

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 2

## *Steering Column*



What a great meeting we had in January. Many people attended and there were lots of ideas presented, plus good camaraderie and some important decisions were made. Mary got lots of ideas for activities for our 2013 calendar.

It was decided to sponsor a Zone Meet or a Can Am! And, when asked who would help with the organizing and conduct of such a meet, almost everyone raised their hand. Bill Schiffer agreed to talk to our Zone Coordinator (now James Bell we were told) and determine which event is available and when. Helen Albrecht suggested that we need a group of 5 people to coordinate and plan such an

event. It has been several years since the Seattle Chapter has held such an event but we still have people in the chapter who have not only been involved in these two events, but also the International meet that was held here.

Bill will let us know what James Bell says and then we can decide which event will work best for us and when it will be held. I will need 4 or 5 other people to work with me to make this happen. The actual conduct of this meet will require many others to be involved but for lesser amounts of time. I am excited and confident that we can put on a good show.

Mark Kaifer told me after the January meeting that he and Pat Knapert are going to move forward with our original talking point of having an orphan car show in 2013. I know Bill Schiffer (and others) would like to see this happen.

It was also decided at the January meeting to continue with the idea of having Western Washington chapters of the SDC join back together. The

proposal at this point was to share monthly newsletters between all the people in all of the chapters. Thereby we will be aware of all Studebaker tours, meets and other activities in all of Western Washington. Bill says he sends our newsletter to all other chapter editors and will now suggest that they forward (by e-mail) to all their members. I have already received one newsletter that was forwarded by Bill. I hope everyone else has received their copy as well.

Here we go on another great year with lots of Studebaker activities. What a super group of people make up this club!

And, a quick reminder that your dues are due. Thirteen dollars for e-mail only newsletter and \$25 for hard copy mailed. Send the funds to Eric Larson, our treasurer. His address is elsewhere in this publication. Thanks for being involved in your club.

*God Bless .. Dan Anderson*

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## DUES ARE DUE –CUT-OFF at THE APRIL PRESIDENT



## FEBRUARY MEETING

### VALENTINES DAY BASH AT THE XXX

Where: The XXX in Issaquah

When: Sunday February 10th, at 1 PM (come hungry)

Special: Valentines Day “Two for the Road” Party

Note: Couples; a Car Club= “Two for the Road”

A contest and Special prizes for couples who wish to celebrate the holiday devoted (more or less) to LOVE, the Long Road of Romance (or whatever) Plan early, plan often. but do plan on coming. Plan on bringing your main squeeze, (or even your wife/hubby (whatever applies).

Food for All –Fun for All (unfortunately, not free for all –run your own tab)

A Biz Meeting will be held -this year’s calendar & activities for the club.

#### 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 SCRABBLES

I want to thank everyone so much for a fantastic Meeting at Tommy's Cafe in Renton. Everyone was so enthusiastic, and brimming with ideas. It was really nice to see people fired-up again about our Club!!

This Restaurant in an old-timer, and still very popular, with the Renton Municipal Airport just a couple blocks away. The food was good, and the service was excellent.

Don Anderson opened the meeting with any new business to discuss. Helen Albrecht reminded us that no one has offered to host either the Can Am or the NW Overdrive this year. She made a good point that it is our turn, and we should consider hosting one of these events in 2014.

Helen has planned many Zone Meets in the past, and she told us that we need one year to plan the event, to really do it right. She also pointed out that only five or so people are all that is needed for the planning. Any more than five makes it too difficult to accomplish anything. There will be plenty for others who want to help during the event. Pat Knappert then replied that one of the Canadian Chapters has volunteered to have the Overdrive this year. He also told us that Brian Curtis is no longer the NW Zone Coordinator, and that James Bell has taken on this responsibility. Our Wonderful President asked for someone to volunteer to get in touch with James, and find out exactly which Zone Meets have been spoken for. Bill Schiffer volunteered to contact James, and will give a report at the

February Meeting. We then had a show of hands to see how many are willing to help with a Zone Meet, and approximately 80% of people are willing.

Alan Basile also reminded us what a great event the Bells/Whatcom Mini Meet is. He suggested we could tie one of the Zone Meets with that event. Lots of people thought that was a very good idea, too. I'm sure we will have many more discussions about this in the future.

Next on the agenda was ideas and wants for our meetings this year .

