

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 423 NUMBER 1

## Steering Column



HAPPY NEW YEAR! I hope 2013 brings you good health, happiness and God's blessings. This is a great time of the year with new beginnings, new plans and new hope. I know I have lots of things I plan to do and a bunch of stuff that I would do, time and energy permitting.

Our award winning newsletter editor has proposed that we sponsor a car show somewhere in Bellevue in the Summer of 2013. I think Bill's proposal is a good one but it will need to be fleshed out, planned out, organized and conducted. Probably less of a project than a Can Am and certainly less than an International Meet. It is therefore doable. We would need several people willing to

each take a part of the process, be involved in the planning and see it through to completion. Our Chapter has done this several times before with good success. The Tacoma Chapter did a large show last year and did it well. We can, I am certain, get some tips from them as well as from our own more "seasoned" members. Our January meeting is our annual planning meeting for the year. Let's talk about putting together such a show. Bring your ideas.

We also need to continue our dialog on combining some or all of the northwest chapters. We are continuing to grow smaller and will, I think, with time need to do that condensation. Our recent Christmas party demonstrates the value of working together. A turnout of 43 people from several chapters made for a great event. How would the combining of chapters work and how do we start the process. This will probably take years to complete so let's get started. Do we need a person or a small committee to get this going? Bring your ideas about this to

the planning meeting as well.

Mary West has certainly done a fine job as our VP and **I would like to recognize Mary for a job well done.** Mary has put together some great outings for our Club and she has done that for several years running. **Thank you Mary, you are a gem!**

To change the subject, I have found some time recently to work on old cars and have made some progress on the '37 President. Repaired the carb. gas leak, repaired the starter and now, believe it or not, the water pump turns when the engine turns. That last was a "**biggie**".

Just within the last few days I have located some of the parts I need to progress further. Will get them on their way here in the next week. January and February are often slow months in my business, so I should make more progress on the '37 then. Fun stuff.

Hope to see you all at the planning meeting in January. Remember to bring your ideas and enthusiasm.

*God Bless .. Dan Andersen*

... AND A HAPPY NEW YEAR



## JANUARY PLANNING MEETING

**WHEN: Sunday, January 13th at 2:00 PM**

**WHERE: Tommy's Cafe, located at 74 Rainier Avenue South. Renton, WA**

**Bring all your ideas for Studebaker Club events for 2013. We need everyone to participate, so we can have a great year full of special ways to show off our cool cars, trucks, wagons and buggies**

### 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.



#### SECRETARY'S SCRIBBLES

Studebakers have been part of my life since long before I could drive. My father bought his first Studebaker in 1943. He had been a Chevrolet man for years but the Studebaker was the only car available to him during the war, for the cross country trip from NY back to the Seattle area where he had just been transferred. His job as a claims investigator for the US Dept. of Labor required a car but I doubt that Studebaker would have been his first choice. However, the 1940 Champion two door proved to be a match made in heaven. The economical and reliable little car was a perfect match to his personality, He was cheap! It was the car I was transported in from the hospital as a newborn baby.

After the war he got one of the first 1947 champions available, a maroon two door, but not the Starlite Coupe which he would have liked but which my mother thought to be

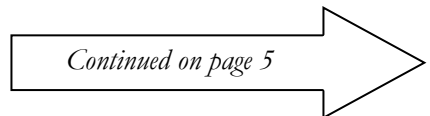
too sporty! That led to a gray 1951 Champion two door, a 1956 champion two door and finally Malarkey, the 1963 Daytona HT which has been my faithful companion since my father's passing in 1988.

Although my first car, a 1953 HT, would seem to have been predestined by my early association with my dad's cars, nothing could have been farther from the truth! To say that I was not impressed by dad's choices in cars would be an understatement! Different looking and underpowered was not the recipe for a teen trying to fit in with his peer group, unless of course, you lived in South Bend Ind. My car of choice would have been a 1955 Chevrolet but the combination of finances, need for a car and some guidance, (I use the word loosely), from my father and lifelong friend, Don Kelstrom helped put me on this road less traveled as a crazed Studebaker nut!

