THE WASHINGTON President

June 2012

GREATER SEATTLE CHAPTER SDC FOUNDED 1969 VOLUME 42 NUMBER 6

Steering Column

May was a good Studebaker month Some of us toured in the HCCA tour early in the month. I saw several at the spring Monroe swap meet. As you know, I love those swap meets and this one was great because the weather was very good, parts finding was reasonable and I got to see other club members. I found, and have since installed, parts for my '37. The parts weren't from a '37 Studebaker, but with the changes I made to them, even purists will not be able to tell. And talking about my '37,

I have now reinstalled the starter and it works! There has, as yet, not been time to add fuel, etc. and try again to start it, but soon I hope. I have repaired some of the water leaks and other things requiring "work-arounds" at the time of the last start-up try.

It was exciting to see the restored Studebaker woody on the cover of the June issue of Turning Wheels. According to the write up, the woody body was removed from the Studebaker graveyard in May, 1980, sat for many years and recently was restored through a group effort by Driver's Club members. What a story and what a car!

We have a fun driving tour (we are a Driver's Club after all) on tap this month. We will meet at the Triple X in Issaquah at 1:00 pm on the 17th. Bring out those Studebakers and let's drive! Donovan set this up, so let's show our appreciation with a large turn out. We have been promised good weather. Thank you, Donovan!

Also, this month is the grand opening of the new LeMay Museum in Tacoma. It is being billed as "America's Car Museum". The opening should be a great event as the museum is spectacular. Harold would be proud even though he may find it a tad bit over commercialized. Seems to me that he was much more low key with more interest in cars than in the money they can bring. The open houses he held each year were free. He asked in his last few years only for a donation to build the museum. Those events must have cost him a tidy sum at least for fuel for busses between the two sites. This must fall in the general category of "times change".

God Bless, Don Andersen

Vive La Champion

The "'47 Woodie" celebrated on the current *Turning Wheels* cover is a tribute to more than just one iconic car. It is a tribute to SDC members working together over many years to bring back to life just one prototype. Just one "what if", that somehow captures the spirit of what we in the SDC are all about.

The '47 Woodie was born out of one idea, somebodies dream, that saw life only briefly. Somehow, many years later, it managed to inspire a few hardy souls to venture into the woods and spend a cold winter day in pursuit of a second dream for the car, its restoration. Others, many others, saw fit to keep that dream alive, over many more long years. Now that dream and all the effort, it required, is complete. We have a museum display car that none of us ever had a chance to buy, to drive, to gather family stories around. Yet we celebrate it's rebirth for good reason, together we've kept the dream alive. The original one and the one that kept all those volunteers going.

The SDC - a dream factory!

Yr Hmbl Ed

JUNE MEETING

Our June Tour is scheduled for Sunday June 17th at 1PM. We will meet at the Triple X in Issaquah, and will end up at Lories Restaurant in Maple Valley around 3:30 or 4 PM.

(*The weather will be exceptionally nice, so have your Studebaker polished and don't forget your sunglasses*)

This will be a combined tour with the Tacoma and Seattle SDC chapters. Let's see which chapter shows up with the most Studebakers!

Looking forward to seeing YOU there! **Donovan**

SDC INTERNATIONALS

July 29-August 4 2012	**48th SDC International, South Bend (Indiana) Michiana Chapter Hosts**
July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts
June 28-July 5	50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts

SECRETARY'S SCRIBBLES

The HCCA Breakfast Tour was again a wonderful opportunity to mingle with and get to know people from all types of old car groups. This is also one of the few events we can tour original tyupe cars without having to put up with street rods and rat rods. Even more impressive is the fact that this event is sixty years old ant that Jerry Greenfield has been its guiding light for about thirty of those years. Unfortunately, Jerry announced that this would be his last. In the future he plans to possibly go south for the winter. This, coupleswith the possible sale of the Elks, puts the future of this fabulous event in question. The tour consisted of miles on a beautifull sunny day, both rural valley and the many small towns which dot its floor. The tour culminated at the Hydroplane Museum, a true treasure for those of us fortunate enough to have experienced over sixty years of Seattle's love affair with the speedy boats.

If this is to be the last of this truly special event, then the tour was a wonderful way to end it all. I hope that someone will step in to save this fine tradition, the event is too good an opportunity to let die.

