

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 8

## Steering Column



The summer is slipping away. How are your summer projects progressing? I have to admit that some of mine are doing well and some are not. I have plenty of excuses, but I won't bore you with them. I still have Studebakers and other cars to work on so life is good.

Mud Mountain Dam picnic grounds is certainly a great place for our annual picnic. Good weather, lots of good conversation and Studebakers nearby. We attended the Greenwood car show this year for the first time. A lot of cars and a lot of people! 25 blocks of Greenwood Avenue are closed off and cars backed into the curb on both sides for the entire 25 blocks. Several Stu-

debakers, but mostly SOB's (some other brands). Everything from rat rods to full customs. The street between the displayed cars was full of people, kids and dogs. What a show!

For this month, we do have a meeting scheduled for 2 PM at the Country Village Car show, August 10th. We will do the meeting near the Studebakers. There are always many interesting Orphan and Discontinued cars to be seen at that show.

August is the Pacific Can Am. It will be in Post Falls, Idaho on August 15 and 16. There will, I am certain, be Studebakers at that show that we have not seen in Western Washington.

I recently received an email newsletter in which there are many pictures of a "30 something" LaSalle that is receiving a complete restoration. The "before" pictures of that car would tell me that it is well beyond a "needs restoration" designation. I should be so lucky to have any of my cars look that good for their "after" pictures. The statement was made that the engine ran well, but was going to be rebuilt so it would be at the same level as the

rest of the car after its restoration. The whole deal seems to be "fixing things that ain't broke" which shows the breadth of what might be done and be called a restoration. These big buck restorations are attempts to produce the perfect car. This is fine but even if possible, and it is not, said machine would not stay perfect for very long. Time, temperature, humidity and even small usage will cause deterioration. I guess that moment when the near perfect vehicle is delivered makes it worth the money spent.

My idea is quite different. I prefer to fix that which is broken and upgrade parts that have deteriorated. In my restorations, I try to make certain that my cars are not an embarrassment and they have enough value so that future owners will protect them and never need to call the junk man. When I have purchased most of them the owner was considering just calling the junk man and I like to think I have intervened at least for many years.

*God Bless, Don Andersen*



Intense action at the Mud Mountain Picnic

## AUGUST Meeting at Orphan/Discontinued Car Show

Sunday, Aug 10th. 9:00 to 3:00 PM

The meeting will be at 2pm by the Studebakers

Country Village 23718 Bothell-Everett Hwy, Bothell, WA,

We are invited to display our cars for free.

NOTE: If you wish to show your car, it is \$25 and you can sign up at the show. The Country Village has cute shops, delicious ice cream, restaurants and memorabilia. Take I-405 North to Exit 26. Turn left (south) and go one mile.

The Village is on your right.

## Pacific CanAm - Post Falls, ID

AUGUST. 15-16 at Templin's Red Lion Hotel, Post Falls, ID.

Friday: Registration/Hospitality 3-7pm

Saturday: Concours, Swap Meet and Banquet

### 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.<br>Sheraton Westport Hotel Meet Center |

### *SECRETARY'S SCRABBLES*

On Saturday, July 19th the combined group of Studebaker owners from the ASC, SDC and the Avanti Owners converged on the picnic area at Mud Mountain Dam just off Hwy 410 outside of Enumclaw for our yearly potluck picnic. We had about forty members representing the North Puget Sound, Seattle and Tacoma chapter of the SDC together with members from the ASC and last but certainly not least the Avanti Owners. Although the weather seemed like it could have been a challenge to our yearly event, there was no rain with a comfortable temperature, although breezy at times.

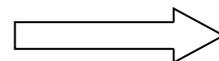
The turnout of both cars and hungry owners was quite good. Ten Studebakers and Avantis were brought out by their owners to allow us to focus on what the combined community is all about. We were also joined by a group of Rambler owners who had caravanned over from Rick and Laurel Barry's home where

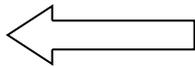
they had enjoyed a BBQ. Unfortunately there were few of us left to greet them but that didn't deter those of us who were left from having some lively and informative conversations and some additional tire kicking. The food as always was really a delight, if anyone leaves our picnic hungry it is their own fault!

