

## President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 7



Well, it has been a busy month. I have heard, via the grapevine, that the picnic at Mud Mountain Dam was a great success. I

know the weather was good, maybe a tad on the warm side, but no rain. As I have mentioned before, we were attending our son's wedding in our back yard. I am delighted to say it was a great wedding. We even in-



cluded Studebakers—the **1907 Izzet Surrey**, the **1921 Big Six** touring car to take the somewhat



shell-shocked couple to their hotel and the **1931 President All-Seasons Roadster** to pick them up the next morning. Gotta keep it all in the family, you know. Among the perks of having a shindig at my house is that basement windows that looked like they had never been washed were, and the kitchen floor hasn't looked that good in years. I even cleaned the oven. It also got my

brother and his other half up here for a visit. Had hoped to take them to see the LeMay Family Museum at Marymount with its Rickenbacker car, but guess that will have to wait until his next visit. Sure hope he doesn't wait for another wedding—it will be a loooooong wait.

Hard to believe that we have passed the half-way mark for the year, but according to the calendar that is the case. Thought we would get a lot more done on the cars, but we did make a lot of progress with the house and yard that had not previously been part of the plan (see above). And I don't expect much advancement with the car projects this next month. We are planning on attending the International Meet in St. Louis (Odd is picking up a BIG order of Studebaker parts and materials, and wants to save shipping costs). Plus we hope to do a lot of sightseeing along the way. We live in a beautiful country, with sights and geologic creations not found anywhere else in the world, and we have but one lifetime to see and appreciate them. Home for three days, and then off to Kelso for CanAm Meet. That tour to Mt. St. Helens is another opportunity to see the fantastic sights that Mother Nature has put right in our back yard. And now it is the site of a new glacier and, in a



world of shrinking glaciers, one that is growing. Talk about fire and ice!!

Our August meeting will be at the Museum of Flight. That one is in a state of continual change—it is never the same from one visit to the next. Always fresh and exciting.

Our President of Vice, Bob Bryant, has reserved the Wings Café, where he has planned a special little show concerning a non-Boeing airplane experience. More will be revealed at the time. (Think of this as a season cliffhanger).

And don't forget to reserve the second weekend in September for Drive Your Studebaker Day at the Bell's Diner and Museum in Bellingham.. Always a fun event!! Jeepers!! No wonder we aren't making much progress on our cars. There is too much other stuff to see and do. So we hope everyone is enjoying this fantastic summer, and taking advantage of the many blessings that are there to enjoy. And remember, God creates odd people to keep track of things most people never care about. Drive safe, and keep on Studebakering.

EXTRA EXTRA. Breaking news!!! The Whatcom County Chapter SDC has **Cancelled** the Classic Car Show at Hovander Park on September 13th 2015. The Bell's Diner and Museum will not be doing their Open House on September 12th, but instead will have an informal 'cruise-in'. For information on these two events, call James or Stephanie Bell at 360-738-0103 e-mail: [studentut@comcast.net](mailto:studentut@comcast.net)

*Up Prez, Greta Justad*

# Saturday August 8, 2015

One o'clock in the afternoon

A Greater Seattle Chapter SDC Event

## The Museum of Flight

9404 East Marginal Way South, Seattle

Lunch at the Wings Café with a “Black Magic” Show & Tell presentation on a non-Boeing airplane displayed in the museum

More info: Bob Bryant 253-472-6503/ Email [rbryant1942@hotmail.com](mailto:rbryant1942@hotmail.com)

***Open to all Studebaker, Packard and Avanti Owners & Friends***

### 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

## 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 <sup>st</sup> 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	

*SECRETARY'S SCRIBBLES*

Saturday July 18th the All Studebaker picnic was held at the Mud Mountain Dam. For the last few years the assemblage has gotten together for what has become one of the highlights of the year. Some years ago Mary West had chosen to offer the event as a way of bringing all the Studebaker family together to enjoy the day and get to know one another. This year the weather was unusually hot, but the food was great and the cars were cool This year we had eight Studebakers and one Avanti II adorning the grass next to the picnic area. They were parked in such a way that we didn't even have to leave the shaded comfort of the shelter to enjoy looking at the cars. Bob Bryant, as the Seattle chapter VP, made the arrangements that allowed us continue with the wonderful tradition. Thanks Bob!

