



The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 53, Issue Number 1 — February-March 2021



John Sartorius's beautiful '58 Transtar Long Bed

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Next Meeting

TBD

(due to pandemic)



Steering Column Steve White



Welcome to the first edition of "The Commander" for the year 2021. Thank you, Pete, for another excellent issue.

Many of us are trying to get an appointment for a coronavirus vaccination as I write this column. "The Washington Post" has an article about this subject in the Metro section today (January 18, 2021). The vaccination gives us hope because the sooner we can all get vaccinated the sooner we can attend our Potomac Chapter activities. People whose last name begins with a letter that is towards or at the end of the alphabet like "w" and "z" are used to being last on a list. That has been the case for all of our lives. Nevertheless, that better not be happening now with getting an appointment to get our vaccine.

On to some Studebaker Chapter issues of which there are few: We do need to make sure all of us have paid our year 2021 dues. Those dues keep our Chapter going through the entire year. There are some who take advantage of our Facebook page that is updated almost daily by Ed Lemanski. The Facebook page is for members only. We (i.e., the members who post and coordinate the page) are somewhat liberal in who can access and post on the page. Maybe we should be stricter. After all, our dues are only \$15 a year plus the postage necessary to send the envelope with a completed membership renewal page to our hard working membership director Steve Walter. As you know, the form is on the last page of this publication. You can also find it on the opening page of our website. Please remember you don't have to own a Studebaker to be an active member of our Chapter. All we ask is that you like Studebakers and like to be around people who will take their Studebakers out for Potomac Chapter events.

Saturday, April 17, 2021, is the day that we are planning to kick off our in-person events. We are scheduled to have a luncheon at Quincy's Uptown in Damascus, Maryland. Hallelujah! We need a time together to enjoy each other's company and to bring our Studebakers together.

I'll close with an acknowledgement to all of our officers. Each one of them is vital to the Potomac Chapter of the Studebaker Drivers Club. As you know, they all volunteered to serve for another term. Of course, every member is important and we thank all of you especially during these trying times. I'll be scheduling a membership Zoom meeting for sometime in February. Be on the lookout.

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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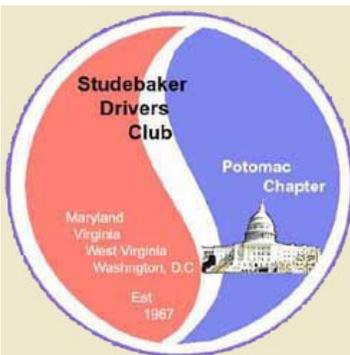
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The Potomac Chapter Welcomes New Members

We are very happy to have a number of new members with us now. They are:

- Kaiser Braham III & Ann Braham, Clinton, MD
- John Henry King & Terry Kraus, Bowie, MD
- John Martin, Frostburg, MD
- Andrew "Scott" & Kari McCrae, Severn, MD
- Chris Mendl & Barbara Jett, Falmouth, VA
- Peter & Deborah Pamepinto, New Creek, WV
- Chad Prince, Potomac, MD
- Dennis & Lucille Rogers, Pikesville, MD

Welcome to
the club!!!

Minutes of Potomac Chapter

Zoom Membership Meeting, December 6, 2020, 1:00 PM - 1:40 PM

Present: Steve White, Ron Hoff, Pete Rutledge, Ed Lemanski, Terry & Shirley McDaniel, George Hamlin, Larry Koenig, Darrell & Ruth Carr, Chad Prince

Steve called the Zoom meeting to order a few minutes after 1:00 PM. He welcomed all and emphasized the time constraints for free Zoom meetings. He expressed appreciation to the officers and members for attending. "The Commander," our Facebook page, our face-to-face activities, and our Website have all be very successful, even with the COVID pandemic making our lives difficult. He mentioned the chapter election and how all officers have volunteered to continue for the next two years. We will be recruiting for the start of 2023.

