

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 3

## Steering Column



The first swap meet of 2013 is now over. The weather wasn't too bad (only one rain shower) and there were many items to see and ponder. I found a few items but didn't see anything Studebaker. It was still great fun and I got to see several club members. A few tools followed me home as did a few general items like primary wire.

One item that I could not resist was an April 1956 Science and Mechanics magazine with a Studebaker Golden Hawk on the cover. The tag line was "How Hot is the Studebaker Golden Hawk?". Inside was a 5 page "test report". There were two other test reports in this magazine; Plymouth Belvedere and Chevrolet Bel Air. Each was a separate article and no comparisons were made but it was easy to make your own comparisons. And, it is quickly noted that the Studebaker beat the other two in almost every test phase. But on reading the articles you would think the Chevy outperformed the others by a

wide margin. All three articles were, however, complimentary of the car being tested.

Of further interest in that magazine were the ads. To me they reflect attitude changes in the American public as well as changes in economics. It is a 240 page magazine with ads or "how to" articles on almost every page. You could buy course material on auto repair (6 ads), television repair (10 ads), electric motor repair, small appliance repair, etc. There is a car shown on page 105 that looks a lot like an Avanti and is claimed to be Raymond Loewy's custom made dream car. There is, however, not one ad for an automobile in the entire magazine. You can learn how to tune up the car you have (page 161) or how to build a camp trailer but they show no cars for sale. There are 3 ads for used tires at prices as low as \$3.95. Costs have certainly changed but also attitudes toward repairing your stuff and giving items a second life. In today's general interest magazines there is little information being promoted to help you fix what you have. We have become a throw away society. Many products just cannot be repaired. Even some automobile engines cannot be rebuilt because the cylinder walls are too thin at production. This, of course, is good for heat transfer (cooling) but doesn't protect our natural resources and doesn't encourage young people to learn how to

save money by fixing that which they own. Quite often when people ask me about fixing something for them, I find they have not saved the parts from whatever is broken. They seem surprised that I ask about the then missing parts because it never occurred to them that some items can be repaired. They assume that the fix will be a replacement.

These attitude changes, I think are affecting car club membership. We need young people but most young people want new stuff rather than protecting our history by refurbishing an old car. And, most have no experience with repairing anything. Sad!

Maybe that is why I like swap meets so much. Many parts and tools offered are from "broken" cars and have been saved so that I can use them to make repairs to cars that are 60 or 70 years old. Often I can not find the exact part I need but buy something that can be modified to look and work like the original. There is the fun.

See you at the next swap meet and at our March meeting.

*God Bless .. Dan Andersen*

DUES ARE DUE  
PLEASE  
MAIL DUES TO  
ERIC LARSON -  
ADDRESS ON PAGE 5



## **2013 STUDEBAKER EVENTS (ROUGH DRAFT)**

- March 10: 1 PM at the Museum of History and Industry
- April 7: Join the Professional Vehicle Car Show in Issaquah  
(Proceeds go to Burn Foundation)
- April 14: 1pm Meeting with NPS in Monroe at the Heritage Center
- May 5: HCCA Breakfast Tour from Puyallup
- May 11: Buckley Fly-In with Tacoma Chapter
- May 18: Paine Field General Aviation Days .
- June 29: Greenwood Car Show with Club Avanti NW
- July 1-6: International Meet at Colorado Springs, CO**
- July: 13, Saturday 11 am Annual Picnic at Mud Mtn Dam, Enumclaw:
- July Tour hosted by Eric Larson
- August 24: LeMay Open House at Marymount in Parkland
- Sept: Whatcom Mimi Meet at Bell's Museum
- Oct : Fall Colors Tour - Albrechts Hosting
- Nov : Election Meeting
- Dec: Christmas Party, NPS hosting.

### **SDC INTERNATIONALS**

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.



