

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 11

Steering Column



It is that time of the year when we are thinking about the health and well-being of our Club. If the Studebaker Driver's Club is important to you, and I hope it is, come to the November meeting and show your support. We have an important event coming up next year, the 2014 Overdrive. And, we have had mostly the same officers for several years. We have a good

group of people working on the Overdrive right now but it sure would be nice to have more help with that and to give the current officers a break. Mary West has done an exceptional job as our VP. She puts together great outings each month but should not be expected to do that year after year. Tom Noller, our webmaster, has moved to Iowa. He has done a great job but has other concerns now with a new job and home. Eric is likely looking for someone else to take over as Treasurer and I would think you would be tired of your present "do nothing" President.

We are making good progress on the 2014 Overdrive. Mary has developed a very good logo and Odd has a nice announcement/registration page that is about ready to go out to the world at large. Bill S. has been in contact with Eagles Landing regarding meal pricing

and hospitality room cost. Bill H. is working on the Sunday tour. We can still use more ideas and more help.

This years' fall tour (last month) was on a supposed rainy day that turned out to be mostly sunny with no rain. Mary even found us an air show at our first stop. Very entertaining! Thank you, Mary!

Only one swap meet remaining this year (sigh). That would be the Bremerton on the first weekend of November. It is not a real big meet, but it is the only one going so I'll be there.

The room at the Sizzler is plenty large for lots of Studebaker people on November 9th (at 1:00pm). Come on out and show your support.

God Bless... Dan Andersen

SCENES FROM THE FALL COLOR



Prez's Prez at Meeker Mansion



Bill & friend admire a nice '41



The Usual Suspects on Tour



DITTO

Berry's Garage - a very nice Chrysler & a Rambler. Proving that a collector is a collector . . . is a collector





NOVEMBER ELECTION MEETING AND OVERRIDE UPDATES

SATURDAY, NOVEMBER 9th from 1:00-2:45 PM

Sizzler Restaurant 16615 Southcenter Parkway -Tukwila, WA.

Order first, and then meet the group in the separate room in the SW corner of the restaurant. They have a great salad bar, and a senior menu.

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



SECRETARY'S SCRABBLES

The Fall Colors Tour was a great success! Even though we didn't have many "colors", we had a beautifully warm, 75 degree day. Our first stop on our tour was to be a drive through Flaming Geiser Park but whether a moment of misplaced conscience or the fact that I finally spied a sign indicating the need for a Discovery Pass I decided, at the last minute to make it a bathroom break. The tour took us through an area that several people claimed never having been through before. Mary and I had been through that part of the valley before on a number of occasions and we both thought it would be a good tour route before it was developed. From the valley we traveled that few had traveled before to the Berry's beautiful home.

Rick Berry greeted us with a tour of their fantastic collection of cars and sweetened us up with some yummy cookies. We missed seeing Laurel, as she was out of town.

When the cat's away...we all had fun! After an enjoyable respite we traveled to Gloria's Restaurant for food and a meeting. No break downs, nice weather, good food and great company made for a fine afternoon with our friends and our cars!

Those in attendance were new members Bill and Jean Marie Brough in their gorgeous '55 Speedster, Larry and Linda Worden in their '55 Commander, Ray Keehner and Jerry Molitor in Ray's '41 Coupe, Don and Joan Anderson in their '38 Commander, Linda and Elbert Field in their '65 cruiser, Al Basile and Lou Cote in Al's Maroon Avanti, and Bill Hallett and Mary West in Bill's '62 Lark convertible. Brand X members were Odd and Greta Justad, Walt Thompson and Dorothy Abbott, Pat and Carol Knappert, Dave Keister,

The tour caused me to think about how different the CS national meet was with high ambient temperatures, rarefied air, lousy gas and old cars, all of which was a persistent

recipe for vapor lock. It also reminded me of an incident more than fifty years ago when my father and I, as a young teenager, had been over to Spokane to visit my grandmother. On our way back Dad stopped for gas in Spokane, as was his custom. The 1956 Champion was running fine but as we continued the car began to run worse and worse. In Moses Lake Dad had the point gap and the air filter checked and a new set of spark plugs installed. Back out on the road the car continued to run rough. Knowing full well that the mountains would be impossible the way the car was running he pulled off the road in Cle Elum. Dad really did not know what to do next. At that point I asked him if he thought that it might be bad gas. I had remembered that he had stopped an independent station, Husky if I remember right. At any rate a light went on and our next stop was the Texaco station. No more problem!