Those in attendance were as follows: Alan Basile (editor of Club Avanti NW), in his nice Avanti; Lou Cote (NPS & Cllub Avanti), Milo and Pam Glaser (GEAA members) in their '41 commander, Mark Kaifer ad Margaret Bouniol in the '51 Bullet -nose, Eric Larson and Jim Neumann (Tacoma Chapter) in the '62 GT, Bill Hallett and Mary West in the '60 Lark Wagon, Don and Joan Anderson with passengers Tom and Janell Noller in the beautiful Cadillac, Vic and Jan Anderson, Walt Thompson and Dorothy Abbott.

Bill Hallett - Yr Hmbl Sec'y

Feedback We heard back from some of you about the idea of a "super regional car club" For starters, Vic Anderson reminds that it was tried once before. Others chipped in with thoughts about declining membership, et al. The conversation will continue, as it should. How about combining our clubs for one (or two) events a year where we all participate? Could we sponsor the HCCA Tour, which now seems to be in jeopardy? Another could be a "Studebaker Parking Lot Rodeo" or some such, to get us all together for some driving fun, not just a show.

Slick Stuff.

As a car junkie, I find all these new engineering advances like candy, I can't seem to get enough. Engineering has advanced so far beyond the design and configuration of our beloved collector cars it is hard to keep up.

Back in the day, auto companies pretty much set the tune of what cars buyers danced to. Any interference to what the auto companies wished to build was greeted with the mantra "you can't engineer_____" Fuel economy was one favorite chant as I recall.

Over the last thirty years it would seem that mandates and competition do indeed result in better cars, and especially engines.

We all know by now that the flap over motor oil for our "flat tappet" engines is the lack of zinc; or extreme pressure protection in modern motor oils., and that's because modern engines have low friction valve trains such as roller tappets; et al. The very stuff of racing engines of yore is now a production standard! -yippee!

But wait! . . . Is there more? none of this stuff, while technically interesting, helps one little bit with our older cars . . . or does it?

In reviewing what are being done to engines to reduce friction, there are one or two things that just may be of interest and help to a future overhaul and rebuild an older engine. Especially Studebakers which can last so damn long.

Much of the new research and improvement has to do with the major friction producer, the piston and cylinder wall. It is in this area that I can see some news for older engines.

The desired herring-bone pattern honed into cylinder walls is a tried and true solution. Some were known to chrome plate cylinder walls to reduce friction, but it did not work well. Anything that doesn't leave a place for oil retention on the cylinder walls is not an improvement. There are some new manufacturing methods that can conceivably trickle down to the engine rebuilder, given time.

There are three that appear to be good candidates. The first comes from Mercedes, a process they are calling Nanoslide. It is a very hard coating of iron and carbon that is sprayed on, then fine-finished so as to leave the desired oil pockets in very slick cylinder walls.

Honda has a method for honing cylinder walls to produce an ultra smooth finish with a pattern for oil retention, which would appear to be an improvement to current practice in cylinder honing.

The third is a Chrysler method for using a laser to etch the oil pattern into the cylinder wall after a fine honing. This one would seem the easiest to possibly have a trickle down.

There are other advances to lower friction and improve engine performance by way of components. These have a benefit as they promote longer engine life that are of value to an older engine rebuild. New Piston designs with shorter skirts, made of stronger material, and coated with friction reducing materials. The same goes for piston ring designs. Smoother finishes on all engine journals are now possible. Lighter weight oils that lubricate better and avoid the drag caused by heavier oils.

As with many advances that trickle down, there are factors such as cost and availability as well as time. We can only bide our time, but it is possible that our tough built, long lasting Studebaker engines may indeed find renewed life in the future. One can only hope.

Revised Champ Coupe Schedule

Last month, while introducing the proposed series on this club's Champ Coupes, I thought it would be worthwhile to cover them in build order, Justad's '40 first, etc.

That schedule did not quite fit reality. It seems the Justad's busy travel schedule precludes time to do the history of Honey Bun properly.

Get this schedule: The "Galloping Justad's" just returned from a road trip to Show-Low Arizona and an Antique Studebaker Meet. Then it's on to Norway in June, and, upon the return, the trip to South Bend for the SDC International. Besides, Odd sez, "She's been written up a lot".

