

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 12

Steering Column



Our November meeting was a good one. I was a little disappointed that we were not able to get any new people in as officers but we did get the "old" ones to stay on. Thank you to all that have served the Club and thank you for continuing to serve. You are wonderful and I hope the rest of the Club appreciates your service and dedication as much as I do.

The Le May Museum in Tacoma is an impressive car collection and an impressive building. I was, however, a little disappointed there as well. The cars are great but it seems like there are a lot fewer than I had expected. When Harold LeMay died

it seems like it was said that he had 2700 cars. That was said to be the largest old car collection in the world. I think we are all aware that auctions were held every year thereafter and some cars were sold even though Harold never sold any cars. At that time we were told they were selling duplicate cars and parts cars. I went to two of those auctions and saw only parts cars being sold.

The lady who was our tour guide at the Le May in Tacoma said they (the museum) have been selling cars to pay for Museum functions and specifically mentioned selling a Rickenbacker because they had two of them. Wow! That seems to go completely against what Harold wanted. She also said that the Le May Family Collection (still at the Marymont School in Parkland) has 1000 cars. That must be more cars than the Tacoma location and the Tacoma location has several cars that are on loan, some that have been donated and a few that are on loan from the Le May Family Collection. For me,

that all adds up to the fact that the Tacoma location is not so much "the Le May" but just another car museum, admittedly a very good one. If you haven't seen it, I would recommend going. But, I must say that my next visit down that way will be to the Family Collection. I think that will be more in the fashion that Harold had in mind and maybe I can then find out why his collection has been divided.

Now we need to talk about our Christmas dinner/party. Hope to see everyone there. As always, VP Mary has put a lot of effort into these arrangements and deserves your support. Please let her know if you will be there and send your \$\$ to Eric Larson.

Have a Merry Christmas and a Happy New Year. I hope that 2013 brings you the best of everything. See you at the Christmas party.

God Bless .. Dan Anderse



MERRY CHRISTMAS & A HAPPY NEW YEAR



## DECEMBER MEETING CHRISTMAS PARTY

**Date:** Saturday, December 15th at 1:00 pm

**PLACE::** Buca di Beppo; 4301 Alderwood Mall Blvd., Lynnwood, WA

We have the large Vince Lombardi room this year, and a great menu which includes:

Mixed Green Salad, Apple Gorgonzola Salad, House Bread, Penne San Remo, Chicken Parmigiana, Homemade Cheesecake. Unlimited soft drinks, coffee, tea. Price per person is \$24

Make checks payable to: GSCSDC. Note on check "Xmas Party" Please mail checks to Eric Larson, Treasurer 8317 189th Ave E. Bonney Lake, WA 98391. We will need an RSVP no later than December 10th to: Mary West 425.413.3958 or 206.349.3958 or [studemary@comcast.net](mailto:studemary@comcast.net)

### SDC INTERNATIONALS

July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts <b>NEXT!!</b>
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.



all the Studebaker clubs, in the area, to join the Avanti group.

We had in attendance people from the Avanti Club, North Puget Sound chapter, Tacoma chapter, Antique club and the Seattle chapter, and one member from th Portland chapter. Thanks also to the LeMay people for introducing us to the museum and for giving us a special reduced rate.

The group from north of Seattle was scheduled to meet at Randy's Restaurant and travel as a group to Tacoma. Dave Kiester and I drove down together in his 1962 GT from Des Moines so we did not join that group. When we arrived at the museum Odd was trying to jump start he and Jratta's Ford Falcon. The bendix was sticking and the starter was con-

tinuing to run after the car was started and made it necessary to have to call for a tow at meets end.

The election meeting was held at the designated time but few people showed up. Admittedly we did not have a very good turnout of the Seattle club but I suspect that some people were hiding out in self defense, less they be nabbed for an elected position! At any rate it was decided, with some objection from the officers present, to continue with the same leadership.

Thanks to the other officers for continuing for another year.

*Bill Hallett*  
*-Up Hmb! See it*

Bill Schiffer and our "President" news letter received another special award at the Studebaker International meet, and this time a first place in it's class! The "President" had, in previous years received awards but to my knowledge this first was the first time that it received the top honor. Well done Bill!

The November 11th tour to the Le May Museum was a great success! About forty people used this extraordinary opportunity to get together, as a group, to see what is one of the finest car museums in the world. A special thanks to Alan Basile and Lou Cody for setting up the tour with the Le May people and inviting

## November Meeting

Our November trip to the Le May Auto Museum in Tacoma was a treat. For any of you who may not have visited yet, it really is good, bordering on great, museum.

