

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 2



A good turnout at Joan and Don Andersen's home was a great start to the 2015 Studebaker season. Good input and good ideas for what we will do this year. Also nice to know that we have money in the treasury. Thank you, Eric, for keeping track of the green stuff for us.

Our president of vice, Bob Bryant, has already reserved our shelter at Mud Mountain Dam for our yearly picnic to be held July 18. There was some lively discussion concerning our club printer. And although I am no great fan of computers and the internet, I have to admit that once in a while they do come in handy. On Craig's List we found an exact duplicate of our club color machine, and for a mere \$80.00 we have printer parts and toners to last the next 20 years (at least it seems like that). We also found an ad at Office Depot for a Brothers black-and-white laser printer with 2-sided print, and that is now our backup. Never again will we be without a printer. Both printers are working great, Bill is

happy, and that means we are all happy.

I was delighted to hear talk of connecting with the North Puget Sound Chapter to see if we can combine more events. Expanding our boundaries is always a healthy thing. Together we stand!! The more people get to see the diversity and beauty of the Studebaker products, the stronger our groups will be. No other car club has the history we do—we are the only manufacturer that went from horse-drawn vehicles to gas and electric powered motor cars (yes, the first Studebaker electric car was manufactured in 1902—I even got to ride in one!!). And the sleek Lowey design for the 1953-54 model will stand up to any design on the road today.

I also found out that a bid has been submitted to the National Committee for an International Meet to be held in the Pacific Northwest in 2018. There are several other bids for that date, so we will see what they have to say. Maybe we can discuss this further at our February meeting, which will be a meet-and-eat at the Tukwila Sizzler on South-center Parkway.

A trip to MOHAI (Museum of History and Industry) is tentatively scheduled for March. I forgot to mention at the meeting that we are invited to participate in the breakfast tour with the Horseless Carriage Club which will be held on May 3. More information on this later. And we hope to go to the LeMay family museum at Marymoor in June. There are, of course, our normal pre-

-planned events, such as the picnic in July, the Overdrive in May, the Whatcom mini-meet in September, October fall colors tour, election meeting in November, and Christmas party in December.

This promises to be an exciting year for us and our Studebakers. And remember, you don't have to have a perfect car to enjoy our group—all we ask is that you have an interest. May your road be straight, the potholes minimal, and the gas affordable. Enjoy and be grateful for all that we have. Looking forward to seeing everyone in 2015. *Greta Justad, President*

Changes

There some changes to this newsletter. Some format changes, in the form of page layout, actually began last month at the start of the new calendar year. The other significant change begins this month with the Meeting and Event Schedules on page 2 & 3. This change will enable each of us to see the monthly meeting schedule and plan ahead to attend. It will also get our schedule into the Turning Wheels editor so that our meetings can appear there with some regularity.

Credit goes to our new VP, Bob Bryant, urging Yr Hmbl Ed to do this. Bob would also like to find a regular and convenient meeting place so that interested folks can more easily find their way to one of our meetings. A central location is being sought, suggestions welcomed.

President

February Meeting Notice

Saturday The 7th at 2 PM

Tukwila Sizzler 16615 Southcenter Parkway

SDC Internationals

August 16-22, 2015

51st SDC International, Sheraton Heights, (St. Louis), Mo.