To be clear, what is envisioned is the past history of each of these cars, as far as the owner know it anyway, and it's history during their ownership.

So, that's my proposed story, I'm sticking with it.

Yr Hmbl Ed

A Champion is Born

The automotive corporation Erskine tried to build was a top to bottom line up, that is to say, every economic strata should be covered. He had Pierce Arrow at the top, Studebaker was solidly in the middle. But twice, with the Erskine and the Rockne, had failed with economy cars.

Restructuring the company from the 1933 receivership, Hoffman and Vance had eliminated several models, ran an aggressive ad campaign, and shored up the dealer network. All this had been successful, to a point. The point being the need, once again, for a low price model.

After years of research, both Hoffman and Vance knew that standing pat was not an option. They knew that low price cars were selling better in the depression than any other price class, that in '38, Ford, Chevrolet and Plymouth accounted for nearly 62% of all US sales. So early in 1938 they asked the Board of Directors for $4.5 million in reserves to gamble on a new low price car. The result was the Champion, a car many claimed saved the company, which is questionable, but it sure helped a lot in any case.

The new car sat on a 110 inch wheel base, was 188 1/4 inches long, 68" tall, and weighed a listed 2,330 Lb. Which was about 250 pounds less than the big three competition.

Champions came in three configurations, a two-door coach (F body), a four door sedan (W body), and a coupe (Q body). Both sedans sat five people, the coupe 3 +, depending on configuration. Prices started at $600

1939 Champion 3-passenger Coupe

with the lowest priced Business Coupe.

Installed in the rugged but lightweight new chassis designed for it, both the performance and economy of the car were outstanding in the low price class for which it was designed. Despite starting late, the Champion sold 33,905 cars in the 1939 model year. That, along with good showing for the Commander and President, it allowed Studebaker to rise from 10th to 8th place in sales for 1939. That was an increase of 117% over 1938.

On it's third attempt, Studebaker had finally produced a low price car that was a success.

The car was changed very little for 1940, and sales numbers continued the trend, with Champion selling 66,624 in its first full year. Truck sales improved, with added sales to European military, for a total of 107,545 units.

Studebaker racked up $84 Million in 1940 sales, and a profit of $2.1 million. All this just five years from receivership. This success allowed Studebaker to plan new models. Their independent styling contractor, Lowey Associates, were given the job of designing all new bodies for all three car lines for 1941.

The new designs were to be coordinated in styling and were to include the M-series truck line. Since the re-styled trucks were to be introduced in 1941 along with the re-styled Champion, Commander and President's, it was decided to share as much sheet metal and drive trains as possible. Draftsman, and car and truck engineers coordinated the new bodies for both car and truck, which would prove to be a generous manufacturing cost savings The three model line wheelbases, suspensions and drive lines remained the same, with two front spring leaves removed for a softer ride, and frame in thickness increased from .093 to .109 inches.

The new bodies allowed lower seating, used increased glass area, and were quite striking visually with prow nose hoods, horizontal grills that eliminated the vertical portion of the '39 & 40 models, and extended into the front fenders.

The Champion continued with the "Planar" front suspension first offered in 1935. It was independent front suspension in a simple, direct way. Using a cross-chassis 12 leaf spring attached to the upper spindle, and lower A-arms along with Houdaille hydraulic adjustable shocks .

The chassis, continued from the '39 Champion, featured a frame that was both rugged and lightweight. Rear axles continued to be Spicer units incorporating hydraulic drum brakes and cable-operated emergency brakes. Champions offered as options all the equipment of the larger Commander and President lines.

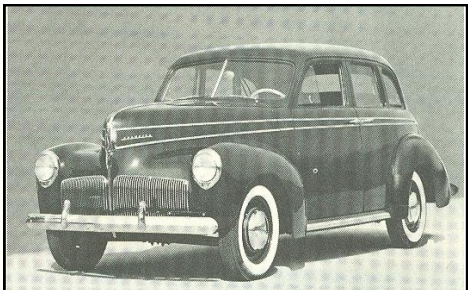
Continued Overleaf

Mechanically, that included Overdrive transmissions and Hill Holder. In the interior it was the dash gauge arrangement as well as optional radio's, Climatizer heater- defroster unit, and a choice of two fabrics or optional leather upholstery.
The Champion Coupe proved to be an extraordinarily flexible car. One of several adaptations carried over from 1940 was a Coupe Delivery. It was a small pick-up box that was inserted into the luggage (trunk), space. The standard business Coupe had a full width shelf behind the front bench seat. The Opera Coupe version used two small jump seats in this space. In mid-year '41 another version was added. Called a Double-Dater, it had a full width seat for two passengers. This proved so popular it replaced the Opera Coupe version.