I once lamented the fact that our Metro area was the largest in the country without a decent car museum. Not anymore, this is a first class auto museum and a pleasure to visit. I've been twice already, and can't seem to find the time to do it all properly. This visit I forgot my camera and bemoaned the fact that the racing area had an Indianapolis 500 display that featured some 1930's race cars I have studied about, but have never seen in the flesh.

Our "Election Meeting", to coin a phrase, was anything but.. Nobody was elected, all those now in office chose to go one more year. Nearly a dozen of us, more or less, gathered in the Café area for a meeting. Prez Andersen did his level best to find people to fill each position. We all, each of us, did re-up for one more year -including the presidency. None of them are thankless jobs, but it should gather more interest than it does.

I was the lone re-up with a proviso, this will be, in all probability, my last year as editor. It is clearly a job I enjoy, and will continue to do as long as possible. The proviso is that we have decided to sell our house in order to reap equity, which we can use. Where we will go is still open. If we stay in the area, which is our wish, I'll probably re-up again, everything being the same, and if you'll still have me, that is.

## State of the Chapter

I do believe we need to do something about the state of this Chapter. It was not that long ago there were some sev-

enty plus on our roster. We are now just 36, half of our former self.

I honestly wish I could say, yeah, but it's a feisty bunch of 35!

The thing about being few in number is that everything gets more difficult.

Try to plan a meeting site around the question "How many will you be?" and hoping you can make any minimum.

During my active tenure with this club, I know we've lost opportunities to show our cars due to poor attendance. That said, there is a bright side.

I noted with some pride that the Michiana Chapter were the 2012 winners of the Minnie Barns Award. Given to the chapter for "exceptional service to their community". A variety of things are noted, but the item that caught my eye was the line that said "this chapter has grown from 58 members to over 175 in just two years". (November 2012 Turning Wheels page 21).

It is my hope we can do that too.

The Michiana chapter echoed a lot of SDC chapters in that most are getting older. Most are made up of people who drove Stude's when they were still being built. Until just a few years ago, I still had family members who were members of Michiana chapter, and I know that they too, worried over loss of membership, et al. Making their resurrection all the more remarkable.

Here I'm going to offer one guess to their rebound. They have a very large event each May, a solid event to rally around. If it wasn't key, it sure didn't hurt either. I believe we need a showcase event like that.

You all know that one of my favorite whines is that we need to show our Stude's, we need to get them *out there*.

If you don't know that, you've either not been reading closely or your new to the chapter.

I'm tired of hearing Wow –a Studebaker –don't see them much anymore! Been to too many local car shows with no Stude's there.

What I'm trying to say is that we should sponsor an event that showcases Studebaker. I have outlined this before in these pages, and I believe it may be a good way to spark old members (many old members still in the area), into coming back. It may be best to organize a car show around Studebaker only. We once had an exclusive show at Seattle Center, replaced by one at Redmond Town Center. I believe we can do that within our own ranks. Using past experience, we will need is a non-commercial venue, where fire laws don't apply and doesn't have a minimum of cars displayed. We may need one more thing, a cause,. Here I would advance the idea that we reach out to someone in New York or New Jersey, Studebaker owners who need help due to Hurricane Sandy.

I was once told that the best way to starting a project is to outline it fully, then offer it up for doing. So here it is: **A Studebaker Only car show in summer 2013 in Bellevue, at a venue to be named later. Show is to benefit (SDC members), victims effected by Hurricane Sandy.**

*Yr. Humbl Ed*

P.S. I have already taken the first step – I've contacted members in that area to put me in touch with any SDC members in need. Think of it as a way to save as many Studebakers people in need, possibly saving some Studebakers too!

## AUDIBLE AUTOS

BY Lance Lambert

Is there a medical term for people that talk to their cars?

I acquired my first automobile at the age of 14. My father gave me an inoperable and worn out 1947 Dodge Business Coupe in the hopes that I would gain valuable knowledge while attempting to bring the coupe back to life. The day after dad gave me the car I asked him “Hey dad, a couple of guys just offered me \$50 for the Dodge. Can I sell it?” He was not pleased but gave me permission to say goodbye to the Dodge. I patted it on the fender, said goodbye and added the \$50 to the fund used to purchase my next car; a 1947 Chevrolet Fleetline that ran great for the two weeks prior to the engine breaking. Yes, breaking, as in a big hole being blown out the side of the block. A friend towed the Chev home for me and we pushed it into the garage. For a few weeks I sat in the forlorn Fleetline and told it that I would bring it back to life.

