

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 7



How can another month have disappeared so fast? I'm not even finished with last month's projects yet. Maybe I'm just getting slow.

Our June event, put together by our President of Vice, Bob Bryant, was a smashing success. It has been years since I saw the Lemay Family collection at Marymount, and, although the Lemay Museum in Tacoma is spectacular in its own right, the Family Collection is more like what was actually seen on the road, warts

and all. There were some very unique "vehicles?" such as the Red Stiletto "car?" Definitely not street legal, but amazing to see what people can dream up when they have nothing else to do. And they had a Rickenbacker car. As I have mentioned before, I am always fascinated by the sight of a car bearing my maiden name. No Pratt, though. I have a letter written in 1913 offering my grandfather a Pratt Car dealership and assuring him that it was a brand that would stay. Well, with over 3,000 automobile makes, I guess it is not surprising that Lemay does not have a representative of each and every one. They did have a REO—that is the first car my mother remembered. It finally succumbed to what my grandfather referred to as "metal fatigue". The last room was reserved for a special motorcycle showing. Gotta admit that I was happy to let the guys palpitate over them—motorcycles have never been my "thing". All in all, it was a

great day. Thanks, Bob!

Hope you have all been taking advantage of this fantastic summer. No excuses like "I can't work on my Studebaker when it is raining!" Must admit, though, that since my upholstery projects are indoors, they are more likely to be worked on when it is too cold or wet to be outside pulling weeds. Really want to get Odd's '21 high school car on the road, though. And right now there is no seat to sit on. At least we don't have the problem of "nothing to do".

Hope you all have your registrations in for the Can Am Zone meet in Kelso. Lots of planning and thought have gone into it. And don't forget our all-chapter Studebaker picnic at Mud Mountain Dam July 18. It is going to be a beautiful day. And remember . . . a bird in hand is safer than one overhead. Drive safe, and enjoy the summer.

Yr Prez, Greta Justad,



Two views from the wonderful LeMay.
Right: A wonderful Rickenbacker.
Left: a wonderful three-stack tiers of old cars – is this heaven or what?



**ALL CHAPTER STUDEBAKER/AVANTI ANNUAL PICNIC
Mud Mountain Dam, 30525 S.E. Mud Mountain Rd., Enumclaw, WA
Saturday, July 18**

11:30 AM until you are ready to leave (Usually around 3:00 pm)

We have the Chinook Shelter where we can park on the grass, and the shelter has its own restrooms. We will eat around noon. This is a potluck, so please bring a food item to share, your own napkins, utensils and beverage.

Directions: From Hwy 167: Take the Hwy 410 east to Enumclaw. Mud Mtn Road is about 4 miles after the last stoplight in Enumclaw. You will see a special right-hand turn lane. That is Mud Mountain Road. Turn right and go 2.5 miles to Mud Mountain Dam Project. The picnic shelter is the last one on the right.

From Bellevue: Driving time 60 minutes Take I-405 South to Hwy 169 Renton/Maple Valley. Follow Hwy 169 South to Enumclaw. Follow signs to Hwy 410 East. Turn left onto Hwy 410 East. Go about 6 miles and you will see a special right-hand turn lane. That is Mud Mountain Road. Turn right on Mud Mtn Rd. Go 2.5 miles to Mud Mountain Dam Project. The picnic shelter is the last one on the right.

More information: Bob Bryant at (253)472-6503 or email rbryant1942@hotmail.com

SDC Internationals

August 16-22, 2015	51st SDC International, Sheraton Heights, (St. Louis), Mo. Hosts -Gateway Chapter @ Sheraton Westport Hotel Meet Center
June 26-July 2nd 2016	52nd SDC International -Warwick, Rhode Island
June 18-24 2017	53rd SDC International -South Bend, Indiana
September 2018	54th SDC International -Seattle Wa?