Everyone had something to say, and many good ideas were given. Lou Cote and Al Basile invited us all to come to the Greenwood Car

Continued on page 5

The Washington

President



## Two For the Road

Two articles about road trips to rescue Studebakers. The 1st, a *Turning Wheels* story of the Halgrens trip to bring their newly acquired '35 Commander home to Payson Arizona, from South Dakota. Then, in the mail, an article from Prez Andersen from *Hemmings Classic Car* about a road trip in a '46 M-16 from Gypsum, Kansas to Mesa, Arizona via Denver.

After first wondering what it is about Arizona people that they need to raid the Midwest of available Studebakers, I found the story of their trips to have a parallel of trouble, grit and determination. You've read the Halgren's 1935 Commander article I'm sure, so here I'll deal with the other, an M-16.

Both vehicles were bought more or less unseen, which speaks quite loudly of trust amongst Stude people.

Before heading for Kansas, new owner Scott Grainger had a drivers seat "pit" repaired and some cab glass replaced. Then all the brakes had to be replaced. The rear axle bearings also needed replacement. the radiator core was shot, the water pump likewise. All were fixed. Grainger had now owned his truck four months, spent lots of time in phone consulting, lots of money in repairs, and now he was going to Kansas to actually see his M-16. He thoughtfully brought along a sack o'parts that included a carb repair kit, points, plugs, oil filter, and tools. Gypsum is a about 15 miles from Salina, not exactly the boonies, but far 'nuf to make running to town after stuff a bother.

Here the writer throws in a line;

*"On the way, he decided to stop off at a Studebaker Salvage Yard to pick up a brake booster for the truck."*



1946 M-16 Studebaker –one of an estimated 878 built in 1945. M production runs 1941 and through March 1948. An estimated total of 3, 044 M-16's were produced. In that time frame, 45% of all M-series production were M-16's !

Now I don't know about you, but my first thought was - What Studebaker Salvage Yard? Where?

Grainger set up shop in the barn. New points & plugs in the 226-inch six, and it still ran rough. A look at the carb revealed it didn't have a float! -put a float in & viola! A fair running truck.. Now for a lube job. Oh-Oh, poked a finger through the muffler. Off to Salina for a fix. Finished near dark, and Oh-Oh, the headlights "*threw less light than his last birthday cake*" but somehow got back to the barn for an all-nighter, an all-dayer, and another late niter. A wiring harness, new tail lights and switch and he now was back on schedule and had a truck ready for the road home.

Soon he was steaming along—the result of a pump gasket, bad radiator cap, and clogged thermostat, which was soon fixed. Back on the road west, a 45 mph top speed and a bad gauge, meant a stop for gas every 100 miles. Still, he ran out near Limon Colorado, a few

hundred miles short of a Thanksgiving dinner in Denver. He made that, then the next to go on the fritz were generator brushes – found a shop and a quick fix. Back on the road with nothing else between him and home but a relatively minor clogged fuel filter.

That was back in '08. The truck has since been completely stripped to its chassis, and rebuilt to what you see. here - Absolutely beautiful and another Stude saved for future generations.

*Yr Humbl Ed*



Period correct semaphore turn signal -just 1 was required!

## Desert Rum Runners

*Sent along by Don Kelstrom, I thought this article fit very well as a follow-up to the Studebaker Sheriff. Yr Hmbl Ed*

In this piece I was particularly interested in the reference to the transition from horses to cars as a practical matter. Times were changing fast in those days, and it's fascinating to me to look at the pictures of these men and imagine how far the world turned in their lifetimes. Then I think of the law enforcement officers in Cochise and the other border counties today and their continuing challenges with smugglers, and it seems like the more things change, the more they stay the same. But I can't imagine them plunging across the desert giving chase in a four-door hardtop sedan, unless you count the Hummer as such.

Catching rum runners along the Mexican border is far from the tame motorboat pursuit on the open sea. When a sheriff out in Arizona starts after a car laden with contraband whiskey, mescal or tequila, the two race off across Arizona's multitudinous square miles with no regard for roads, cactus or mountain ranges.

Take your choice -- an Arizona desert or an Arizona valley -- and racing across it in an automobile, often at night and not infrequently even then with lights out is somewhat (!!!) different from gliding down a boulevard to work. Sage brush, thick as it may grow, is only three or four feet high, and that doesn't count. Sand, 'dobe mud or rocks underneath give precarious going.

Here is a big patch of soto stumps, solid as basswood, from two to six feet high and six inches through, bearing on the top of a big ball of spiny, prickly, bayonet-like blades. There is a weird looking forest, reminding one of Dante's inferno or a witchland, of ocatilla. Fingers an inch thick and seven to ten feet long,

tough as leather and literally covered with prickles half an inch long, grope into the air like the tentacles of an octopus. Now are bunches or hummocks of sacaton grass, or larger hummocks of sacahuiste or bear-grass, to run into which is like hitting a potted palm.

