

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969 VOLUME 43 NUMBER 9

Steering Column



The Cle Elum show was interesting. They close off a few blocks of the main street and park collector cars on both sides and down the middle. There were some Avantis from this side of the mountain, but all the other Studebakers were from "over there". I think 12 in all - Avantis & Studebakers.

My big news is that I bought another Studebaker, a '40 President. Like I told the people here for the 2014

Overdrive meeting, "it is not a rust bucket". But, as they soon learned upon inspection of the car, it has other features that might be worse than rust. It is, I think, a "roll over" car. The top is badly damaged, most glass is gone, drivers door is bent down significantly, the "b" pillar on the drivers side is bowed outward quite a distance and other damage as well. I bought it to get the engine as a back-up for my '37 President. There are other useable parts and I'll be looking for buyers for those. It has a good front clip.

This months meeting will be on Sunday, Sept 8th, at Hovander Homestead Park in Ferndale. It is the Whatcom Mini Meet/car show that has always been a good show with lots of Studebakers and other cars as well. And, if you want to go up early, there are Stude activities at the Bell's Diner & Museum on Fri-

day evening and all day Saturday.

As has been reported before, the 2014 Overdrive will be at the Eagles Landing Hotel in Rochester, WA. I think that will be a good location to tour from as well as enjoy time together the evening before the tour and at the banquet after the tour. Thanks to all those who offered input about the various possible locations. All comments were considered and appreciated. Now we have lots more decisions to make and lots more work to do. If you want to join the committee that would be great or if you have some part that you would like to take on separately, please let me know. Don't be bashful, there is plenty for everyone to do. This is a case where no one should feel left out. WE NEED YOU!!!

God Bless . . . Dan Andersen

THE OVERDRIVE

As noted elsewhere, a cite has been selected for the 2014 Overdrive and we are in the beginning phase of the planning process. As noted above, Prez Andersen says WE NEED YOU.

We will be needing your ideas, some of your time between now and then, and we will most surly be needing your plans for next May with you, your main squeeze (or your wife), in your Studebaker and on tour in Southwest Washington!.

As noted before, some of us are so taken by this location that we'd like to plan a Saturday event. OK, so it's only Bill squared (Hallett & Schiffer) so far, but that could change! This grand plan stems from our idea of having more joint events with the other two branches of the greater Studebaker family. Much depends upon

how that is received as to the viability of a Saturday event or tour.

As perhaps noted elsewhere, the early planning is seeking the input and active involvement of both the Antique Studebaker and Avanti Clubs, both in planning and hoping for their full-on participation. I may be speaking for myself here, but it makes sense, to me anyway, to get all the Studebaker clubs involved.

In the next months, the details will be filled in, the final decisions made. Most of you who read this will not be involved, but you will be kept informed as to what is decided. As a chapter member, your most important contribution will be to decide *now* to take part in the event by being there. Pretty simple really.

Up Humb! Ed



BELL'S DINER OPEN HOUSE & BELL'S STUDEBAKER MUSEUM Plus

SDC CLASSIC CAR SHOW

SEPTEMBER 6TH TO 8TH



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



As everyone must be aware of by now the awards at Country village last month was virtually a clean sweep for the Studebaker owners that participated. I just wanted to congratulate all that participated! While this month's docket fell a little flat, mainly because our scheduled free cruise over the mountains turned out to cost twenty five dollars. It would have been a test for us with our old cars but for the price there was little enthusiasm.

Just because there are no regular events it does not mean that we need not drive our cars! Over the last month I have been to several shows at XXX where I had to only Studebaker, but I didn't feel lonely since Humphrey received a good deal of attention. This attention on a car, the make of which I doubt could even spelled by some of the participants, seem a real surprise for people locked on to their Fords and Chevrolets.

For south-enders cruise night in Covington is a very well attended event which can garner as many as four Studebakers on a given evening. The event is held in the

Walmart parking lot and gets going at about 4:00, give it a try! The main is to get out with our cars for the exposure, there are many opportunities going to waste.

Much of the group committed to choosing a site for the 2014 Overdrive met at the Andersen's home. After some discussion it was decided use the Eagle's Landing Hotel in Rochester Wa. While there we spent time in the garage looking at Don's new 1940 President "parts car". Joan Andersen provided some delightful snacks to help us with our choices.

On another note, while I was going through the national roster the other day I realized that there are a good deal of members in the National that are not affiliated with a local chapter. It dawned on me that this is the logical place to recruit new chapter members. It really makes little difference which chapter they might choose to join as long as their Studebaker experience is all that it can be. Maybe they just need an invitation, maybe a letter of introduction with an invitation or s phone call would be a good idea. Or maybe even the first years at a reduced rate. Neither choice would be very costly when compared to maybe having the

chance to meet a new member.