Hosts -Gateway Chapter @ Sheraton Westport Hotel Meet Center

June 26-July 2nd 2016

52nd SDC International -Warwick, Rhode Island

June 18-24 2017

53rd SDC International -South Bend, Indiana

Studebaker on the Web

Greater Seattle SDC: <http://www.studebakenseattle.com/>

North Puget Sound: <http://www.northpugetsoundsdc.com>

National Studebaker Drivers Club: www.studebakerdriversclub.com

Studebaker Clubs of the World: <http://studebakerclubs.com/>

Studebaker Vendors: <http://studebakervendors.com/>

Antique Studebaker Home Page: <http://dochemp.com/9stude.html>

2015 SEATTLE SDC SCHEDULE OF EVENTS

DATE & TIME	EVENT AND LOCATION	CONTACT
February 22	Everett, AOAI -CAN tour of Paul Allen's Collection,	Lou Cote 425-322-6592
March 15 @1 PM	Meeting at the Museum Of History And Industry MOHAI	
April 12	Tacoma, AOAI Special Event, Featuring Gary Johnson Seminar	info Al Basile alanbasile@gmail.com
May 16-17	Bellingham, Northwest Overdrive at Hampton Inn, 3985 Bennett Dr.,	Brian curtiss briancurtis@yahoo.com
June 13 @1 PM	Spanaway, Chapter Meeting at the LeMay Family Collection Marymount	Bob Bryant bbryant@hotmail.com
July 18 @11AM	Enumclaw, All Studebaker Picnic at Mud Mountain Dam Park hosted by Greater Seattle Chapter	Bob Bryant bbryant@hotmail.com
August 8 @ 1PM	Chapter Meeting at the Museum of Flight	
August 16-22	St. Louis, Missouri, SDC 51 st International Meet	
August 28-30	Kelso, Pacific Can-Am Zone Meet at Red Lion Inn	
September 12-13	Bellingham, Drive Your Studebaker Day at James Bell's Museum	
October 11	Renton, Fall Colors Tour hosted by Greater Seattle Chapter	
November 14	Location TBD, Greater Seattle Chapter Elections Meeting	
December 13	Location TBD, All Studebaker Christmas Party	

More Studebaker Canon Wheels?

(OR –OMG will he ever stop with the wheels?)

Every time I pass the VFW on Bel-Red Road in Bellevue, I spot that cannon they have out front. It's a WWI type with large wheels. I see it often as it's on the way to a med-sched of mine. Each and every time I see that canon I think of a familiar picture of a Studebaker built WWI canon wheel just like it in a lot of old Studebaker publications. Know the one I mean?

Is it truly a Studebaker wheel? It probably falls into the same category as the Civil War wheels, as in who really knows? Anyone out there know? I should probably check this one out.

Another Studebaker in Indiana

While watching the next victim of our b'lovd Hawks, I heard the name Studebaker a lot. During the game, a Colts linebacker by that name was often cited for making tackles. Later we heard the name often when he left the game with an injury. I read the Studebaker Family Book some years ago, I believe it said that anyone so

named is a descendant.

It seems right that he is also located in Indiana.

B'loved V8 Remembered

Hemmings Classic Car #126 carries a column by our very own Bob Palma. Some time ago he wrote a response to their choosing SOB's V8 engine as being superior. Now that he works for them, his latest carries the rationale further. I cannot add much to his defense of our poorly understood Studebaker engines by the rest of the Great Unwashed, except this: We, the club hobbyist, are the benefactors of the excellent engineering and sturdy construction Studebaker put in.

There is one small Studebaker engine item that over the years, has managed to say it all to me. The tubular pushrod with hardened steel ends does that for me. Who would go to such lengths to build such a mundane minor item when cast iron sticks work well enough for everybody else?

Yr Humbl Ed

EVENTS OF INTEREST

DATE & TIME	EVENT AND LOCATION	CONTACT
February 14-15	Puyallup, Early Bird Swap Meet at Western Washington Fairgrounds	YOYO (your on your own)
March 14-15	Puyallup, Almost Spring Swap Meet at Western Washington Fairgrounds	YOYO
April 10-12	Portland, Oregon Portland Swap Meet at West Delta Park and Portland Expo Center	YOYO
May 3.	Horseless Carriage Club Breakfast Tour, Puyallup Elks Club	Odd Justad stude21@juno.com
May 16-17	Monroe Swap Meet -Monroe Fairgrounds	YOYO
August 8 @ 1PM	Chapter Meeting at the Museum of Flight	Stay Tuned
August 16-22	St. Louis, Missouri, SDC 51 st International Meet	YOYO
August 28-30	Kelso, Pacific Can-Am Zone Meet at Red Lion Inn	Bob Williams Bwilli_cwilli@msn.com
September 12-13	Bellingham, Drive Your Studebaker Day, Mini-Meet & Open House at James Bell's Museum	Brian Curtiss: bri- ankcurtis@yahoo.com
September 12-13	Tacoma, Pacific Northwest Concours at LeMay's Car Museum	Bob Bryant bbryant@hotmail.com
Oct 9-11,	SW Zone Meet, Las Vegas	Odd Justad stude21@juno.com


SECRETARY'S SCRIBBLES

The Seattle chapter had it's yearly planning meeting on January eleventh. This meeting is where the members make suggestions for the activities for the coming year. We had about fifteen attending, including one visitor, and met at Don and Joan Andersen's lovely home. Joan always does a wonderful job of providing a nice selection of snacks, highlighted by her home made cookies. We had pizza delivered as the last course of our feeding frenzy. It is always exciting to see how Don has progressed on his multiple car projects that he has in his big garage. Thanks so much to the Andersen's for their continued support of the club! It just wouldn't be the same club without them.