It was not always an easy job driving a Studebaker around West

Seattle where I was raised. Few people of Don's and my age would even pay any attention to a Studebaker, unless of course it happened to be the new Avanti or the 1955 Speedster which Don had gotten as his first car in 1960 and drove until 1964. Then he sold it to me because he bought his only new car - a 1965 Buick Skylark. This was a life changer and a game breaker for me, Instant respect was what it provided in any group. The Speedster was a game breaker for Studebaker also, now leading as it no doubt did, for the next eight years of Hawk production.

I think it highly unlikely that there will be any huge number of young people discovering Studebaker, or any other car for that matter in the future. Young people just don't seem to care about cars the way we did. It was a special situation fifty years ago that led me to Studebaker, one that would be difficult to duplicate today.



## Early Studebakers for the Late

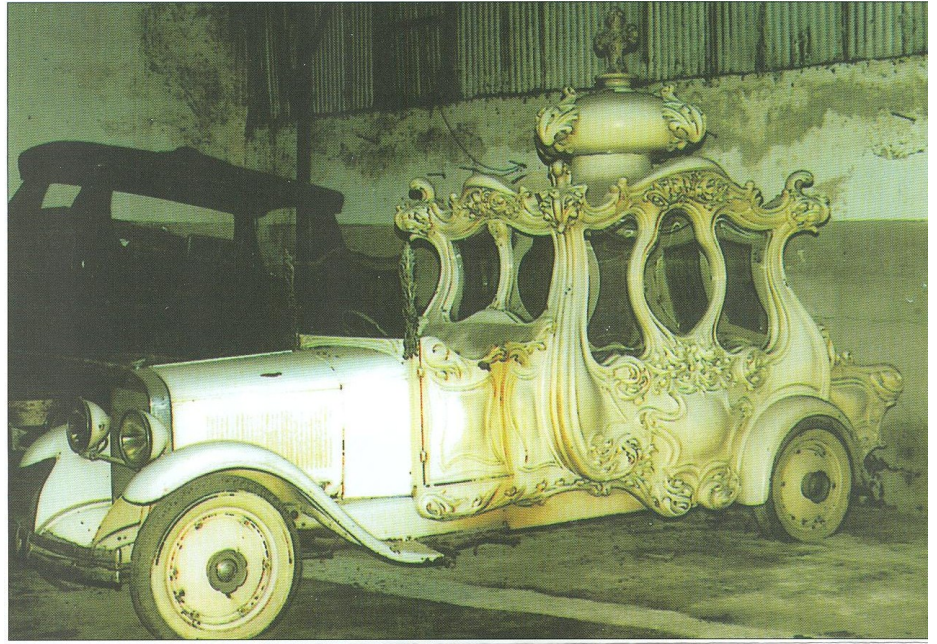
Prez Andersen sends along a Studebaker item from one of his *other* hobbies, Funeral & Flower Cars.

The large reduction in infant mortality rates in America resulted in the disappearance of the once common Child's Hearse.

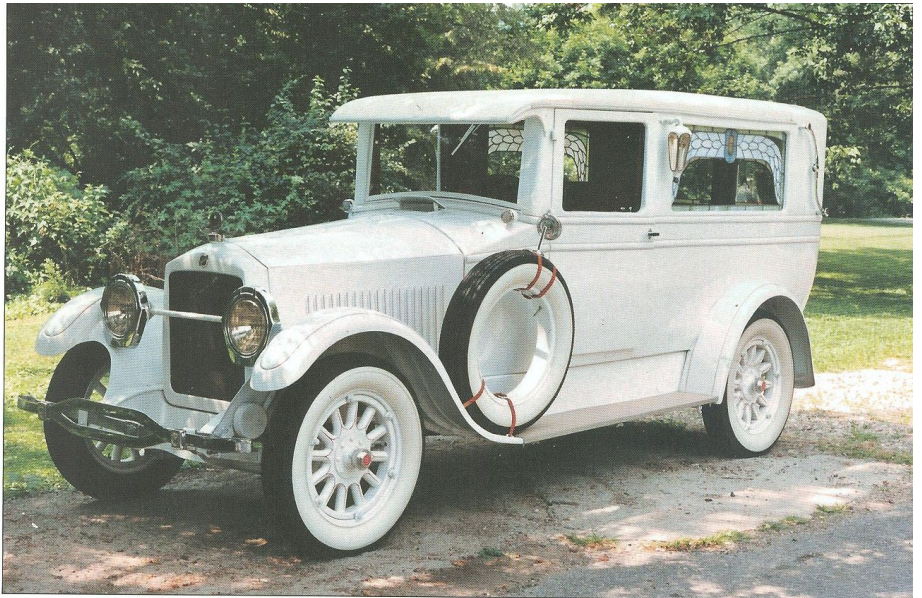
It was a special vehicle, quite different than the Black, ornate, hearse used for adults. It made it's appearance just after the Civil War, and became a standard of the industry. At first it was a scaled down replica of the horse-drawn adult hearse, and were painted white, reflecting the innocence of infants and children.