I think that over the last several years we have come a long ways to becoming the one club that I envisioned when I started as secretary. There is now communication between the three Western Washington chapters which, I believe, has enhanced all of our total Studebaker experience. I do think that we have a long way to go, which will require continued effort by all of us.

Bill Hallett, Ye Amb'l Sec'y

3 Days of Studebaker Fun!

Friday 6 September

* 4:30pm Cruise to Bellwood Acres

Join Us

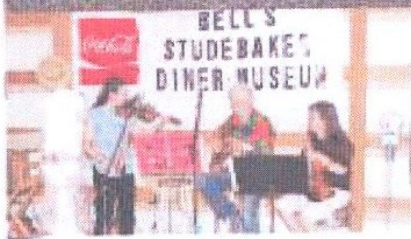
Saturday 7 September

* 10am-3pm Bell's Studebaker Diner & Museum 4th Annual Open House

* 4pm Cruise to Boomers Drive-In

Sunday 8 September

* Whatcom County SDC Classic Car Show at Hovander Homestead Park in Ferndale.



Please join us at the Bell's Studebaker Diner & Museum on Saturday, Sept. 7th from 10 am to 3 pm, sponsored by the Whatcom County Studebaker Drivers Club.

3 days of Studebaker fun!

Highlights at the Museum

- Lots of Food & Drinks (included with your \$10.00 per person entry).
- Live Music
- Trophies and surprises
- See new museum additions including a 1867 Brougham Carriage, 1958 Packard Hardtop, 1958 Commander, 1957 Wagon, 1964 Superhawk, 1800's Studebaker Sleigh,

Host hotel is close by @ \$80.00 per night (limited Studebaker Group Rate) which includes breakfast, Super 8 Motel at 1-5 exit 262 in Ferndale, WA. Mention Studebaker—PH: 360-384-8881

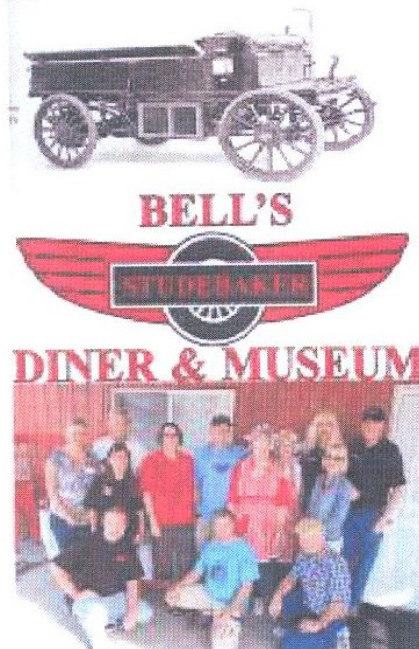
Driving directions from the Hwy 5 Exit 258 to the Open House.

1. Get off Bakerview and head towards the Bellingham Airport.
2. Bakerview turns into Airport DR. (0.8 mi)
3. Airport Dr. becomes Alderwood Ave. (0.3 mi)
4. Turn Right onto Marine Dr. (0.7 mi)
5. Turn Right onto Wynn Rd. (0.1 mi)
6. 3951 Wynn Rd. is on the left.

3951 Wynn Road
Bellingham, WA. 98225

Questions:

Brian & Barb Curtis @ 360-312-0758 briankcurtis22@yahoo.com
James & Stephanie Bell @ 360-738-0103 studenut@comcast.net



Chatting With Churchill

- A Commentary

Once again I will attempt to bore you, dear reader, with my remarks and comments on Part 4 of this continuing series from the current, September 2014, Turning Wheels. (you may want have your copy in front of you). The period of Mr. Churchill's tenure covers my time there, so I feel it may be enlightening to add thoughts of what was being understood at my level, that is; the grunts at the factory level. I do, of course, remember it as if it were yesterday.

Some background; Studebaker was at the time under a "management contract" with Curtiss-Wright. In fairness, it is my belief that the management contract did not benefit Studebaker nearly as much as it did Curtiss-Wright. They were called upon by President Eisenhower to aid Studebaker, and like the missionaries sent to Hawaii, "to do good", did very well. I will not go into specifics here, but can and will, if called upon to do so. Now back to the Pennington interview.

The initial series of five questions explores the model mix under C/W. A line often repeated in print at the time "we are a full-line automobile manufacturer" is in play here.

This was without a doubt the stance of Roy Hurley, President of C/W. He loved big cars, had a special Hawk model made for him, which was reflected in the just plain ugly fish-mouthed Packard Hawk. He believed in the above motto, and even may have originated it. The fact the cars were a reasonable match for cars from the big three, and still did not sell, didn't seem to make any difference. to Roy Hurley who *was* C/W management.