Back and forth through this run arroyos -- deep gullies worn by floods. Now a dry-wash, or stone-covered riverbed, gives relief from the thorny vegetation, but makes up with stones and ruts.

All around are mountains, stretching steeply up for 4,000 feet, with sharp-ridged buttes or flat-topped mesas in between. Two decades ago, they said only a burro could cross much of it. Now they say only a Studebaker can traverse it.

East of Douglas, up San Bernardino river and the Rio Blanco, (White River), past Apache Mountain and into the Chiracahuas, was a favorite route for rum runners from Old Mexico into the States. Opium came with it, and, for several years, much marihuani, the deadly weed smoked with cigarette tobacco.

Here was where Percy Bowden, a deputy sheriff at 18 and known for miles around as the "fightin'est bare-handed sheriff on the border" won his reputation by overtaking 1,300 automobiles laden with whiskey during less than eight years, and bringing them all in.

"Those were the days, when the automobile first came to be used for smuggling," now reminisces Bowden, who is chief of police of Douglas. "Every kind of a car was used, big and little. I remember a great, big Simplex that one fellow used. He had a piece of 90-pound railroad rail bent around and fastened on in front for a bumper." "That was to knock down fence posts and soto stumps when we got to running them across country.

"Guess I must have knocked down 500 miles of wire fence in those years myself.

"I got kind of discouraged, when they gave me my first car, a small Studebaker. Some of those big cars could have run over me. But, boy! how it could get over that rough ground! "It stood the gaff so well that within two years almost every successful rum runner had bought a Studebaker; it was the only car that could give us a run. The only reason we caught them was that the 15 to 20 cases of liquor each carried was a weight handicap for them.

"Most of the flats were fenced off for ranches. When the whiskey runners would see us coming, they'd turn out lights and beat it across country, right through the brush. Nothing left for us to do but turn out lights and take after them.

"Light of the stars helped us to steer shy of buttes and some arroyos. We stopped occasionally to listen to where they were plunging on, and then we'd head after them.

"Talk about thrills. If you can beat plunging through the dark and all that prickly brush at 30 miles an hour and then suddenly dropping into an arroyo all covered with stones at the bottom, I'd like to know how. And if you can find another make of car that can stand it, I'd like to see it.

"All you can do is turn and follow the arroyo out till it's shallower, then turn out and start after them again. If you turn on lights, they'll see them and dash off in another direction. "We always knew they were heading for some road, so we'd head that way too.

"The lighter cars bumped around so much, and the long thorns on the ocotillo and the sand burrs punctured tires so often, they had to give them up.

*Continued Overleaf*



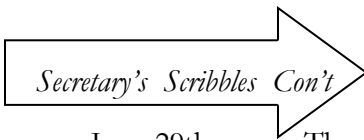
"The bigger cars could thrash through the brush, but they couldn't stand up under such driving. They'd break down and we'd grab them.

"They always carried guns, but I never had any shootings. "Soon they got to getting the same make of cars we used and then it was any man's race. The federal prohibition law helped, for now we can confiscate a car carrying liquor."

This is the same kind of work that made famous a group of old time peace officers who now make their headquarters, the Studebaker salesrooms which they lived in . There's Bert Polly, deputy sheriff and constable; Bill Sherill, another deputy; Frank Riggs, most peaceable of men but who knew every bad man in Arizona and old Mexico for years; young Johnson, Frank's nephew; Tom Mooney, former constable and deputy.

Hardly a day passes but Red Gannon, a while back a deputy sheriff known by his .45 pistol to every outlaw in the county, drops in to chin a moment with his old cronies and sit in a Studebaker again, or Broncho Billy Woods, ranger and government officer for years, or Billy Brakefield, another famous deputy and half a dozen others come in and sit on Johnny Bowden's desk and stop all work of automobile selling as they chat over the old days.

Every one of them had been cowmen. Every one started his sheriffing on a cow pony, and every one took part in the maintenance of order during the transition period, when the sure going, fast motor car replaced the picturesque horse and saddle. The cow pony is to them a romance, as to you and me. But the cars they use are as close to their hearts as their big six shooters, for the car and the six-gun were their very existence .



Show on June 29th. They will get there early and save spaces. Everyone agreed that this is a wonderful venue to show off our cars, and have a huge audience.

