



The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 52, Issue Number 10 — December 2020-January 2021



More about our Feature Car on pages 11-13.

John Sartorius and his 1959 Silver Hawk

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NOTE: Zoom meeting for all members on Dec 6, see announcement on page 4 for details.



Steering Column Steve White



Can you imagine dreaming you are in a stairway or waiting for an elevator and 70 years of people you've known are interrupting your progress as you go from floor to floor? You've been to countless academic classes, meetings, conventions, conferences, and going to those events have been all mashed together. I'll tell you it's pretty anxiety provoking but that's what happened to me before sunrise on Saturday, November 28th. I had a couple of things on my mind about our Potomac Chapter that I didn't want to forget. That dream or, should I say, nightmare, got me out of bed and in front of my laptop to hammer out a few things such as a December Zoom meeting I wanted to propose to the officers. The meeting would place on the date of our optimistically planned Christmas Holiday Luncheon. I thought that Zoom meeting was a darned pretty good idea. So I got out of bed and here I am at my keyboard.

I don't know how many of you were at considerably limited Thanksgiving family events but Irene and I were at home for most of the day. We were lucky enough to have our daughter Allison with us for a little while so Irene could make a delicious brunch and we could celebrate Allison's new job together. We then drove up to Clarksburg to see the rest of our immediate family while in the backyard of our other daughter Jessica and her husband Justin. Our son Gregory and his wife Neela and our amazing 4-year old granddaughter Sonia were there too. But we couldn't stay because of the difficulty keeping our safe social distance from those we love so dearly. Let's hope and pray that the year 2021 brings us a vaccine that allows us to whip this pandemic and we can have our normal lives back.

As you know, our Potomac Chapter events were severely limited this year. Thanks to the perseverance of our activities directors Terry and Sharon we were able to have two small activities toward the end of the year. I made it to the Fall Picnic that Mike Farris arranged. There was a small but energetic group there and we had a good, albeit brief time while doing our best to keep safe social distances while the clear fall breezy air ensured our safety. We brought our own lunches and had a whole pavilion to ourselves. I learned that the Drive Your Studebaker event was similar with a small group but stayed outside during the gathering.

I've been taking my GT Hawk out nearly every week to share it with the locals as I drive through the neighborhoods. That's really about it for me and my Hawk. I'm looking forward to reading about how you have been taking care of your Studebakers. Thank you, Pete, for inviting our fellow Potomac Chapter members to share their stories.

You'll see that our officers' terms are coming to a close and we need to elect a new board. Please review our solution to that necessity - the current officers will continue for another term of two years. You can apprise us if you would like to run for one of the positions.

I hope the rest of the year provides us with good news for 2021. May you and yours be safe and happy and join us soon at one of our Studebaker motoring activities.

Steve



The Commander is the bi-monthly publication of the Potomac Chapter, Studebaker Drivers Club. Subscription is by membership to the Potomac Chapter at \$15.00 yearly. Canada/Mexico \$20.00, all other countries \$25.00. Direct all membership correspondence to the Membership Director. Direct all correspondence relating to The Commander to the Editor, who retains the right to edit or modify any contribution. Deadline date is the 15th of the month for the following month's issue. The Commander is also an internet publication.

The Potomac Chapter is an officially chartered chapter of the Studebaker Drivers Club, Inc.; its by-laws were approved, and charter granted by SDC in June 1967. Membership is recruited from the States of Maryland, West Virginia, Northern Virginia, and Washington, DC. And those from other areas wishing to join the chapter are welcome.

Potomac Chapter, Studebaker Drivers Club

The Potomac Chapter of the Studebaker Drivers Club, was chartered in April 1967. It encompasses the area of Virginia, Maryland, West Virginia, and the District of Columbia. Current membership approaches one Hundred. Our members hail from as far away, as New Zealand, the states of Hawaii, Florida, New Jersey, and Pennsylvania. Our mission is well defined in our [Chapter Bylaws](#).

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Election of 2021-2022 Potomac Chapter Studebaker Drivers Club Officers

This December marks the end of the current term of our officers. The election is traditionally conducted at our December Holiday/Christmas Luncheon and, as you know, that is not possible this year. All officers have volunteered to continue through 2022. Please contact Steve White if you would like to run for a 2021-2022 Potomac Chapter office and we will hold an election by email for any positions that are contested.