The second series of questions pursues the development of the Lark, and the fact that it was in the planning phase while keeping C/W in the dark. I do believe Churchill when he says he is a "small car man". He had an engineering background (and so would have a head start with me anyway). From my day-to-day experience, I recall several engineers I worked with having "projects", that when viewed later, were obviously for the Lark. Most of us did know a compact car was in the works, but we knew few details other than it would not be "all new", and would use current components, notably drive trains.

The series of questions about the trip to New York and the banks were of high interest to many of us, since we knew the outcome meant much to our jobs as well as the company. The money came with the edict to cut payroll, not mentioned in the article, but understood by everyone. Being on the low end of the totem pole, I of course did not expect to stay on.

Here I'll digress again to something that speaks to the sort of company Studebaker were.

When I received my lay-off notice, it came with the names of three companies who had shown an interest in my resume. Get that; Studebaker had circulated resume's so there were some prospects out there for those of us getting cut. I recall that Perfect Circle piston rings was one of them. I didn't care to move to Hagerstown, Indiana so they were out. A second was a small company in Indianapolis who made a single cylinder engine that was the common base model for all research by auto and gasoline companies. They didn't hire me, but I was interviewed by a Dennis Duesenberg,

and what Indy fan could forget that! I did wind up at Diamond-T in Chicago. They were not on the list given me, but contacted me later as a result of Studebaker's efforts. Some company huh?

Back to the Churchill piece.

I was intrigued by the body shell part, where Churchill noted that the old straight pillared windshield dies had been scrapped by C/W. This applies to what was a huge disagreement in '55 over the need for wrap-around glass (ala GM). Studebaker management lost that one, so C/W had the dies destroyed? Dies were often kept far longer; as in; where did you think Lark convertibles came from, built from scratch?

I now have one more reason to dislike the C/W contract.

My final comment has to do with those last few remarks about doing the Lark on the cheap, and the question about Gene Hardig and a blowtorch. Neither Churchill or Hardig were that sort of engineer*. This goes to maintaining the quality of work and product at a time when it was easy to belittle Studebaker. It was the 70's and it was popular to pee on that particular grave., and many in the automotive press were doing so.

I have no idea how many of these interviews are still in store in Turning Wheels, but it so happens that those that have been done so far, involved people I knew and admired

Yr Humbl Ed

*Keep in mind I worked (indirectly) for Mr. Hardig, Chief Engineer at Studebaker then, and later at Avanti. It was not exactly Hardig to DeBlumenthal to Schiffer, but somewhat in that order anyway.

TECH TIP

Lark Bumpers -or face bar in Studebaker language - may look similar over the 1959 - 1966 production years, but there are obvious differences.

Model years '59 and '60 used the same bumpers - no "wraparound" on the ends, and straight (no "dip") across the top. They were mounted with a total of 4 bolts - 2 each side. The rear bumper (except station wagons) did not have a provision for license plate mounting, since the license plate was on the rear body panel. The front bumper, of course, had license mounting holes provided. The wagons, in addition to license mounting holes, also had holes for a license guard, which carried the license lights.

The 1961 bumpers also mounted with 4 bolts total, but had a "dip" feature in the top of the bumper. This nicely matched the somewhat larger '61 grille, and the rear body panel was contoured to match the dip also.

1961 station wagons, however, used the '59 - '60 rear bumper - straight across the top.

Bumpers for '62 - '63 models were the same. Now the rear license plate was bumper mounted so the front and rear

bumpers both had license mounting holes. These bumpers were shaped the same as the '61 bumpers with the grille matching upper dip feature. Beginning in '62 however, the bumpers were mounted with 6 bolts instead of 4. The rear bumpers had additional holes to mount the license guards/lights and the rear bumpers were the same for all models, station wagon included.

New for the '62 - '63 style bumpers were "Winguards" or extensions that provided a wraparound feature to the bumper ends. These bumpers required an additional hole at the ends to bolt on the winguards. It was easy to drill the required hole on a non-winguard bumper so that Winguards could be installed. Back when the bumpers were still available, I used to stock the front non-wingard bumper, since it was universal to be drilled as needed for rear or winguard use. Winguards were standard on Cruisers and Daytona's - optional on others.

In 1964 The styling changes also affected the bumper features. The traditional Lark grille was gone, and so was the matching dip in the bumper. The 1964 bumper (and used through 1966) was straight across the top to match the new grille styling. The rear bumper, also straight across the top, blended

with the horizontal emphasis of the new styling.

The '64 - '66 Bumpers were the only ones to have true wraparound ends - similar in appearance to the '62 - '63 winguards but incorporated into the bumper stamping.

These later bumpers were available new for many years - which was good for '64 - '66 owners - but you occasionally see one installed on the front of a '62 - '63 Lark. It fits, but the straight top visually cuts across the lower part of the grille. A '64 bumper on the rear of a '62 - '63 blends a little better.