The cars brought out by their owners as I remember were 1936 President coupe owned by Bill and Lucy Allard; 1938 Commander owned by Don and Joan Andersen; 1940 Champion business coupe owned by Odd and Greta Justad; 1940 Commander sedan driven by Bob Moser; 1941 Commander owned by Milo and Pam Glaser; 1955 Speedster owned by Bill and Jean Marie Brough; 1960 wagon driven by Bill Hallett and co-piloted by Mary West; 1964 Lark with an R2 under the hood, I believe, or was that a super charged Chevrolet sb, owned by new members Ken and Kathy, I lost the last name somehow; black Avanti II owned by Lou and Norma

Cote; Bob and Gail Bryants' white Avanti II; yellow Avanti II convertible owned by new members Bob and Laurie again the last name is going to have to come later. Five of those in attendance were new members in addition to those mentioned above new member Mark Leskowski ( hope that I didn't mess up the spelling to badly) has joined our ranks.

I find it refreshing that I really don't know, and I doubt that many in attendance cared which chapter or group that our new members had chosen to join. It tells me that the vision I had a number of years ago when I took this job, of a true community of like minded enthusiasts, regardless of affiliation where we can all get together and enjoy our passion together is really working. There is still a great deal left to be done but the reality is that most of us seem to be on the same page and we now know each other and we are communicating. Thanks to all who by their actions have signed on to be part of the greater Studebaker and Avanti community.





None of this would have ever come to pass without the immediate acceptance of the idea by our Editor Bill Schiffer who has backed the process from day one. I have never been able to say enough about how important and how utterly impossible any unification mission would have been without him and Mary West.

Mary's tireless energy and organizational skill has been essential in setting up group events and following up with information in all the chapter news letters and taking the time to extend personal invitations to whomever she thought would be interested. Nothing gets done without her!

Obviously others have taken note of Mary's efforts since at the picnic she was awarded the national Avanti Owners Association International distinguished member award. Thanks to Alan Basile and Lou Cote for their efforts in gaining much deserved recognition for her efforts. The award really was a complete surprise to her and left her humbled by the national board's choice.

After the new members were introduced Don Andersen talked about a Drive Your Studebaker event Sept. 13th. I mentioned that there was an event that is centered around the Bell's get together in Bellingham. Don said that not everyone will be going to Bellingham so there should be a local alternative to the long drive. All good memories will be this fine event's legacy, thanks to everyone who made it possible by attending.

*Yr Consatly Hmbld Scribe  
Bill Hallett*



**Our Mary**

At our July Mud Mountain Dam picnic, which I call the Louie-Lyle memorial for the two guys who established our going there years ago, but I digress . . . I'll start again.

At our Picnic last month, the Avanti club took the opportunity to honor Studemary, our very own Mary West, with a nice plaque for her dedication to all things Studebaker here in the Northwest.

It should come as no surprise that she would be so honored by our cousins in the Avanti club. She has worked to include them, as well as our other cousins, Antique Studebaker NW, into a brotherhood of all things Studebaker.

Well done Avanti Club - Here we'll add our "Here -Here"

*Yr Hmbld Ed*



Three Good lookin' Avanti's



A '64, a '36, a'37, a'40, A '63, a '40, & a '55 -A Beautiful sight

## The Studebaker Brothers and Labor

Studebaker Labor history begins with the brothers themselves. They began as workmen, doing hard manual labor to build wagons and tend the blacksmith forge. They knew what hard work was, and what to expect from it. They used the motto "Labor Omnia Vincit" which translates to Work Conquers All.

By 1876, the firm being established and successful, they advertised themselves; "largest wagon and carriage builders in the world". Back in South Bend, on the February 16 Founders Day, Clem gave a speech that revealed a lot about how they felt about their workforce.

*The interest of the employer and the employee are identical. Capital cannot succeed without labor; nor can labor expect its reward without capital. What is to the interest of one is to the interest of the other"*

During the Civil War, Lincoln approved a bill that allowed factories to bring in workers from Europe. Studebaker recruited and welcomed them all. As a factory town, South Bend drew their share of Greeks, Slovaks, Croats, Germans, Hungarians and Poles, these last making up about half the population of South Bend by 1882.

As an employer, the Studebaker brothers were paternalistic, they cared for, and provided for, their workers. Where language was a problem, they established that English would be the working one, and gave classes in English to all. They offered housing to their employees, and even helped to finance them.

In a letter to his brother Peter, JM wrote;

*"As Capital tightens and concentrates its grip on a society an inevitable condensation into huge corporate Powers, so labor strives and struggles to better its conditions by organization and assertion of its rights. This is a truism of which we are only seeing the beginning.*

The Panic of 1893 gave further evidence. The plant was closed due to a lack of orders. JM went to New York for a loan, and reopened the plant after just five weeks. Talk of strikes were answered by a printed flyer from the workers.

