

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 8

Steering Column



Our annual picnic was certainly a great event! Beautiful weather, great location, lots of Studebakers and wonderful people. Thank you Mary for making the arrangements, you do such a good job for us. There were some Studebakers there that we had never

seen before and I must not forget the food, it was very good and in abundance.

As was stated in the meeting we had at the picnic, we are continuing to work on arrangements for the 2014 Overdrive. Two possible meet hotels have been visited. Visitation of a third possible location has not yet come together but hopefully will soon.

Traveling to look at possible meet hotels has brought to mind one of my pet peeves of late. That is truckers. Truck drivers were at one time the most courteous and helpful people on the roads. Blinks of clearance lights would signal when it was safe to pass or would be a thank you for courtesy rendered to a truck driver. When a few cars built up behind a slower moving

truck, the driver would pull off as soon as it was possible and let the cars go by. Today I see most truckers being pushy and discourteous. Trucks now have more power so are quite often very close to the rear bumper of cars going the speed limit. Sometimes they are even trying to "honk 'em off the road". And, worst of all is when a truck driver decides to pass another truck when going up a hill. They might be successful in that endeavor but it sometimes takes forever and impedes a lot of traffic behind. What a difference a few years makes!

It has been a super summer for driving Studebakers. Be safe but do drive 'em.

God Bless . . . Don Andersen

OVERDRIVE REVIEW

I have it on good authority that a large portion of our members have never taken part in an Overdrive.

As a way of segueing into what will be needed in the way of being host, let's review what the Overdrive is, and what we will need.

The Overdrive is a touring event exclusive to the Can-Am Zone. It is hosted by volunteering chapters.

It is a tradition to hold it in May on altering weekends between the U.S. Memorial Day and the Canadian Holiday.

The Saturday Tour is the main event, and is usually a day long road trip of six to eight hours broken into segments and a lunch break. The tour is followed by a sit-down evening dinner. Sometimes the dinner is

accompanied by entertainment, awards, or sometimes, both.

There are no SDC required events, like Judging, as with a Zone Meet. The tour, features of the dinner, etc., are all at the discretion of the host chapter. We want to be a good host, so new and fresh entertainment ideas, and the volunteers, are welcome.

To date, we have checked out two of the three places put forward to hold our 2014 Overdrive. We visited the Emerald Queen in Fife, and the Cotton Tree in Mt. Vernon. The third prospect, the Lucky Eagle Casino & Hotel in Rochester, we will visit Tuesday August 6th. All the visits are open to any member who wishes to attend.

Now to the nitty-gritty of hosting, we will need:

1. A Hotel Committee
2. A Tour Committee
3. A Lunch Committee
4. A Dinner Committee
5. An Entertainment Committee
6. An Awards Committee
7. A Coordinating Committee
8. A Dance Committee
9. A Music Committee

With tongue firmly in cheek to all the above, we do need volunteers.

The essential person will be a Coordinator. Helen Albrecht, with past experience, noted that "a few" members can do most of the work. While true, we all know the more hands we have, the lighter the load. Together we can put on one great Overdrive!

Up Humb! Ed



August 17th TOUR TO THE FREE CLE ELUM STUDEBAKER/AVANTI CAR SHOW

Meet at 7:00am at the XXX Restaurant in Issaquah, and drive over the pass together. Please call Lou Cote at 425-322-6592 if you want to drive with the group, so they won't leave without you!

AS ALWAYS, BRAND X IS WELCOME, OR HITCH A RIDE IN AN AVANTI OR STUDE!

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. Sheraton Westport Hotel Meet Center



On Saturday July 13 the combined Studebaker clubs of Western Washington with invited members of the GEAA joined together for a most enjoyable picnic at the Mud Mountain Dam picnic area. This year was made even better by Mary's ability to get the Chinook area which was larger then the one we had last year plus who could argue that our opportunity to park our cars on the grass was not a delightful change from the asphalt parking area of the previous year. The close proximity of the parking area gave the 55 or so attendees the ability to eat and chat in comfort while remaining connected to the 17 vintage cars.

As a special treat Mike Bartholet, Studebaker owner and in charge of

much of the workings of the dam donated his time and gas to give group tours to the bottom of the dam. He did this until everyone who wanted to go had the opportunity to make the trip. His father also a Studebaker owner from Tillamook Oregon also joined us for the get together.

As a bonus Studebaker picked up Mike as a new member. Three other new members were added to our numbers when Ted Barker joined. Ted driving the 1940 President coup which his father had saved and re-stored some years ago makes a great addition to the Studebaker group.