2015 SEATTLE SDC SCHEDULE OF EVENTS

DATE	EVENT TIME AND PLACE	CONTACT
August 8 @ 1PM	Chapter Meeting at the Museum of Flight	
August 16-22	St. Louis, Missouri, SDC 51 st International Meet	
August 28-30	Kelso, Pacific Can-Am Zone Meet at Red Lion Inn	
September 12-13	Bellingham, Drive Your Studebaker Day at James Bell's Museum	
October 11	Renton, Fall Colors Tour hosted by Greater Seattle Chapter	
November 14	Location TBD, Greater Seattle Chapter Elections Meeting	
December 13	Location TBD, All Studebaker Christmas Party	

A Bit of Bench Racing

The Turning Wheels article about the Champion engined Midget set me off on a nostalgic trip all the way back to Midget racing at the old South Bend Raceway, circa 1947.

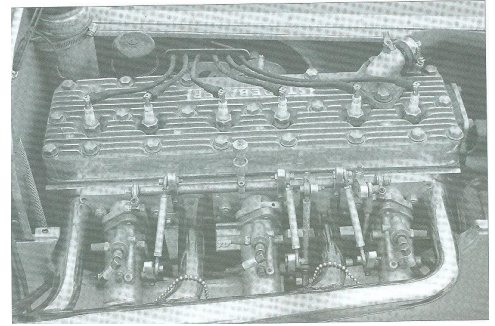
I was a large fan of the high banked quarter mile that featured Midget's every Saturday night. The track had been built just the year previous by a combination of several notable South Bend racing fraternity, former Studebaker employee Mauri Rose (3 time Indy champ), and some current Studebaker guys like Luther Johnson and Charlie Sczkendy, among others forgotten. In fact, my very first date with wifey was to take her there of a Saturday night in July. She's never been to a auto race with me since, sixty some years. So I'd better stick to racing stories.

I was so into those cars that I used to hang around in the pits after, just to talk to the drivers and mechanics,

and pick up tips, etc. At seventeen, I wasn't about to become a driver overnight, but I was getting ready. I remember actually talking to Tony Bettenhausen once. I can even recall what engines the circuit allowed. Starting with the biggest, our Champion at 169 cubes, then the Ford 60 at 143, also the Harley twin and the Elto outboard. Of course the king of all midget race cars was the 91 cube Offie, normally with torsion bar springing in a custom chassis. This latest was very far beyond me, cost wise, but I did study every detail when I got a chance.

All of the above actually ran at South Bend, and they all seemed to use Castro oil in some form so that the smell of it became part of the experience.

The car featured in the Turning Wheel piece features fuel-injection, and from the look, and relying on memory, looks to be three Hilborn units, which needed pressurized fuel.



Most midgets used pressurized tanks that eliminated the fuel pump, and had a "bicycle" pump mounted on the cowl, but I don't see one on the subject car.

To claim a Champion makes 140 HP, it would need to turn a lot of RPM'S, I would guess about seven Grand, and that probably means our little champ has been balanced to the nth. This engine's strong point, as with any Studebaker, is it's forged crankshaft, but then you knew that.

Yr. Hambel Ed.

Wanna Race ? In the Events of Interest block, we have a favorite of mine, the 24 Hours of LeMons, The series has come to this part of the world. (Sunday June 28 Auto Section -Seattle Times). The only criteria outside of safety items is a \$500 dollar car. One can, and many do, find a way to race auto's that have been salvaged, etc. or otherwise obtained. There is also a large number of "Fantasy" cars. Each team can have as many drivers as wished, so teams, and costs, can

be spread around. It is my considered opinion that a Studebaker could be a worthy competitor in one of these events. To that end, I will be accepting any and all offers of a \$500 '63 Lark, and any and all co-drivers for "Team Champ". We cannot be ready for the July 11th event, but can hope that it will be successful enough for a return to Washington.

Yr. Hambel Ed.