PLEASE NOTE



Minutes of Potomac Chapter Officers Meeting

November 17, 2020

President Steve White called the meeting to order at 7:00 PM.

There were two items on the agenda: the 2021 Activities Calendar and the 2021-2022 officers election.

Please see the report from Terry and Shirley McDaniel for the proposed 2021 activities calendar.

Elections for officers are normally held at the December Holiday Party. Those face-to-face elections cannot be held this year with the cancellation of the December event. The officers volunteered to continue for another two years (2021 through 2022) but voted to open nominations through the next issue of "The Commander" for anyone who would like to run for an officer position. An election would be held via email balloting if there are other candidates.

The meeting was closed at 7:40 PM.

Respectfully submitted,

Potomac Chapter Zoom Meeting to Occur on Date for 2020 Holiday Party

President Steve White will host a full membership Internet Zoom Meeting on Sunday, December 6th at 11:30 AM - 12:10 PM. The Zoom ID and password will be distributed by email. You will be able to participate if you have access on your cell phone, laptop computer, or PC with camera, speaker or earphones, and microphone. The meeting will allow the officers to provide brief reports and respond to comments from the membership. We hope you can join us in this attempt to bring us all together before 2020 is entered into history. The goal is to provide year end officers reports and receive comments from members.

MEMBERSHIP RENEWAL REMINDER

The Potomac Chapter of the Studebaker Drivers Club reminds you that it is time to renew your membership for 2021. Our annual dues remain at a modest \$15. As usual you will find an application form on the last page of this issue of "The Commander." Please contact Membership Director Stephen Walter at stephen.walter1@verizon.net if you have any questions.

POTOMAC CHAPTER, SDC
2021 Planned Activities
(Tentative as of Dec. 1, 2020)

<u>Event (Location)</u>	<u>Date</u>	<u>Contact</u>
Luncheon <i>Quincy's Uptown, Damascus, MD</i>	Sat. 04/17	Steve White
Spring Tour <i>TBA</i>	Fri. 5/7 - Sat. 5/8 <i>(or a one day event)</i>	Volunteer(s) needed
American Trucking Historical Society National Convention & Truck Show <i>Rockingham County Fairgrounds Harrisonburg, VA (must belong to enter your truck but spectators are welcome)</i>	06/3 - 06/05 <i>(maybe select 1 day as a joint chapter event)</i>	George Hamlin
Orphan Car Tour	Sat. 06/5	Steve White (w/Todd Harrington)
Spring Picnic <i>(location to be announced)</i>	Sat. 06/26	Mike Farris
Sully Historic Site <i>Chantilly, Va.</i>	Sun. 06/20	non-SDC
Luncheon <i>(location to be announced)</i>	Sat. 07/17	Steve White
Rose Hill Manor Car Show <i>Frederick, Md.</i>	Sun., 08/15 <i>(not yet confirmed)</i>	non-SDC
International Meet <i>Marion County Fairgrounds, Indianapolis, Indiana</i>	Wed. 9/8-Sat. 9/11	
Drive Your Studebaker Day	Sat. 9/11	Terry & Shirley McDaniel
Fall Picnic <i>(location to be announced)</i>	TBA	Mike Farris
Fall Tour <i>TBA</i>	in Sept. - date(s) TBA	Volunteer(s) needed
Hershey Fall Meet <i>Hershey, Pa.</i>	Wed. 10/06 - Sat. 10/9	non-SDC
Reedsville Swap Meet <i>Reedsville, Pa.</i>	Fri. 10/22 - Sat. 10/23	Long Island Chapter SDC
Chapter 2021 Activities Planning Meeting	Sat. 11/06	Volunteer needed
Christmas Party <i>(location to be announced)</i>	Sun., 12/05	Mike Farris

STUDEBAKER INQUIRY

On Nov. 9, 2020, I got a phone call from Amy in New England (802 338 7776). She found out that her grandfather's car was sold to someone in Maryland a few years ago. It is a white '64 with VIN 64V10591. She would love to hear from the person who bought the car. Getting an update would be very important to her. Thanks Ed Lemanski

NEWS FROM SDC

10/11/20

Recently, I have begun receiving a number of messages from Forum members who cannot log into the SDC Forum. They tell me that, upon entering their credentials, the "Logging In" message is displayed and the circle below it turns - but the login never completes.