Mary West asked if our club members would like an overnight tour. She is thinking of a back-roads trip to Chehalis. We could ride the steam train, visit antique shops, go to the Veterans Museum, and stay at the historic hotel. Lou Cote told us about how neat the Museum is, and takes at least 2 hours to see. Dave Keister also told us about another Museum that is also there. Don Anderson told us about a nice Restaurant in that town, and Linda Larson was excited about the Antique Shops.

Linda Larson suggested we have some sort of charitable service event. Evelyn Hoebelheinrich suggested we could take turns at a rest area, serving coffee and cookies. We would then donate the proceeds to a charity. Don Anderson suggested we attend the Burn Fundraiser at XXX in April with the Professional Vehicle Show.

Bill Hallett told the group about the New Years Day tour that Dave Keister introduced him to this year. There were 50 cars, and a great tour thru the back roads, ending at a pizza parlor.

The Albrecht's want to host a tour in October. Eric Larson Volunteered to host a tour/lunch meeting in July.

Mary also told the group that we are invited to be part of the LeMay Family Open House on the last Saturday of August. If we commit, we will have prominent spaces saved just for us. How many of us realize the vast array of Studebaker vehicles

we have right here? We have buggies, 1920s, '30s, '40s, 50's, 60s, Avantis, and even the last Avanti made in 2004. We could really have a spectacular showing of what Studebaker accomplished thru the years!! Please think about it, and Mary will be asking us once summer comes, to commit to attending this show. We would have over a thousand people see our cars - pretty cool, eh?

Lastly, Mark Kaifer posed a question to the group: "How many people would like to combine the NPS Chapter with the Seattle Chapter?" Don Anderson suggested we just start combining our meetings and events and see how it goes. We decided that we will share all the newsletters, and everyone is invited to attend the meetings. At this point the meeting was adjourned.

The following people were in attendance: Don and Helen Albrecht, Clayton and Evelyn Hoebelheinrich, Bill and Iris Schiffer, Eric and Linda Larson, Dave Keister, Mary West, Bill Hallett, Don and Joan Anderson, Mark Kaifer, Pat Knappert, Lou Cote and Alan Basile. Dave Keister drove his sporty, dual-antennaed, midnight blue 1962 GT Hawk. (which was kind of lonely all by itself)

*Mary West -in for  
Bill Hallett,*

*Up Hmbl Sec'y*

## TECH TIP

**Reclining Front Seats** were introduced as an option in 1959 for Lark and Hawk models. The basic design was used through the 1966 models.

The 1959 version was unique in that the internal gear housing was welded to the seat back frame, while the '60 to '66 version had a housing that was bolted to the seat back frame, and was thus easily replaced if worn or damaged.

The outer plate (backing plate) which guided the shuttle gear, was also different for the '59 version vs. the '60 to '66 version, but in either case is replaceable.

The shuttle gear is the same for all '59 to '66 applications.

If you are having issues with your reclining seat mechanism, fear not - replacing the worn or damaged parts is readily done.

The internal gear housing will show damage or wear to the tooth profile

itself. It is fairly typical to have to replace this part. (I know - after only 50 years or so!) The part numbers of interest (for '60 - '66) are 1333980 Plate, Right and 1333981 Plate, Left. (If any Studebaker part has a right and left version, the right hand part will always end in an even number and the left in an odd number.)

The outer plate (backing plate) for '59 models only, will be 1333074 Right and 1333075 Left. However, only the 1333075 Left Plate has been superseded by 1337717. This was confirmed by my 1966 Factory Price Book.

For the '60 to '66 models, this outer plate (backing plate) is 1333990 Right and 1333991 Left. The usual failure of these parts is the square cross section features which are to guide the shuttle gears. These spot welded features can spread apart and not properly locate the shuttle gear, which can alter the position of the seat back. If you were determined, you could straighten and re-

-weld these guide features, but replacement parts are available. There is one running change. The earlier versions were attached through to the seat back frame with a washer and cotter pin. The improved replacement parts instead had a threaded end with a Nylock nut.

The shuttle gear is a 1333084 Right and 1333085 Left. These are made of sintered bronze although replacement versions are machined from brass stock. The tooth profile is likely to be worn or damaged - again, 50 years - so replacement is in order.

Make sure all other hardware is in place - spring washers, handle torsion spring (clothespin style) etc. to allow the mechanism to operate as intended.

Finally, DO NOT LUBRICATE! It will make it work too well! Here, a little friction is a good thing.