I also remember that in CS I had been invited to go along with some friends in the 1962 GT which they

had driven from Calif in, but which had given them some trouble while traveling across Utah. The problem fixed they were ready to continue with their adventure. On our way back from the Rambler Ranch the car began to run lousy. The gentleman asked me what I thought to which I said that it feels like you need gas. After assuring me that gas was not the issue we continued on until we could go no farther. Some other Stude folks stopped to help but to no avail. With the help of another Stude friend, the car was towed back to the meet hotel. The next morning, with help, new points, condenser and timing gave it a good to go sign. Evidently they didn't make it out of CS though that weekend. The short for it was bad gas! Fresh gas was really all that it needed.

A recent event seems to be a fit here. Last year there was a kind of impromptu winter Studebaker event was to happen on a cold Sunday in January. I rolled the 1960 wagon (Humphrey) out of the garage for the twelve mile trip to the XXX. The car was running fine with no sign of a problem, until I was about two miles from warmth and a burger when the car died at a stoplight and refused to restart. After a helpful passerby and I pushed it around the corner and it again refused to restart I determined that it was no fuel was in the carbonator. After about a mile walk to a NAPA for some starting

fluid the car still refused to start so instead of the XXX it was the AAA instead. The next day in the relative warmth of the garage it started fine! So even though I had only non E-10 gas from the Grange in the tank the fuel did not fit the circumstance of the cold weather. What Humphrey was experiencing was carbonator icing, something that is all but forgotten with today's fuel injected cars and the dominance of E-10 at the pump, both of which keep the fuel from icing. So this was one of those rare occasions that the alcohol would really have been the best medicine! In spite of the Humphrey's above it is still best if our old car's tanks are full of non E-10.

What this all means to me is that it does matter what we put in the tank of our old cars and when we put in. Keeping our tanks as close to full is almost always a good habit to get into but we can't always be sure of the quality of the gas that we get on the road. So what I try to do is to try not to let the tank get down to much less than an half a tank. Then at least the mix of the unknown quality of the gas that you are putting into the tank has less chance of impacting the car's performance.

On the web there is a site that is dedicated to the improving the quality and the source and quality of our fuel. What this means to them, is expunging ethanol from the gas that they use. Some have even gone so

far as filtering the ethanol from E-10 by adding water to it in suitable container with a petcock on the bottom. Since the alcohol is attracted to the water, much as in a mixed drink and because the resulting solution is heavier the gasoline gradually sinks to the bottom of the tank where it is drawn off using the petcock. This leaves a mixture of grain alcohol and water, anyone care for a drink? Drinking is not advised, of course, but one guy says that he uses it in his windshield washer bottle.

In todays world, which seems so different to the one in which our old cars were used regularly any positive change can be so important to us. I am surprised that so many people that have old cars are unaware of the problems associated with the use of E-10, or that the Grange which is only about one hundred yards from the XXX in Issaquah carries only non E-10! There is an also fairly well known comprehensive web site which lists, by state, all of the ethanol-free gas stations. Just type in ethanol-free gas stations and you get a listing of about 5500 stations across the country that can help us with one of the major problems of driving our old cars. Wouldn't it be nice to get back to driving our Studebakers as they were intended to be driven without some of the problems related to what has become one our largest problem alcohol!