We have investigated and found that this problem is confined to members running Windows, and using the Microsoft Internet Explorer web browser.

Internet Explorer has been discontinued by Microsoft, and as a result many websites based on the latest code, including your SDC Forum, do not run properly within Internet Explorer.

If you are using Internet Explorer and experiencing the login problem described, we recommend upgrading to a Web browser that can run the newest sites without issue. Browsers we recommend include:

- Mozilla Firefox
- Google Chrome
- Microsoft Edge

Thank you for your participation in the SDC Forum. We hope to see you online soon.

Sincerely,

Clark Novak

SDC Forum Administrator

STUDE SPOTTER from Ed Lemanski

On TV History Channel - "American Pickers" - Season 19, episode 14 - This show repeated several times since August. While investigating some interesting finds at a rural farm, they discover a light green Studebaker pickup dirty and loaded down with junk. They make an offer, then more bargaining, until they finally buy it from the grandmother for \$4,750.

And on Yahoo! Finance, this →



Potomac Chapter Members Participated in our Fall Picnic on Oct. 17, 2020, at Seneca State Park

**SENECA STATE PARK
OCTOBER 17 2020**



MIKE FARRIS



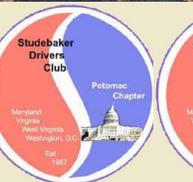
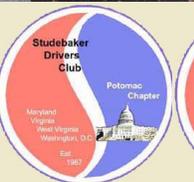
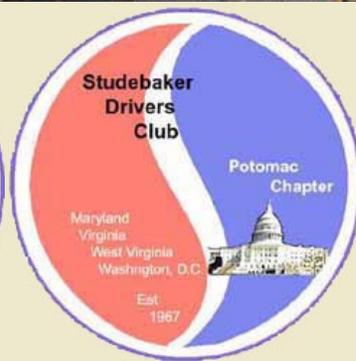
**MARY AND STEVE
WALTER**



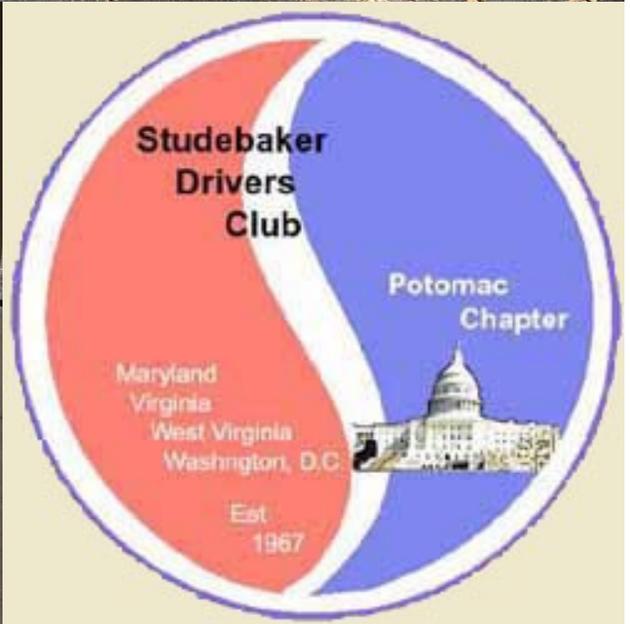
STEVEN C WHITE



Fall Picnic (cont'd)



Fall Picnic (cont'd)



What Did You Do to Your Studebaker???

(since the last issue' of The Commander)

Marty Long '56 President

I sold my 56 President in August.

