

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 2

Steering Column



The January meeting went well but was sparsely attended. VP Mary got some ideas of what the Club might do in 2012. Then we turned our attention to why so few people turned out for this important meeting. We know some were ill, but beyond that we had few ideas. Can you tell us? It was before the nasty weather moved in!

More recently it has been a good time to hunker down by a warm fire with a toddy in hand. Good time to plan Stu-

debaker projects and build models of your cars. I finished a model of my '38 that has been in the works for several years. And, I have started another car model. Naturally no kits are available for any of the cars I own so it is necessary to modify parts from kits that have some similarities with my cars. Some parts must be fabricated but most can be made from kit parts. Most of the time any given kit will only contribute a few usable parts so I have to buy several kits. That is the challenge (and the fun) of it. Time is the main ingredient.

I have now spent about two years of spare time refurbishing a 1946 other brand vehicle. Last week I had gotten it to the point of trying to start the engine. First time it has been started in more than 5 years. Everything had been checked and lots of new or rebuilt parts applied. I added fluids and made certain the battery was at full charge, turned the key and pushed the starter button. I guess I didn't need the fire extinguishers (4) that I had on hand

because nothing happened. Not even a click from the starter solenoid. Have now traced the problem to a bad ground. Frustrating because I had added some ground wires and tested, tested, tested. I will now run a heavy ground wire directly to the starter and not expect grounding to pass through the engine as per the original design. And, there is other work to be done now.... one leak in a radiator hose and two in the brake system. Didn't find these until fluids were added in preparation for the big start up. Stay tuned - I'll get there.

First auto parts swap meet of the year in the Puget Sound area is in February - Yea! That not only means I can attend a swap meet but also more progress through winter and the accompanying weather.

Hang in there and remember, if you are lucky enough to own a Studebaker, you are lucky enough.

God Bless ..Don Andersen

LeMAY MUSEUM

By now we should all be aware that the construction phase of the LeMay Auto Museum in Tacoma is over, and that it is up and running and open for business. And some great place it is.

The TV coverage of the place has been good to great, and has whetted my appetite to visit.

Reading Hallett's report on the January meeting, it seems to me that Bill's thought of communication with the other local chapters would bring some good chances to expand our horizons when it comes to ideas for meetings.

It occurs to me that the LeMay Museum would be a great candidate for a

combined meeting of all the Studebaker Clubs in the area, Antique, Avanti, SDC, Tacoma, Seattle, NPS, Bellingham., all of the above.

I'll avoid putting any more pressure on Mary, she has the most difficult job in the club and she does a great job of arranging our meetings. I would task myself to contact the other clubs to see if there is any interest in doing a combined visit date to the LeMay Museum.

As an aside, I would think that if we can all agree to visit as a group, our potential numbers would speak very loudly. Maybe we could get a good deal!

The proviso to this is if Mary agrees to

let me explore the idea by contacting the other clubs.

Stay Tuned

Up Hmb! Ed

DUES PAID FOR 2012

Jerry Molitor, Don Andersen, Dorothy Abbott, Ernest Anderson, Victor Anderson, Ervin & Carolyn Berg, Laurel Berry, Clifford Davidson, Linda Field, Odd & Greta Justad, Joseph Sparr & Wendy James.

Ervin & Carolyn Berg, Scott Parker, Eric & Linda Larson, Tony Lewis, Walt Thompson



FEBRUARY MEETING

MUSEUM OF FLIGHT

Saturday, Feb. 11th at 11am

We will be joining the PNW Antique Stude Club.

There is a cafe on site for anyone who would like to eat there.

We will have until 5:00 PM to tour the museum, as there is lots to see!

.PLEASE RSVP to Ray Keehner by email (Preferred) .

crayindustries@hotmail.com or 425 483 0409

SDC INTERNATIONALS

July 29-August 4 2012

July 1-6 2013

June 28-July 5

48th SDC International, South Bend (Indiana) Michiana Chapter Hosts

49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts

50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts



January meeting was another success for our vp Mary West, bringing to light a part of Seattle history that has been saved and of which few of us even knew existed! We met at the Museum of Communication in South Park. The facility is two levels of historic Telephone, Telegraph and Television memorabilia. Our tour guide was Les Anderson, who is 88 years old. He started working at western electric when he was 19 years if age and except for his sevice in the navy during WWII, he worked there servicing the equipment until he retired in 1983 but has basically never left. He is still there most Tuesdays, being a docent, and answer person extraordinaire. He was not there twenty four hours a day, however, even if it may have seemed that way at times, he did get time off for good behavior.