Yr Hmbl Secy, Bill Hallett

Donovan's Advice Column

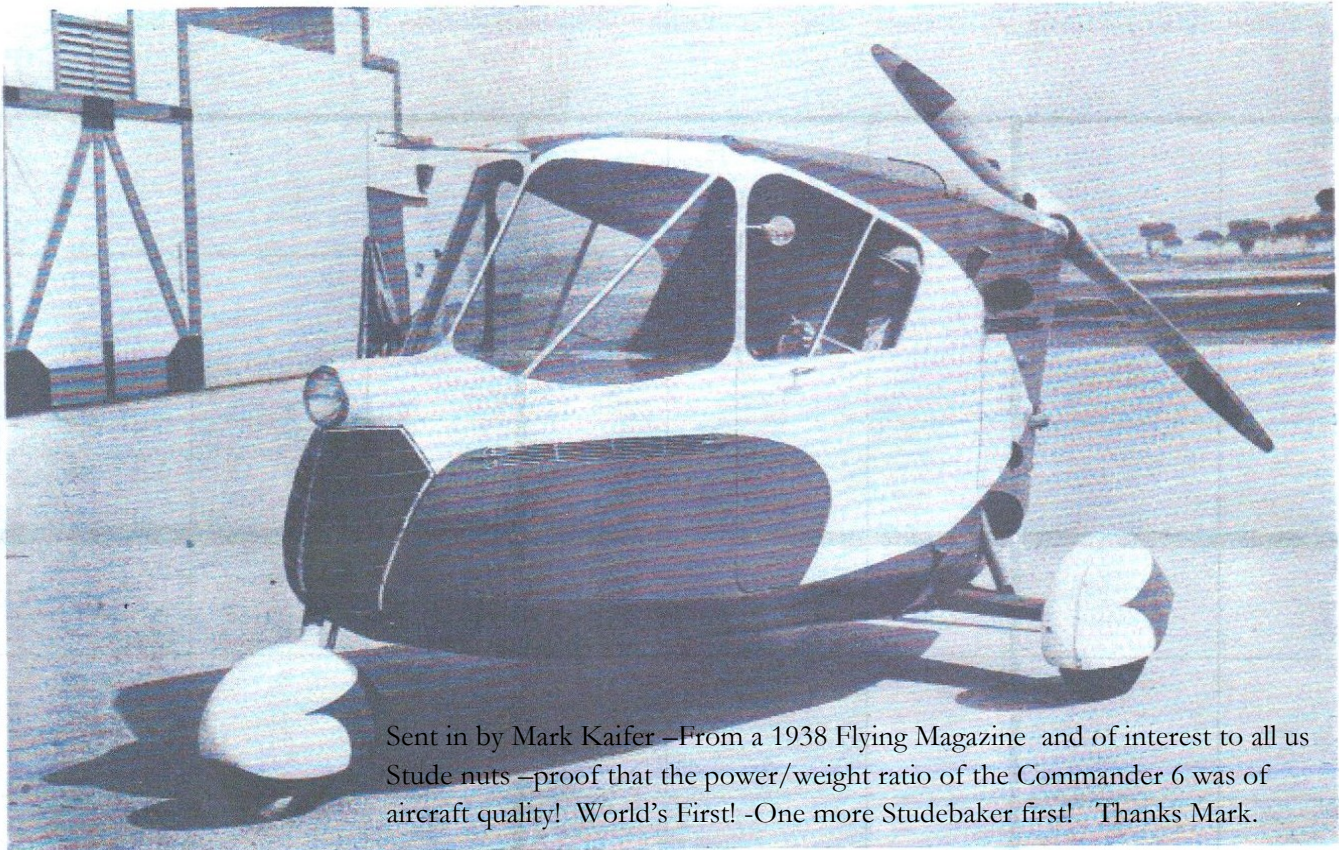
*Via e-mail from good friend & member
Donovan Albrecht*

- Never slap a man chewing tobacco
- Never kick a cow chip on a hot day
- Two theories on arguing with a

wife –neithr works

- When in a hole –stop digging
- Letting the cat our of the bag is a whole lot easier than putting it back in.
- You know you're getting old when everything is dry or leaks.

- Don't recall going over the hill without getting to the top.
- If you don't learn to laugh at trouble –you won't have anything to laugh at when your old.
- Young is beautiful, but being old is comfortable.



Sent in by Mark Kaifer –From a 1938 Flying Magazine and of interest to all us Stude nuts –proof that the power/weight ratio of the Commander 6 was of aircraft quality! World’s First! -One more Studebaker first! Thanks Mark.