Last but certainly not least were Bill and Marie Brough who I had met several weeks before at a cruise night at Covington and were excited to make the Studebaker connection and share with us their beautiful 1955

Speedster.

A brief meeting was convened during which progress on the site selection for the NW Overdrive next year was discussed. Carol Cook asked whether those present preferred an evening or an afternoon Christmas party was preferred. The answer was overwhelmingly afternoon. Evelyn Hoebelheinrich brought to us the sad news that Helen Albrecht had been injured in a fall would be in a lower body cast for some time. Milo Glaser reminded us of the GEAA picnic will be August 25th. At the end of the day I really believe that the combination of beautiful weather, beautiful setting and coming together of all of our old car friends made this one of the best picnics

ever. *Yr Hmbl Sec'y,*
Bill Hallett

NOTE: As a way to generate some idea of membership reaction to the three sites being considered for the 2014 Overdrive, an e-mail was sent out requesting comments from members. This is being done because all of us cannot be available for visiting each location. President Don & Joan Andersen, Mary West and Bill Hallett have visited both the Emerald Queen in Fife and the Cotton Tree in Mt. Vernon. Don Kelstrom, Bill & Iris Schiffer joined them in Mt. Vernon. Bill & Iris made a preliminary visit to the Lucky Eagle in Rochester. A group will visit the Rochester location on August 6th. These visits are open to any member. Comments received so far are on page three

THE SCENE AT THE MUD MOUNTIAN PICNIC



REQUESTED OVERDRIVE LOCATION COMMENTS

Not trying to sway any direction here but, EQC in Fife bent over backwards for us when we hosted the 2010 Cadillac LaSalle Club National Tour. We had conference rooms, the banquet room and secure garage parking. I understand the impression it might convey but we found it to be a great place for an event like this and would host there again. Just my 2 cents too. Robert LeCoque -President, CLC PNWR

Rochester seems best to me for several reasons. among them are the tourist steam railroad near by, the Veterans museum just north of the railroad, the outlet stores nearby if people wish to shop, and Mt. St. Helens is only about an hours drive away. Also, there is always the casino if people wish to try their luck. The location is handy for the members who live in the Seattle/Tacoma and southern portion of the state all the way to Oregon. On the negative side, it is quite a bit further for members who live in the Northern part of the state and Canada.
Dave Keister

Just thought I would put in my 2 cents worth on location for the overdrive. I wasn't overly impressed with the Mt Vernon location and driving by the EQC yesterday made me wonder how hectic it might be with all of the entertainment they have. If all things are pretty equal as to facilities, I would probably choose the Rochester location. It seems we have a very energetic member down there which is a big bonus. Don Kelstrom

Career Choice

In other news, this newsletter has received a Senior 2nd Place Award in the Internet Newsletter competition.

Our Laurel McKee picked up the plaque for delivery while at Colorado Springs. As editor, my name is on the Plaque., which is nice.

As I've said (quite often), "doing the newsletter" is something I enjoy. I have the benefit of a long term,



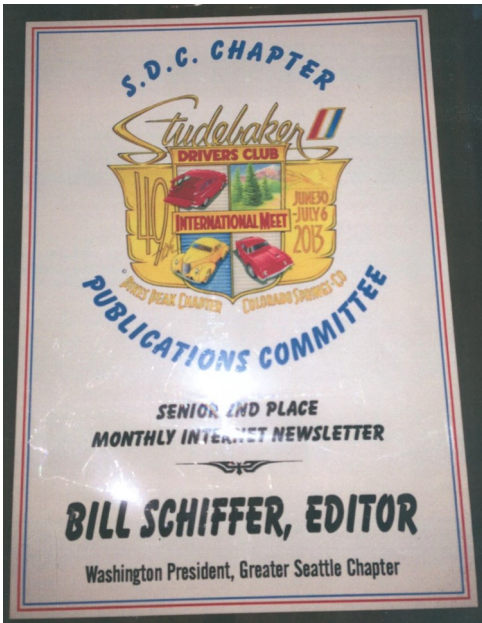
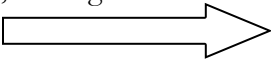
NEW STAINLESS BUMPER GUARDS; A GREAT STORY

(Those other five guys must be really good) . . . *Yr Hmbl Ed*

Reproduction Cast Stainless Bumper Guards for M5 pickups

By David Orth & Gary Ash

As most owners of M series trucks know, there is a slowly growing list of available M series specific reproduction parts. Fortunately this helps to offset the scarcity of NOS and high quality used parts available today for these vehicles. When I started my M5 project some 8 years ago fiberglass fenders and running boards were available long with reproduced glass and body seals and some interchangeable items from other pre-war Studebaker cars and trucks. Frankly the list was pretty short. Today that list is a bit longer; tailgates, bed floors, headlight trims, cab floors



mostly positive, memory of the company we celebrate, plus a membership that allows me a lot of editorial freedom, all of which adds to the pleasure.