EVENTS OF INTEREST

July 4th 2 till ??	Clayton and Evelyn Hoebelheinrich 50th Wedding Anniversary 16428 88th St. E. Sumner Wa.	RSVP
July 11-12	Ridge Motorsports Park @ Shelton The 24 Hours of LeMons \$500 Race cars!!	24hoursoflemons.com ridgemotorsports-park.com
August 6 to 8	HOT AUGUST NIGHTS Reno-Sparks Convention Center Barrett-Jackson Collector car Auction	YOYO
August 21-22	Shelton Washington -Silver Auctions 800-255-4485	Silverauctions.com
August 22 2-4PM	17th Life Care Center -10101 NE 120th Kirkland Car Show -Music! Dash plaques! Sodas & pop corn -A good show to attend (Yr Ed)	823-2425323 reserve a car space
Sept 12th 12:30	Tacoma Chapter IDYSO @ Chehalis Wa. Tour & Show	Larry Mills 253-564-9501

Less Than They Promised -A Book Review (Part One)

I believe most of us have read the Loren Pennington series of interviews with Studebaker notables that ran as a series in *Turning Wheels*. I found them to be intriguing and informative, with a few critical omissions, which I explored on these pages at that time. .

The book "*Studebaker –Less Than They Promised*", is the 1984 publication which gave Pennington and his co-authors, Beatty and Furlong, a certain view into doings at Studebaker during those final, fateful years.

Pennington wrote the section "World War II to Shut Down" which covers the time of my employment there. Many of the items he speaks to in the late '50's were familiar to me, but from a view other than boardroom documents, which seem to be his main source of his information.

In going over this retelling of Board doings, I began to wonder about some statements that didn't square with events, at least with events as I knew them to be then, or those I have come to know since. (at times, it is difficult for me to tell the difference).

The climate in South Bend at that time. was one of hubris and uncertainty. Rumors were rife, problems were all too apparent, the solution, not so much. Day to day operations clung doggedly to the traditional. The single dominant event was the 1956 financial agreement that involved President Eisenhower, some big N.Y. banks, Curtis-Wright and Daimler-Benz. It was a pivotal deal for the corporation. It was a very complex deal. It reportedly began when Eisenhower asked his friend Roy Hurley of Curtis-Wright and sent Treasury Secretary Humphry to look into the Studebaker-Packard

situation, still struggling with the 1954 merger fallout, and facing a pending bankruptcy.

The ensuing deal brought Curtis-Wright to South Bend with a management contract. That contract also gave C-W all S-P's defense contracts, gave them Packard's Utica engine plant and Studebaker's Chipewa plant (both WWII built defense plants and relatively new), all for \$35 million.

For a \$10 million chip-in, Daimler-Benz got their pick of S-P dealers to sell Mercedes and DKW cars in the U.S. The arrangement also concentrated all the corporation's operations in South Bend, and issued a \$45 million loan to S-P and postponed all of their debt to a later date. (all this is found on page 35).

While it did allow the company to continue to built cars, the management constraints, *and sometimes the whims, of Roy Hurley*, were evident, and binding (italics by the editor).

During nearly all of my tenure there, S-P were bound by the C-W Management contract, and while I would expect carping over changes and constraints as a human condition (there was plenty of that), it became clear that C-W was not so much interested in managing as they were in using financial perks.

Now for some of my questions. From Page 36: In late 1957 came news to the Board that; "*Labor hours were now down to under 100 per car and the breakeven point was now 130,000 cars -There was hope of sales of 162,000 for '58 including M-B and 12,000 of the Goggomobile*" "*and that "DBAG (Mercedes Benz) were refusing to provide anywhere near enough cars"*".

This statement is strange. Mercedes had a \$10 million stake in selling cars in the U.S. DKW's were a well built, good performing car, and were selling reasonably well, so why the fuss over the Goggomobile?

This micro car had been soundly rejected by Studebaker management after through testing by the Engineering Department, and I will assume, by Marketing as well. In point of fact, Studebaker was rigorously testing everything Mercedes, mostly the 220 series sedans and SL190 Sport car. One notable test had a Mercedes diesel and rear swing axle installed in a Studebaker sedan as a potential Taxi cab.