Note: My column stated that, for the '61 Lark bumpers, that the rear body panel was contoured to match the "dip" feature on the upper part of the bumper. NOT true for 1961 - the rear body panel was straight in that area. '62 and '63 models were contoured to match. With a '61 Lark hardtop and a '61 Lark convertible in my shop, you would think I would get that right the first time! Jerry

Once again our thanks to Jerry Blount and his B.S. "Bout Studebakers" column from the Northwest Newsletter, Bob Williams, editor

Overdrive 2014 at Eagles Landing Hotel

For any members who have yet to hear -we will be hosting the 2014 Overdrive at the Eagles Landing Hotel in Rochester Wa.

This location was chosen primarily because it offers lots of good roads for touring. In fact, some of us are so enthused about the touring possibilities, we are considering doubling the event to a tour on Saturday, adding to the traditional Sunday tour. It is not without reason that some Studebaker types would opt to do two days of touring, Drivers *is* our middle name after all.

For the touring possibilities, Bill Hallett is putting together information on the sights, events, places and roads in Lewis, Grays Harbor and Pacific counties. The area offers a variety of things to see and do. A few of you have come forward with ideas about the Steam Train, a Veterans Museum, a Wagon Museum in Raymond, Rainbow Falls, among them.

Still, it is early, with much yet to do and much yet to be decided before we have a final agenda.

Those of us who became the deciders (ala G. Bush), have reason to be pleased with our choice of hotel. The rooms are very roomy and well appointed, and were quoted at an affordable price, akin to the others we visited. There are three restaurants and one coffee shop on site at the adjoining Casino. The setting is rural, but not distant. The city of Centralia is a short drive away with all that means in choices of dining, drug stores, or other needs.

This location is thought to be within I-5 driving distance of the Puget Sound area clubs, and the Oregon chapters, without being a deterrent to those coming from further away, ala Idaho, Montana and Canada.

The hotel is 12 miles from I-5 Exit 88, which makes it 100 miles from Portland, and 200 miles from the Canadian border or central Oregon

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

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

1952 Studebaker Champion Starliner 2dr hardtop

An extremely rare amazing project car. A complete car with good metal, original interior, and engine. Some surface rust. Good glass; a straight body with a few minor lumps, and it even has the original owners guide booklet in the glove box.

This can be a gorgeous restored or customized gem. All the chrome trim is there, but some needs attention. Four matching Studebaker hubcaps are in good shape. The body is solid with straight sheet metal. The floors and trunk bottom are solid.

The inline six cylinder motor and three speed manual column shift transmission with overdrive are complete. \$2,500.00 / OBO

Don't miss out on this opportunity to restore or customize this car.

Please call (360) 970-2508 for more details about this restorable classic 52 Studebaker.

I am reducing my rolling stock; I don't have time nor money to finish it.

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

PARTS

Late 1953 to 1955 15" Wheel Covers I have 5/ea. \$150 for all five Jim 206-914-1682



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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: -[wwwStudebakerSeattle.com](http://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)
Studebaker Vendors: [http//www.studebakervendors.com](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

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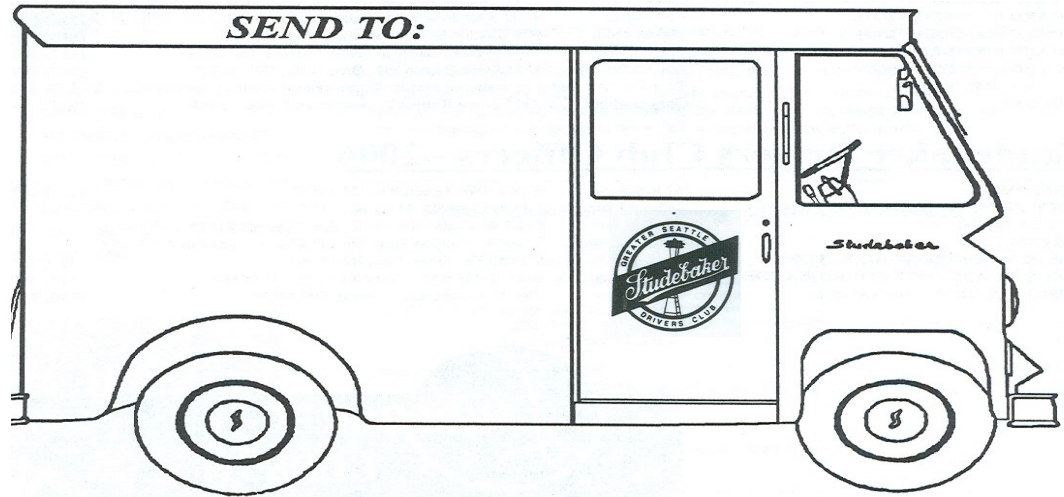
Studebakers Owned:

1 _____ 2. _____

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

THE WASHINGTON

President



1939 Studebaker Coupe Express