

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 44 NUMBER 2

Steering Column



Planning for the 2014 Overdrive in Rochester (Washington) is moving along well. We now have a signed contract with the host hotel and volunteers to do several of the needed show conduct activities. Be sure to register and to get a hotel room.

I notice that we are, as usual, having a small group doing the majority of the work and I thank them. But, that makes me think (again) about the future of our club. Bill Hallett has suggested that we join all of the western Washington chapters together because of our dwindling numbers and I support that idea. However, I think that really repre-

sents an acceptance of our ultimate extinction because that assumes we will continue to shrink in numbers.

Having thought about this for several years, I have thought of only one solution. And, that solution is probably less than acceptable to many of our members. It is presented here because it is the only solution I've been able to think of.

My solution would be for the club to support Studebaker hot rods and customs. Horrors!! That is where the old car hobby is going and if we are to survive, perhaps that is where we must go. I saw one indication of this when we took our '38 Commander to Fenders on Front street in Issaquah a couple of years ago. We set up with our Studebaker banner, copies of Turning Wheels and membership applications. Most people ignored us but some stopped and looked at our stuff and a few asked questions. Almost every question had to do with how large an engine I had stuffed into the '38.

When I told people it had the original engine from 1938 and was less than 100 horsepower, the ques-

tioners quickly moved on. One or two asked about dropping in a small block Chev V8 and improving braking. Even a friend of mine asked about a bigger engine when he stopped to chat. He said he was looking to buy another old car but wanted 300+ horsepower so it would "move".

Now I know that Brian Curtis has taken a lot of flack since he took over the Custom and Modified column in Turning Wheels, so there is opposition to these cars but some of them are very well done and they are Studebakers.

If we were to go this route, we would need to welcome Customizers into the club and try to get them to bring their friends. We could establish a Custom/Modified subsection and if things go well, they would probably take over and our unmodified cars would become the subsection. I know that is scary, but we must consider how far we want to go to save the club. Your thoughts?

God Bless, Don Andersen

Raffle Doings

Raffle, we're doing a Raffle . . .At the Overdrive Banquet.

It was quite a moment, ah you should'a been there (really, we need more people at the meetings), but I digress. When the planning meeting turned to the big E, Entertainment, a deathly silence fell over the room. Odd Justad had brought up the subject, and he now looked around, not too expectantly. After a long moment in which it became apparent nobody had even thought of the Big E, somebody, I don't recall who, had the answer, "Let's do a Raffle!" A combined exhale was taken as a Yes. Now lets all look over our collected auto stash, y'know, model cars, car books, old parts that are still good? You choose, then call Odd, the designated. Collector of Raffle Items. I have a Model T Magneto -would someone buy a ticket to win it? who knows?



February Garage Tour and Meeting

When: Saturday, February 8th at 10:00 am
Tour Director: Ray Keehner and the Antique Stude Club
Where: Tour starts at Mary West's house, 21707 290 Ave SE, Maple Valley, WA

Directions to starting point: Take Hwy 18 East to the Issaquah-Hobart Exit. Head south on Issaquah-Hobart Rd. past the Hobart Store/Gas Station. Just before the yellow flashing traffic light, turn left onto SE 216 St. Stay on the main road. Turn right onto 290 Ave SE (gravel). Destination will be on the right.

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 January Meeting was on a very rainy and blustery day, and the Seahawks had to play in it!

We started out at the Renton Historical Museum, where the curators were pleased to have so many visitors on such a nasty day. The museum has some nice displays of the coal mining days in the Renton area. The old power station across the street from the museum was showcased, as it transferred the power generated from the Cedar River, which cuts through the center of town. The history of Boeing was also displayed, which includes a flight simulator. The large neon sunburst sign from the old Roxy Theatre is prominently displayed in the center of the Museum, as their main artifact from bygone days.

The club went to Tommy's Restaurant for lunch and our meeting. Don Andersen opened the meeting with the Treasury Report. Eric informed us that we have \$1,460.00 in our account, which includes four registrations for the overdrive. He said that every month we get further behind. He also reminded us that the dues are due.

Bill Schiffer made a mock-up of some possible awards for the Overdrive that we liked. Bill told us he

now has a hotel contact that is much better to work with, and he will get everything in writing. He is going to send the Registration Form and Advertising out to all clubs in Canada, WA, OR, ID, MT, in the next week. It was decided that we drop the box-lunch idea, and have lunch at the Carriage Museum at a cost of \$10, which includes the admission fee. Mary will confirm this with the Carriage Curator.