Further, M-B had great success with these those models in Europe, and were the main reason the company was enjoying financial success.

M-B had invested heavily in the 300 models, the success of which depended almost entirely on sales in the U.S. since Europe was not able to provide the volume sales needed for a high end car. Spending \$10 million of scarce cash just the year prior in anticipation of volume sales in the U.S. via the S-P dealerships would seem to be what they had bargained for, so why be slow in delivering them? I find it strange that such statements were not followed up in the book in light of then current facts (as I have just attempted to do).

From Page 39: In April of '61 new Sales VP Minkle told the board "*he could sell a facelift (for the '62 Lark), and improve the dealer organization if he could promise them a four cylinder engine in the future*".

Mercedes four cylinder engines, both diesel and gasoline, as well as their six cylinder, had been available to S-P since 1956 for the asking. Why Mercedes engines were not included in that discussion is a fair question. Studebaker was certainly capable of producing them. Once again, the book lacks giving the reader any background.

Continued next issue

Just as fate would have it –this issue was rescued by Don Kelstrom. Yr Hmbl Ed was struggling with a photo layout from the ASC meet, the pic’s just wouldn’t cooperate with anything less than eight on a blurriness scale of ten Along came the photo below, with some accompanying comments. Viola! July issue complete!

Odd has a funny way of towing his car –Don Kelstrom

Maybe his shoes will lose traction, before his teeth fall out -Mary West

HA! Odd should have such a "bod"! :-) Tom Noller

At press time –no comment from Odd.

(It is a really good lookin’ ‘53 –and check out those high top lace up’s. If I’m right, those were favored by those TV Rasslers back in the 50’s).



TECH TIP

For many of us that have worked on Studebakers for many years, we are tuned to certain procedures without thinking much about it.

For instance, when installing front hubs after a brake job and wheel bearing pack, we tighten up the spindle nut, then back it off to allow the insertion of a cotter pin through the spindle and the available slot in the nut. Original spindle nuts have a slot at each flat, meaning that the nut will be backed of some fraction of 1/6th of a turn to allow the cotter pin insertion. And after all, some backlash is desired for the fit of the wheel bearings.

Sometime after the production of Studebakers ceased, cars began using a different style of front spindle nut. The nut was a plain hex nut, but had a companion stamped sheet metal retainer. The retainer could be slipped over the hex nut in 1/12th increments, plus there are eight slotted features to align with the cotter pin hole in the spindle - giving a much more precise fit.

I was installing new brake rotors on one of my Roadtrek camper vans - chassis was a 1997 Dodge B2500 Van. I had the Shop Manual and it said to tighten the spindle nut to 240-300 inch lbs. - then loosen - then tighten finger tight. Of course the new style nut and retainer will allow you to install the cotter pin without

backing off the nut. Finger tight gave me no backlash. The Shop Manual stated that no more than .003" backlash was desirable, but with me being uncomfortable with zero backlash, I actually ended up using a .002" feeler gauge between the nut and washer to establish a slight bearing clearance before the final assembly.

The point of the above discussion as it relates to our Studebakers is - new style spindle nuts and retainers can be bought to replace the original slotted nuts. The thread used on '51 - '66 cars is 3/4"-16.

This spindle thread size is common enough on many rear wheel drive cars and trucks of the 1970's and up. In fact the referenced 1997 Dodge B2500 Ram Van is also 3/4"-16.

The Dorman number for the nut is 615 072, and the retainer is 615 073. There is also a "kit" - one nut, retainer, washer, and cotter pin. Dorman/Motormite number 05190.

There is absolutely nothing wrong with the original spindle nut design. I am just providing this information as an alternative.