With wings off and power shifted from propeller to rear axle, the Arrowbile is ready for the highways.

World’s First Flying Automobile Studebaker Powered

THE first automobile to take to the air is the Waterman Arrowbile, manufactured by the Waterman Aircraft Corporation of Santa Monica, California.

This coupe of the skyways has regular airplane wings which may be detached in less than three minutes and left at the airport hangar while the pilot switches his engine’s power from propeller to wheels and takes to the highways. While on the streets and boulevards the propeller does not revolve, the two rear wheels of the vehicle being supplied with both forward and reverse power and equipped with brakes.

When desiring to quit the city streets, the flying automobile owner drives to the airport. There the wings are attached within three or four minutes and, engaging the propeller drive, the pilot may be off to the air lanes.

While in the air the flying automobile has a top speed of 125 m.p.h. and it cruises at 105 m.p.h. Its gasoline tank has capacity for fuel enough to carry the vehicle 400 air miles. It lands at 45 miles per hour and, unlike many aircraft, is unusually easy to get back on the ground at the end of flights.

The Commander Six engine with minor modifications is used and it delivers 100 horsepower to the propeller. This engine, being much less expensive than the average aircraft power plant, permits a much lower price on the aircraft-automobile.

While on the ground the vehicle, which because of its three wheels is licensed as a motorcycle, has a top speed of 75 miles an hour and is easily handled in the dense traffic of metropolitan areas.



When it takes to the air, the Arrowbile is almost fool proof—cannot be looped—cannot climb steep enough to stall

SUPERIOR STUDEBAKERS

An interesting Studebaker story supplied by Don Andersen. (Direct article quotes in italics)

This story began in 1923, when a group in Lima, Ohio decided to build commercial bodies on the locally produced Garford truck chassis. The success of that effort led to the production of funeral car and ambulance bodies in 1925.

This put them into a decade-long association with Studebaker. This alliance was of tremendous benefit to the emerging operation. Studebaker provided the requisite "commercial chassis", high-profile nationwide advertising and over 3,000 retail outlets to sell and service their vehicles. Studebaker also supplied knowledgeable engineering and production technology which enabled the Lima operation to design and construct the finer vehicles for a rapidly growing customer base. As a result of this support, Superior became the nation's first

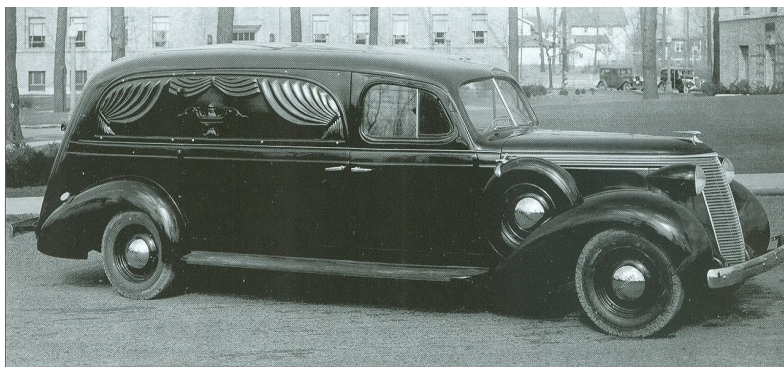
professional-vehicle manufacturer to employ mass production techniques to large quantities of specialty vehicles.

Between 1925 and 1937, Superior mounted bodies on all of the various Studebaker chassis; the Big 6, Dictator, Commander and President. From 1928 to 1933, Superior even offered a short-lived series of flagship models of the magnificent Pierce-Arrow, a premium brand then owned by Studebaker.

Although Superior had produced a lim-

ited number of funeral cars and ambulances on chassis other than Studebaker in the harsh economic times of the Thirties, in 1936 the firm launched a range of low-priced vehicles on the Pontiac chassis and, at the end of the 1937 model year, turned its back on its long-time benefactor and abandoned Studebaker.