On the basis of some good suggestions by the members present we were able to formulate an outline for the events for the coming year.

A number of the ideas suggested for outings had been successfully used in previous years and it was thought that it was time for a revisit. I suggested that before finalized anything that was on our schedule we needed to find out what events the North Puget Sound and Tacoma chapters were planning so that we could continue with our successful program of joint events.

The meeting gave me cause to reflect on how far I think that we have come over the last four or five years regarding our willingness to reach out to the other Puget Sound SDC Avanti and Antique Studebaker clubs. I feel that Mary and Mark's aggressive event planning of outings has allowed us to invite all the other Studebaker related clubs to join us. Since I became your editor I have been pushing for closer ties with all Studebaker people in the Pacific NW. I think that Mary's event planning is what has set the

Seattle club apart from the other clubs in the Puget Sound area, and maybe around the country as well. Her event planning has been the reason that we have been able to break the boringly repetitious process of returning to the same few restaurants time after time and replacing it with really fun outings. As our club members get older we need to recommit ourselves to the event planning and communication process that has enlarged our Studebaker family. This process is our only insurance against becoming irrelevant. Our membership is what it is, there is no magic wand that will somehow conjure up younger members from a generation that has shown it's disdain for the car as anything other than necessary transportation. Our enjoyment, and even the survival of our club is dependent on continuing what we started.

*Your Constantly Humbled
Scribe - Bill Hallett*

Good Opportunity

In light of the fact that we have a potential bid brewing for the 2018 SDC International, I was particularly interested in the President's Message in the February Turning Wheels.

President Thomason's message was devoted entirely to the subject of the International, how it works, and the role of the SDC International Meet Committee.

An increasing concern is getting the Chapters to undertake such a meet. To this end, VP Mimi Halgren will chair a committee to seek solutions to what is seen as becoming a problem.

This is where we come in. At our November meeting, we were enter-

tained by the notion that a consortium of Avanti, ASC, and SDC Chapters could "look into" taking on an International here.

As I said then (December '14 issue), I was taken by the positive attitude the idea generated in the room.

Positive vibe or no, the idea of doing an International should give pause, it's a whole lotta work, and this chapter is apparently no different than most others, we're fewer in number and just a bit older. That is why the idea of combined forces makes so much sense.

I'm sure there are a lot of good ideas out there, and seeing as how we (corporate we), are in the mix for 2018, lets get our ideas to the

Halgren Committee! Radical thought I know, but our leadership is asking for them after all.

So here's a golden opportunity to help the SDC in what is a vital matter. Keep in mind that the AMC club has recently decided to forgo any more National meets, so the need for ideas, while not at the urgent or dire stage, are needed and wanted.

And . . . it would be unkind to withhold them now, and then claim later that you thought of it first! We know who you wouldn't do that . . . would you?

Yr. Humbled Ed

1933 Losers

The depression years and Studebaker's bankruptcy is one subject where there were no winners at all, a lot of losers and plenty of room for Sunday morning Quarterbacking. As follows.

A recent article about the 1933 Studebaker bankruptcy (Pat Foster in Hemmings Classic Car #123) is a re-hash of items familiar to the Studebaker knowledgeable.

Foster cites Erskine's large dividends in '29 thru '32, despite large losses in those same years, as being prime to the receivership agreed to in 1933. The often cited court suit over the White merger, as well as his lavish spending on Pierce-Arrow are not cited as others have done.

Various scholars over the years have pointed to these large dividends as being financially suicidal, and the direct opposite of the Studebaker Brothers credo of paying dividends only as a percentage of earnings. This was probably a lesson learned from the destructive fires of 1872 and later. Such a policy always left a large reserve pool from which to pay for expansion and plant maintenance.

What Foster also didn't re-hash was that the mistakes of 1933 were repeated in the post bankruptcy WWII period, it was *deja vue* all over again.

With the good profits of WWII and the post war years, these same sort of dividends were again being paid. The dividends were explained at the time as "rewarding our loyal stockholders", while not explained was that many of the largest of those loyal stockholders sat on the Corporate Board.