*We wish to say in the most emphatic manner, that we are not partial to strikes of any kind. We do not look upon our employer as a "robber and oppressor". We believe that our employer must do a profitable business in order to pay us a reasonable rate of wages, and we are ready and willing at all times to assist in making his business profitable."*

The long history of labor peace at the company was to continue well into the next century. This was not true in much of the rest of the country. Carnegie Steel in

Pittsburg put down a strike by the use of hired Pinkerton thugs in a series of bloody riots. In Chicago the Pullman strike cost several lives. Ford fought labor organization in the '30's in much the same way. At Studebaker, as John Mohler had written earlier:

*I feel that you deserve the same right to be proud of the growth and prosperity of our institution that we have ourselves. I consider that every employee, so long as he is an employee, is a stockholder of the concern. So long as he gets his compensation he gets his daily bread out of fit, and that is all I get. God has enabled me, without being your superior, to reach a little higher power; to afford a little more luxury in living, but that is all. Happiness and contentment make the true wealth of this world."*

This outlook guided the company's dealings with it's workers even after company leadership passed into the hands of other than the Studebaker brothers.

Organized labor came to Studebaker during the 1930's depression in the form of the United Auto Workers and the establishment of Local 5. The company was at the time in the midst of bankruptcy reorganization, and the trustee's, Hoffman, Vance, and the President of White, accepted the union, signed the contract, and asked for the unions cooperation going forward. The South Bend Tribune characterized the agreement as "You help us now and we'll help you later". The long history of labor peace at Studebaker continued.

After WWII, the fact that Studebaker could boast as being the "highest paid workers in the automobile industry" can be traced to that 1936 agreement.

No strikes took place until after the Packard merger. It has been reported elsewhere that when told that "Studebaker had never been out on strike", President Nance replied "maybe its time for one".

Counter to that event was a union walk-out in the early 60's about end of shift clean-up time. Over time it had changed to waiting en-mass near the gate for the whistle. Sherwood Egbert insisted on their returning to their work station after their clean-up. A walk-out ensued. When the International UAW strike fund was denied them, because only Local 5 had a cleanup time, while GM and Ford locals did not -the walk out ended in a whimper.

If further evidence were needed as to the Management/Labor relationship at Studebaker, I will note that every UAW Local 5 President was taken on as a management employee at the end of his union tenure.

**Yr Hmbl Ed**

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

"Some "Further Thoughts"

## TECH TIP

### Bucket Seat Upholstery

There is seat upholstery, and there are seat covers. Seat upholstery duplicates the original construction, wrapping around and tightly secured to the seat frames. Seat covers, however, are basically intended to be installed over the original factory upholstery.

The point of this discussion is regarding the upholstery on Studebaker bucket seats. The original factory bucket set upholstery has a vinyl loop sewn below the seam separating the center insert-whether bottom or back cushion –and the panels on either side of the center insert. A stiff steel rod is inserted in this loop and this is “hogged down” to the seat frame to create the “bucket” function and appearance. (the fasteners used to attach seat upholstery are known as “hog rings”, since their

appearance is similar to the rings that were used in the noses of hogs, for all you non-farmers out there.)

This loop of material is a must if you buy replacement seat upholstery. Seat covers are a poor substitute for bucket seat cars since they are literally only covers. You will see gran Turismo Hawks or Lark Daytona on eBay that have seat covers where the surface of the seat is flat with no “bucket” shape. If you are re-upholstering a bucket seat Studebaker, make sure you know what you are getting. *Once again we are indebted to Jerry Blount, writing the B.S. “bout Studebakers column in the Northwest Newsletter, Bob Williams, Editor*



### Action at Mud Mountain Picnic

The Care and handling of an Avanti trunk latch.

It goes right here -I think . . .

← Are you sure it isn't behind the left rear wheel? →



### Some Further Thoughts

Speculation about Studebaker's failure always seem to be grounded in the fact that, as the largest of the Independents, they should have survived. Save for an Erskine plan that went awry at the onset of the great depression, they may well have not only have survived, but possibly dominated in the auto industry.

The history of the company's workforce have been the subject of much of that speculation over the years. Anti-labor myth is repeated as gospel, especially about those last few years in South Bend. I've been lectured by far too many of those professing to know. All theories leave room for speculation. While labor issues are part of the Studebaker equation, they are not the single problem they would make it.

Other speculations center on financial, management or dealer issues. Rationale should lead to all those as a component of the equation. Speculation should include an aging and inefficient factory that impacted all of the other factors. A limiting condition that continued to the end of production in South Bend.