Bob DeVore '61 Hawk

In March, I was facing two root canals and total knee replacement. One had to be done before the other so I was able to get the dental out of the way but had to wait for the knee surgery. Because of the pandemic, no elective surgery was allowed. July came around and

I was then scheduled for the 28th. Meanwhile, my Hawk was in quarantine over the entire Summer. I was prohibited from driving for six weeks after right knee surgery. I got clearance the day before (IDYS Day), so I thought that I would at least get it out of the garage for my first drive experience. No reverse! The shift lever felt a little sloppy but could not get under the car to look-see, not at 85 and still a little stiff. I talked to a local transmission mechanic and he told me to bring it in. I towed it out backward and was able to jockey it around to drive it. I did notice a puddle of transmission fluid on the floor. When we put it on the lift, we noticed the leak at the reverse shaft and it's looseness. The shaft seal and linkage was repaired and I brought it home the next day. Everything works as it should. Now - - (All dressed up and no place to go.)

Nancy Pfahler '61 Lark

Since the last newsletter, I have washed my 1961 Lark, driven it, finally. It went to two homes on Thanksgiving Day. It sure enjoyed being out. It also went to a Keystone Studebaker Club business meeting in Hummelstown. That was before Thanksgiving. I truly enjoy driving it and will now, more often, as long as the days are sunny. It leaks a bit when it rains. I don't like being a fair weather, antique car driver though. And this car has been driven though all kinds of weather, but, since I am by myself now, I want to drive it differently. Merry Christmas!

Pete Rutledge '54 Commander Starlight Coupe

I finished and installed rear seat side panels to match the door panels, previously finished.

Pete Rutledge '64 Avanti R2

In October the clutch stuck in the engaged position. I tried breaking it loose with the starter, which didn't work. What finally worked was to start the car in neutral and let it idle for 10 minutes to warm up the engine and, presumably the bellhousing area. After 10 minutes the clutch worked properly with no further efforts needed.

I also restored the interior kick panels, reusing the original turquoise vinyl and replacing the old carpeting with new on the lower half of the kick panels.

Finally, I tried unsuccessfully to disassemble my power brake booster in order to rebuild it. I fabricated the fixture, clamp, and wrench needed for the job. In the end I was unable to separate the two halves of the booster shell—I guess they were just too rusted together after 56 years. So I ordered a rebuilt booster from Stude Int'l and sent them my old one in exchange. I'm now preparing the rebuilt booster for installation.

What Did You Do to Your Studebaker???

(since the last issue of The Commander) (cont'd)

Paul Dammes 1950 Commander Starlight Coupe (in the Netherlands)

Because here in Europe we have had Coronavirus problems since February and everything for old car clubs and our Dutch chapter of the SDC is on hold, some people have started working on their cars instead of shopping. Shopping might be expensive but parts for old cars are even worse and sometimes difficult to come by. I have a 1950 Commander Starlight Coupe that was not used for more than 20 years; it has been on a hoist to save the springs and the tires and stored in a dry shed. Finally because my 1955 Studebaker was drivable I decided to start working on the 1950 Stude. I put the car on another (higher) hoist so I could work under the car too. I decided to start with the engine. Luckily I have been turning over the engine at least once a year and, at the same time, spraying some special oil into the cylinders and the carburetor and then closing the carburetor with an oiled cloth. This worked fine in preventing the engine from seizing up. I took the starter off and checked the brushes (sticky), cleaned the collector, and checked it by connecting it to the battery. Then I pressurized the radiator and found out that the water pump (of course) leaked! Luckily I bought a pump during an Int'l Meet in the USA so I used that. I pressurized the cooling system again and found out that a small bypass in one of the heater hoses leaked and, luckily found one in my spare parts box! So that solved another problem. I drained the old gasoline completely by vacuum after the fuel pump so I was sure the system was empty! Then I put 5 liters of fresh gasoline in the tank together with some fluid to work against the deterioration caused by modern gasoline! I then vacuumed the fuel system to the carburetor and sprayed some fresh gasoline into it.

I charged the battery for extra power. Then it was time to start the engine! This was an exciting moment because I wasn't sure yet how it would work out! It took some time but finally the engine was running on his own! I checked the ammeter and after some more revs it was alright. The oil pressure according to the meter was OK, too, but because the little pressure hose from the engine to the meter was probably as old as the car, I was not sure it would hold for more time, so I took it off and a repair shop fabricated a new hose for me. Then it was time to start with the brakes! Of course I had to replace all the cylinders as they were not repairable because of the rust inside. Again I had bought new cylinders, as well as all 3 brake hoses, and even a master cylinder during an Int'l SDC Meet. I changed all of those parts. I checked all the adjustments at the brake shoes. For bleeding the brake system, I use a small clear container for the brake fluid under the hood and connect that to the master cylinder reservoir. This way I don't have to check the fluid at the master cylinder itself with the risk of dirt entering the system when opening it! That's all so far. More to come.