We know that Studebaker was a maker of both types in the horse drawn age. The motorized versions were produced by specialized shops using standard production automobiles. The two versions shown here are based on 1920's Studebaker cowl and chassis. The South American version is almost comical in it's style, but is represents the culture of it's time and place.

*Text & pictures abridged from The Professional Car, bi-monthly Newsletter of the Professional Car Society.*



Flamboyant South American child's hearse on 1920s Studebaker chassis.



Custom built 1922 Knightstown Studebaker Big Six child's hearse.

Sadly, the day of the horse-drawn child's Hearse is not over. This may not be a Studebaker child's hearse being used for one of the Newtown Connecticut victims.

Perhaps their day is not over since there seems to be a sentiment expressed in their use that is not captured in a more modern hearse.

Photo taken from the New York Times.



SETH WENZIG/ASSOCIATED PRESS  
A horse-drawn carriage carrying Ana Marquez-Greene, 6, leaving her funeral in Bloomfield Conn. Two other funerals for children killed at Sandy Hook Elementary were held on Saturday.

## Ethanol & Collector Cars

Like it or not, E-gas is here to stay, and there is no good reason for those of us who drive collector cars to like it one bit. The recent advocacy for E15 is one more indication that we may have fuel problems in our future. When E15, E85, or whatever comes next, becomes the standard, there will eventually be no reason to distill or market other petrofuels, save diesel. The fuel market will be moving away from "old gas" and toward a renewable, economical, not favorable to older vehicles.

When that day comes, let's hope the collector car industry will have an answer. In the meanwhile, a review of the current state of the Ethanol fuel may enlighten.

### Pro's of Ethanol:

- Clean burning & higher octane than "old gas".
- From a renewable source
- Lower carbon monoxide/dioxide & lower HC's & Nox's
- Needs fewer fossil & gas fuel to produce BTU's (but more water)
- Economic reasons include; import less oil, coal use, etc.

### Con's of Ethanol:

- 34% less energy per gallon (versus old gas)
- Corn is lowest efficiency ethanol grain, but we produce so much it's the easiest to use & subsidize.
- Ethanol is hydroscopic, absorbed water is bad for fuel lines, tanks, carbs, etc. Condensation causes water in fuel tanks that sit.
- Ethanol erodes fiberglass, rubber & plastic, promotes rust in fuel systems.
- Dissolves varnish in tanks and carbs.

What can a classic car owner do? Our cars sit un-driven much of the time.

### Some Helpful Ideas:

- Replace rubber/plastic fuel lines with nylon or resistant tubing.

- Install a water separator filter
- Replace any fiberglass tank.
- Check O-rings for ethanol compatible.
- Use ethanol compatible storage additives.
- Use a fogging solution on carbs for winter storage.
- Use isopropyl dry gas to absorb moisture.
- Keep tanks as full as is practical.
- Find old gas: The Grange in Issaquah (across from XXX) or: the Historic Vehicle Website

I am convinced that the U.S. will find the fuel needed for our economy, this market is too big to fail. Classic car fuel needs are more specific; and we are now a small market. Our needs are for a fuel compatible with older engines, which were designed for one type of fuel. Modern petroleum fuels are moving away from that model. For the long term, the only fuel with any expectancy to be of use to old cars in a changing environment is Liquid Natural Gas. LNG is a fuel that can be converted to our use. Recent discoveries give the U.S. vast natural gas reserves. A long term future in commercial vehicles is being planned for use in delivery trucks in metropolitan markets.

Could be that this may be a market classic auto's could tap into? We don't seem to have any future market impact all by ourselves.

## **Top 100 American Collector Cars**

The current Hemmings Classic Car has an article with the above title, plus "of all time". The list is chronological, but *of all time?*. Brings to mind, "one man's trash, another man's treasure".