I urge everyone who gets the Turning Wheels magazine, to take the time to fill out the enclosed questionnaire. Several years ago I wrote a letter to Anne Turner, editor of the TW to ask her if she could use the letter to help in developing a survey which would indicate who the club members are, and what they wanted from the club. I did this because I felt that business as usual attitude, especially with re-

gard to the International meet, had failed to keep up with the changing needs of the members. I have felt for some time that having the meet in the middle of the summer was not in the best interest of our ageing membership or the drivability of their Studebakers. I believed that the mid-summer event was keeping people away, and keeping many of those folks that did come to the meet from driving their Studebaker. For several years, I asked anyone willing to talk about it what they thought. While I had expected to get some negative feedback, I was surprised that I got almost none. I also feel strongly that our concourse needs to be on Saturday so that we can share our cars with the local community, especially the local kids.

Not surprisingly, but even more troubling is the proposal to only hold the IM every third year and then only in South Bend. I believe that this is a really BAD idea. In the 90's the ASC talked about holding their national meet every other year. At that time I wrote in to say what a bad idea it was. If someone missed a national meet because of another obligation, illness etc. it would mean that it would be four years between meetings which I think is totally unacceptable! Having a meeting every third year would mean six years without. I think that the smug

preparatory attitude that would localize all the events around South Bend is an affront to the club members around the world who want to be a part of the community, but would now have to go to SB to do it, and then only every three years. I don't know how members of the Michiana chapter could stand to put on a meet ever three years anyway! If money is an issue, like the host chapter not breaking even, I think that the not for profit SDC, with it's big bank account should make up the shortfall. Are they saving it for a rainy day? What's going to happen to the bank account when we old timers are gone and there are no more IM's. Our rainy day is now, we don't have the time to wait!

I don't have my new TW so I can't comment on the questions asked, but I have responded to a thread on the Studebaker forum and if you want to follow along with what's being discussed I recommend monitoring that thread. Whatever your feelings towards the issues, I hope that you take some time to fill out the questionnaire so that you can be counted. This may be our last chance to make a difference!

*Your Constantly Humbled Scribe - Bill Hallett*

**EVENTS OF INTEREST**

DATE	EVENT TIME AND PLACE	CONTACT
August 22 2 PM	17th Annual Life Care Center-Kirkland W/Music, Door Prizes, Snacks Call to reserve a space for your Studebaker	425-823-2323
Sept 12th 12:30	Tacoma Chapter IDYSO @ Chehalis Wa. Tour & Show	Larry Mills 253-564-9501

### Less Than They Promised -A Book Review (Part Two)

Picking up where we left off last issue (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*"

(I questioned why Mercedes engines were not considered) There was also talk of bringing in a foreign built car to augment dealer sales. Dueling with a foreign maker always included, in Studebaker's case, a German maker. These talks seldom fully utilized the Mercedes line, and when they did, one board member complained, seemed to be at the expense of Studebaker. Why was such a natural question left hanging?

I also wonder why Studebaker did not pursue a deal with Porsche. Here was a company that as recently as 1949, had actively courted Studebaker in the joint building of a small four cylinder sedan. More recently, they had chosen Studebaker to test its line of water cooled inline four and V8 engines at the South Bend engineering facilities (data I was privy to). The communication between the two companies, and certainly between the engineering staffs, was working well. Yet the subject either never came up, or the book chose to not cover any such Board conversations.

Page 42: The Board was told in May 1961 that "*Studebaker has sold out the entire '61 model run, and would have to delay the opening of ten new company dealerships in metropolitan areas due to no new cars being available - Further, that DBAG has at last agreed to give Studebaker all the Mercedes-Benz cars it could sell*"

Two items stand out here.  
Item one. Sold out? . . . in May?

The assembly lines were to be stopped? Not explained is just why production couldn't supply the cars needed to open those sorely needed dealerships, when overtime was the usual tool for such volume, having been used in both the past and the future with the Lark program.

This stuff is difficult to read and not cringe. Nice as was to know that *something* was being done about the perennial dealership problem, why was the usual remedy not applied?