Vice President's Report: Ron wished everyone a Merry Christmas and a happy holiday season and said we should all be looking forward to a good Potomac Chapter year in 2021.

Editor's Report: Pete reminded everyone that the next "Commander" would be the February 1 issue. He said that the "Memorable Studebaker" stories have been excellent and Pete is looking for more articles in this vain. Darrell described a Studebaker wheel barrel story and was recruited to share it in "The Commander." Pete also reminded those attending that shortly before the next issue he will email everyone asking what they have done to their Studebaker since the last newsletter; he said it's a good way to keep abreast of how our cars are changing during this period when we aren't getting to see each other very often.

Activities Report: Terry and Shirley said the 2020 face-to-face events were limited to the Drive Your Studebaker Day tour and the Fall Picnic. They were pleased that club members were able to participate. They reviewed the tentative activities list published in the latest "Commander." They are still looking for tour directors for the Spring and Fall tours in 2021. The tour can be one day or with an overnight. There is no limit for the choice of geography to travel except that it be doable with a Studebaker (which, of course, isn't much of a limit). George is communicating with a vintage truck club to see if we can visit their upcoming meet in Harrisonburg, VA.

Historian's Report: Ed described some of the postings on our Facebook page. He thought he had drained the well dry while trying to find Studebaker stories but the Internet has proved an endless supply for him.

SDC Regional Manager's Report - George showed a new diecast model '51 Studebaker now on the market and encouraged members to consider it for their collections. Steve commented that he has not been able to find a '62 Hawk for a reasonable price.

Other business: Marie asked that members consider sending Nadine a Christmas card. We all agreed how much we miss seeing her. Ruth asked that we send prayers and best wishes to Pat Merhaut who is having surgery on December 14.

Addresses are:

Nadine Farris
Cumberland Crossings
Room 11
1 Longsdorf Way
Carlisle, PA 17013-7623

Pat Merhaut
17 Augusta Lane
Martinsburg, WV 25405-5735

The meeting adjourned at 1:40 PM.

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. If you were a new member in 2020 and joined after July 1, 2020, no additional dues are needed until January 1, 2022 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.

Guess where this picture came from...

A pop quiz from Steve White (answer on page 25)



A Web site of interest from George Hamlin

See a video on selling the 1950 Studebaker at the following link:

<https://www.macsmotorcitygarage.com/video-selling-the-1950-studebakers/>



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

<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 Meet-	Sat. 11/06	Volunteer needed
Christmas Party <i>(location to be announced)</i>	Sun., 12/05	Mike Farris

How the U.S. Studebaker became the Soviet 'victory truck'

When I was in Russia a few years back, I was struck by the the fact that EVERY collection, museum, shop, and gathering I went to had one of these trucks. At one event, one of them was...a bandstand! And I think the story about "Studebaker" becoming equivalent to "truck" over there has some basis.

George Hamlin

= = =

Read more about Studebaker trucks during WWII in Russia at:

<https://www.rbth.com/history/333156-how-us-studebaker-became-soviet>

STUDE SPOTTER

Spotted by Jan Rutledge on CNN on Dec. 16, 2020:

From Pete Buttigieg's speech after being introduced by President-Elect Biden as his pick for Transportation Secretary:

"... My hometown, South Bend, Indiana, was built by the power of American transportation, from trade along the river whose bend gives the city its name to the rail lines that connected us to the rest of the country back when we were considered the west, to the livelihoods created by the good paying union jobs at places like the aeronautical supplier Bendix and the giant auto assembly of **Studebaker**."



Obituary — Leonard Summers

Leonard Summers completed his last flight on his 97th Birthday. He passed away on January 11, 2021 in South Carolina. At the age of 17, he enlisted in the Army Air Corp. He trained as a gunner and flight engineer and arrived in England a couple of days after "D Day". He was assigned to the 384th Bomb Group, with the "Mighty Eighth" as a B17 flight engineer and top turret gunner. His first mission was on 22 June 1944. By the 4th of November, TSgt Summers had completed his 35th mission. In the "Mighty Eighth" you were a "survivor" by the time you completed that many mission over Europe's flack filled skies. Leonard was awarded The Distinguished Flying Cross and three air medals among others. He arrived home in April 1945 and married Lorraine and they left to finish his tour as an instructor in Tampa, Florida.