Yr Humbl Ed

1933 Winners

One solid win for Studebaker in 1933 was at the Indianapolis 500. Studebaker powered race cars completed 500 miles in a "Blanket" finish, sixth through twelfth. Two private entries were part of that Studebaker parade.

The fact that the five factory cars were there at all was because the bankruptcy judge allowed the cars to be raced as an advertising expense. The cars were advertised as "85%" stock, and indeed they were, running a production drive train of engine, transmission, front and rear axles. But I like to believe there is a story behind those engines.

The rules allowed internal engine changes from stock, also allowing four carburetors for an 8, and direct exhaust pipes.

For the President eight race engine, Chief Engineer Barney Roos had dictated that "no special machining or balancing" of the engines was to be done, even though those sort of changes were allowed.

The corporation wished to continue the "85% Stock" theme of 1932.

Ah but Roos's edict does not account for the thinking of the boys down in the engine department.

Engine Chief Sparrow would pass along Roos's order to Race car chief Hunt, who would then pass the word to Engine Department Foreman Nate Kelly. Right down the line.

Now it so happens that Sparrow, Hunt and Kelly, by past association with Studebaker racing efforts (Atlantic City record runs etc.), knew what it took to make an already good production engine ready for racing. Engine internals can receive special attention, and they were to do so.

Pistons are spot weighed and measured to see that they meet specifications of size and weight. In our case, those dimensions are divided into groups from lightest to heaviest, from smallest to largest.

The engines are then fitted with the same size and weight pistons, making for a smoother engine with no special balancing or fitting having been done.

Since the President race car engines weren't scheduled to be installed in a production automobile, it would be necessary to separate them as they came through Nate Kelly's engine assembly department. They were to receive different camshafts and cylinder heads so assembly would be easiest off the assembly line, and probably by a chosen crew.

Along with the selected pistons, crankshaft and connecting rod bearing surfaces can also benefit from special preparation and a thorough bedding-in process. The Indy engines would then be the "loosest" allowed within the production specifications.

All Studebaker engines were "run in" before being sent along to the assembly line. These President race car engines would have had all their Indy equipment installed for their run-in.

These "special" engines would then be ready to install in a race car, with no "special machining or balancing" ever having been done to them . . . Honest.

Yr Humbl Ed

TECH TIP

Winter Storage

Moisture is the biggest problem and steps should be taken to protect the interior, exterior, trunk and engine compartment, the second major problem is rodents. Mice and rats can do all sorts of damage to wiring and interiors. But with proper precautions these dangers can be reduced, the first step to wintertime storage is finding an appropriate storage area. The best place is an enclosed dry area, like a shed, garage or barn. Heated areas, tend to attract more moisture than unheated buildings. The storage area should be free from direct sunlight. To prepare a car for storage, first wash the entire vehicle. Chips in car finish should be covered with touch-up paint and the entire vehicle waxed. The interior should be

thoroughly cleaned and vinyl areas treated with a liquid protector. The glove box, ash trays and carpet should be cleaned of moisture that can attract dirt. The car also should be sealed by making sure all windows and vents are closed. Check tire pressure, make sure all mechanical repairs are made prior to storage and check all fluid levels. Oil and oil filters also should be changed. Don't forget the radiator, which should be filled with the correct mixture of antifreeze and water. During storage, the battery should be disconnected. Also, a vehicle should not be stored with fuel containing alcohol. Alcohol attracts more moisture than regular gasoline and can damage a fuel system (a fuel stabilizer will help mitigate this issue). To protect tires from dry rot promoted by moist dirt or damp cement, placed a piece of wood under each tire. Never store a vehicle with the parking brakes on. Dirt and moisture

can cause parking brakes to stick and seize. If the vehicle is to be stored for an extended period, the spark plugs should be removed and oil squirted into each combustion chamber. Spark plugs then should be reinstalled. If the car is accessible, an alternative is to start the car once a month to lubricate the engine's internal parts. If a car cover is to be used, a cloth cover capable of breathing is best. Even when proper precautions are taken, moisture and pests are a potential danger. While moth balls will discourage mice and rats from using a car as a winter home, the odor will linger. Ultrasonic noise makers can be used to deter rodents. Moisture absorbing products are now readily available and can be used to reduce or eliminate any damage caused by excess moisture inside the vehicle or trunk.

