

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969 VOLUME 43 NUMBER 10

Steering Column



September was a busy month, car wise. In fact, it started the last day of August when Joanie and I visited the LeMay Family Collection in Parkland. Seems like they said this was their 35th annual open house. Harold LeMay always opened his collection of older cars to the public one day each year and that day was in the last part of August. Nancy LeMay is continuing that tradition but the Collection is now open throughout the year and their facility is available for events as well.

This year they had a swap meet, the Collection's cars, cars brought by

others and a car auction operated by Lucky Auctions. They had a nice '37 Studebaker Coupe and a '38 Studebaker bread delivery truck offered at auction. And, there was a '37 President Coupe (very rusty) on display. There were plenty of Studebakers in the auction and on display. They (The Collection) claims to have 500 cars on display but one of the volunteers told us they own 2000 cars and are continuing to buy more. They are still claiming to be the largest private car collection in the world.

September included Drive Your Studebaker Day; Did you?

For the entire month of September I worked, when I could, to dismantle my '40 Studebaker parts car. I now have a sizable pile of parts (all tagged) and the remaining hulk will go to the junk man within the next two weeks. If anyone wants the frame and suspension, you better hurry.

I took time away from the dismantling to visit the Chehalis swap meet and it was a worthwhile out-

ing. Found a bumper guard for my '37 President and it was marked \$3. Rarely see those for sale anywhere but there is one on eBay now with an opening bid of \$85. Anyway, this year's Chehalis swap was, I think, larger than before. You know how I love those swap meets! Monroe and Bremerton yet to come this year.

Also in September was the Whatcom County Mini Meet in Ferndale. Some nice Studebakers there and a (small) swap meet. Enjoyed the show and found a few things at the swap meet. All in all a great month - September.

We are continuing to move along with plans for the 2014 Overdrive (in May). Think about what you want to do to help. See Bill's article elsewhere in this issue.

Mary has put together what is likely to be another great Fall Colors Tour (October 6th). Thank you Mary! Hope everyone can participate.

*God Bless... Dan Andersen*

OVERDRIVE REPORT

SUNDAY September 29, an Overdrive Meeting, with the usual suspects, was held at Don & Joan Andersen's house. The usual suspects; Odd Justad, Bill Hallett, Mary West, Bill and Iris Schiffer, were lacking only Helen & Donovan Albrecht. Some decisions were made, and some questions remain to be settled.

Having a tour on Saturday is a GO. The ASC chapter is planning a tour, and anyone with a more modern Studebaker ride may follow, really follow -at the rear.

The standard Overdrive will be held on Sunday per

usual, with the usual banquet to follow. There will be no banquet for the Saturday tour.

Costs are being sorted, and a final bottom line price for the tour(s), banquet et al, will be settled soon.

Details remain, legwork and planning details are not yet set in stone and volunteers are more than welcome, as always. As stated last issue, minimum participation by GSSDC is to decide to make the Overdrive tour next May 16th, or the 17th, or both! Sign up early!

*Up Hmbl Ed*



## **OCTOBER FALL COLORS TOUR**

**Sunday, October 6th at 1:00 pm**

Meet at: Neely Mansion 12303 SE Auburn-Black Diamond Rd

Auburn, WA. (Take the Auburn-Black Diamond Exit off of Hwy 18, and head East -  
.Mansion will be on your right)

We will tour and stop at Krain Corner Inn for lunch.

39929 264th Ave SE Enumclaw, WA

## **OCTOBER: 12-13 Monroe Swap Meet, Monroe**

### **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

## **Studebaker Drivers Club Annual Christmas Party Hosted by the North Puget Sound Chapter SDC**

*At Avocados Mexican Restaurant*

*10822 Evergreen Way, Everett, WA Ph 425 322 5690*

*Date: December 7th*

*Time: 1 PM*

*Dinner will be a Sizzling Fajita Bar, with your choice of Chicken, steak, pork or portabello  
mushrooms over sautéed onions, and bell peppers.*

*Includes rice, beans, tortillas, guacamole, Pico de Gallo and sour cream.*

*\$20 per person.*

*Please let us know by December 2 if you will be attending.*

*Call 425 745-0263 or e-mail: [patcarol@frontier.com](mailto:patcarol@frontier.com)*

*You can pay in advance or at the restaurant.*

*Send payment to:*

*Pat Knappert, 3511 Shelby Rd, Lynnwood, WA 98087*



The Wash-

**President**

## NOT JUST ANOTHER COOK BOOK

- A book review by Dan Kuhl

This cook book was originally written in 1989 and has been reprinted twice since then. The book's recipes are separated by region in the United States, with a separate section for international recipes.