Don reminded us it's 4 months before the Overdrive, and we need volunteers for the Itinerary, Hospitality Room, and Registration table. Bill Schiffer will make up the Itinerary, Kim Lebert volunteered to host the Hospitality Room, Greta Justad and Joan Andersen will run the Registration, Bill Hallett will lead the tour, Mary West will type up the tour route. Eric Larson will help with lining up the cars as needed. Several months ago Alan Basile and Lou Cote also volunteered to help with the tour. A Raffle was suggested, and it was decided we will have one. Odd and Greta will take the Donations for the Raffle, so bring something to donate to the next meeting. Eric Larson volunteered to sell the raffle tickets. This ended the Overdrive discussion.

Next we discussed the reason for this meeting to begin with: 2014 Planning. February is the Garage Tour, Andersen's will have a chrome seminar in March, April we will have the

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last meeting for the Overdrive, May is the HCCA tour, and O/D, Eric Larson will host a tour ending at a Restaurant in Enumclaw, Don suggested a private tour of the LeMay Marymount facility. All we need now is someone to host the October Fall Colors Tour. Members in attendance: Kim Lebert, Walt Thompson, Dave Keister, Odd and Greta Justad, Bill Schiffer, Don, Joan and their Grandson, Mary West and Eric Larson. Mary West In For . . .

*Up Constantly Ambled
See'y, Bill Hallett*

A Double Life

It has often occurred to me that we in the Collector Car Hobby live in two worlds. One foot in the past while being forced to live in the present. It is fair to say that we in the hobby are first and foremost, in love with cars, or at the least, fascinated by one aspect of them. Either as mechanical marvels, as rolling pieces of sculpture, as part of a past Era; or any and all of the above.

Whatever our individual case may be, if we own and drive an older car, while also owning and driving a more modern vehicle, we more or less, have a split personality.

Allow me to explain, and I shall have to be blunt.

Our late model auto's are much better at nearly everything than our period cars. They get better mileage with more power, they ride better, they are more comfortable, they are more precise in their operation, or "handling". In that guise, modern cars could easily outperform, on road or track, any of the more vaunted sports cars of the '50's and '60's., and do it with the wife in the passenger seat. It's called progress.

On the other hand, we really do enjoy the experience of actually driving our vintage cars. We take pride in fixing, maintaining and restoring them, but the real pride comes from driving our pride and joy down the road. The particular year and model are of personal choice, but the joy of putting it on the road is a thing we take pride in.

The driving itself is a set of skills not acquired by our great unwashed brethren of the operators license. For we are Drivers, we have the ability to use and enjoy three-on-the-tree, or four on the floor, with or without double clutching. Yes. we know how to use those two pedals on the floor in concert with the gas pedal. And the shift lever, a minor art form when done properly.

We don't need no stinkin' Tom-Tom GPS to find where we're going, we know how to use a map. We know how to adjust our mirrors properly. We can parallel park, that is, park close to and parallel to the curb.

We also know all the finite things, the little things, that put driving a car above the "Operators License" type. Like how and when to use turn signals (before the brake lights come on).

On the other hand, we must always keep in mind *what* we are driving on any given day. I once mixed the clutch equipped Lark for my A/T Wagon, and stomped on the brake, causing my two boys in the rear seat to pitch forward while asking "what'd we do Dad?"

Braking distance is another difference. Vintage cars had decent brakes, back in their day. All makes had stopping power that equated with their speed potential, *most* of them could bring the car to a stop from their maximum speed. Our

modern rides have much better brakes, a fact that must be borne in mind when traveling at any speed in our hobby car (unless of course we have converted to Disc's).

We didn't have cruise control and we didn't have the Interstate System. Taken together this meant that any long cross-country road trip was over two lane highways, with no passing on hills or curves, often getting stuck behind slower cars. It meant passing through numerous small towns on what was their main street. Five hundred miles was a full day's work., and not a lot of fun.

That same vintage car could today use the freeway, stay at minimum, right lane (say 60 mph), speed, and comfortable cruising. Just remember which car you're driving.

Up Ambled Ed

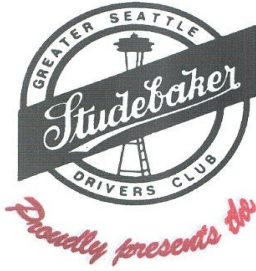
A Case in Point

The cover car for this issue, a '56 President Classic, is a good example of the above.