The oldest and first telephone system is still there, circa 1886. It is all me-

chanical, and ran on huge, lead acid batteries, the number of which would fill a room 30 x 50 feet. They have phones set up so one can call, and watch the switches move, click and clatter. This Museum is one of two in the nation, the other is in Denver.

There are five generations of equipment housed here. Channel 5, the first television station in Seattle, was broadcast from here. By the use of repeaters, King 5 was televised all over the viewing area.

The Museum also houses Military telephones from WWII, an English Telephone booth (a story goes with it, that we don't have space to mention here), Telephone poles hang from the ceiling, rows of racks of equipment which still are in use. Every kind of phone and equipment one can imagine, some of which date to the 1800s. There are lots of "hands-on" stuff, which was also quite entertaining. Odd Justed mentioned he ran a teletype just like one that was there, when he was in the military.

This is a great place to see, and if you

get the chance, please do so, you will not be disappointed.

We then went to the Cafe at the Museum of Flight, where Don Anderson had a meeting. We came up with some great ideas for meetings. Our President, Don, suggested we have tours to the meeting places, which all in attendance thought was a good idea. I continued to stress the importance of communicating with the other local chapters for the purpose of having more joint events.

Those attending were Vic and Jan Anderson, Don Kelstrom, Don Anderson, Dave Keister, Odd and Greta Justad, Mark Kaifer, Margaret Bouniol, Mary West and Bill Hallett.

Bill Hallett

-Yr. Hmbl Sec'y

2011 IN PICTURES

My thanks to Eric & Linda Larson for their quickly coming up with these pictures of our activities during 2011.

I needed to fill space for the January issue and put out a call for copy, they responded with these pic's. When I received them, I had already printed most of the pages. Too good to waste, we will reminisce about 2011 with this photo essay. Enjoy a nice bunch of Studebakers that get driven to meetings.



2011 IN PICTURES



EDITOR'S FOLLY

It is with a sure and certain folly that any editor puts forth opinion, be it backed by facts or whimsy. Last month's Rant by YHE on the subject of Tire Studs was such a case.

I do believe that I covered my backside with the "opinion" clause, while sticking to my assertion about the "99%—99 % of the time. The "good only on hard ice" also stands.

I will admit to being surprised by the edict in Norway of requiring them on all four wheels. That is something we don't do here, and as a semi-informed novice on the subject of how a car handles, I find it to be surprising. As in: "Tell me sir, were all four wheels sliding when you hit the tree?" The lack of a road tax thing also irritates, but that's another subject altogether.

Still in a state of folly, I'm now in a groove and will press on regardless.

This next is a direct result of having been born a Studebaker guy (the company did feed, clothe and house me my first 18 years). From the South Bend point of view, anything from Detroit was suspect, most especially products from the great and powerful GM. Ford got a pass due to having the original recipe for a Hot Rod (take one Duce coupe, add/flat-head V8/polish/drive). A pass also to Chrysler due to excellent engineering.

The last phase of the 1980s and 1990's buying frenzy by Ford and GM is playing out in 2011. Back then they were dueling to see who could buy the most of the worlds auto makers. The formula was buy an ailing company, impose your corporate idea of what's

needed to both modernize and make a profit. Enlarge your empire in the bargain.

The this last phase is the need to downsize by both companies (due largely to over-buying), and sell off those "marginal" auto subsidiaries.

So Ford sells Range Rover, Jaguar, Volvo, and Aston Martin, all are selling well enough to go it alone, somewhat. GM had to close Pontiac, & Oldsmobile, due to spending on Saturn (which never made a dime). Then tried to sell both Saab and Hummer to the Chinese, only to back away to save corporate knowledge. All those companies were Independents, like Studebaker, Hudson, et al. Too bad they didn't start buying up U.S. companies back in the 60's eh?

Up Humbt Ed

The Car Radio.

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Always, and it's an interesting story.

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I, and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard

caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked, he got enough orders to put the radio into production, a model called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio; the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling car radios that cost 20 percent of the price of a new car wouldn't have been easy during the Great Depression Galvin lost money in 1930 and struggled for a couple of years. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and run-

ning. (The name of the company officially changed "Motorola" in 1947.)