The name of the book is *Manifold Destiny* written by Chris Maynard and Bill Scheller. The book title is a spoof on Manifest Destiny, a belief from the 19th Century that American settlers had the right to expand across the continent. The premise or foundation for this book is that meals can be prepared by cooking them on the exhaust manifold of your Studebaker, or for that matter any car manifold, while driving to your destination.

To activate your taste buds, some of the recipes for our region include the Ford F-150 Texas Wieners, Poached Fish Pontiac, Donner Pass Red Flannel Hash, and Smart Car Salmon for Dummies. Most of the recipes in the book require home preparation. Cooking instructions are another story. Instead of temperature and cooking time, the cooking process is determined according to distance driven, usually from 30-80 miles.

This idea of cooking on your car's manifold started back in the days before McDonalds or Taco Bell, when people had little money to stop at a roadside café. Because there were many Model T Fords on the road then, this form of gourmet delight is associated with them today. Frank's "T" Parts, Ltd. offers a cooking oven that will mount right onto the exhaust manifold of a Model T. There is one made to fit the manifold on a Model A Ford as well. Someone with a little Yankee inge-

nuity might be able to get one of these cookers to fit a Champion or Commander six.

With all this talking about food, I think I will wrap a couple hot dogs in aluminum foil, throw them on my truck's engine, and head for the car show at 67th and Bell. I can only hope that the distance is long enough to prepare the dogs to my liking. Well done, of course.

### Hot Dog Surprise

(for trips longer than to the local car show) Distance: 40 miles

10 hot dogs, American cheese (or boutique-brand Wisconsin cheddar, if you have an expensive car), sliced into hot dog length fingers 10 slices 10 hot dogs 10 slices bacon

At home or on the road, cut a deep slit in each wiener and stuff with fingers of cheese. Then wrap on the diagonal, like an old bias-ply tire, with the bacon. Seal individually in foil.

These are great for stuffing into those odd places on the engine where you can't fit a turkey or a suckling pig. Cook about 45 minutes, or until cheese is melted and bacon is somewhat crisp.

*Ed Note: 40 miles in 45 min cooking time is not the average urban speed but more like open road. The author's hope for it being done in that length is chancy.*

This article was stolen from The Echo, Grand Canyon State Chapter, Chris Collins, Editor.

### E15 A Target

According to our official Auto Hobby lobbyist SEMA, and their SAN network, some states are legislating against the use of any more ethanol in motor fuel. The current

Federal limit is 15% (E15). Florida and Maine have new laws limiting ethanol to 10% (E10), the old standard. The state of Maine also specifies no corn-based ethanol.

While the reasons are different than those we in the old car hobby embrace, the effect is the same, to limit alcohol blended motor fuel.

### That Backyard Project Car(s)

The same SEMA lobby that pushes for the Ethanol limit, has a model law that allows auto hobbyists to keep inoperable autos on their property as long as they are out of sight.

The wording is helpful when state or local jurisdictions seek to limit what can be kept on your property.

The "junk car" laws are used to limit and control what can be allowed. The SEMA approach is to use common language in such laws so that such cars cannot be seen from public streets. If your local laws are in need of such, the wording can be found at:

[semaSAN.com/Inoperables](http://semaSAN.com/Inoperables)

It may be wise to contact your city council to see if such is the case in your town, and suggest that the model wording may be used for such a law. Y'a never know, the car you save may be your own.

### 1907 Surrey Cover Picture

I would be remiss if I did not have a word or two about the magnificent buggy restoration. Now finished, it was done over the last "few years", it is up to the usual Odd standards, are by no means odd at all. "Nuff said.

### New/Old Member

We welcome **Brian Thomas** back to the club. A particular friend to Yr Hmbl Ed, Brian is the owner of (per the pic's), a beaut of a Lark Taxi. Can't wait to see this wonder at the

## Notable Studebaker Custom

What we have here is a Pebble Beach Concours d'Elegance winner in the "American Sport Customs" class. A restored survivor with a checkered, multi-owner past.