Believing that we all have our own list, and not based on any single criteria, I have taken the liberty to parse their list of 100, according to my own, particular biases.

First Echelon: Great cars built in

Indiana: From their list; a '16 Stutz Bearcat, a '29 Duesenberg J/SJ, a '29 Cord, a '32 Auburn Speedster, a '35 Auburn, a '37 Graham, a '37 Cord, a '40 Graham.

Second Echelon: Great Cars built by Studebaker: a '33 Pierce-Arrow, a '34 Pierce-Arrow, a '37 Dictator Coupe, a '53 Studebaker Starliner, a '63 Avanti.

Third Echelon: Exceptions to not liking the usual Big Cars, but liking the Chrysler letter series: a '40 Lincoln Continental, '55 Chrysler C300, a '57 300C, a '58 300D, a '59 Chrysler 300E, a '61 Chrysler 300G

Fifth Echelon: Detroit iron as a real sport car bias: a 65 Shelby Mustang 350 GT. *Up Humbl Ed*

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The Holiday Party was a great success at Buca di Beppo's on December 15th. The 48 attendees were from Club Avanti NW, The Antique Studebaker Club, The Tacoma SDC, The North Puget Sound SDC, and The Seattle SDC. We even had the Finches from Spokane who came to the celebration. The food was good, and many conversations were filled with "Collector Car" talk. There were some folks we haven't seen for a while, so it was nice to see them again.

For those who have not been to this Restaurant, it is filled with many pictures of Old time Hollywood Stars, Old Advertisements, Gangsters, and Presidents. It is a perfect backdrop for our eclectic group of people, and the cars we own. It was a great way to spend a Saturday in December, and the weather even cooperated for us - No snow or ice this year!

We **must** have been good this year, as Santa gave everyone a Christmas coffee mug, filled with sweets, and I doubt anyone went home hungry!! Thanks to everyone who attended - What a great group of people!! I wish for all of you much Happiness, good Health and Prosperity in 2013!  
Mary West

Studebaker was among a very small group of independent car manufacturers which was able to fight it out with the Big Three after WW2, none of whom have survived today. What the thirty years after the war did was provide Studebaker some degree of name familiarity. That thirty year bonus and the popularity that it brought is all but gone today. Like it or not I think that we will just have to make do with the numbers we have today.

Our editor spoke of the pride he felt in the increase in membership of the Michiana Chapter of the SDC.

While I share Bill's enthusiasm for what the chapter has accomplished the Seattle Chapter has a number of disadvantages when compared to the Michiana Chapter. The family association with Studebaker in South Bend, of which Bill spoke, is a huge draw when an antique car choice is made. This coupled with the Studebaker Museum which has the ability to help people understand a car and a company which last produced a car almost fifty years ago. We have nothing comparable but the Bells are making a significant effort at keeping the Studebaker name alive.

Probably the most telling reason why the Seattle Chapter could never come close to replicating the overall membership numbers of the Michiana Chapter is population, both of people and cars. The Michiana chapter draws it's membership from three states Indiana, Michigan and Illinois. All of these states with the exception of Indiana have a larger population than the state of Washington and Indiana has about the same population as that of Washington. As telling as this population disparity is even more telling is the number of Studebakers owned in the NW when compared to the three state area which the Michiana Chapter serves. In 1961 there were 30,451 Studebakers registered in the state of Washington, 18,145 in Oregon and 7,415 in Idaho, for a total of

56,011. That compared to the three states in the Michiana Chapter of Ill. 60,206, Michigan 33,162 and Ind. 53,755 or a total of 147,123 or three times the number of Studebakers available. Even when our much better survival rate for cars is considered we just never had the cars or the population! In addition the NW is a prime source of car for people east of the Continental Divide searching for solid collector cars.

About twenty years ago I began to see the handwriting on the wall. Trends were forming which were somewhat counter to the hobby continuing to be repository for the history of the automobile. Street Rodding was robbing the hobby of good original as well as many restored cars as a source for the rodder's customization. All of a sudden very rare cars were being altered and would never be seen again in their original form! Older cars were no longer of any interest to younger people who could not relate to them in any way other than as a rod. To counter these trends, I believed that the future would lie in the multi-marquis clubs like the CCCA, Horseless Carriage Club and most importantly the AACA where like similarly focused people could band together could learn from one another. This in no way would diminish the single marquee clubs but rather serve as a source for the single marquee clubs to show what their cars are all about. Sadly the AACA never has really taken off like it did in the East and Midwest and is mostly a nonentity in the NW today.