Yes, I patted the dashboard and explained that, as soon as financially feasible, I'd replace its broken heart with a suitable transplant and we'd be back on the road together.

Within a couple of weeks I traded a pizza for an engine that my buddy Greg had removed from his 1940 Chevrolet. I wasn't upgrading to a V8 like Greg, but I was broke and the engine was free thanks to my employment at the local Pizza Haven.

I shared the news with the Chev and, with substantial help from my car buddies, installed the “new” engine. The Fleetline and I were again a happy couple.

The point of these two shared memories is that I talk to my cars.

The Lambert garage protects two vehicles that I talk to almost every



day; a restored 1950 Studebaker that is driven to local car shows and a 2006 Mustang that is the daily driver.

Due to my work schedule it is not unusual for the Studebaker to go several weeks between being driven.

Often before climbing into the Mustang I'll pat the top of the Studebaker and apologize for not giving it as much attention as it deserves.

These apologies are spoken out loud. An affectionate pat on the Studee's dashboard is always administered when we pull into the garage after a day on the road. I thank it for

not breaking down and may even tell me when our next outing will be.

Others have told me that they also talk to their cars. None of us are nutty enough to think that our cars are actually living creatures but we are all superstitious enough to think that a few kind words here and there are appreciated by our fenderd friends.

The ‘Stang and ‘Studee always greet me when I enter the garage. They don't actually speak words but, instead, give me big shiny smiles when I turn on the lights, and turning on the colorful neon signs and gas pumps makes them look like they are giggling with glee. The real party begins when I turn on the oldies station for music that came out of the Studee's radio speaker 50 years earlier, or when we share laughter or deep thoughts while listening to National Public Radio.

Don't worry; I've never heard either car talk back to me. They are just large hunks of metal and do not come alive like the Plymouth that stared in the movie “Christine”. They are, however, great listeners.

The nice lady that lives in the other parts of the house understands my odd behavior. For many decades she has seen and heard me communicating with various vintage vehicles but still allows me to hang around.

No appropriate word seems to exist for a person that talks to their cars. How about “carmunicator”?

## We Get Some RESPECT

*Thanks to Prez Andersen, who sent along a Jim Donnelly article from Hemmings Classic Car on his (Donnelly) attending SDC International in South Bend this past summer. It was titled:*

The Loud, Proud Homecoming

Pleased as I am that Mr. Donnelly chose to visit and report on our most impressive International, some parts of the piece gave me a nice feeling, but some were fraught with questions.

The nice parts first. In the piece Donnelly finds time to say that his last visit to town was for an undated Notre Dame-Michigan State game, when he found the town to “looked as if it needed some attention”.

He’s being kind, I called it downright seedy. I was sure it was the loss of the Industrial tax base that included Studebaker, Singer, Oliver and a shrinking of the Bendix impact, and those were only the big ones.

Donnelly goes on to say “*my return revealed a city that’s reinvented itself to an impressive degree, and that it’s clear that Studebaker, and the club people, have been responsible for a lot of it*”.

In the past, I have railed about the lack of welcome I observed at some of the Internationals. A goodly part of my rant to the local newspaper had to do with the fact that the SDC was bringing a lot of money to town every few years, and the least the city could do was make us feel welcome. I noted the seedy part of town in that rant.

It’s good to hear that this has changed, and Donnelly adds to the growing chorus that South Bend is on the path to recovery, if not fully

there already.

On the other hand . . . he quotes “*a guy from Arkansas, who told me how hostile South Bend had been to Studebaker history not that many years ago*”. “*You weren’t very popular in this town if you were seen driving a Studebaker*” he said.

The unfortunate part is, this guy is the only attendee to the meet he chooses to quote. He does note that it is “*strong stuff, coming from a down-to-the-bone-marrow Studebaker guy*”.

While I consider this Arkansan a fellow ranter, I wonder about the degree. It so happens that I often spent time in South Bend on family matters during the period in question, and while I ranted over city government coolness, not once did I hear any rancor, public or private, toward Studebaker. Indeed the town was full of ex-employees, and when wearing my SDC stuff, had plenty of conversations in stores, coffee shops, the m=Museum, etc., none of it negative toward Studebaker at all. Of course I had the advantage of being somewhat local (ok, an out of date local), and an ex employee.

