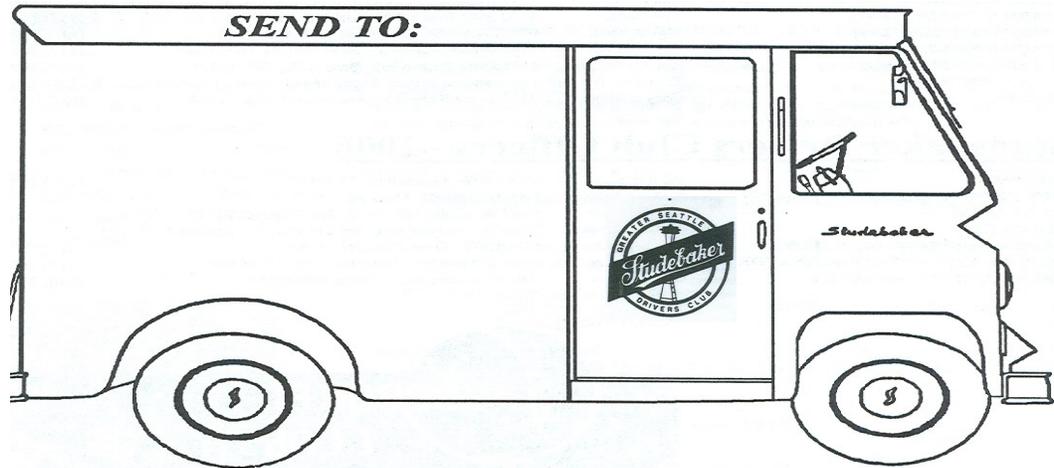
Studebakers Owned:

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

W.C. SCHIFFER, Editor  
813 217th Place N.E.  
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## THE WASHINGTON

# President



# Never lost a race!

The Sanders Flanigan Special—a 1951 Studebaker V8 with standard shift—holds the fastest regulation time for its class (E/S) with 83 mph and 16.81 elapsed time for the quarter-mile. Co-owners are Dick Flanigan, who does the driving, and Bill Sanders, of Sanders Speed Equipment, Toledo.





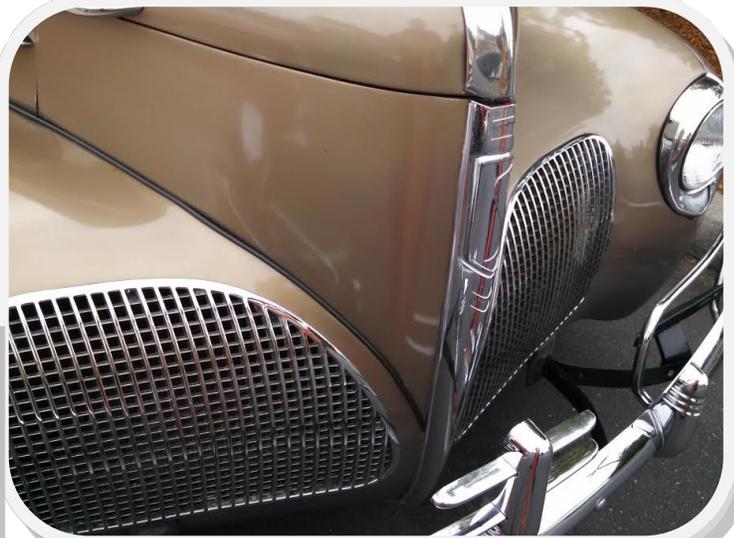
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MARY WEST SELFIE

**MORE OVERDRIVE PHOTO'S**