When I was railroaded into the Secretary position, I decided to try to bring all of the Studebaker people together if I could. I believed that bringing all the events available to all regardless of chapter affiliation was an important step in insuring viability. Although my idea of a kind of super club when one membership would be a membership to all the chapter has never taken off, I still think it is a good idea and I have gotten nothing but positive feedback from the people who have been interested enough to respond.

The common venues and events

which Mary has used to bring the Seattle, North Puget Sound, ASC and the Avanti Club together has been a great success. While we have lost some of the support of the Seattle Chapter we have more than made up for it with a bridge that has been built between two other groups. I think that it is more important to judge the job being done on what has been accomplished rather than the drop in our membership. Nobody knows better than I how much effort Mary puts out in Emailing and Phone contacts to issue personal invitations so that we can enjoy the large turnouts which we have experienced over the last year. I invite all Studebaker people to join us in the joint events which Mary continues to work hard to put on. I think that participation is the measure of how we are doing, what do you think?

Bill's frustration at the drop in Seattle chapter membership is certainly justified. In considering our membership demographics it became obvious that we no longer have much of a presence in Seattle at all. Unfortunately I don't see that trend changing much in the future. When people used their Stude's for transportation they could justify using their limited garage space for their Stude, a younger population in Seattle proper just seems to me to indicate little or no growth is likely going to happen.

Bill, our award winning editor, puts out a quality newsletter every month. A great deal of work goes into providing the continued quality of our fine publication. I for one never pick up an issue without learning something. I am sure that it has to be frustrating to reach only half of the people that it once did! So I have a suggestion, maybe a controversial one, that we make his fine newsletter available to all members of the aforementioned clubs by email. We can do it without any additional cost while providing a great benefit to many more of our Studebaker friends, and we may pick up some new members to boot. What do you think?

*-Yr Humbl Sec'y*

*Bill Hallett*

## TECH TIP

1950 - 1952  
Stude Radio's

For these years there were eight distinct radios for Studebakers, all built by Philco. They fall into three basic categories-early 50, late 50 and 51 to 52

1. All `50 6-tube -manual tuning
2. Early `50 six tube -5 buttons
3. Early `50 8-tube -7 buttons
4. Late `50 6-tube & 4 buttons
5. Late `50 8-tube & 6 buttons
6. `51/`52 6-tube manual tuning
7. `51/`52 6-tube, 4 buttons
8. `51/`52 8-tube, 6 buttons

The manual tuning and the 4 & 5 push button radios have a six tube chassis and a round 6-inch speaker. The 6 & 7 pushbutton radios have an eight tube chassis and a 6X9 inch speaker.

All `50 to `52 radios were installed by the dealer, even if ordered from the factory. They were shipped in the trunk, along with the hub caps or wheel covers. All `50 radios, early or late, had a square rear top.

To set a station, you pushed the button in, and turned the clear tip to tune in the station. To use the manual tuning knob, you pushed the right button and it stayed in. The (odd numbered) button mechanism was delicate and fussy. When it stuck,

people would use force, and that stripped the internals.

The system was so troublesome that Philco redesigned it late in the model year. The new system consisted of an even number, 4 or 6, buttons, and was completely different internally. To set a station, the station was tuned manually, then you turned the entire button counter-clockwise, pushed it in, let it back out, and turned it clockwise to lock. Studebaker re-released the accessory brochures to show six instead of seven buttons. These six and four button radios are scarce.

In 1951 Studebaker changed the linkage to the windshield wipers to inside the cowl, so that the radio case was modified to fit. Components were arranged so that the case could be slanted to clear the wiper linkage. The button mechanism remained the same, and the general appearance matched the `50 models.

Both designs used a clear tip button. On the 5 & 7 models, just the tip turns and black part does not. On the 4 & 6 models, the entire button turns. All of them look the same.

Due to the shape of the upper rear case, all `51/`52 radios will fit the `50 dash, but `50 radios will not fit the `51/`52 dash.