In closing, Donnelly notes that “*the company-and by extension, its workforce and executives-were gutsy individuals for whom lying down and dying were anathema. Studebakers were different, unapologetically so, the same qualities you can ascribe to some of the people who preserve them today. For its last couple of decades, Studebaker was all about fight, fight, fight, and Rockne, who’s name adorned on of its cars, would have unquestionably gotten that*”. I’ll add my Amen to that.

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*The second piece Don sent along from the same magazine and is by Pat Foster*

This one is: Names and Numbers and features Studebaker and Packard nameplates as insets. He questions the choices of some of today’s models “*What the heck’s a Verano anyway?*” and goes on to praise the use of really great model names by Studebaker and Packard. Of course I liked that.

Members with decent memories may recall that I too lauded Studebaker names like President, Commander, Champion, Sheriff as hard to beat. Mr. Foster noted all those, and even conceded that the Dictator nameplate may get a new look, with “*The Beijing Dictator Sounds right for China*”. I thought Dictator made a good club title, like Tacoma does. I opined the truck line that included names like Chief, Ace and Metro as being inspired. Model names were something Studebaker did right.

Noting how the Caribbean and Clipper and Panther evoke a better image than CL63 AMG or IPL G coupe, the idea being that why not use some old names from AMC, and Studebaker-Packard?

He closes with the thought that “*Hawk may be the best old S-P nameplate. If somebody comes out with a really good-looking GT sedan with a name like Hawk or, even better Gran Turismo Hawk, I’m a buyer*”.

Right On Mr. Foster. The name of the magazine features the title- Classic Car, and I’ve never believed Studebakers were anything else but classic. A working man’s classic –and as my favorite factory joke goes “we build the fastest four-door tractors in the world”.

*Up Hmb! Ed*

## TECH TIP

### Studebaker V8 Water Pumps

-are very reliable—as you would expect from a Studebaker part, and if they are beginning to fail, will give obvious warning signs. They may start leaking or showing bearing looseness, detected by wiggling the fan blade. Or, they may make a certain low noise—a bearing growl.

Some non-Studebaker cars will have a water pump that will fail with little warning, leaving you at the side of the road needing immediate repairs. That happened to me once, with a '71 Avanti II, with a 350 Chev engine, of course. Never have I been stranded because of a Studebaker V8 water pump failure.

Another nice feature is almost universal application from '51 to '64 (notice I said almost). There are two exceptions, one is early '51, and early means before engine V30,007 (USA) and VC678 (Canada). The only difference is the pump hub, which uses a different spacer. In my years of selling Studebaker

parts, I have never been asked for an early '51 pump, although coy could use the later pump.

The other exception is the pump used on Avanti's, but not Avanti powered Larks and Hawks, which require a special heavy duty pump is that they have a heavy three-groove cast iron pulley at the water pump. This pump casting will have 3 triangular gussets designed into the casting. If you have an Avanti, you must use this pump. I have, more than once, seen Avanti's with the standard water pump on them. Unfortunately, this is often detected after said water pump breaks (contrary to my above statement about road failure with Studebaker). When this happens, it will often wipe out the radiator. So, make sure your Avanti has the proper water pump!

On the other hand, I hear that some people believe they should use an Avanti water pump with the gusseted casting on their standard Studebaker application, assuming it is a bolt-on fit. Well, yes and no. True, the Avanti

pump will bolt on a standard Studebaker water manifold, but the difference is the length of the pilot on the hub. A standard Studebaker pump is 1/4inch long, while the Avanti is 15//32. Again, because of the cast iron pulley. Unfortunately, this allows you to bolt on a standard pump in place of the heavy duty Avanti pump, but it does not allow you to readily use an Avanti pump for a standard application. I have seen it done, but the pilot length must be shortened by machining or grinding.

But, good news! If you really want a heavy duty Avanti type casting water pump to fit your standard Studebaker V8, the wholesaler supplier is now offering a special version that has the Avanti housing casting, but using the standard pilot length hub. I will be stocking one in my inventory, if you want one.