The Valentine's Meeting was a lot of fun, thanks to all the planning by Bill Schiffer.. The meeting opened with Eric Larson's Treasury Report. We have about \$1800 in the coffers, and he reminded us that the Dues are due. Next we discussed the fact that Tom Noller has costs associated with the website, and Don reminded Tom to get reimbursed for these expenses, as we have all approved the reimbursement from the Treasury. Don Anderson told us he has discovered a man who installs windshields, and glass, using various techniques, and Don is going to do a write-up in the Newsletter. Laurel Berry invited the Club to join the "Rambler Rendezvous" on Aug 16-18 as it has tours and an orphan show. Don An

derson will let Mark Kaifer and Pat Knappert know about this, as they are planning an orphan show, and perhaps the two could be combined.

After the Meeting, Bill Schiffer had a really fun contest. It was a drawing of numbers, and those with the number had to stand up and tell either how they met their significant other, or tell a story about when they knew they were meant for each other. Bill Schiffer told us he and Iris have been married for 61 years!. Laurel and Rick Berry met over Laurel's Marlin, Rick ended up buying the parts it needed, and installing them, so it was love at first repair! Mary West told the group that she had the garage, and Bill had the cars, so it was a perfect match. All contestants got a marvelous prize, which sweetened us up!!

The second part of the game was who had the best memory in a Studebaker. Evelyn and Clayton had the most fun when they drove their Stude to Estes Park, CO, with another couple. When

they got to the motel, they ended up registering with an alias "Smith and Jones" Maybe this would be a good write-up for the newsletter! :-)

Tom Noller told us when he gassed-up on the way to the meeting, a Motorcycle Gang thought they were driving a Rambler!! I guess he decided not to fight them as he was out numbered...

Those in attendance were: Odd and Greta Justad in their stylish 1940 Champion Coupe, Dave Keister cruised in his 1962 GT Hawk, Tom and Jannell Noller were stylish in their 1963 Lark, Eric and Linda Larson brought their 1964 Cruiser, and Bill Hallett brought his original 1960 Lark Wagon, with Mary West riding shotgun. We were also honored to have Bill Schiffer, Laurel Berry, in her cool /62 Chrysler, Clayton and Evelyn Hoebelheinrich, Ray Keehner, Don

*Up Hmbl Sec'y,*

*Bill Hallett*



## The Gov's Ride

An *Antique Automobile* story about a seven passenger Studebaker Touring sedan piqued my interest. It has an interesting history, beginning with its delivery.

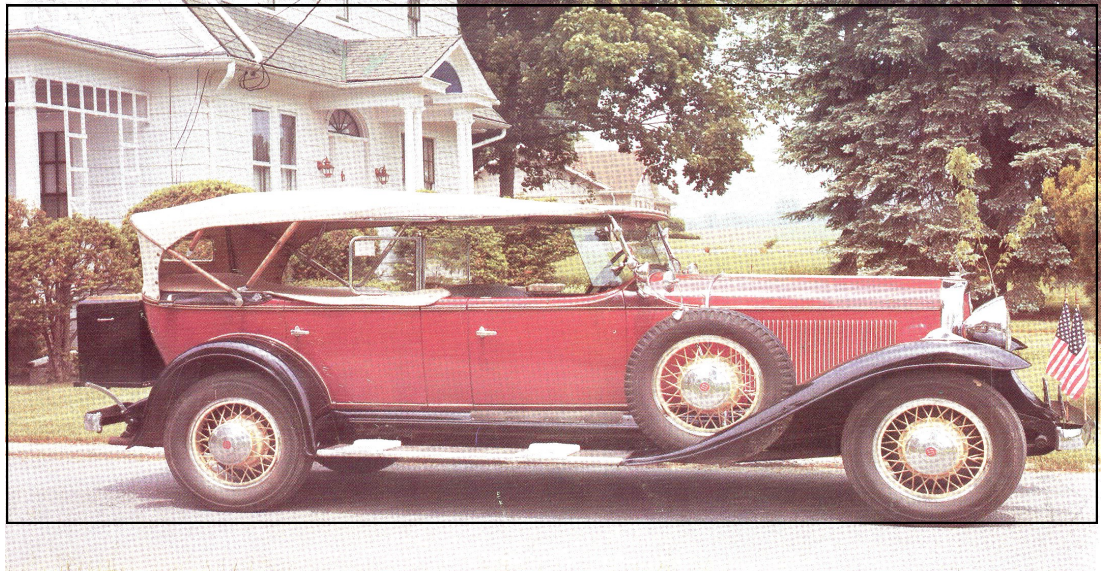
It was ordered in 1931 by Gifford Pinchot of Pennsylvania for his official vehicle. It was to be used in the inaugural parade and thereafter be the assigned ride of his honor, The Gov.