The dial glass numbers were painted with the glow in the dark paint as the dash gauges, but lacked the black light filter. They used green filters so they do not glow exactly like the dash gauges.

After `52, Studebaker discontinued the 'middle model' radio, and offered only the low end manual tuning radio with the 6 tube amplifier and speaker, or the top line with the bigger 8 tube amplifier and speaker. Best bet is to use the manual tuning knob only, if it gets stuck, don't turn harder.

The most likely cause of radio failure is a stuck vibrator. All capacitors are either bad or going bad. Car radios of this vintage need a full rebuild and then they will operate for years. Don't replace the vibrator without replacing the buffer capacitor, as the vibrator will simply go bad again.

The best bet is to buy a 5 or 4 button model, or a matching manual tune model, and have it rebuilt by a competent service guy. You may also have these converted to AM/FM with iPod inputs.

*Thanks to Roy Yost aka RadioRoy, for all the above. Reprinted and condensed from Foothills Chapter Studepaper of Calgary, Canada.*

### Correction to last month's Tech Tip. Jerry Blount writes:

*"The other exception is the pump used on Studebaker Avanti's - but not Avanti powered Larks and Hawks, which use the standard water pump. The reason Avanti's require a special heavy duty pump is that they have a heavy three groove cast iron pulley at the water pump."*

*A few words were left out in your article, which makes it harder to understand that Avanti powered Larks and Hawks used the*

*"standard" water pump, not the Avanti only water pump.*

*I would feel better if you would print a correction in your next newsletter. Jerry Blount*

### PARTS FOR SALE

I have a group of motor mounts for sale before putting them on eBay.

2 ea. #520264 - Champion 1947-50 Rear Upper - SIA Price \$27.50 ea.

2 ea. #520265 - Champion 1947-49 Rear Lower - SIA Price \$13.00 ea.

2 ea. #526308 - Champion 1950 Rear Lower - SIA Price \$19.50 ea.

1 ea. #196717 - Champion 1947-50 Front, Champion 1939-46 Rear, Commander 1941-42 Rear, M5 and M15 Truck Rear - SIA Price \$48.25

1 ea. #536314? Champion & Commander 1951-55 Standard and Overdrive Trans - SIA Price \$32.00

2 ea. #520987 - Commander 1947-50 Rear Upper and 1951-52 Front Upper - SIA Price \$8.25 ea. They are available for 1/2 of the

Studebaker Int'l price shown. Shipping extra.

There is also AC2127 Parking Brake Light for a 1951 Studebaker - \$15.00

Don Kelstrom [dkelstrom@juno.com](mailto:dkelstrom@juno.com)

Free 1951 Champion 4:56 complete rear end W/brake drums.

[mkaifer@frontier.com](mailto:mkaifer@frontier.com)

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Treasurer: Jane Stinson: Columbiaville, MI.	<i>last page of each months Turning Wheels.</i>
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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)**  
**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](mailto:badcow@w-link.net)

**MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER**

NAME ; \_\_\_\_\_

SPOUSE ; \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_ Stu-  
 debakers Owned: 1 \_\_\_\_\_ 2. \_\_\_\_\_

