

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 9

Steering Column



Summer is coming to an end but there are still some good Studebaker activities before the snow flies. And, we had a good turnout of Studebakers at the Country Village in August. We had almost as many Studebakers as there were Corvairs and they were the sponsoring club.

I have been asked about how I acquired my first Studebaker, but I think "how I got my first car" is more interesting, even though it was not a Studebaker. This story started over 60 years ago when all cars had important changes every year. Those that could afford it, bought a new car every year or two to get the new features. I had very little money but there were many used cars for not much money. When I turned 15, I decided that having my own wheels would give me the freedom I wanted. I knew my

folks didn't have money to buy me a car and they even said absolutely not when I told them I wanted one. And at 15 I could not drive on the streets because I could not get a drivers license until age 16. I started saving every penny I could get my hands on. Later that year, out of desperation, my Mom said I couldn't have a car because I would need to not only pay for the car, but would have to pay for insurance. So, I asked her what the insurance would cost and she checked and found that it would be \$100 for a year.

It took some time, but eventually I had \$200 in my stash. That was by far the most money I had ever had or even seen at that time. Unbeknownst to my parents, I started watching the newspaper for used cars. One day I saw an ad for a 1940 Lincoln priced at \$100. No one else was home so I called the number and talked to the man. He said the car ran well, had good paint and reasonable tires. He was located about 5 miles from our house. I put \$100 in my pocket, jumped on my bike and was soon looking at that car. I had him take me for a ride because I didn't know much about driving and didn't have a license. I didn't know much about cars, but it looked pretty good and it did run, so I bought it. I put my bike in

the back seat and drove home. Fantastic! (Well, at least until my folks got home).

My Dad was a Ford man, so I thought he would be impressed with a Lincoln. Well he was not! But, I had my car (and all the problems that came with it). I got my driver's license the day I turned 16.

Now there is a Studebaker connection with this story, but that really unfolded 35 years later. You see, the reason that guy was selling the '40 was because he had a chance to buy a '34 Lincoln and he wanted the '34 to "restore". And that is why the '40 looked so good. He had started a restoration and as part of that, had done the body work and the paint. At that time I could not understand why anyone would want a 20 year old car, especially when they already had a 14 year old car. I thought that newer had to be better.

I had never heard of restoring a car at that point, but the idea stayed with me for the next 35 years through college, marriage and raising three kids. After I was 50 years old, I started checking used car ads again. To be continued next month (I'll make the Studebaker connection then).

God Bless, Don Andersen



Scene at Country Village car show. Great line up!
Odd counted 14. Just as many Studebakers as Corvairs!

Odd Justad Photo

Saturday, September 13

INTERNATIONAL DRIVE YOUR STUDEBAKER DAY

No Seattle Chapter Meeting Planned –your on your own

SDC INTERNATIONALS

August 16-22, 2015

51st SDC International, Sheraton Heights (St. Louis), Mo. Gateway Chapter, Hosts.
Sheraton Westport Hotel Meet Center

SECRETARY'S SCRIBBLES

The Studebaker Can-Am, our event for the month August, took us this year to Post Falls Idaho on August 15th and 16th. Templin's Red Lion was the venue for the meet and it was well worth the stay. Mary and I did not stay there, choosing to spend the time with Mary's mother in Coeur D Alene, only a few miles away, but what we saw and what we were told by those that did stay there that it was extremely nice. We have always been told, by Spokane residents, that the area usually experiences a little rain the third week of August and so we were not surprised when that is what we got on parts of both Thursday and Friday. Everyone seemed to take it in stride and by the middle of the afternoon on Friday everything had all but dried up.

The concourse on Saturday was held in warm sunny weather with a little breeze, which made for comfortable showing and viewing. It is always a treat when cars are shown on grass instead of a hot parking lot, so it was pleasure to find that the show was held on a grass field which was just adjacent to the parking lot. I didn't get a count of the cars being shown but there were some really quality rides, as high judging marks indicated. Two cars of special interest to me were a 1962 GT which had been set up with the ability to manufacture it's own hydro-gen, which the owner said substantially

increases the Car's gas mileage. Also on display was Alan Barth's, mostly original 1932 St. Regis Brougham, a car seldom seen, and which I think is one of Studebaker's best body designs. Mary and I did not attend the banquet but we were told that it was very nice.