To those who may ask "who would do this to a '47 Champ business coupe"? The answer is one Vince Gardner, noted stylist and clay modeler who worked at one time or other for quite a few car design studio's.

The accompanying photo's are from *Collectable Automobile* August 2013 issue. Their Photo Feature included a brief history of the car, its current owner, and info on how the car was originally built, and then restored for Pebble Beach.

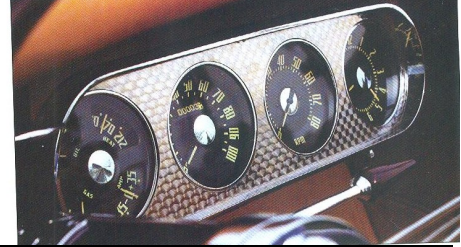
Those who read the article (probably a few of you), got a good idea of the car and its life, and as such, it was a good article.

Of interest to us fans of Studebaker styling is a first person description for the same magazine by Michael Lamm back in '07.

Gardner told Lamm he started with a '47 Champion business coupe, cut off the roof, moved the seat, pedals and steering assembly back; lengthened the hood and front fenders. The Plexiglas "bubble top" and its aluminum frame mates with a headerless windshield and can be stored in the trunk. The hood and trunk deck have been lowered and all chrome trim shaved.

Other notable details: tail pipes exiting thru round tail lights; Commander front bumper and wheel covers.

In laymen terms: the top was cut off. The cowl assembly, along with the front floor pan was moved to the rear till the seat mated with the former rear window molding. The steering shaft was extended to fit, and the frame reinforced. It does appear that the drive train was also altered by moving it rearward the same number of inches as the cowl. If so, it would serve to



Left: Clever design –if you need to lengthen the steering shaft, why not make it into something special? Right: Good view of a really great dash.

improve handling by re-balancing weight to the rear.

The total package is quite nice, and to my mind, reflects on the really good styling of the original. Proof once again of the old saying about "can't make a silk purse from a sow's ear" No sow's ear this coupe.

### *Up, Humb! Ed*

*Ed Note: At the 1947 time this car was built, Gardner was at Studebaker, probably, but not definitely, with the Loeny group. He is remembered as lead in-house designer in 1956, and, among other styling ideas, the one-year-only built-in interior arm rest of that year, (unloved by many '56 restorers)*



A Champion enthusiasts delight –"full house" treatment of a Champ engine.



## Comments on Chatting with Churchill -Part 5

Last issue I responded to some points of the Pennington interview, Part 4. Items on which I felt I had some insight. As a curse from my time there, some issues in the Part 5 interview relate to the situation as it was, or perceived to be, came to mind. It has to do with conditions surrounding Churchill's tenure, and the apparent lack of confidence the Board had in Egbert by '63.

Churchill, on not remaining President; *"I'd had almost five hectic years and it was enough"*.

Five years puts us in the '56 model year, and a lot of turmoil was going on at Studebaker during those years.

The Agreement with Mercedes-Benz was still new and being sorted out cautiously. The merger with Packard was a mess, the Curtiss-Wright management deal was binding on Studebaker's Board to make some changes. That was alluded to in the discussion concerning Sonnabend and a horizontal versus a vertical conglomerate being insisted on by the "bankers". We also find that Churchill's allies on the board make sure that the diversification program went their way. We come away with a sense that all was in flux in South Bend, and we'd be right.

The Packard merger, featuring President Nance, had proven to be a fiasco. The merger had declared that the surviving corporation was to be Packard, but that changed. We know from the Part 4 Pennington article, that Churchill didn't get along with Nance, add the info regarding Roy Hurley of C/W and Churchill on the Lark program, and all the jigsaw pieces make a reason for the board to retrench, and once again become "All Studebaker". It seemed obvious then why they "stayed home" and

picked Churchill, who'd been with Studebaker since 1926.

It was unusual in the auto business to have a President who comes from engineering ranks. It was thought at the time that the Churchill change was made to wring more efficiency from the old Studebaker facility as it existed. Why not someone who knew the plant?