A bit of history: Studebaker dealership contracts permitted cars to be supplied only upon order by the dealership. Even employee discounts could be taken only at dealerships. This worked well to foster harmony between factory and dealers in hard times, but had done very little post war. This dealer arrangement may have worked in small market areas, not so well in metropolitan settings. The company dealerships were an attempt to correct that problem, and was long overdue. One sample dealer number: S-P's 2,084 dealers averaged just 77 cars each in 1961! Admittedly, many Studebaker dealers were small, others were reportedly GM dual's that were faring poorly by GM's pressure. But even by '61 standards, small or not, I cannot imagine *averaging* that few sales and staying in that business. Most of them wouldn't be missed.

Further Thought. Make those metro agency's dual Studebaker-Mercedes. That takes a bit of fantasy given the 2015 state of the German make. It has always been clear to me that at the time of the '56 deal through the time we are discussing here, DBAG needed Studebaker much more than we needed them. Perhaps by '61, even though I cannot understand why they were not supplying the volume of cars Studebaker wished,

they were now doing so, which does nothing to convince me they still needed us more, etc. I may stand accused of not understanding a complex situation here, but with what we're given, perhaps not.

More speculating -why not do something with the Porsche connection? Offer that up and coming company the chance to market the small sedan they pushed in 1949? It was still a viable basic design, easily updated. Partner with Porsche either as a dual or in combination with Studebaker and Mercedes.

Page 43. In November '61, they were told that; "*the quality of the new Mercedes cars were terrible*".

Again, without being specific.

By 1961 there were a total of 63,650 Mercedes and DKW cars reported to be in operation in the U.S. (Automotive News figures). Those sales are traced to the 1956 sales agreement between Studebaker and Daimler-Benz. It is difficult to understand where the board was in their thinking, and who was quantizing the Mercedes imports.

I was no longer employed at Studebaker Engineering in '61, but I find it hard to believe that the quality of Mercedes cars had slipped that badly from what I'd seen just two years before. In that span, I had witnessed a thorough mechanical examination of many, if not all Mercedes cars and parts. The 300 series was a top line automobile in engineering excellence and known durability.

Page 44: (paraphrased) *By December, . . . the company was bracing for a strike. Management had decided that wage rates and work standards were areas where they were still above industry standard. The chief item was personal time. Since '42, Studebaker allowed 39 minutes per 8 hour day. At Ford & GM it was 24 minutes, a 15*

*minute difference of wash-up time, five at lunch and 10 at closing. They calculated it had cost them \$30 million since 1942, and was worth a strike to settle.*

Note: Chrysler allowed 37 and AMC 40 minutes, at Studebaker Hamilton, it was 61 minutes per day. Go figure.

*The January '62 strike included several reportable incidents, including Egbert fighting with an employee. Local 5 didn't get full UAW support, the strike lasted just five days, cost management \$.16/br. in COLA, and got back just five of the disputed 15 minutes.*

This five day walk-out was quite avoidable by both labor and management. Neither gained anything worthwhile. UAW 5 didn't get support from their International, and any hope on managements part for a better bottom line was lost. The labor cooperation lost was huge, but given the immediate future, perhaps of little value to either side.

In the Introduction to the book, the authors pose several questions, among them; Could the automotive division have continued? Who was responsible for its demise?

They go on to say that there were no simple answers (to those questions), and that they do not attempt to answer them, but offer them as a springboard for thought, discussion and further investigation.

This last is what I am attempting to do here.

I come away from this book in the belief that the authors had something in mind, which was a dimly outlined plot to close the Studebaker Auto Division, but they never said it openly, and never found a smoking gun or a paper trail, if indeed that was their intent.

The later interviews in Turning Wheels seemed to be angled toward the dubious financial rational given for the plant closing. But author Pennington never openly declared it a plot in those articles either.

If such was indeed their thesis, exploring some of the questions I believe they failed to pursue would have better supported that idea.

My comments here question items the authors didn't explore, questions I believe they should have. Items admittedly of lifelong interest to me,

and I hope of some interest to a Studebaker fan.

It is my belief that the book could have been a much better accounting of the period, and a richer exploration of what Studebaker, the automobile maker was in it's final days, thereby making it a better read than it is, which is pretty dull.