Note: This is an excerpt of an article by Thomas A. McPherson in Professional Car Magazine, September/October 2013



1937 Superior Studebaker Westminster hearse with removable carved panels.

TECH TIP

GT HAWK GRILL

The grille styled for the Gran Turismo Hawk was designed to fit to the very bottom of the front of the hood, to give a very "classic" look to the re-style.

The grilles used on '56 - '61 Hawks, also very sporty and attractive, left a portion of body colored sheet metal at the bottom. This lower band of sheet metal would show through the new Gran Turismo grille design, so that area was painted satin black so it would not be visible.

Unfortunately, many Gran Turismo Hawks that have been restored have been repainted with the grille assembly removed. If the entire grille area was painted body color and the grille re-assembled, then the lower band of sheet metal was clearly visible. This of course was more obvious on white or light color re-paints, but the changed appearance is hard to ignore.

It is simple to correct - just mask as required and paint the area with some satin black before attaching the grille. That is how Gran Turismo Hawks left the facto-

ry - and for a reason.

(I see a greater percentage of Gran Turismo Hawks on e-Bay with this error than anywhere else.)

Is there another Studebaker model that suffers from a similar issue of painting body color over an area intended to be satin black? Yes - 1966 models. The area behind the headlight bezels and the area in the middle of the grille - behind the emblem - were painted satin black so that the headlight bezels and the grille segments would "float" with the black background. Similar story - bezels and grilles removed for a re-paint and the re-assembled with no thought to the black background.

Most unfortunately, on the cover of the recent book "My Father the Car" by Stu Chapman, he is standing next to a re-painted '66 Cruiser that has this satin black area painted over with body color.

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

STUDEBAKER DRIVERS CLUB ANNUAL CHRISTMAS PARTY

HOSTED BY THE NORTH PUGET SOUND CHAPTER SDC

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DATE: DECEMBER 7TH AT 1 PM

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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
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>
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

MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER

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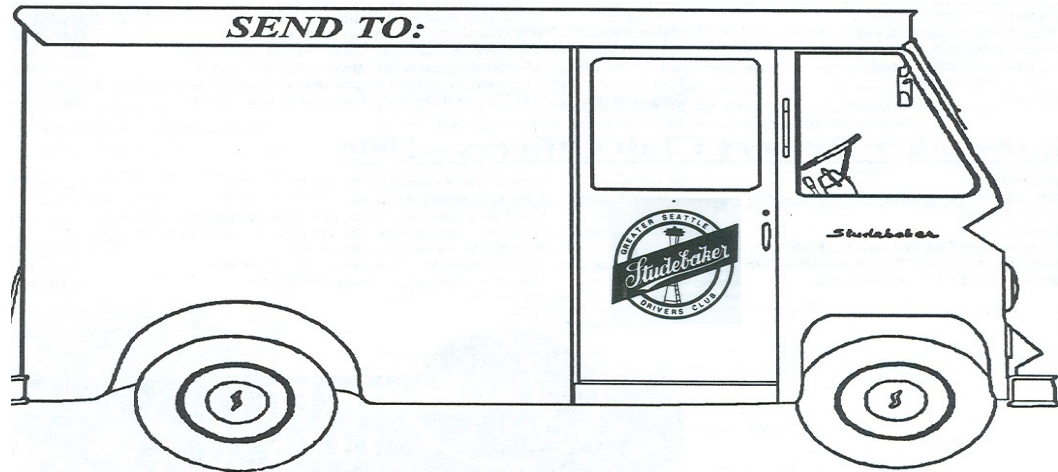
Studebakers Owned:

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W.C. SCHIFFER, Editor
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THE WASHINGTON

President



□



1935 Studebaker Ace 1T265 Wrecker

Here is a truly good Studebaker story. Found in 2001 by well known Studebaker enthusiast Ken Voigt in a South Dakota junkyard, he restored it to the standard seen here in one year. Sold to Chester Bradfield of Bridgewater, Virginia, another Studebaker fan of note, who repainted the cab and fenders in 2007. Written up in the December 2013 Collectible Auto Magazine, and sent along to the editor by Greater Seattle President, Don Andersen. One more Studebaker saved.