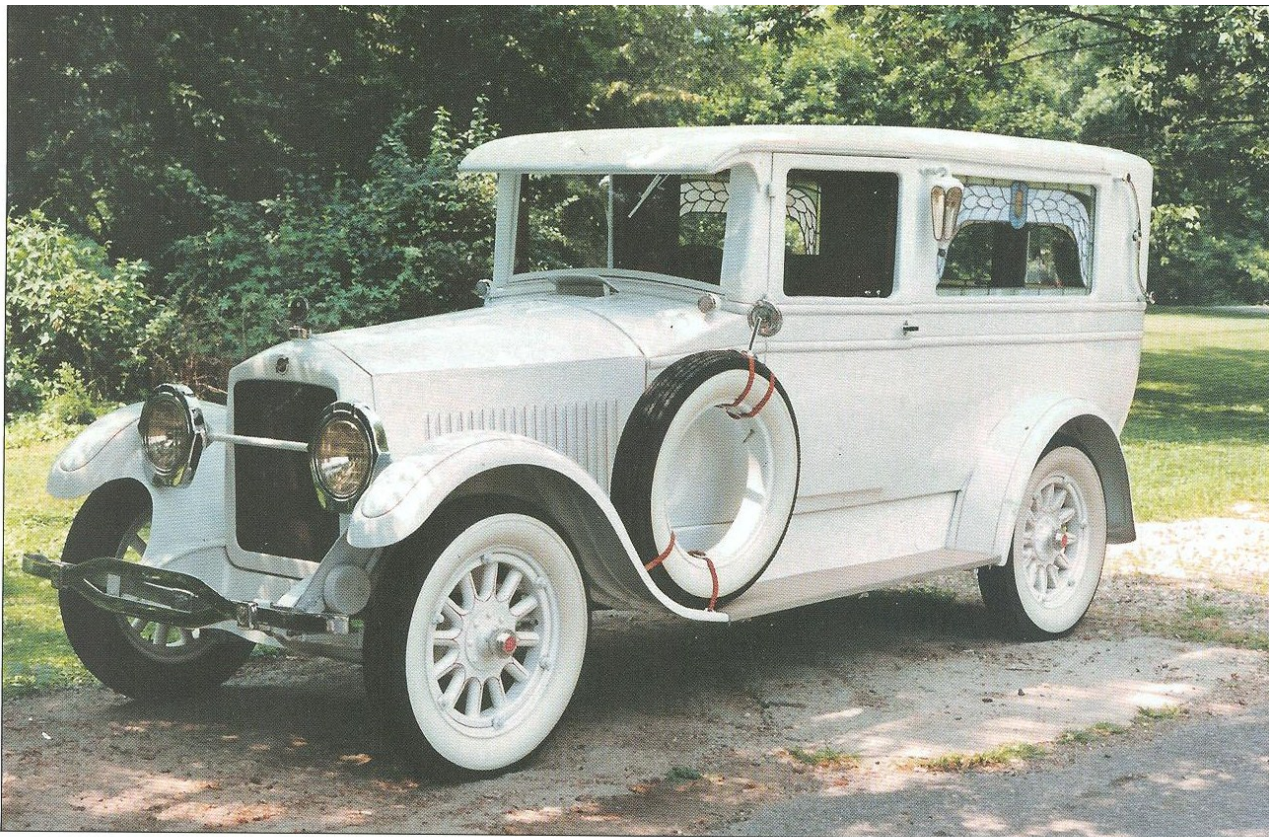
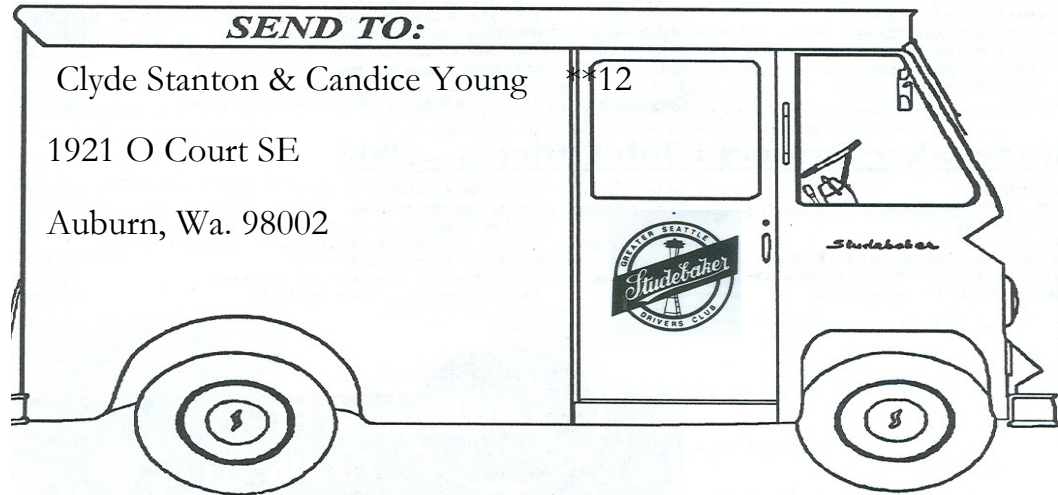
3 \_\_\_\_\_ 4. \_\_\_\_\_

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

W.C. SCHIFFER, Editor  
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## THE WASHINGTON

# President



Custom built 1922 Knightstown Studebaker Big Six child's hearse.