Feature Car: 1959 Silver Hawk

By owner John Sartorius

This car was a 50th birthday present to myself (I'm 61 now). I bought it in St. George, Utah, from a retired California judge. It had been a CA car its whole life. When I bought it, it had a Chevy small block in it, but was otherwise mostly stock. Mods made now include:

- Custom interior (Chrysler Sebring seats & console) & finished trunk
- Power windows
- 304 cube "R3 clone" supercharged Studebaker engine installed
- Vintage Air A/C
- 700R4 transmission
- Electronic ignition
- Ford 9 inch rear end
- Turner disc brakes
- Stereo system
- Custom steering wheel; & tilt column (no photo of the tilt column - that was a recent upgrade)
- The car had about 120,000 miles on it (10K since I bought it)

This winter, I'll install EFI and a new wiring harness



Feature Car: 1959 Silver Hawk (cont'd)



Feature Car: 1959 Silver Hawk (cont'd)



One of My Memorable Studebakers

By Murray Welsh

(The 4th in a series of new articles by Potomac Chapter members)

About 20 years ago I decided I wanted a 1953 or 54 Studebaker. I had joined SDC and the Potomac Chapter hoping to get a lead on one. Someone in the club, I do not remember who, told me that a that they thought one of the members had one for sale. It was in Parole MD so the wife and I took a drive to look at it. It turned out it was a 1950 bullet nose 4 door Champion. It wasn't really what I had in mind but the wife said "it's so ugly someone has to save it." We went back a few days later with the money and drove it home. It made it fine. It had some electrical issues and I found a mechanic up in Pennsylvania willing to rewire it. It then went to a friend of mine, John Longo, for new upholstery. Shortly afterward someone backed into the right front fender and did some pretty severe damage. I took it to a vendor who advertised in the Rockville Car Show program. Turned out he was just short of an outright crook. I finally got the car back 17 months later and I still occasionally find a fastener that was not installed. It has since had an upgrade to a 185 cu. in. 6 cyl. with the finned aluminum head, dual carbs., dual exhaust, and a mild cam. The car was then fitted with 1962 GT Hawk drum brakes all around. If you make them go faster you have to make them stop better. I then went through a series of fuel pump failures. It seemed every tour we went on we had to be towed home. Thank goodness for AAA Premier Plus. Anyway it runs great now and there is now no place to go with it. Shows are all cancelled. Gatherings are all cancelled. But it will get better I hope. I am trying to sell it if anyone is interested. Asking price is \$17,500.



Door Screw Removal... The Easy Way!!

By Jack Gregory, the Vice President of the Foothills Chapter Calgary Alberta Canada

(I initially wanted to title this article "Door Nuts" because it sounded like "Doughnuts" but they aren't nuts, so nuts to that)

So, I'm rapidly into the final stages of destruction on the 60 Lark convertible I bought for my wife. She actually didn't want it, but I thought she'd like it, (kind of like buying your mom a new ball glove when you were a kid). After several months of begging, she surrendered in a moment of weakness, and that's how I got it! When I get to the point of dismantling the lark, where the doors have to come off before I take the body off the frame and I hit the brick wall we've all probably hit at one time or another...those %\$#^& Phillips headed screws that Studebaker in their mean, twisted, logic decided to inflict on the world. Don't even get me started on the entire concept of a Phillips screw, why on earth would have Henry Phillips ever invented the Phillips screw in 1933 is one of the great mysteries ever. I, personally, think he was extremely upset with the auto industry and had invented the best joke ever on Detroit.

Anyway, I root through the back corners of my toolbox and come up with the tool I used last time, the hammer driver thingy. It didn't work last time and it didn't not work any better this time (I know, a double negative, but those screws deserve all the negatives they get.). All these things do, is make you cry and strip the cursed Phillips door screw.