Leonard Summers with his prized 63 GT Hawk at the "Wings and Wheels Show", Hagerstown, Maryland



He had a passion for Studebakers. Once a news reporter asked him: "Why are you fond of Studebakers?" His answer was: "The B17's had Studebaker engines and they got me over and back 35 times." Leonard Summers was a member of the "Greatest Generation" and a friend to anyone that he would meet. He once told me that during his flights over Europe, friendships were the hardest thing to bear. They would go to breakfast before being briefed before flight. When he would return that night some of his friends never came back. Leonard and Lorraine always enjoyed taking their Studebaker to activities or parades. He belonged to The Antique Automobile Club, Mason-Dixon Car Club, the Studebaker Drivers Club and the Potomac Chapter of SDC. There was a private grave site service in Boonsboro on Sunday, Jan 17th. A Celebration of Life will be at a future date.

(Submitted by Bob DeVore)

Obituary — Dan Webber

August 15, 1940 to December 3, 2020

Daniel (Dan) Webber passed away December 3, 2020. He was an important and well-loved member of the Potomac Chapter, SDC, for more than 50 years, serving as membership chairman for decades and as Studebaker parts go-to guy for the club and beyond for more than 40 years. He was a long-time Studebaker parts and Snap-On tool vendor, appearing at most all international meets, York and Reedsville swap and other events in his funky leather hat and driving his famous Cherokee Red T Cab truck over the years, since the late 1960s. Daniel was born, raised, and lived in Montgomery County, Maryland, his entire life. In 1966, he married his bride, Christina (Chris) Smith, who supported his endeavors and frequently attended many Studebaker events, back in the day.

Dan was always a car guy, mostly MGs, but was introduced to Studebakers by Chris' grandfather, Charles (Grandfather) Smith, who owned many classic cars and loved to participate in old car touring events around the country. After his introduction to Studebakers by Grandfather, Dan was a "full bore" Studebaker persona, purchasing the remaining inventories of a dozen or more retired Studebaker dealers in Maryland, Virginia, Pennsylvania, West Virginia, and Delaware. This massive cache of NOS and used parts filled a 60' x 40' "parts department" building, almost to the rafters. Many local and beyond Studebakers still plying the roads were beneficiaries of those parts.

Some of his friends accused Dan of not really being a die-hard parts vendor but that he used the parts as a premise to attend meets in order to socialize with his many friends across the country. A case in point: in spite of owning a very large inventory of parts, he took the same 30 or so boxes of parts to meets for the over 40 years that he was a regular vendor. This friend never saw Dan replenish the boxes with new items as they became lighter over the years. It was a different scenario while at home. If a person would call Dan for a particular part, he would usually know whether he actually had it, would go out and find it in his chaotic (non-existent) filing system in the parts department, and sell it for a very, very fair price. Dan was just a true collector with lots of charisma and a heart of gold.

Dan was involved in a horrific traffic accident about 10 years ago and almost died. He never really recovered from the accident and eventually it led to the sale of his inventory to Bob Munter, his very large Studebaker dealer sign collection to Max Corkins, and his Snap-On tools to a machinist in Pennsylvania. Being a true collector, he continued to pursue his post-Studebaker time by collecting, buying, and selling antique clocks. He continued with his clock passion up until his death, amassing a very large collection of rare and unusual clocks.

Dan proudly served in the armed forces as a soldier in the U.S. Army.

Dan, his charisma, stories, advice and help that he freely offered, will be sorely missed by Potomac Chapter members and his many friends across Studebakerdom. A good man, a trusted and beloved friend.