*Up Humb! Ed*

*Note. Since finishing the two installments some months ago, and not knowing just when there would be room in the President to publish them, I wonder about my personal need and just why the demise of Studebaker-Packard has such a long life. Ten the current issue of Collectible Automobile features an article by Richard Langworth on the very subject! So now I feel somewhat exonerated. Langworth is a veteran Auto writer and the article does a decent overview of the forces at work at the time. It is not the inside look that "less than they promised" attempts. I suggest that you look it up, if for nothing more than the view of an auto guy outside the SDC. A '54 Lowey coupe is on the cover and the pictures accompanying the piece are great. Worthwhile reading.*

**STUDE STUFF FOR SALE**

**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

**1953 Commander 232 V8.** New paint job, auto trans, brakes are new. Interior is in great shape, it's a very clean car. Asking price is \$28,000 OBO. If you or anyone you know are looking for a nice Stude, you can call Tyler McEwen at 253-569-1556 or [mcewen23@live.com](mailto:mcewen23@live.com).

**60 Hawk Good Drive Train**  
Dave Chisholm 1-360-856-4483  
[chisholmdn@wavecable.com](mailto:chisholmdn@wavecable.com)

**1960 Hawk** Purchased by me in 1963 now at 146,000 miles. Needs paint, engine overhaul and seat re-upholstering. Not driven since stored in my garage in 1987. Includes many uninstalled NOS parts and matching seat fabric. \$7000.  
Ern Anderson, 425-822-9716

**4 Champion Wheels -47 & up**  
Nice whitewall Akuret P195-60R15 Tires 20's-30's style **Studebaker tractor** on shortened

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# The Picnic at Mud Mountain



All Photo's by Bob Bryant



# The Washington President

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## Studebaker on the Web

**Greater Seattle SDC:** [www.studebakerseattle.com/](http://www.studebakerseattle.com/)  
**North Puget Sound:** [www.northpugetsoundsdc.com](http://www.northpugetsoundsdc.com)  
**National Studebaker SDC:** [studebakerdriversclub.com](http://studebakerdriversclub.com)

**Studebaker Clubs of the World:** <http://studebakerclubs.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 (given below). **National Member #** \_\_\_\_\_

### NATIONAL MEMBERSHIP

For information e-mail: [sdc@cornerstonereg.com](mailto: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](mailto:badcow@w-link.net)

NAME: \_\_\_\_\_

SPOUSE: \_\_\_\_\_ ADDRESS \_\_\_\_\_

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E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_