First of all, being an official car of a famous politician certainly makes this car interesting, Secondly, being a very rare car raises the stakes, plus its known history is interesting and complete, which is always an asset.

The car is a 1931 Model 90 seven passenger touring, mounted on a 136-inch wheelbase, and uses the 336 cubic inch President straight 8 engine, rated at 122 HP.

In tracing its history, the then current owner (circa 1990), found that Gifford Pinchot had won his second term by promising to "get the farmer out of the mud" and secondly, to paint every state vehicle a "conspicuous" color.

Seems that the car was ordered, and that Studebaker finished the car in plenty of time for delivery before the inaugural, but the Gov couldn't decide what color to paint it, so it wasn't shipped. Finally, with but twelve days to go, Pinchot decided on "Buckskin Brown", and the car was sprayed and shipped in a box car, via the Pennsylvania RR, of course.



**1931 Studebaker Model 90 Seven Passenger Touring Sedan**

The day before inauguration, the car had not arrived. Phone calls revealed that it sat on a siding a few miles away, BUT, it could not be delivered until the next day. Again there were phone calls. This time, a call to the President of the Pennsylvania Railroad extracted a promise.

The car was delivered by a special train; comprised of one locomotive, one boxcar, one caboose and a full crew, and it got there before noon that same day! With just enough time to "prep & lube" by the Studebaker agency before delivery!

So The Gov got to show off his magnificent new Stude in the inaugural parade.

In delving further into the history of the car, someone thought the car to be "special ordered" and that only six of them were built, all by special order. Further speculation offered that the car was actually of Pierce-Arrow lineage, since Studebaker owned that make in 1931, a brass plate "Body built by Studebaker", lent some credence.

Studebaker did own P/A in those

days, and some of them were indeed assembled in a South Bend facility, but other facts do not verify any Pierce-Arrow DNA.

The closest thing P/A offered to a claimed 135-inch WB was the Model 43. This car was assembled using Studebaker bodies on a 134-inch WB, and used the Pierce inline 8 of 340 cubic inches. It is not a match, since Studebaker did offer the Touring body style in the Model 90, as noted above.

The car went on to serve the next Governor, plus its use by the head of the Pennsylvania National Guard is well recorded. It is not recorded just where the car is today, but having been rebuilt, being alive and well as late as 1990, it is probably resting safely somewhere in an old car retirement home in Pennsylvania. Note: *Gifford Pinchot went on to serve as the Head of the Interior Department under FDR, and has at least one National Park named in his honor.*

*Thanks to Don Andersen for the article on this car.*

## TECH TIP

### Window Run Channel

The felt lined channel in which the door window is guided was fairly universal in the era of most of our Studebakers.

Sedans and wagons up through 1962 used a stainless steel beaded, flexible pile lined channel, such as supplied on the replacement market as Stan-Pro Y526, available in 5 or 8 ft. lengths. This channel is readily available, even though it has not been used on vehicles past the middle 1960's, but virtually every car manufacturer of the era used the same run channel, so there is still a good market for it today.

The same popularity applies to the stainless steel beaded belt (sill) weatherstrip –used on the bottom sides of the window opening –as used on Studebaker's through 1962, and Champ pickups through 1964. The aftermarket Stan-Pro YM3 was widely used on most cars of the era and is still commonly available.

In 1963, the entire middle portion of the Lark body was redesigned – which included a major change to the

door construction. The window run channel now had a 990 degree upper rear intersection, so that two individual pieces of channel were used –one upper and one rear –rather than having a single length of run channel with a formed radius at the upper rear.