The question of what followed the Lark, and the fact that a new body shell was in the works is surprising. *"In the works"* indicates that it was in progress. The answer that *"tooling was priced out and the specifications were drawn on it"* would indicate the new body was quite far along by 1960, as he later answers, *"for '63 (models), in the fall of '62"*. Churchill's answer about Egbert tooling up for the Avanti would seem to indicate that Avanti development money negated any money for a new body shell.

Churchill retired as President in 1961, but stayed on the board, which is a long-standing loyalty practice at Studebaker. Per example; every President of UAW Local 5 entered Studebaker management at the end of their term. Not by coincidence.

The remainder of Part 5 seems to deal with the disappointment the board had with Egbert's plans for the company, (push Studebaker into the medium price class?), and a defense of the move to Canada.

He was on the board, but still uses terms like *"I would presume"* and *"I don't recall the circumstances"*, yet the interview is in 1971, just ten years later.

He is correct in citing 2-1/2 % as Studebakers post-war market share. Figuring the same share for a mid price class volume of 600,000, was leaving no room for growth of that sector. The inference being this volume would be too small to show a

profit. (was Egbert trying to make Studebaker a "niche" car company?)

I was also intrigued by the fact that they were in *"a hotel room in Stuttgart, Germany in December '63"*, and talking about moving to Canada!

Stuttgart is the home of Mercedes-Benz, but there was no follow-up as to why there were there for a board meeting. Sure would be interesting to know.

The discussion about the "open points" goes back to the Part 4 discussion about the dealer network. Churchill's answer that attempts were being made to *"get the open points closed"* was not followed up either here or in Part 4, as to what those attempts were. Since the dealer network was a problem, and had been for some time, it would be nice to know. Since they were in Stuttgart at least once, and since the dealer network was the primary interest of Mercedes-Benz in joining with Studebaker, it is easy to establish a common interest there.

It was well known at the time that M/B was only interested in *some* Studebaker dealerships. They (M/B), would choose. They (the selected dealers) would be invited by M/B. This was taken to mean Studebaker dealers in metropolitan areas, not the small dealer in Podunk, Iowa.

Editors Note: The need to respond is a quirk of mine. The subject is of sufficient interest to the Studebaker hobby to find a place in our official magazine, so I am not alone in my interest. I just happen to be one of the very few left who were *there* at the time. The questions as to what is being said, or not said, stems from my life-long association with things Studebaker. Your indulgence is welcomed.

*Yr Humbl Ed*

# 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

**1948 Studebaker Champion.** She is a project car, all original, and runs like a champion! (pardon the pun!) She has been under cover for 37 years, driven new until 1975 from the town doctor in Arlington, WA and sitting pretty much since. 88k miles on her and I have included pics. Contact me at 208-699-0166 I will be putting her on Craig's list in a bit. Asking price is \$10,500



### 1952 Champion 2 Door Sedan

Too many projects, will never get to this one and I need the garage space. Ran when parked. Solid but with some surface rust. Needs complete restoration. Normally I don't care to see cars modified or hot rodded, but I have to

admit that this one might be a candidate for that, and I would not mind. Or even a parts car, but it is really too good for that. Price is set at a paltry \$350, I really need the garage space. Odd Justad: 425-747-9196, [stude21@juno.com](mailto:stude21@juno.com)

## PARTS

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

## WANTED

For a 1963 GT Hawk - 4 full disc wheel covers. Phone **Rob Hill** (250) 642-7349 (Canada)

I am looking to purchase a copy of the Studebaker 1966 "Facts and Features" catalog (24 pages). A picture of the cover is shown on page 9 of the November 2011 edition of TW. If you have one you are interested in selling, or you have one you would be willing to scan please send an email to **Mark Hayden** [haydenmj@shaw.ca](mailto:haydenmj@shaw.ca) or (250) 748-4643

Magazines with Studebaker articles - .