As a bonus for those of us who chose to attend, the Antique Studebaker Club held a Touring event beginning the Monday after the Can-Am in St Regis Montana. The idea for the tour was a collaborative effort between Gary and Vergie Finch, Ernie Hunton and a fourth friend who's name escapes me. The planning for the event began more than a year ago with an inquiry by Gary, but the route envisioned initially, change several times. The event was originally envisioned to be a two day touring event over some extremely rugged mountain passes. Some people may have seen the final tour as a somewhat watered down substitute for what was originally envisioned, but that was not the case at all! The first day was a tour to Ernie Hunton's place where has a beautiful shop that he does the machining for the beautiful restorations that he does. Ernie is heavily involve in cars 1929-1932 of which he has several beautifully restored examples, and numerous others waiting their turn for restoration. Ernie also has accumulated, among other things, three 1932 St Regis bodies. I have never seen two in one place before much less three!

Day two we began with a beautiful, lengthy tour two a picnic area out of Superior Mt. for lunch. Before lunch Gary offered the chance to tour up a high meadow to a park Bison range. A surprising number chose to take their old cars up a road which promised to be a real challenge. The road that we took was a dirt road which wound through open pasture where the Buffalo really do roam. The road of about 7% grade had never ending switch backs without any fences and with lots of Buffalo and either deer or elk everywhere! It was first gear up and first gear down for all of the old cars, and all of those cars made it, with the exception of a 1962 GT with a modern power plant and which suffered a hole in it's aluminum oil pan. The tour was truly an adventure and one of the best that I have been on. After lunch we returned to the motel to get ready to tour to an old CCC camp which has been maintained as original by the park department. We enjoyed a meal cooked and served by a crew that used the kitchen on site. The People's Choice award presented at the dinner went to Odd and Greta Justad with their beautiful 1921 Big Six touring. A great vote of thanks goes to all who put the two events together for our enjoyment!-

*Up Close&ly Humbld Scribe
Bill Hallett*

TW Article on Zinc in Motor Oil

Our great SDC publication, Turning Wheels, has once again reminded us why it is the best in its field. Once again we have technical info about what has been advertised as an older engine push rod/lifter problem –Or maybe not.

In the Co-Operator section of the August issue, Editor Bob Palma gives us more coverage on the subject of zinc. Such an eminent expert as Bob Olree of General Motors Fuels and Lubricant Group, covers the spectrum very well. One would be careful in refuting what he has to say.

And what Mr. Olree has to say specifically about “Starburst” oils in our older engines is blunt, to wit:

“Backward compatibility was of great importance when Starburst oil standards were developed by a group of experts from OEM oil companies, and oil additive companies. In addition, multiple oil and additive companies ran no-harm tests on older engines with the new oils, and no problems were uncovered.”

There is the full quote in the TW piece of course, but this part is hard to misunderstand, and as a former technical writer who worked hand in glove with engineers, I have a tendency to take hard data as gospel.

In his Editorial Summary, Editor Palma takes the position that we can be safe by using oil specifically marketed for older engines, and notes brand AMsoil, while giving reasons why he uses Valvoline Racing oil. This comes under the heading of safe & sound advice.

In an unofficial poll, (*brought about by my forgetting where I read the info and wanting to put it in this issue, since I have previously covered the zinc problem Our members reading it in TW should be good enough –but I can't help myself*)

I found three who have some opinions they were willing to express.

They follow, editing for length only.

Bill McKivor: I got some of the information clarified. I have a friend/mechanic Stan. Great guy, He owns his own small business, never has wanted to grow it, and never advertises, knows a lot about a lot, and has good advice.

Being that he is by himself, he has searched out the best products, he carries AMSoil exclusively.