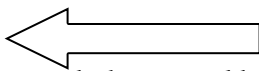
An additional benefit is recognition of the effort. As I noted to Laurel, this makes my fifth 2nd place in newsletter competition. It is beginning to look like a career choice, one I'm quite happy with, I must say.

At our picnic I noticed a similarity in the bumper guards of a nearby '41 Commander and David's M-series Truck. Most of us know by now that Studebaker was very clever in the use of small parts between cars and trucks as a way to save money. I thought those M5 bumper guards looked special, so I asked a simple question. The answer is a nice Studebaker story I got in return. There is also a good write-up of the lost-wax process that was used to produce the part. Hope readers will also enjoy that part as much as I do. -Yr Hmbl Ed



1947 Studebaker Woodie Prototype
THE STORY BEHIND THE 1:43-SCALE VERSION of this 1947 Champion Deluxe station wagon is fascinating: Studebaker enthusiasts salvaged the remains of that one-off prototype from the Studebaker proving grounds, then restored it to as-new condition. It's currently on display at the Studebaker National Museum in South Bend, Indiana. Madison Models has a 1:43 tribute to that prototype in hefty white metal; just 100 examples are being made in England. Its wood detailing is appealing, as are the grille and wheels. This is a pricey piece, but the Route 66 Model Car Store is donating a portion of the model's sale proceeds to that store to help fund future restoration and preservation projects. Cost: \$149.95. 708-246-1543 • www.route66modelcarstore.com

I copied this from Hemmings Classic Car and sent it around as an early heads-up for anyone interested, since "Limited" means not many issued. I was thinking maybe 1,000. At our Picnic Walt Thompson showed off his (I mighta known), and said it was one of just 100! WOW!



and cab corners, hubcaps and horn buttons and other parts make it easier for restorers and builders to source high quality parts. Still our trucks lag far behind the big three in parts availability. This is the story of a dedicated and innovative Studebaker M5 owner who went the extra mile to reproduce a technically difficult part for his M5 and make it available for other Studebaker owners as well.

When Seattle SDC Chapter Newsletter Editor and former Studebaker employee, Bill Schiffer, learned about this story, he asked that I write how I came to possess these parts. I had indeed received a set from fellow M5 owner Gary Ash of Dartmouth, MA. As it was some years

my truck and realized that others would want them, too. You were kind enough to lend me a set [of originals], which then got lost. I still cringe thinking about that. The originals have never surfaced. My friend Erik Thomas, who lives in Little Compton, Rhode Island, about 20 minutes from here, makes various metal and plastic parts in China as a business. He also has parts made for his own antique vehicles (MG-TC, 1955 VW bug, 1920's Bentley, 1939 Mercedes hill-climb car, Formula V racer, Whizzer motor bike, etc.) and airplane (Cessna 140 tail-dragger).

I got the original drawings for the bumper guards from the Studebaker National Museum archives and gave them to Erik.

In order to control product quality for what he supplies, Erik spends 3-4 months a year in the Guang-Dong area of China. [Near Hong Kong.] Erik's wife made a trip to visit there and took your bumper guards along (*I heard it was in her purse -Ed*).