*Thanks to Jerry Blount B.S. 'bout Studebakers column in the Northwest Newsletter, Bob Williams Editor*

## STUDE STUFF FOR SALE/TRADE/WANTED

### CARS FOR SALE

**Commander**, 4Dr Deluxtone. Garage kept. Head resurfaced, not on engine stuck. Tank cleaned, NOS sending unit. Interior original/worn. OD, radio & aftermarket heater. Non original green paint years ago. Repo hubcaps. Original owner claims 73K miles. \$4,500. Car is in San Jose Ca. RonHagen847@yahoo.com

**1922 Studebaker.** Info at:360-151-3553 or 360-416-6561

### PARTS FOR SALE

**Chucks Stude Parts** 108 mile house B.C. doug108@telus.net

**Locks for old cars.** Thousands of original blanks, K's of old car cylinders, mostly NOS. We have 100's of locking door handles. We cut to code, match key to lock. Jarvis, PO Box 2245, Lynwood, Wa. 98036 425-776-2804 modeltbug@aol.com

**1931 Studebaker President** -Many trim & accessory repro parts for them. eg: spare tire side mount hold-down screws, windshield and top screws, grill emblems, right side tail lamp stanchions. Floyd Quinnell, 360-371-8888

**226 ci engine:** good crank, flywheel, pressure plate, bell housing, manifold and boxes of assorted parts ie; pistons, rods, etc. Take all \$200 obo. Also; two T86 EA1A OD trans. -fit 50's \$85 ea. OBO. Milo Glasser 253-875-3406

**Two 550X16 & two 600X16 bias ply WW tires.** Look good and hold air. Book & chassis catalogue for Big 6/bus chassis; Standard 6 chassis; Erskine 6; & Eight chassis manual \$50 each. briankurtis@yahoo.com

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**STUDEBAKER WEB SITES**

**Greater Seattle Chapter: SDC Web: -[www.StudebakerSeattle.com](http://www.StudebakerSeattle.com)**  
**National Studebaker Drivers Club: [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)**  
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**Studebaker Vendors: <http://www.studebakervendors.com>**  
**Studebaker Clubs of the World: <http://studebakerclubs.com/>**

**NATIONAL MEMBERSHIP**

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

**LOCAL MEMBERSHIP**

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

**MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER**

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3 \_\_\_\_\_ 4. \_\_\_\_\_

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

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## THE WASHINGTON

# President

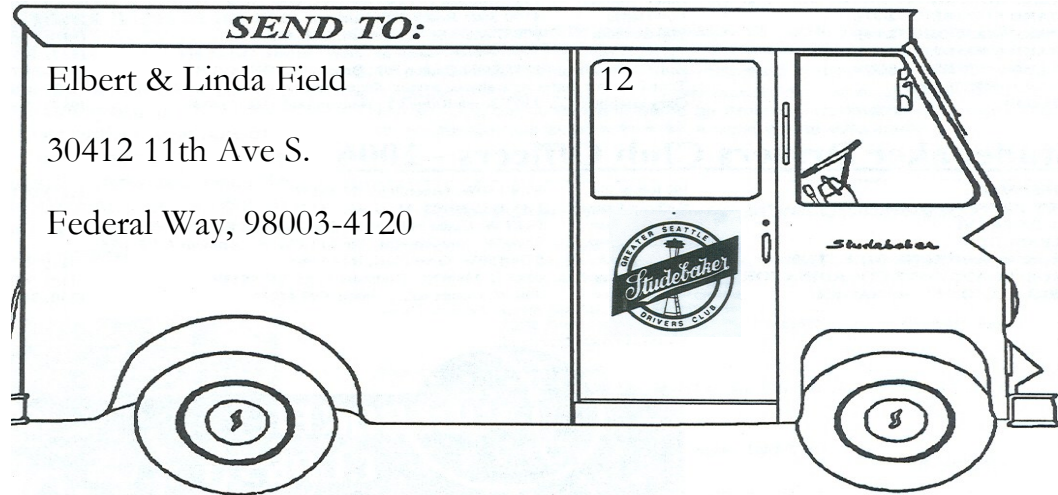


Photo by Robert Valpey

Special display at SNM –three members of the Famed Studebaker Indy 500 race car team. #18 & #37 are in the '32 configuration, #34 with the '33 body. One other team car exists, property of the STP Corporation and on display at the Speedway Museum. Car # 37 nearly won the '31 race, and was part of both the '32 & '33 500's, owned today by Robert Valpey. #34 is owned by August Grassi, and #18 by Mike Cleary. My thanks to them, and also to John Shanahan for forwarding the photo.