I have it on good authority that zinc is needed for engines that are heavy duty, engines that push the limit, are driven heavily, and that if they are NOT used that way, zinc is not important. So, it is how you use the engine. Most of us do not push the limits of it, or for long periods. We probably do not need it.

However, my man Stan tells me that the best thing to use for an older motor is AMSoil Marine, or their Diesel oil. They are made for applications that need more than standard oil can give. Both the Marine and Diesel 15-40 are the right weights for our old cars, they contain zinc. The cost of is just pennies more than the standard automobile oil from the same company, so it makes sense to use it.

Since starting to use AMSoil in my old cars, it has stopped oil consumption, and I change the oil once a year because I want to, not because it is past any due date. When diesel rigs can go 1,000,000 miles in tests with this stuff, it is good enough for me in my Studebaker.

AMSoil is a bit pricier to begin with, the Marine and Diesel just a few pennies more, but if used you seldom have to worry about your motor if it is sound to begin with. My cars run cheaper in the long run, I do not have any real problem with the motors on any of them, and as some of you know, I own several cars, and all are decent drivers.

Odd Justad: I do not necessarily agree with everything there. I would not use racing oil, it is meant to be changed often (after every race) and I have read other places it is not that good for cars that sits for long period of time, and maybe not get an oil change very often. Maybe every two or three years.

Bill Hallett

When Don (Kelstrom) and I were kids back in the early fifties, driving a Stude. in West Seattle was like being on a desert island with little chance for escape or meaningful communication with anyone our age regarding our cars. . Our lifeline came from an old Studebaker mechanic, and lifetime friend and professional mechanic, Francis French, who worked at Doyle's Automotive.

As an insider, Frenchie had seen the problems with the camshafts in the new overhead valve V8s. While Studebaker was upfront about the problems with their early engines, the other companies were not as forthcoming. He claimed that he remembers the other dealerships doing their camshaft warranty work at night so as not to draw attention to their difficulties. He said that all of the manufactures had the problem but that Chrysler and Studebaker with it's solid lifters and heavy valve springs were especially vulnerable. Studebaker may have changed the metallurgy, production process or even supplier of their cams and lifters they also went to a lighter valve spring. I have been told the heavier spring reappeared in the R Series engine ten years later.

While the problems with the cam wear became almost a non- issue I have read articles that indicated that it never completely went away. the old heavier spring reappeared in the R Series engine ten years later.

The largest single advance, in those early articles, touted the advances in oil quality and the additives used.

Putting two and two together, it seems obvious to me where Pennzoil got it's touted PZ7 additive. These additives have been much reduced in the new family of oils used today. To me it seems fairly obvious that this is a very old problem which only now became a problem as the additives were removed from today's oil as the car manufacturers lobbied for their removal. I honestly can't see why anyone would argue with the sixty years of history and the hard learned lessons learned.

A Snapshot of the SDC

The August issue of Turning Wheels had the first ever Membership Survey.

The article intentionally did not have any conclusions, but that will not prevent many of us from figuring out some conclusions of our own, myself included.

The first few graphs are quite telling. Average age at 67, cars owned at 2.5, membership loss at 10% since 2010.

In the; *Those who Attend Chapter Meetings Graph*, Never and Occasionally beat Regularly by a 70/30 ratio.

Also in the; *Those Who Attend Meetings Graph*-I was struck by the similar percentages between Mailed vs On-line of Never at a 1% difference, Occasionally at 3%, and Regularly at 4%

As an editor I was intrigued by the communication difference between *Chapter Meetings* and *Chapter Newsletters*. To extrapolate -those who never attend a meeting averaged 40.88%, and were probably responsible for the *Newsletter Regularly Graph* number at 50.81%. My takeaway here; If you don't go to the meetings, the best way to find what's happening is . . . Ta Da the Chapter Newsletter!

That should be a signal to every Chapter Editor. Come to think about

it, to every chapter as well.