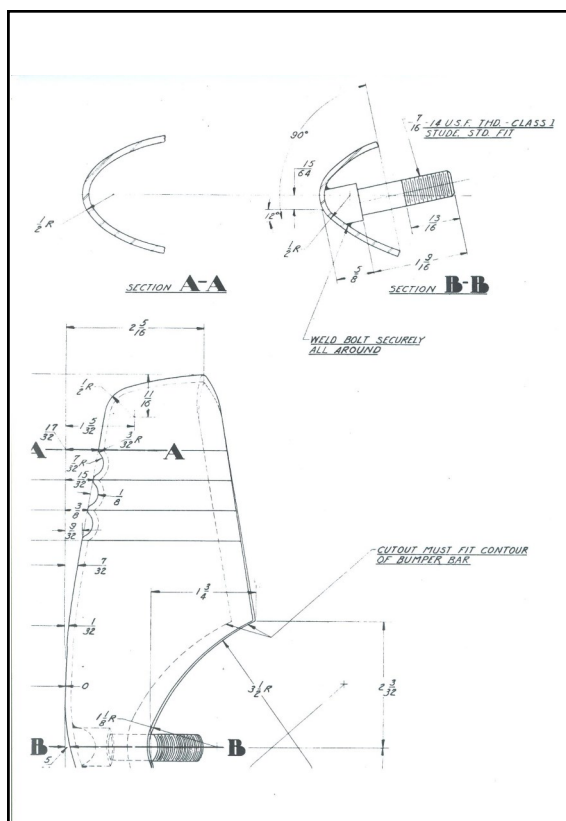
Using the drawings and the originals, Erik had his team make 3D CAD drawings. From these, a plastic casting pattern was made using stereo lithography to produce a plastic part. From there, a silicone rubber mold was made to get a "negative" part. Wax casting masters were made from the silicone rubber mold. The wax parts were dipped in a succession of plaster and ceramic baths,

hardened, and then baked to melt out the wax. (A Lost wax technique often used for making gold jewelry-Ed)

Molten 316L stainless steel was poured into the molds to make the parts.

Once removed from the plaster shells, the mounting studs were welded to the backs of the bumper guards using special tooling to align the position and tilt of the studs. Each part was then hand-polished to achieve a bright shine to match the color of chrome plating. The investment casting method yielded high-quality parts with walls of only 1/8th inch thickness without the \$50,000 expense of stamping dies. The use of type 316L surgical steel produced parts that will retain their shine and never rust, bust, chip, or corrode!

Do you need another set? I can send one to you. I have a few sets left, but they will run out in a year or so. They were originally designed for the 1940 President and Commander cars. I think there were so many left-overs that they got used on the M trucks until Studebaker ran out. I haven't seen a set of originals at a swap meet in many years
Gary Ash



past I sent him a note asking that he refresh my memory and share his story with us. This is his response. — David Orth

Yes, [David], as you know, I wanted some correct bumper guards for



TECH TIP

Muffler Update –More Choices!

Last November (2013), the Tech Tip Column was a run-down of acceptable “bolt-on” replacement mufflers for our Studebakers. First in fit amongst those available within the “acceptable substitute” parameter was the Walker 24081 glass pack.

A footnote of another acceptable muffler was the Cherry Bomb 87016 even though it was 28” overall and not the desired 25” overall.

Another acceptable muffler has been found which is dimensionally the same as a Walker 24081, it is the IMCO 612032, at 25” overall with a 2” ID inlet /outlet and medium offset angled ends.

It would still need the Walker 41946 adapter to reduce the 2” ID to 1-3/4” OD. This adds to the length to create a bolt-on that is the required 27-1/2 overall.

Most glass packs and turbo mufflers can be installed to flow in either direction. This IMCO glass pack has a core with small “scoops” that look like they

should be facing the inlet.

These are well made and heavy duty glass packs intended to be marketed to muffler shops. In fact, they are packaged in boxes of four mufflers, which works for me as a dealer. So, for now we are again covered with a suitable muffler to easily install on our Studebakers.

All the info, and our thanks to; to Jerry Blount's B.S. Column in the Northwest Newsletter, Bob Williams, Editor

STUDE STUFF FOR SALE

CARS FOR SALE

1950 Champion Starlight Coupe (9G-C5) with Overdrive. Ern Anderson, [425-822-9716](tel:425-822-9716).

My **1967 Avanti II** is for sale. I am asking \$7,500 or best offer. I drove it to Centralia and parked it over ten years ago and it has not been run in many years. It needs brake work, exhaust, and probably a tune up to get back on the road. I'm attaching a copy of the original pricing for this car. Don Kelstrom

1963 Cruiser - 289 V-8, 2 barrel carb, automatic transmission, power disc brakes. Front brakes rebuilt including 4 new caliper assemblies. Near new Kumho Solus KR-21 whitewall tires. Color is Rose Mist, although it has been repainted and some areas are peeling, showing original Rose Mist. All 4 doors have new window channeling, including window regulator cleaning and lubrication. Rebuilt alternator and distributor. New water pump, fuel pump, muffler & tail pipe, hoses, etc. Seats and carpets have been re-done and look good. Straight body - all panels fit well. Slight rust in lower front fenders but the car is generally quite free of rust. \$3750.00 Jerry Blount 503-658-6914 Damascus, OR
283 V-8 out of 1965 Cruiser. Needs Rebuilding - \$50 Located in West Seattle -100s of Turning Wheels going back to 70s - \$20 for all. Located in Snohomish Don Kelstrom - dkelstrom@juno.com