The earlier '63 models used stainless steel eaded channeling, although this was changed to unbeaded channeling during the '63 model run. These later style doors are particularly easy to rechannel. My favorite aftermarket unbeaded channel is 'Stan-Pro 3C1.

However, this channel was not so widely used and thus the market is limited. My local source no longer stocks this number and I would have to buy 50 lengths at a minimum. Stan-Pro has other unbeaded channels that would also work: 3A1, 8'a1, 10G1 etc. . So I am not worried about having a suitable unbeaded channel.

The main concern of Studebaker window rechanneling is the availability of belt (sill) weatherstrip for the '63 to '66 sedan and wagon applications. The original design is thicker than what is available from aftermarket sources. Some sources are selling a belt weath-

erstrip that is no thicker than the YM3 as used on up to '62 cars, although it is taller-but it does not at all bridge the gap between the outer door and the glass –so in my mind is not suitable.

For the '63 to '66 sedan and wagon applications, I have been using Stan-Pro YM11108X, which is a rubber lip type of belt weatherstrip. No, it is not very original, but it is not so noticeable, but in fact nicely fills the gap. The lip style is more effective at keeping out fir needles, etc. , and with some artful trimming of the rubber lip at the ends where it blends against the run channel, one can achieve a very close seal. The original type clips (Studebaker 3235X1) are readily applied to the lip tyupe belt weatherstrip. Since I use so manhy however, I buy Au-Ve-Co #18395 in boxes of 50.

Stan-Pro also has a a double channel flexible pile lined rubber covered (on back), that matches the sliding rear window channel on Champ Pickups, Stan-Pro 3J4

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

## STUDE STUFF FOR SALE/TRADE/WANTED

### PARTS FOR SALE

A viscous drive fan that looks similar to what was used on the Avanti, but am not sure what it came off of. Turns freely. \$50.

A pair of 1938 bumper guards - \$50 for the pair. Don Kelstrom  
dlkelstrom@aol.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)  
**Antique Studebaker Home Page:** [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)  
**Studebaker Vendors:** <http://www.studebakervendors.com>  
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**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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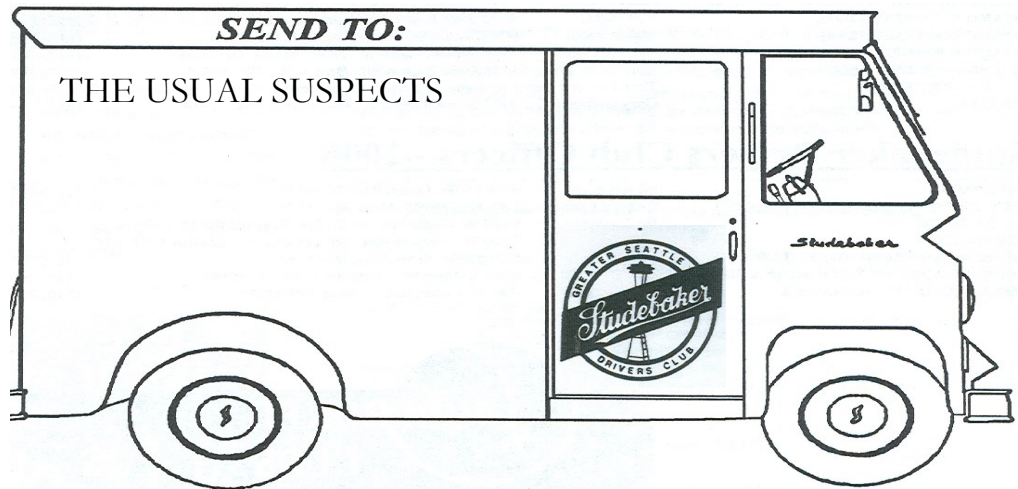
National Member # \_\_\_\_\_ **Note:** It is a prerequisite that all local members also be-



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## THE WASHINGTON

# President



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