STUDE STUFF FOR SALE

Beautiful **32 Regal Commander** Rebuilt & Balanced 8 cyl. w/6,000 miles. New Upholstery. Low 20K 509-783-9205 Kennewick

41 Skyway Land Cruiser. Excellent original condition. One repaint. Shows 53K miles. Award Winner. Superb tour car with Diamondback radials. Original spare. Includes not installed visor & various spare parts, including NOS hubcaps and steering wheel. \$24,500 Jerry 360-317-4300 or jerlor9@comcast.net

42 Champion 4 Dr. Ambitious project. Completely disassembled Engine/trans & all glass and chrome, door seals etc. Will consider reasonable offer. Bernie Harris 1-406-248-5515 Montana

49 Pickup \$5,500 63 Lark V8 AT, 39K

miles \$3,500 **61 Champ** project V8 4 spd. \$1K plus parts. Lynn Fletcher, Summerland BC 1-250-494-1699

50 Champ 4 dr. Parts car. Good sheet metal \$400 obo Tom Robbins 1-360-733-7748 Bellingham

54 Coupe w/no engine or trans. Body & glass good. Has Ford 9" Diff. \$2,500 Don Story 1-509-366-0636 Eastern Wa.

59 Lark Wagon. Chassis/drivetrain completely rebuilt. Flathead high performance 6, Al head, dual carbs & headers. Bodywork complete, needs paint & assembly. Upholstery needs only headliner & carpet. Chroming done. Lots of extras \$15,K Mark Carson 1-604-939-0556

60 Hawk Good Drive Train Dave Chisholm 1-360-856-4483 chisholmdn@wavecable.com

63 Avanti Gold R2 Nice Condition W/rebuilt supercharger, new upholstery & newer paint. Chevy tilt column. \$17K. Will consider trade for a V8/AT Studebaker wagon. Don Kelstrom dkelstrom@juno.com

4 Champion Wheels -47 & up Nice whitewall Akuret P195-60R15 Tires 20's-30's style **Studebaker tractor** on shortened 48 truck frame, antique Stude front end 63 Champ 6 engine. Used for launching boats \$650 Bell's 1-360-738-0103

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MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP I

Note: It is a prerequisite that all local members also belong to SDC International. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information, below.

National Member # _____

NATIONAL MEMBERSHIP

For information e-mail: sdc@cornerstonereg.com Payment may be made by check or money order (make payable to SDC) in U.S. funds 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. 55311-6715 Annual dues are \$24.00 (1st yr only) \$31 renewal

GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

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: SDC gsc Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391 Info @ E-mail: : badcow@w-link.net

NAME: _____

SPOUSE: _____ ADDRESS _____

CITY _____ STATE _____ Zip 98 _____

E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

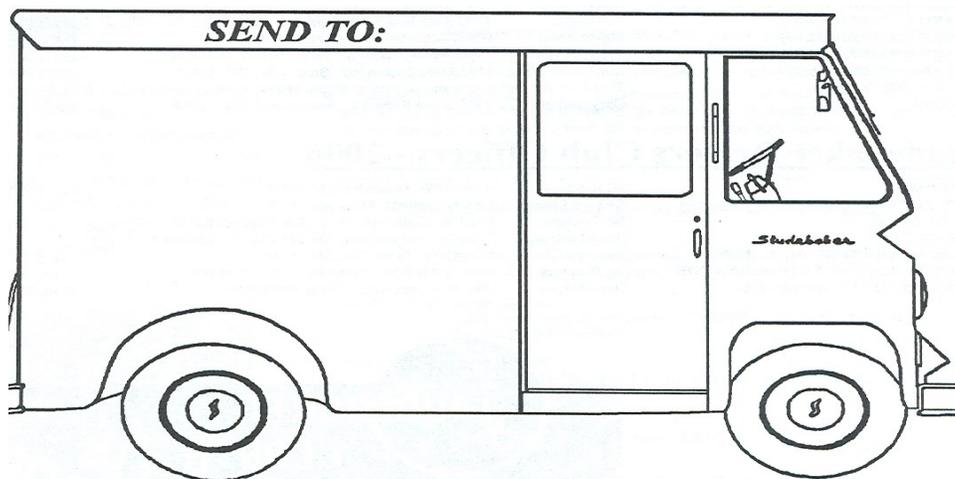
3 _____ 4. _____

More? 5 _____ 6 _____

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The Washington

President



1949 2R Pickup



1957 Golden Hawk