Galvin continued to develop new uses for car radios. In 1936, it introduced push-button tuning, and the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio – the Handie-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs. In 1947 they made the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is the second-largest cell phone manufacturer in the world. And it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

My Thanks to Don Kelstrom, church friend Jim Anderson, & 60+ year friend Don Grennan of Boston, all sent me this Studebaker –Packard related Story.

TECH TIP

SAFE TRIM REMOVAL -

When removing the side moldings from the fenders and doors, use a piece of heavy string. Slide it under the end of the molding and work it up to the clip. Then

just pull out. This will get the moldings off and will not scratch the paint.

A tip of the hat to Tim Janowiak for this tip. Reprinted from *Home of Champions*, newsletter of the Michiana Chap-

ter, Karen Dyer, editor.

WINTER LIGHTS

This time of year we need our car lights on much more of the time. It's not uncommon to drive to work and home again in the darkness. Do all your lights work? How well can you see with your headlights? How well can others see your rear lights? New bulbs burn brighter than old used ones. Also, some of the numbers have been superseded to bulbs with higher candlepower ratings. Same holds true for sealed beams. The rear lights can be brightened by cleaning the inside of the lens and by increasing the reflectiveness of

the metal housing surrounding the bulb. Accomplish this by spraying with bright silver paint or lining the housing with tinfoil. White grease, wheel bearing grease, or even Vaseline inside the bulb socket will not harm the electrical connection, and will prevent the formation of corrosion.

Thanks to: Dwain Grindinger, writing in the The Washington Dictator, and a reprint from January 1992. Offered here because it is just as timely now as then. Change nothing save perhaps Aluminum foil in place to Tinfoil.

STUDE STUFF FOR SALE/TRADE/WANTED

CARS FOR SALE

1956 Sky Hawk 289 AT, PS, Duals, w/crossover, 1963 Engine/AT, Prop shaft. All white w/Red Leather Interior. Recent replacement: ww radials, wiring harness, K & N air filter, Optima Battery (moved to trunk), Elec Tach, full interior carpet & rubber front floor mats, Head liner, Dash clock & new chrome trim pieces. Have original tube radio, and all original trim pieces Car is driven regularly. Needs and is a good candidate for full restoration, which I can't do. Seeking swap for turn key Studebaker, what have you, or cash money offer. Call for full details and recent history. Bill 425-868-0895 bischiffer@frontier.com

Some Portland Cars

1951 Commander 4 Dr. V8. A/T, Needs complete restoration. It is with sadness I have to sell, to someone who will give it the attention it needs. Maggie Rhodes mmfan40@gmail.com

'58 Silver Hawk, resto started, front clip, resto needs work. Chevy 283 or another engine available as part of deal. Oregon title, asking \$2,500 firm. Located in Gresham Oregon. Tom Patterson, 503-618-9298

'64 Daytona Wagonaire 259, T10 4spd, Regal Red/tan & white int. Split bench Cond#5, needs work, \$1,200 Wayne Limbaugh 503-314-2583

Rodger Eddy (Portland) is selling his collection: Call: 503-223-3606

Collection Includes these Studebakers:

19?? Stude Champ 2E7 PU \$750
'1960 Lark Six \$400
'195? 4E1 PU No Drive Train \$750
'47 Champion 4Dr. OD, \$2,000
'61 Lark 4 Dr. V8 no drive train \$400
'62 GT Nice, 4spd, \$9,900
'62 Lark 2 Dr, 6 no carb, radiator \$600
'56 President 4 Dr. no Drive Train W/S/Interior \$600
'60 Lark 4Dr. Good Glass \$400
'53 Starlite Shell
'54 2 Dr. Station Wagon 6 cyl, no drive train, good glass \$?
'60 Lark Conv. V8 body ok but rough
'63 Avanti Clean but stored \$18,000
'64 GT 289, 3spd OD \$16,500
'39 Coupe Express, rough \$10,000
'64 Daytona HT needs work #2,500
?? Dictator 4DR's, \$2,000 pair
Some Others: 2 Cadillac's, 4 Fords, 1 Mustang Conv, 2 '71 Squire Wagons, 1 Gran Torino, '34 Auburn 850Y Conv, 1 Sedan, '65 Corvair Monza Conv, '66 Glen Pray Cord 810, '39 Citroen IICV Conv.