(Submitted by: Larry Pugh)

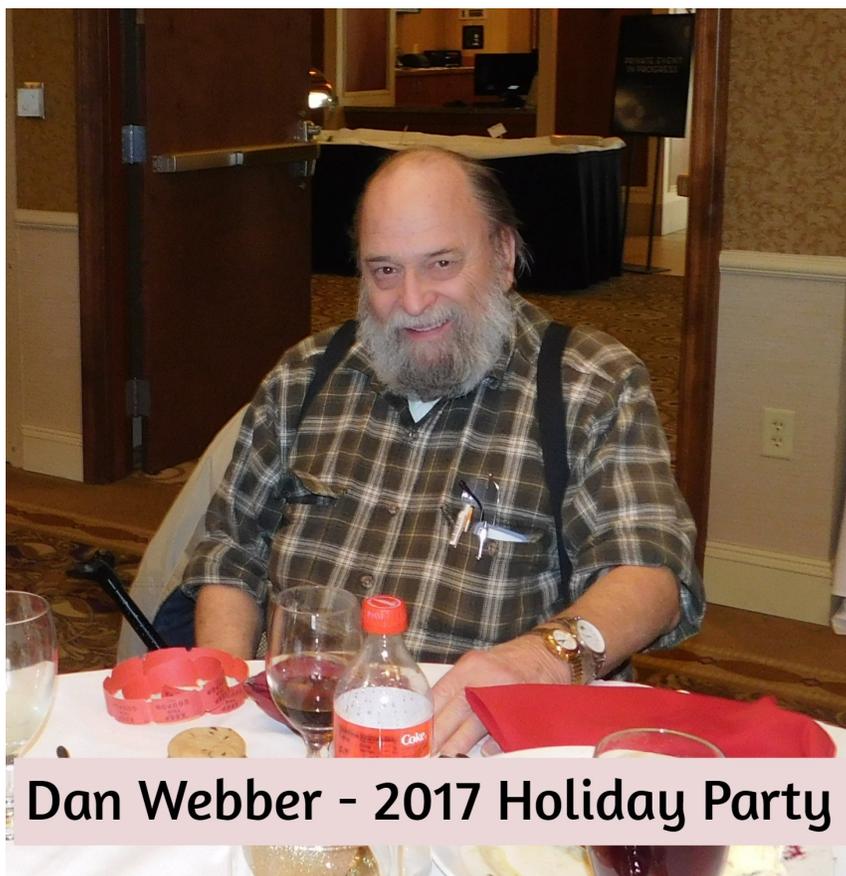


Christina and Daniel Webber

Obituary — Dan Webber

Also from Larry Pugh: *“Dan Webber passed away on December 3, 2020. As you old timers know, Dan was a part of the heart and soul of the Potomac Chapter through much of its history. After buying the remaining inventory of some dozen or so Studebaker dealers, he became our go-to guy for Stude parts, snap-on tools and a good conversation. He was also Potomac Chapter membership chair for decades. Really good friends are never replaced as they live on in our happy memories.”*

From Steve Lichtman: *“When my father and I bought our first Studebaker in 1977 or '78, Dan was one of the first SDC members we met. He also lived near us. He was most helpful to us and provided guidance to new hobbyists. And plenty of parts as well. He has helped us with parts and other guidance over the years, including three of his fiberglass Lark fenders for my Cruiser (one was damaged in the restoration process and had to be replaced). Dan was a good friend, and a great help to all of us locally. He will be missed. RIP sir.”*



Dan Webber - 2017 Holiday Party

(photo from Ed Lemanski)

What Did You Do to Your Studebaker???

(since the last issue of The Commander)

Paul Johnson - 1964 Daytona Wagonaire and 1964 Avanti

Guilty as charged.

Neither Studebaker has been driven or even started since Drive Your Studebaker Day 2020. And only the Avanti was driven then. The 1964 Daytona Wagonaire is fully driveable (except that the electric rear window won't work). The '64 Avanti (R-1, R5527) is in the attached garage and is resting comfortably with a nice car cover. The '64 Daytona Wagonaire, C502337, born on 04/26/64 is resting in my 24' x 36' steel garage, no cover. Both pix are 2020 vintage.