Once again our thanks to Jerry Blount for his 'bout Studebakers Column in Northwest Newsletter, Bob Williams Editor



STUDE STUFF FOR SALE

Beautiful **32 Regal Commander** Re-built & Balanced 8 cyl. w/6,000 miles. New Upholstery. Low 20K 509-783-9205 Kennewick

42 Champion 4 Dr. Ambitious project. Completely disassembled Engine/trans & all glass and chrome, door seals etc. Will consider reasonable offer. Bernie Harris 1-406-248-5515 Montana

49 Pickup \$5,500 **63 Lark** V8 AT, 39K miles \$3,500 **61 Champ** project V8 4 spd. \$1K plus parts. Lynn Fletcher, Summerland BC 1-250-494-1699

50 Champ 4 dr. Parts car. Good sheet metal \$400 obo Tom Robbins 1-360-733-7748 Bellingham

54 Coupe w/no engine or trans. Body & glass good. Has Ford 9" Diff. \$2,500 Don Story 1-509-366-0636 Eastern Wa.

59 Lark Wagon. Chassis/drivetrain completely rebuilt. Flathead high performance 6, Al head, dual carbs& headers. Bodywork complete, needs paint & assembly. Upholstery needs only headliner & carpet. Chroming done. Lots of extras \$15, K Mark Carson 1-604-939-0556

60 Hawk Good Drive Train Dave Chisholm 1-360-856-4483 chisholmdn@wavecable.com

4 Champion Wheels -47 & up Nice whitewall Akuret P195-60R15 Tires 20's-30's style

Studebaker tractor on shortened 48 truck frame, antique Stude front end 63 Champ 6 engine. Used for launching boats \$650 Bell's 1-360-738-0103



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Greater Seattle SDC: www.studebakerseattle.com/
North Puget Sound: www.northpugetsoundsdc.com
National Studebaker SDC: studebakerdriversclub.com

Studebaker Clubs of the World: httpstudebakerclubs.com/
Studebaker Vendors: http://studebakervendors.com/
Antique Studebaker Home Page:
http://dochemp.com/9stude

MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP I

Note: It is a prerequisite that all local members also belong to SDC International. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information, below.
National Member # _____

NATIONAL MEMBERSHIP

For information e-mail: sdc@cornerstonereg.com Payment may be made by check or money order (make payable to SDC) in U.S. funds 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. 55311-6715 Annual dues are \$24.00 (1st yr only) \$31 renewal

GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

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: SDC gsc Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391 Info @ E-mail: badcow@w-link.net