So far, this chapter is a snapshot of the SDC nationally, with the exception that we lost a greater percentage of members.

Although the lack of a number of On-line responses versus Mailed, prevent us from some solid percentages that make up the 11,400, in 2014 membership, some extrapolation is possible.

One interesting extrapolation is the 2.5 cars owned per member times the membership of 11,400 gives us over 28,000 Studebakers in the hands of folks who wish to save them. That part of our future is secure. More "barn finds" like the Conestoga Wagon uncovered in Seattle recently will add to that total.

Further extrapolation and just plain playing around with the numbers given in the TW article is fun, but the overall picture is not bright, to me at least.

Those of us in the SDC are primarily those who drove them when they were new. As a group, we're getting older, and are not being replaced by anybody younger to any great degree.

To digress: One possible take-away from our older membership, is that we can move our Internationals to the Fall when meeting venue's are much cheaper. We have fooled ourselves about Summer for too long, and Fall has much better weather as a rule.

Experience with my B-29 reunion (where we're all older), and all our meetings were held in the Fall, to take advantage of off season prices. Always at a price I found affordable.

OK, now back to the numbers.

The number of those who belong to the SDC but not to a local chapter is a 65/35 % ratio, and that should be worrisome to all of us. There is a full 1/3 of International members who's interest in the SDC apparently does not include the local Chapter. There surly must be a way to reduce this ratio.

Yet I cannot help but wonder where the SDC would be without the local chapters. Who will act as host for the International? Are we soon to face this

dilemma? It appears that local chapters are in serious decline, and need some help. Older members often mean that there is less of them available to conduct Zone Meets or any other activity requiring people and work.

This Chapter's recent NW Overdrive is a case in point. Active members in that event were less than ten. Yet I read elsewhere that the Seattle Chapter should consider an International.

More numbers. The Washington State auto registration numbers tell us we capture about half of those who own Studebakers, and I am assuming that is the norm. Then, just 26% of those who *do* join the SDC are active or belong to local chapters. This should also be a signal to all of us.

One more idea: Holding International meets in conjunction with another Orphan car club should hold some promise. Estranged partner Packard comes to mind (heh heh -they don't like us much), as does Hudson and AMC, et al, among the *genuine* Orphan clubs.

Such a meet would expand the base for holding a meet, and would get the interest of meet cities, making for some serious aid in hotels and prices. Holding an high profile auction in conjunction with our such a meet is worth a look-see I'd think. Maybe Barrett-Jackson or no-fee Carlisle Auction might be interested in such a meet. Imagine an auction featuring Avanti's, Hawks, Packard Caribbean's, Ambassadors, Hornet's etc.

In fairness, the conclusions and ideas proposed are all mine, they are born of the diminishing numbers I'm reading in the graphs.

Remember; there are no conclusive numbers. I eagerly await the final, conclusive results of the survey, as we all should.

Up Humbl Ed

Action at the ASC Tour in St. Regis Montana



Odd Justad Photo

The Worlds Best Classic Cars On Display



Odd Justad Photo

A Field of Dreams



Don Kelstrom Photo

Back: Odd & Greta and their 1921 Big 6
Front: Ernie and Dottie Hunton's '31 Cabriolet



Odd Justad Photo

Award for Best use of a Rumble Seat
-Kelstrom with a camera



Don Kelstrom Photo

Jim Tefft and his '21 Duplex on the road



Odd Justad Photo

I know this looks like a lot of work
-But it *is* a Studebaker !

STUDE STUFF FOR SALE

CARS FOR SALE

Gold 1963 Avanti R2 for sale for \$17,000 or best offer. It is in nice condition with rebuilt supercharger, new upholstery and newer paint. The steering column was converted to a Chevrolet tilt column. I would consider partial trade in of a Studebaker Station Wagon with V-8 and automatic. We are starting restoration of my 1967 Avanti II which I have owned for over 40 years and I only need one Avanti. Don Kelstrom dlkelstrom@aol.com 425-686-2931

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

Just in case somebody missed it, a '24 Phaeton and a '54 Coupe are known to us in Bonney Lake Call or write Don Andersen for details.