Studebakers Owned: 1 \_\_\_\_\_ 2. \_\_\_\_\_

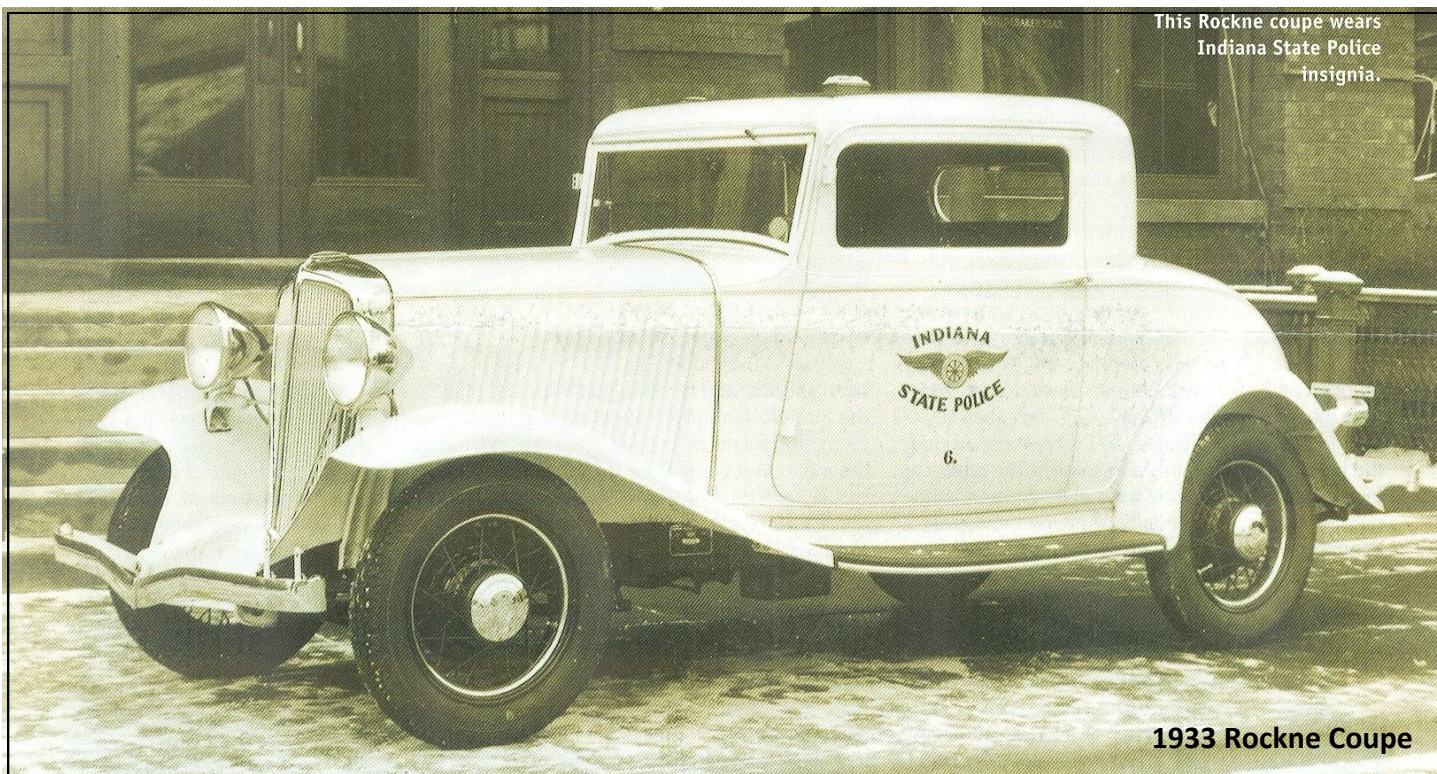
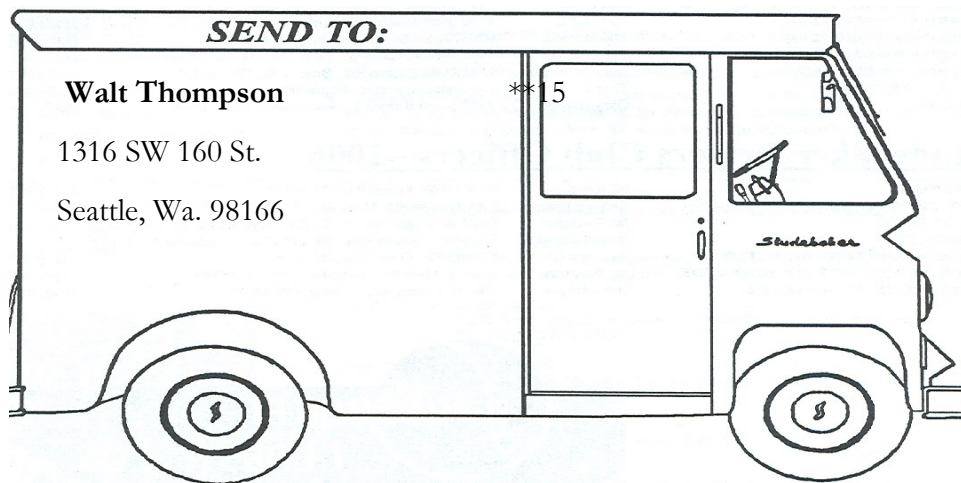
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More? 5 \_\_\_\_\_ 6 \_\_\_\_\_

W.C. SCHIFFER, Editor  
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## The Washington

# President



This Rockne coupe wears  
Indiana State Police  
insignia.

**1933 Rockne Coupe**

It's the summer of 1933 and your enjoying a nice Sunday drive in the Indiana countryside. Suddenly you are aware of a car in your rear view mirror, it's rooftop bubble light flashing! Omgawd! I'm speeding. The ISP and their trusty Rockne have nailed you -Pull over.

(photo from Hemmings Classic Car May 2014)