1941 was an exceptional year, sales of over 134,000 cars, 85,000 of them Champions, a net profit of $2.4 million. The dealer network now totaled 3,472, compared to 2,284 when the Champion was introduced in 1939. Since considerable money had been spent in designing the full 1941 models, there were no planned changes of any significance for 1942, although a new look was achieved.

When 1942 production began on August 1941, re-styled front sheet meal gave the '42's an entire new look. The horizontal grills were extended across the front, had larger bumpers and bumper guards both front and rear with larger horizontal tail lights. Bright work, except for headlight rims, was new

The '42 Champions offered two trim levels, Custom and Deluxstyle.


1941 Champion Four Door Sedan

Ten solid colors and six two-tones were offered. Upholstery options consisted of two fabric's in three colors plus leather as an extra cost option. Prices ranged from $744 for the Custom Coupe to $839 for the Deluxstyle 4-door Cruising Sedan.

The start of WWII caused a restriction in scarce metals, so all cars assembled after January 16th, 1942 were referred to as "Blackout" models by the public. Studebaker called these models Series 90, since 1942 was their 90th year in business.

The 1942 shortened model year saw 29, 729 Champions assembled in both South Bend and Los Angeles, of those, 4,612 were Blackout models, which were 15.5% of Champions, and very few have survived.

To round out the 1942 Studebaker car year, production ended on January 31, 1942. As a matter of interest, the last Champion built was serial number G192583, representing 58.6% of the total. Commandeers were 34.5% and Presidents 6.0%, a nice balance of models. For the records: The last 1942 was a President Skyway Land Cruiser (serial # 7148657).

All new, unsold cars by all manufacturers inventories in February 1942 were approximately 550,000, of which 8,000 were Studebakers. These cars were subjected to need and rationing, and as such were sold during the war to those proving need. It is interesting to note that Studebaker records show sales of 45 new 1942 cars in 1946, and another 150 in 1947.

For 1st first full post-war year of 1946, all US manufacturers offered warmed over 1942 models. So too did Studebaker for the first 3-1/2 months, starting in December 1945. But Studebaker had a different idea, they would drop the Commander 6 and President 8 and sell only what were to be called Skyway Champions. A total of 19,275 skyway Champions were built during those 3-1/2 months. All 'Studebaker fans know what they did with those extra months. In May of 1947 they brought their all new revolutionary 1947 Models.

Four body types were available for the Skyway Champions. Prices were set by the OPA (Office of Price Administration) at $967 for the 2-Door Club Sedan, $918 for the Double Dater, and $916, and the Business Coupe at $875.

The '46's were easily distinguished from the 42's by the absence of the body moldings below the belt line. Ribbed stainless strips ran the length of the body and the lower edges of fenders. The grill was slightly altered with heavier top molding the width of the front fenders, along with redesigned bumpers, hubcaps, hood spear and hood ornament.

A large thanks to Richard Quinn for his loaned article on the years and cars covered here, liberally quoted above, and much appreciated. Yr Hmbl Ed

More on the Champion engine to be found on page **6**

TECH TIP

Tail Light Illumination

Are your taillights dull or not as bright as you like them? Check the ground first. The ground is usually the culprit in 6-volt systems.

Another problem can be the size and condition of the wire feeding the bulb. Check the specifications in a Shop Manual Wiring Diagram for your car to make sure the gauge of wire is correct.

In my 1951 Commander the backing plate was white but didn't reflect as it should. I used plastic mirror material that I cut and stuck to the lamp backing right behind the bulb. It is a product marketed by CIPA USA Inc., Port Huron, MI 48050. It is a "Cut and Stick" replacement that is 7 inches by 10 inches and cuts easily with scissors. It works better than any paint or coating. I've been able to find this product at Wal-Mart and K-Mart.