Off to the interweb and a search through the wonderful SDC Forum and after a few rewordings in the search bar (who knew search bars don't like swear words??) I arrive at a link that sends me to a video made by a wonderful Studebakerer who solved the problem. Unfortunately, I don't remember his name or have the address of the YouTube video, so your on your own. However, I took pictures of the tool I made and the following is a description of what you need to do and how well it actually works.



1. First, if you don't have one of these, waste your money and buy one. Then throw away the red thing on the left and keep the two pieces on the right.



2. Find a nice long socket extension that you don't really like and cut off the part on the right that holds the socket.



3. Go find one of your bits from your air chisel and cut the sharp end off. Throw the sharp end away, you're just going to lose it anyway.

Door Screw Removal... The Easy Way!! (cont'd)

4. Next you weld it all together something like this. Except, be a better welder than me so you won't have to grind all your welds off and start over because you didn't use the right heat



5. Lastly hit that screw with your new tool plugged into the air chisel and start working it. All my screws that were frozen to the body came out easily, and no, they would not have come out any other way, because I tried for a few days before I looked up how to do it on the internet.



A note on the door hinges, start a couple of days ahead and spray it with your favorite penetrating oil. I used Gibbs, wow, is that stuff great. I was gifted a bottle of that miracle juice, and I've since ordered two more and have "paid it forward" by giving one to a friend of mine. Almost all the nuts, bolts, screws (yes even the crappy Phillips) benefited from a treatment of Gibbs. If you have a source of heat, like a cutting torch, go for it (no, 5 gallons of gas and a match will not work, so please don't try). It takes one whole can of Gibbs to do your average Studebaker.

FOR SALE OR FREE

Turning Wheels magazines — FREE: About 5 lbs. of past Turning Wheels; they are free to whomever will take them; in Arlington, VA. Call Karl Veit at 703-979-4763 or email him at karlveit@vewrizon.net.

Avanti II Rear Bumper — For mid-70s Avanti II with new show-quality chrome and the two holes for the rubber bumperettes. I bought it by mistake. You pay exactly what I paid — \$600. No core required. Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

NOTE: Send you Studebaker-related ads to the newsletter editor, Pete Rutledge, for publication in the next issue.

*December-January Birthdays**

HAPPY BIRTHDAY TO ALL!!!!

Ann Braham — Dec 1	Irma Brigman — Dec 29
Pat Merhaut — Dec 7	Ruth Carr — Jan 9
Bonnie Birkel — Dec 12	Deborah Pamepinto — Jan 18
Terry McDaniel — Dec 18	Irene White — Jan 27
Toni Stroh — Dec 23	Bee Hamlin — Jan 28
Ronald Hoff — Dec 25	Sam Brigman — Jan 29
Skip Lackie — Dec 25	Mary Viet — Jan 30

***Please Note:** If we fail to list your birthday or anniversary, it may be because we don't have your dates in our membership database. If you would like to see your birthdays/anniversaries listed in the future, please let Stephen Walter know just the month and day of your events.

2021
Potomac Chapter SDC Membership
Application or Renewal

Please complete this form and mail a check for \$15.00, payable to POTOMAC CHAPTER SDC.
Send the completed form and check to:

Stephen Walter
14916 Chestnut Ridge Court
Gaithersburg, MD 20878
stephen.walter1@verizon.net

Yearly dues apply from Jan 1st to Dec 31st of each year

I am a member of
SDC International National
Membership #

I am joining SDC International at this time-
Upon receipt of your national membership #,
Please send information to the address to
email above.

This is a NEW Application

Renewal/Update

Name: _____

Spouse: _____

Address: _____

Phone: _____

City/ST/ZIP: _____

Cell: _____

E-Mail: _____

Spouse cell: _____

Birthday: Month ____ Day ____

Spouse: Month ____ Day ____

I own the following Studebakers (including Rockne, Erskine, EMF, Avanti)

Year

Make

Model

Body Style

Year	Make	Model	Body Style

YOU MUST BE A MEMBER OF NATIONAL SDC IN ORDER TO JOIN ANY SDC CHAPTER