*Reprinted from B.S. 'Bout Studebakers Column by Jerry Blount; Northwest Newsletter, Bob Williams, Editor*

## MISCELLANEOUS RAMBLINGS OF YR HMBL ED

**Don't Miss** Dwain Grindinger's answer to a vapor lock question in the Current (February) Turning Wheels. Dwain cites poor fuel pump performance on today's gas as part of the vapor lock problem. This may help explain one more part of what has become a chronic collector car problem. It may also explain why adding an electric pump helps.

**Didja** ever notice that Honey rhymes with Money?

**This month's** President has an article on an M-16 (Page 3) that came to us via Hemmings Classic Car Magazine. I've noted before how they are "kind" to Studebaker, and all the other independents as well. The current issue (March 2013), has a Lark Convertible on the cover, an accompanying restoration story, plus a piece on a '33 Rockne, plus SDC's own Bob Palma is a regular contributor. Kind indeed, and at very low subscription rates I might add.

**Friend of mine**, a small plane pilot, retired to a development where all the homes surround a grass strip, and where every home has a hangar facing the strip. Kinda like a golf club development, but better. He says that a they now have "Car Hobbyists". Sounds like a great idea to me -wish we had one around here.

**Also** what seems to be a good idea is the current discussion about doing things jointly with neighboring chapters, notably the Avanti and NPS clubs. Be sure and read the Sec'rys Scrib-

bles -it's in there.

**Don't we all know** a teaser when we see or read one? An off-hand quote in the M-16 piece about a "Studebaker Salvage Yard", and now, in Art Unger's piece in the current Turning Wheels, he cites two, count 'em, two, such places -and does so without revealing where they are. Not only that, due to the geographical background of the piece, it's in the Northwest someplace!! First it was the restaurant in Cashmere named Studebaker's, which is the only place named precisely, the rest is guesswork. Then to "an SDC member's restoration shop "full of '53-'54 coupes" I'd love to see that. After the Salt Lake City meet, it was home by way of a "Studebaker Orphanage" I'd love to ramble around there too. It was the focus both a photo and the back cover without naming location. -Teasers!

**Background** to the above. I purposely got work in a Junk yard as a high school kid so I could find a car. It was 1945, and any car was hard to find, let alone one a high schooler could afford. Car I found was a '29 Essex, which received a Champion drive train -but I digress . . . I've been in love with junk yards ever since, which may explain my frustration with not knowing where the Studebaker Orphanage is located.

*Yr Hmbl Ed*

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Treasurer: Jane Stinson: Columbiaville, MI.	<i>last page of each months Turning Wheels.</i>
Past President: Tom Curtis, Elkhart In.	

**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**

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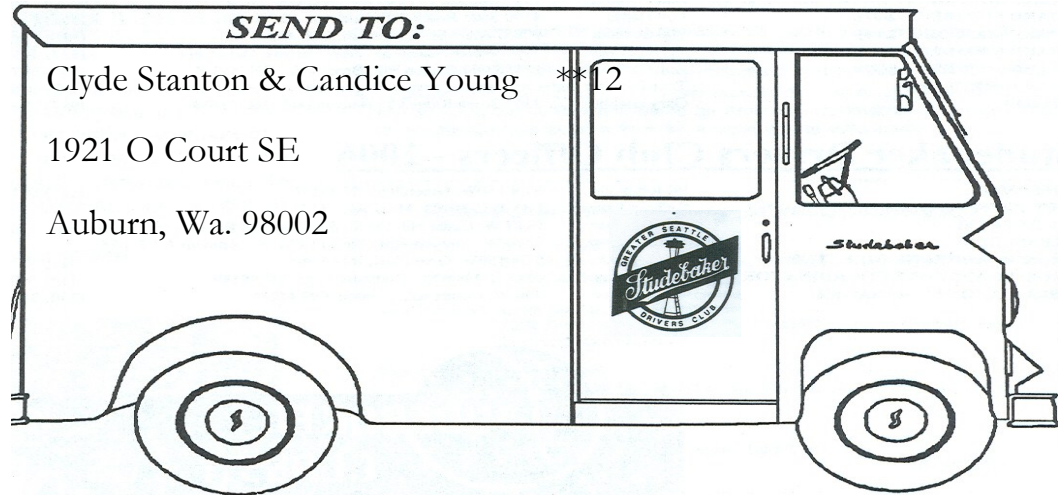
National Member # \_\_\_\_\_ **Note:** It is a prerequisite that all local members also belong



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## THE WASHINGTON

# President



See What we're missing Seattleites!  
John Shanahan's 1928 Commander GB Victoria posing in the Illinois snow