1940 Commander 2dr cruising sedan, 226cid, OD, hill holder. My honey and I drove this car all over Phoenix and the Southwest for over 30 years and 60,000 miles, 50K in 3 years. Recent upgrades include total brake rebuild with SS liners, new

bearings and seals, balanced front drums; king pin rebuild; frame checked by shop; engine rebuild: .030 over, .010-.010 crank, Total Seal rings, ported and relieved, cam, 9 to 1 head, Mallory electronic dist.

and coil, totally dynamically balanced including flywheel and clutch. Will turn 4,000 all day. Body is very sound but needs minor work and paint. Car is well behaved. Needs TLC but is a kick to drive any where,

any time. Will train new owner in care and feeding. \$7,500 Carl 623-979-5566 (2) From THE ECHO – Grand Canyon Chapter Newsletter

1940 Commander Business Coupe

(Not many left.) Body, doors, deck lid, running boards, hood sides, front and rear fenders and nose piece, no hood. Body has no dents and rust only on and under deck lid. Original paint and primer, aged. Frame has no suspension and front cross member is gone. I do have a '39 President hood and nose piece, which will fit, but no hood sides or running boards to match. I also have a '79 Firebird front suspension, narrowed 2" and that rear axle with springs. 116" wheelbase as a Commander 121" as a President. This car has a gorgeous shape, better than Zephyr and will look great when done! Bring your trailer and some extra help (my back is gone). It will have to be carried from the back to out front. \$3000 Carl 623-979-5566 (2)

From THE ECHO – Grand Canyon Chapter Newsletter

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WEB-MASTER: Tom Noller	22707 SE 329th St, Black Diamond, 98010 253-458-0141	tomlller@comcast.net
EDITOR: Bill Schiffer	813_217 PI NE, Sammamish, 98074 425-868-0895	bischifer@frontier.com
PARTS: Walt Thompson	1316 SW 160 St., Seattle, 98166 206-243-0149	
SCRAP BOOK.: Donovan Albrecht	22605 SE 4th. Samammish 98074 425-392-7611	dalbrecht@msn.com

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STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)
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Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

LOCAL MEMBERSHIP

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

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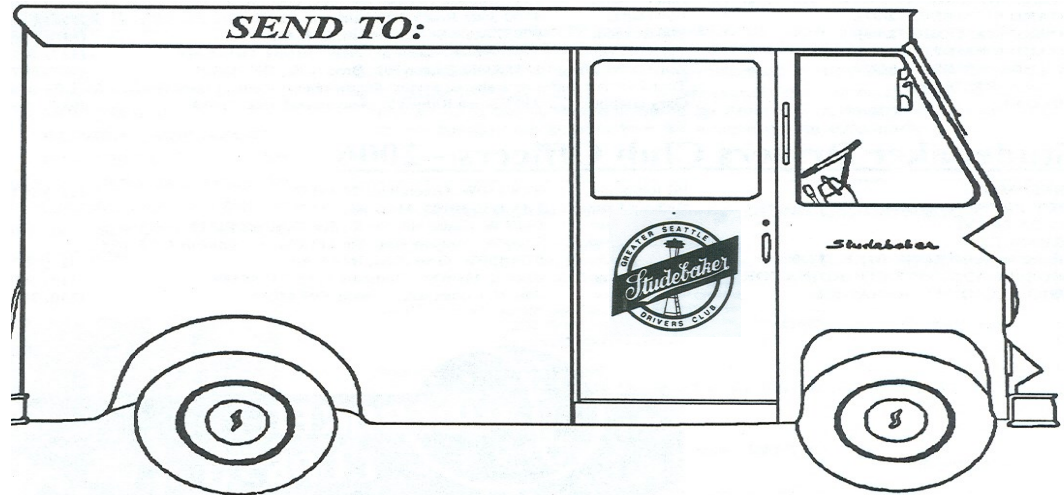
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W.C. SCHIFFER, Editor
813 217th Place N.E.
Sammamish, Wa. 98074-6801

THE WASHINGTON

President



1957 STUDEBAKER HALF TON PICKUP TRUCK