Wash? What's that? I'm afraid I'm not motivated to wash and clean the cars very much. Maybe we will survive the pandemic. Then maybe this spring I'll think about cleaning the cars.



Bob DeVore - 1961 Hawk

I'm ashamed to say that I have not even gotten in to look at my Studebaker since before Christmas. So far, time is flying by and maybe things will be better when we get a little better weather. We used to look forward coming into February as it "won't be long until York." Like many things, we have got to accept what comes our way. I attended the private gravesite service last Sunday in Boonsboro for Leonard Summers. It was attended by family members and his daughter invited me as a best friend. The American Legion had the Military Service and this is always moving. I wrote a tribute to Leonard this past week to be included in "Turning Wheels." Yesterday, I received an acknowledgement from Ann Turner. Hope all of you and your families are staying well. I got my first COVID shot last Tuesday at the VA.

What Did You Do to Your Studebaker???

(since the last issue' of The Commander)

Pete Rutledge - 1964 Avanti

I pulled (ripped) the faded, dirty old carpet out of the Avanti - in pieces. It wasn't as easy as I thought it would be. Where the carpet is vertical, such as right under the dash, along the sides of the console, and right under the rear seat bottom, it is contact-cemented. Under the dash it is cemented to the firewall insulation (black composition boards with fiberglass insulation behind them), so if you want to preserve the insulation, you have to pull the carpet off gingerly. In addition to that, on the right side the carpet is also tucked in



behind the heater box, under the dash. It's really hard to remove carpet that is both cemented and tightly tucked behind an obstruction. Again, it eventually came out in pieces. The carpet also went under the stainless trim strips that run along both sides of the console. It wasn't obvious how to remove the strips. I had to remove all the removable panels from the top of the console, which provided access to two nuts on each side of the console—behind the vertical panel right under the dash and on both sides of the gear shifter mechanism. Those accounted for the studs/nuts holding the front and middle of the trim strips. The studs/nuts holding the rear ends of the trim strips were harder to find. They are inside the console storage compartment. If you open the compartment lid and peel back the black felt lining at the very rear sides of the compartment, you will find access holes on the left and right sides; inside those holes are the nuts that retain the rearmost ends of the trim strips. Once the trim strips were removed, the carpet could be peeled off the fiberglass sides of the console.

Another problem with removing the carpet is that the carpet is screwed down to the fiberglass in numerous locations. The screws don't show up well as they are hidden in the carpet pile. And, after 57 years in sometimes moist carpet, many of the screws were rusty. Many could not be removed with a screwdriver and required vice-grips to loosen them. One or two even broke off in their holes. I will probably fill the screw holes with fiberglass and make new holes for the new screws (as it would be nearly impossible to find the old holes through the new carpet).

I won't be installing the new carpet until after replacing the "hog troughs" because the pop-rivets that help secure the hog troughs to the body, can be plainly seen on the bare floor, and need to be drilled out without the carpet covering them.

What Did You Do to Your Studebaker???

(since the last issue' of The Commander)

John Sartorius — 1959 Silver Hawk

I got it up in the air on the new (Christmas present) Kwik Jacks, to in preparation for installing the new fuel tank (with in-tank fuel pump), running the new fuel line, and (after I get it back on the ground) starting the installation of the EFI system. See photos.



Bob Johnstone — 1964 GT Hawk

My 64 GT Hawk has been sitting in repose in my garage since last October. Since then, it's had an oil and filter change and underside cleanup around the transmission to see what is causing the errant drip. To my surprise, it wasn't around the seal or bushing that was replaced a few years ago. Rather, it appeared to be from the small side cover, on the passenger side. I also gave the pan bolts a little snug. There's also a tiny hole in the center of the sliding yoke that may be weeping a bit and it will have to wait until warmer weather. I'll be putting the car on either CraigsList or Hemmings in the Spring (see ad on page 26). The Turning Wheels ad in 2 issues hasn't proved interesting to anyone.