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.

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TECH TIP

Power Steering Pumps

Checking the fluid level in most Larks, Hawks and Avanti's requires the taking off of the reservoir to check the fluid level. A '60-'63 Ford pump used on Ford Fairlane and early Mustangs has a top cover with a dipstick.

Since there is a strong aftermarket for these cars and their power trains, finding one should not be impossible.

From 1958 onward, the Studebaker production Power steering pump can be replaced using the 1955 onward Ford unit. A rebuild kit is available from Ford, #C25Z-3B584-A, an aftermarket kit for a 1962 Ford will also fit.

The Power ram from the same series of Ford vehicles will fit a Studebaker.

The above is from an early edition of

Turning Wheels, and written by Jon Meyer

A control valve repair kit is available for Studebakers using Bendix power steering. This kit can be installed without removing the drag arm it is installed

The operation is simple, and requires my favorite part of the car hobby, getting under the car. It was actually accomplished by Yr Hmbl Ed (on just two try's.)



Ready for Judging. The Post Falls Idaho SDC Zone Meet.
(Front: The ever beautiful Steve Hudson's Convertible)

2011 Greater Seattle Studebaker Chapter Officers

PRESIDENT: Don Andersen	11406 SE 223rd St. Kent 98031 253-854-0678	djandersen@q.com
VICE PRESIDENT: Mary West	21707 290 Ave SE Maple Valley 98038 425-413-3958	studemary@comcast.net
TREASURER.: Eric Larson	8317 189 Ave E Bonney Lake 98391	badcow1@comcast.net
SECRETARY: Bill Hallett	22620 10 Ave S. Seattle, Wa. 98198	
WEB-MASTER: Tom Noller	22707 SE 329th St, Black Diamond, 98010 253-458-0141	tomnoller@comcast.net
EDITOR: Bill Schiffer	813_217 Pl 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

SDC NATIONAL OFFICERS:	Director; Can-Am Zone, James Bell, Bellingham, Wa.
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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

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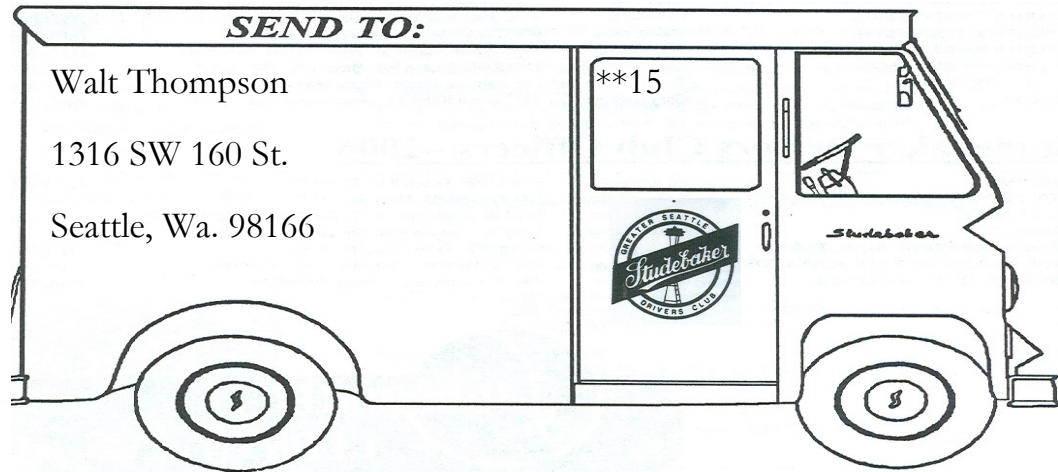
Studebakers Owned:

1 _____ 2. _____

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

THE WASHINGTON

President



Don Kelstrom Photo

. Ernie and Dottie Hunton's 1932 St Regis in St. Regis
For the car nut who believes in Fate . . .
A rare Studebaker Model ready for the restoration Shop