There is also a new product available on the market in the form of LED taillight bulbs. They make them in both 6-volt and 12-volt. When you use them you might have to modify your bulb holder so the face of the LED bulb shines straight out.

Reprinted from the Badger Bullet-N, newsletter of the Badger Wheels Chapter, Ernie Loga, Editor.

Interesting Web Sites

http://www.goneautos.com Click on podcasts and listen to an interview with Studebaker historian Richard Quinn as he gives context and background to a recording of Studebaker's Marketing Vice-President Lew Minkel talking to Los Angeles-area Studebaker dealers about the 1962 model year. Excellent!

http://www.abc57.com/news/local/Indy...149478645.html

Story and video includes the 1962 Indy 500 pace car featured on the cover of the June, 2011 ECHO.

http://www.lov2xlr8.no/broch1.html Web site featuring the original factory brochures for nearly every American car.

http://bit.ly/avanti50 The new issue of Old Cars Weekly and their email newsletter this week highlights AOAI president John Hull's feature story on the Avanti celebrating its 50th Anniversary.

http://bit.ly/JC3HFK The new OCW issue also lists 2011 winners of the coveted Golden Quill Award. **Avanti Magazine** and **Turning Wheels** again received top honors in the National Luxury Division. In addition, several SDC local chapter newsletters received awards, including The ECHO (Grand Canyon Chapter)

http://wordsmith.org/anagram/

Have some fun.

The Heart of all Champions

The heart and sole of all Champions, from 1939 to 1964, is it's engine. At it's introduction, it had a bore of 3-inches and a stroke of 3-7/8 inches for a displacement of 164 cubic inches. Like all Studebaker engines, it had a forged crankshaft throughout its long life. The 1939 engine produced a rated 78 HP, and weighed just 455 lbs., and that with its transmission attached.

It was unchanged for the 1940 models. For 1941, it was enlarged to 169.6 ci by increasing the stroke 1/8-inch so that the dimensions were now 3X4. Other changes included lighter alloy pistons using a Parco Lubrized surface, a higher compression ration of 6.5:1, a vibration damper was added to the crankshaft and clutch facings were enlarged.

The 170-inch engine produced 80 HP, and torque increased to 134 ft/lbs at 2,000 RPM. It's hp/ci ratio was 0.47, which was more than any of the Big Three engines in it's class.

The Champion engine remained at 170 displacement through model year 1955, when it received another 3/8-inch stroke increase, plus an increase in main bearing area, for 185 CI and 101 HP. In Studebaker Engineering circles, it was claimed that the Champion "had more main bearing area than a Cadillac" (True!)

In 1959, and the Lark program, it was returned to 170 ci@90HP, where it stayed through the 1962 model year, big mains and all.

In it's final form, the Champion became, through a clever splayed rocker arm design for increased valve size, an Overhead Valve Engine. In this form it was producing 112 HP from its 170 ci size. Again, its power production per cubic inch was one of the best in the industry. Throughout its long life, in all its variations, the Champion 6 displayed durability, ruggedness and an ease of maintenance. All of this is a tribute to its original rugged design, conceived way back in 1938*!*

Vive La Champion!

Vive La Studebaker!

Yr Hmbl Ed.

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Greater Seattle Chapter: SDC Web: -wwwStudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: //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

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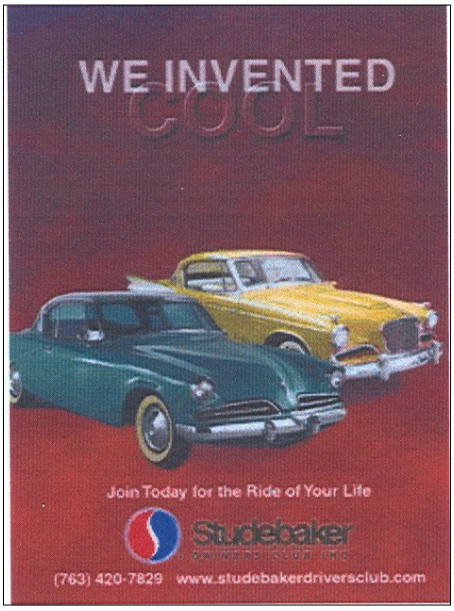
1941 STUDEBAKER CHAMPION COUPE DELIVERY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