I have the following **paint chips** available at \$10 per sheet plus actual mailing costs. Let me know if you are interested. 1950, 1952, 1953, 1954, 1955, Late 1955 and 1956, Late 1956 and 1957, Late 1957 and 1958 Studebaker-Packard and Studebaker Truck, 1959 Studebaker Truck, 1960-59 Spring Colors, 1960 Truck, 1961 Truck.

I will give a quantity discount if you want several.

Don Kelstrom 206-938-1267

dkelstrom@juno.com

WANTED

Looking for an automatic steering column for a 1951-1952 Stude. I am also looking for a complete rear end with larger brakes from a newer (1960s) Stude. I am pretty sure the axle widths are the same as my '51. I have passed this message to Tom Noller, Brian Curtis and the Gahlbacks. Can you think of anyone else local that may have these parts. Mark Kaifer

A **23 tooth speedometer pinion** for a 1955 Commander V8, A/T
PN#527689.

Larry Worden 253-631-1962

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STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)
Studebaker Vendors: <http://www.studebakervendors.com>
Studebaker Clubs of the World: <http://studebakerclubs.com/>

NATIONAL MEMBERSHIP

Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

LOCAL MEMBERSHIP

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$25/year for club Newsletter in print, or \$13/year for e-mail version. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**, Mail check to : **Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** e-mail to : badcow@w-link.net

MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER

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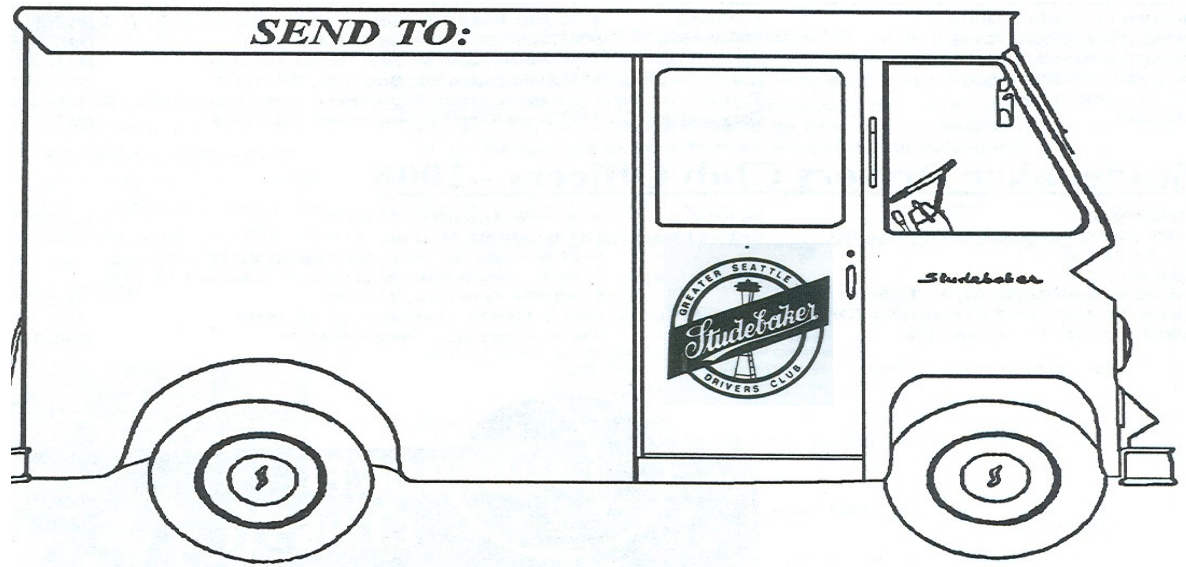
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National Member # _____ **Note:** It is a prerequisite that all local members also belong

W.C. SCHIFFER, Editor
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Sammamish, Wa. 98074-6801

THE WASHINGTON

President



GOLDIE HAWK

A 1962 GT Hawk Owned and operated by Eric & Linda Larson Equipped with 289 V8, Power Steering, Disc Brakes, a 4 Speed Transmission and an original White and Black vinyl interior. Goldie had been a one-owner car and in storage for many years when Eric happened to mention Studebaker to the original buyer. The rest is history and Goldie had found a new home.