### Collectible Automobile

1928-33 Studebaker Presidents by Richard Quinn - \$6  
1939-40 Studebaker Champions by Richard Quinn - \$6  
1953-55 Studebakers - \$6  
1955 Studebaker Speedster - \$6  
1950-51 Studebakers (not a feature article) - \$5

### Hemmings Classic Car

1953-64 Studebaker Station Wagons - \$5

### Motor Trend

1957 Studebakers - \$5

Small article and pictures of 1953 Studebaker Convertible Custom and information and pictures of 1957 Rambler Rebel Fuel Injection - \$5

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

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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](mailto:badcow@w-link.net)

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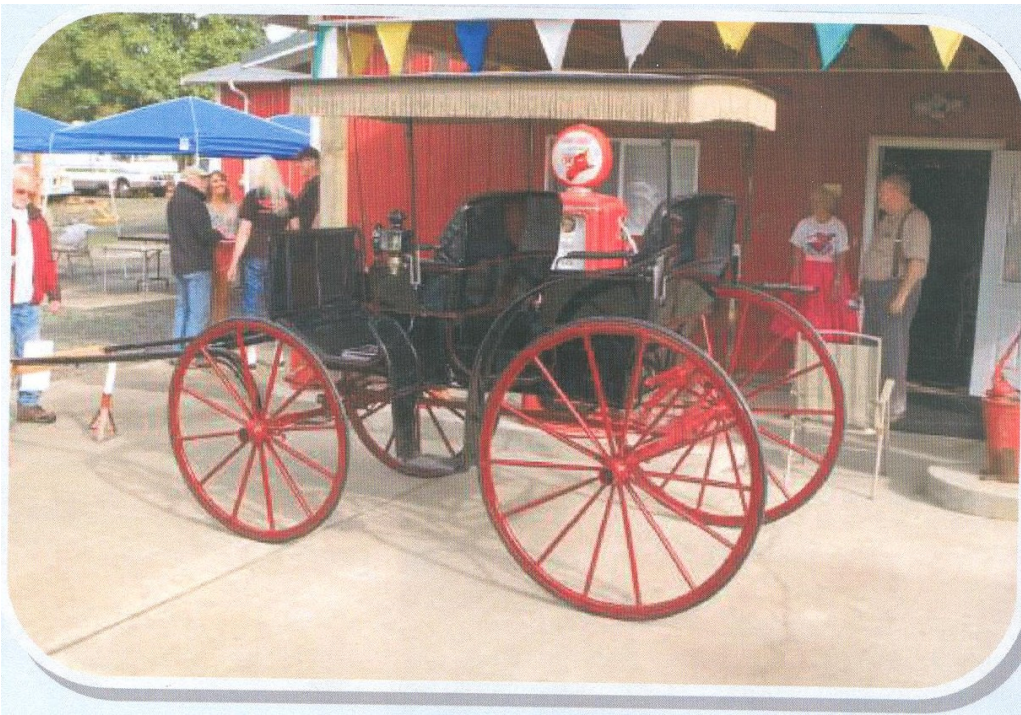
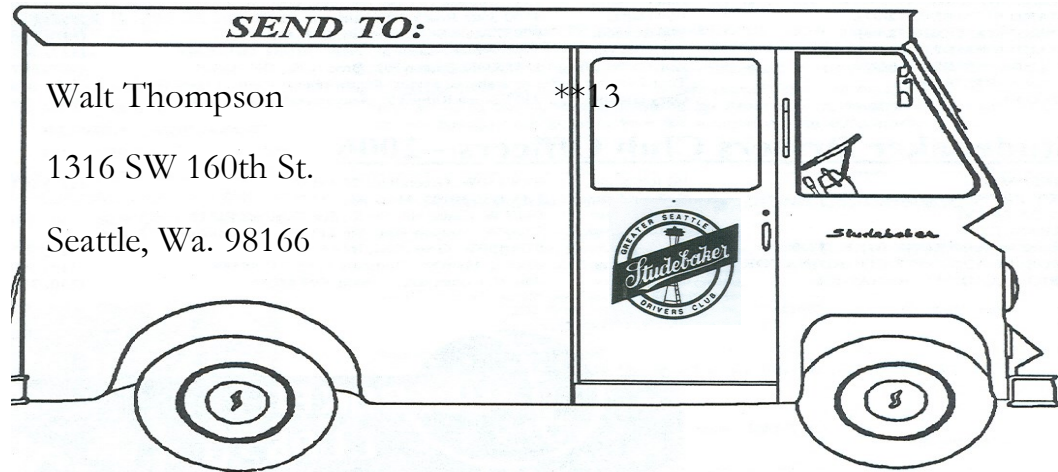
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## THE WASHINGTON

# President



**ODD & GRETA JUSTADS**  
**1907 Studebaker Surry**