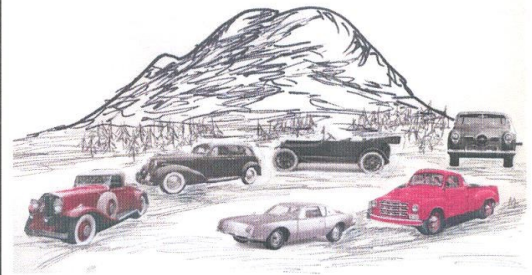
In many ways it will fare better than sedans of the same era. It is a comfortable and roomy car. It had better than average performance, including its speed, its handling and its brakes. Not matched by anything from GM for anything near its price. Its brakes were finned drums, and the front suspension was fitted with variable rate coil springs with firmer ride control and very good over the road steering crispness. What's not to like? -it's a Studebaker.

A long Interstate drive in a President Classic would be a pleasant drive today. Those of us who drove one back then were rewarded with all those features plus outstanding durability that still serves us well to this day.

Up Ambled Ed



Car-Am Zone
**2014 NORTHWEST
OVERDRIVE**
May 17-18 in Rochester, WA



(Rochester is located 80 miles south of Seattle and 100 miles north of Portland, OR)

Hotel Information

Eagles Landing Hotel
12888 188th Avenue SW,
Rochester, WA 98579
Telephone: 360-273-8640
\$89.50/night + tax, price good till May 10

Driving Directions:

1. From I-5, take Exit 88 toward Aberdeen/Tenino
2. Go West on Highway 12 for 7 miles
3. Turn Left on Anderson Road for .5 miles
4. Arrive at Hotel

Call Hotel directly for reservations. Mention Studebaker RV parking available
Questions: Call or e-mail Don Andersen: 253-854-0675, djandersen@q.com

AGENDA

Saturday: Registration in the hospitality room from 3:00PM to 7:00PM.
Sunday: Continental Breakfast in the hospitality room from 6:30 to 8:45AM.
Tour leaves at 9:00AM from hotel parking lot.
Lunch will be provided on the tour. Drive will be around 120 miles
Banquet at Lucky Eagle's at 6:00PM, Happy hour starts at 5:00 PM
Monday morning: Farewell for this time

NORTHWEST OVERDRIVE 2014 REGISTRATION FORM

Name _____ Spouse/Guest Name(s) _____
Address _____
City _____ State/Prov _____ Zip/Post _____
Registration fee includes Sunday Continental Breakfast, Tour, Lunch and Sunday evening Banquet
Number of Persons ____ \$ 55.00 (US) per person \$ _____
Late fee if mailed after 5/1/2014 is \$10.00 \$ _____
Total: \$ _____

Make checks (US funds) payable to: GSC/SDC and mail to: Eric Larson
8317 189 Ave E,
Bonney Lake, WA 98391

Here it is Overdrive Fans! The First Edition of the 2014 Northwest Overdrive Registration Form. Be the first on your block to sign up. Don't forget to nail down your Hotel room as well, as this promises to be a really great fun-filled Overdrive weekend. AND . . .they will be going fast.

Pete Yuen's Tech Tips For Studebaker Brakes

Grinding Noises

When you apply the brakes and hear a grinding noise that sounds like metal being scraped together, it may mean that you have worn brake shoes on drum brakes or worn disc pads on the disc brake system. It is generally caused by normal wear over a long period of time and it is the one problem that should not be ignored.

Brake troubles always get worse. If you suspect that the scraping noise is coming from the braking system, get it checked out as quickly as possible. The cause of the scraping noise is bad and the damage that the scraping causes accelerates from bad to worse very quickly. Since the braking system is considered to be the most important in your car as far as safety is concerned, give it the attention that it needs. As a driver, your life depends on it.

Chattering

If you are trying to start the motor and hear a chattering sound, you may have a problem with the starter. Check your battery and cable connections first. Then make sure that you have a full charge in the battery and good contacts on both positive and negative battery and cable connections. If this checks out, then you will have reason to check the starter.

Wheels:

Any of the late 70's through '89 Chrysler, Dodge, Plymouth rear wheel drive cars will work. Some are wider than others. The '85- Fifth Avenue wheels work great on Studebakers having disc brakes up front, plus they hold the original hub caps too.

Wheels from rear wheel drive, full size models of Fords fit on Studebakers as well. When looking for replacement wheels, make sure that the holes are not elongated. The elongation is a result of wear due to the wheel being on a car driven when it was loose. Regardless of whether you use Ford or Chrysler wheels as replacements, be sure to use the Ford or Chrysler nuts which are 13/16" instead of the 3/4" ones that Studebakers used.