Studebaker's amicable relationship with its work force is mirrored in its relationships with its dealers and

stockholders. (ie; order only what you wish to sell/large dividends paid from reserves). It can be argued that those arrangements were outdated and naïve, and financially unwise by the time of the bankruptcy in the 1930's; that the reorganization could have and perhaps, should have, included some further amendments to their business structure.

To the anti-labor argument, I would cite that, from its beginnings, the company had a long and happy relationship with its workers. The Studebaker brothers record of paternalism is very clear. I would note that Labor didn't design cars, or market them, or make managerial or financial decisions. I would note that paying large dividends contributed to the financial woe's of 1933, which were repeated in the post war years. It always comes down to finances in the end.

The history of labor at Studebaker is public, open for all who wish to see. It wasn't labor alone, but a combination of many factors. And, as the Pennington articles reinforce, there are many components to a complex equation, maybe even a bit of corporate skullduggery.

**Yr Hmbl 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. 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 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)>

### **1954 Studebaker Conestoga Station Wagon V8 Stick Shift maybe an O/D**

Car has been in dry storage for at least 15 years. It is to be sold to settle an estate. Walt Thompson and I went to the South Park area of Seattle to look at this car. The Odometer says 36,000 miles, but the sludge build-up on the engine says probably one rollover from that. All the sheet metal is good with no rust we could find. The driver's door glass is cracked, all other glass is good. Interior is vinyl and in decent to good shape, with the single exception of wear on drivers side. Front bumper

and potmetal trim pieces all looked to be in good shape; some flaking on the rear bumper could be seen.

Access to the car was impeded due to a lot of "junk". We could not get the passenger door open, and the driver's door open only a bit. Unable to see if there was an OD knob. The seller is from Las Vegas and will be in town in early August to settle affairs. Some accommodation will be made at that time to get the car out of its space and the tires pumped up, etc.

It is my belief that this is a reasonably rare Studebaker in good enough shape to restore, but as Walt says; it's a BIG project. The price is not set and should be reasonable as the estate wants to move quickly to settle things.

I have agreed to act at coordinator for this car, so if anyone is interested you should respond to my e-mail address or by phone (425-868-0895) to set up a look see or put in a money bid. That's all for now . Bill Schiffer

### **1941 President Skyway Land Cruiser**

Excellent original condition. One repaint.

Mileage shows 53,000 miles.

Numerous award winner!

Superb tour car with "diamondback" radial tires.

Original spare in trunk. Includes visor....(not installed) and various other spare parts, including "nos" hubcaps and steering wheel. \$24,500

Jerry @ (360) 317-4300 [Email...jerlor9@comcast.net](mailto:jerlor9@comcast.net)

## 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)**

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

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**STUDEBAKER WEB SITES**

**Greater Seattle Chapter: SDC Web: -[wwwStudebakerSeattle.com](http://www.StudebakerSeattle.com)**  
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**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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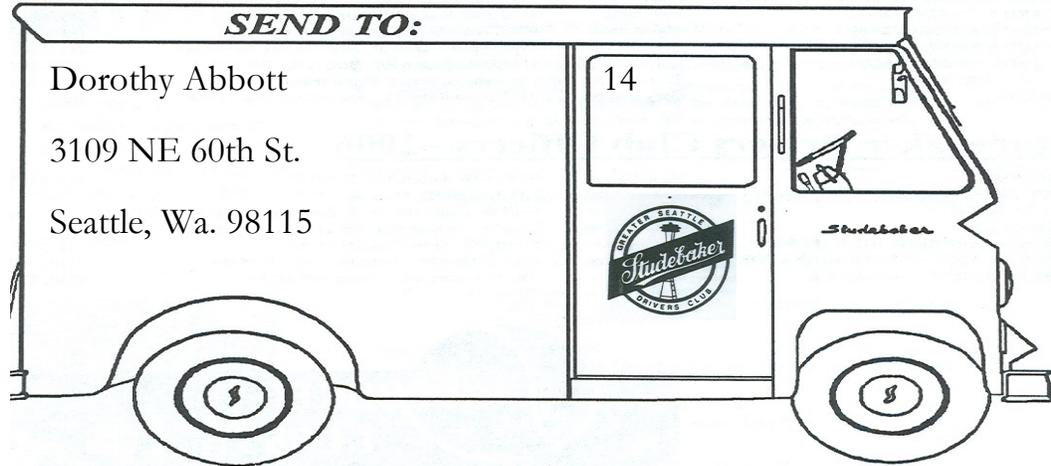
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1 \_\_\_\_\_ 2. \_\_\_\_\_

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## THE WASHINGTON

# President



**A 1940 Studebaker President At The Mud Mountain Picnic**