NAME: _____

SPOUSE: _____ ADDRESS _____

CITY _____ STATE _____ Zip 98 _____

E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

3 _____ . _____ 4. _____

More? 5 _____ 6 _____

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The Washington

President

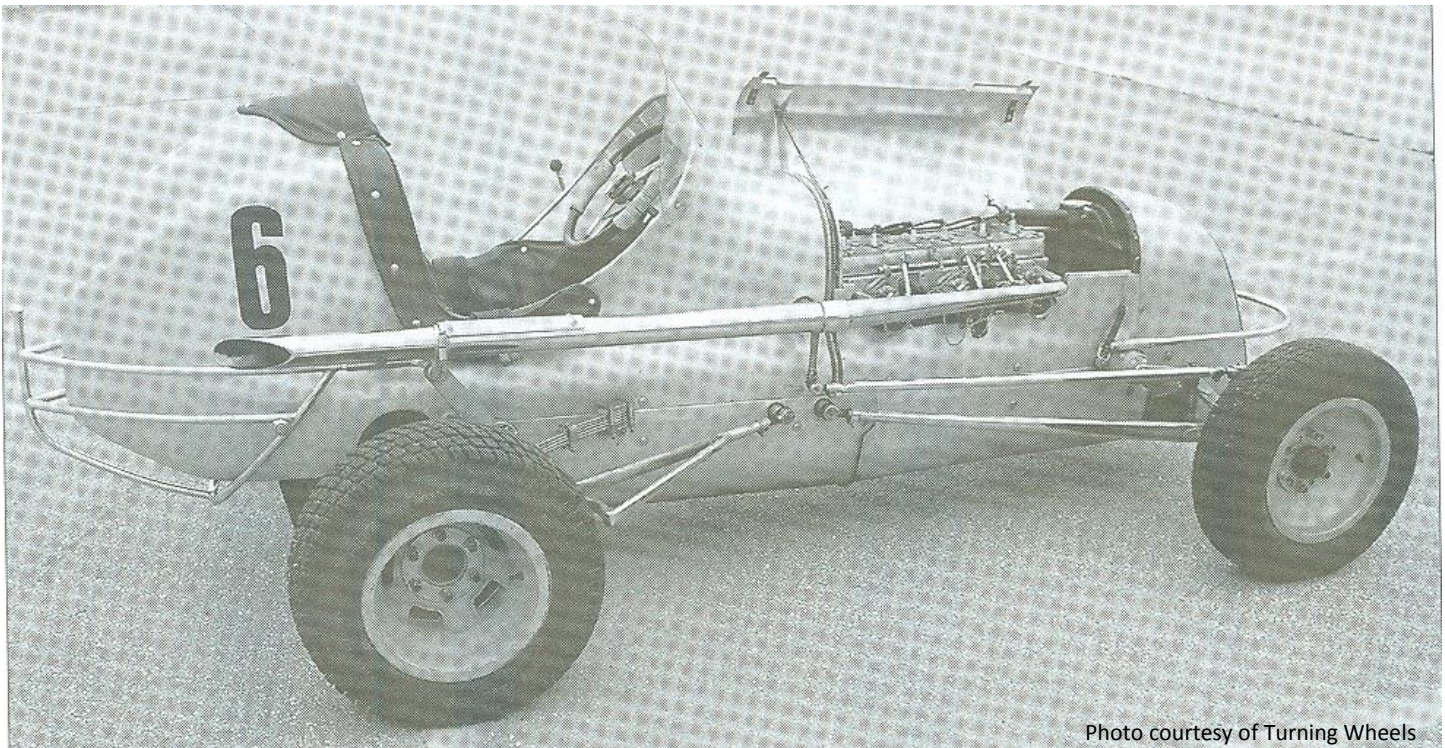
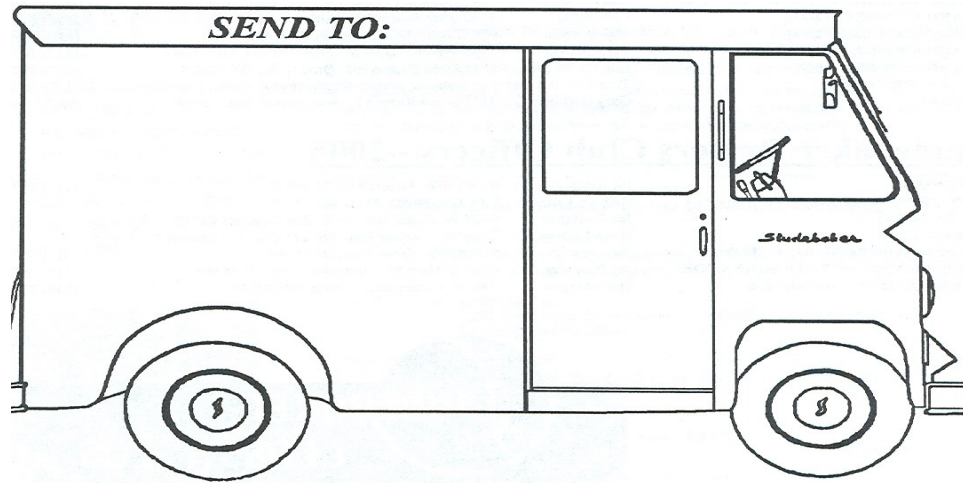


Photo courtesy of Turning Wheels

140 HP Studebaker Champion engine Midget Race Car -circa 1940