"Why replace the wheels," you may ask. . . . It may be that your Studebaker wheels are worn or cracked around the bolt holes or you may wish to use wider tires than the original ones. After changing tires or wheels, be sure to tighten them. Studebaker specifies 75 to 83 foot pounds of torque for tightness. If tires and wheels are changed at a tire shop, ask that they use a torque limiting wrench for 75 foot pounds of torque. Some shops will try to tell you that their impact wrench used is set at the right pressure . . . **Don't believe it! Over tightening or undertightening can cause wheel damage which is not immediately apparent.**

Over tightening can cause stripping of the treads on the nut and wheel stud. Also, you may have trouble to remove the wheel with the tools or strength that you have.

"Love Is The Nicest Gift Of All"

Overdrive

As noted in *Sec's Scribbles*, plans for the Overdrive are proceeding apace. Things needed are being identified and people assigned. The only fly in that ointment is a "lack of plenty", i.e; we don't seem to have plenty of anything, just barely enough. However, the "Usual Suspects" have stepped up and we seem to have almost everything covered. From what I can gather from Tour plans and our Hotel and Casino arrangements, it should be a memorable Overdrive.

Now for all of you out there who are not one of the usual suspects, your assignment is easy, important, but easy. Plan now to be take part in the doings next May. Book your room, Drive in the tour, and join us at the Sunday Banquet. You'll be glad you did.

Now a word on the plans for the raffle. I plan on donating some rare Automobile books, but anything automotive or Studebaker I'd think would be fine.

Yr Humbl Ed

STUDE STUFF FOR SALE

CARS FOR SALE

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.

\$3,750.00 **Jerry Blount 503-658-6914 Damascus, OR**

Please Note the New Ad

1952 Studebaker 4-Door Champion.

Prime condition, Located in Enumclaw. \$30,000 invested, not counting my time. Chrome and a new interior account for some \$13,000. It is not a show car, but it does look reasonably good (biased opinion maybe) \$15,000 OBO. Will listen to reasonable offers.

Vance O. Fredrickson
24625 SE 448th St.
Enumclaw WA 98022
360-825-3952

PARTS

1 - left front fiberglass fender- fits GT Hawk, new
1 - Right front fiberglass fender- fits GT Hawk, new
\$550 for the pair -As is, where is: No reasonable offer refused! Come and get them!

Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248.

Email: briankeurtis@yahoo.com

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 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** or (250) 748-4643

LITERATURE

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

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SCRAP BOOK.: Donovan Albrecht	22605 SE 4th. Samammish 98074 425-392-7611	dalbrecht@msn.com

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Secretary: Nita Ketchum: Drasco, AR	<i>Postal and e-mail addresses of all SDC officers may be found on the</i>
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

NAME ; _____

SPOUSE ; _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____

E-mail _____ SIGNATURE _____

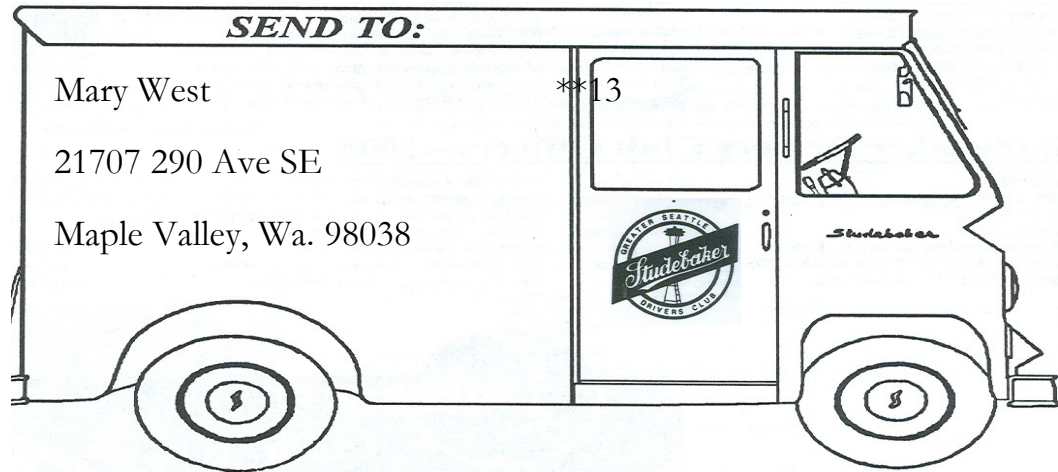
Studebakers Owned:

1 _____ 2. _____

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

THE WASHINGTON

President



□



1956 STUDEBAKER PRESIDENT CLASSIC FOUR DOOR SEDAN

“General Motors could have sold a whole lot of these.”*

*Title of an article about Studebaker’s often overlooked 1956 Models.