Installation of a (mostly) Factory Correct Air Conditioning Setup in a 1957 Studebaker Golden Hawk

By: Paul Bjarnason

Ordinarily, if you are restoring a fine classic car, you would want to keep it as it was originally delivered back when it was new. But, because of the hot Washington, DC, area summer weather, I decided I wanted to add air conditioning as part of the restoration of my 1957 Golden Hawk, which is now being completed by Bob Munter of the WCD Garage, which is located in Northboro, Massachusetts. When I first told Bob that I wanted an A/C unit, I thought he would put in a Sanden or other aftermarket modern unit. Instead, Bob suggested it would be best for the integrity of the restoration to go with as close as possible to what Studebaker offered in 1957, and I agreed. But, Studebaker did not offer much in the way of A/C in 1957 -- I am told that only 4 factory A/C equipped Golden Hawks were produced in the 1957 model year and these were done in the Studebaker engineering department, which meant that good used or NOS parts would not be available. This A/C idea of mine turned out to be an immense task for Bob and in retrospect, maybe I should have asked how much that was going to cost. But, had I asked that question, I doubt Bob could have given me an accurate answer due to so many unknowns and challenges. This is the story of how Bob successfully replicated (almost 100 percent) what a Studebaker factory A/C unit would have been for a 1957 Studebaker Golden Hawk back in the day. In fact, the only item that isn't 100% correct on my Golden Hawk's A/C setup is the evaporator unit located under the dash.

For the installation, Bob found the following components: 1 - a correct A/C compressor, which is a Lehigh V-93, which was also used in Packards, Fords, and others around the same time. Bob had the unit rebuilt at a shop in Florida; 2 - a correct NOS condenser which is mounted in front of the radiator and, also, fabricated a custom hood hold-up rod which goes around the condenser; and 3 - an "almost" correct evaporator for under-the-dash mounting - I say almost because while it looks similar to a correct original unit, this is a brand new reproduction unit original to cars like a 1956 Thunderbird. To make the evaporator unit look like it really belongs in the Golden Hawk, Bob added a machine-turned faceplate similar to the Golden Hawk's dash board, as you can see in the picture.

Mounting the engine-driven A/C compressor on the motor was a special challenge due to the supercharger, which required re-locating the generator to the left side of the motor, where the power steering pump usually is located. Due to space constraints the power steering and the generator had to be combined into a single unit, using a GM-designed unit, originally used by GM in factory air conditioned Chevrolets of the era and by Studebaker, as well.

Installation of a (mostly) Factory Correct Air Conditioning Setup in a 1957 Studebaker Golden Hawk (cont'd)

By: Paul Bjarnason

NOS or good used mounting brackets and hoses for this installation were not available and, so, blueprints at a cost of almost \$400 were obtained from the Studebaker National Museum, so that the brackets and hoses could be accurately fabricated. Also, as already mentioned above, a different prop rod to hold the hood up when it is open had to be made, due to the mounting of the condenser on the front of the radiator, which would get in the way of the prop rod used on non-A/C cars. Upon mounting the units, it was found the stock pulleys on water pump and crank shaft did not match up, as to the fan belt groove fitment, with the pulley generator/ power steering pump, so new matching pulleys also had to be machined from blank stock, for the water pump and the crank shaft.

After the fabrication and installation of all these unique parts, everything fits well, looks like a factory stock installation and blows cold. I am pleased with the result and grateful to Bob for his dedication and ingenuity in creating this A/C installation.



**Installation of a (mostly) Factory Correct Air Conditioning Setup in a
1957 Studebaker Golden Hawk (cont'd)**

By: Paul Bjarnason



Installation of a (mostly) Factory Correct Air Conditioning Setup in a
1957 Studebaker Golden Hawk (cont'd)

By: Paul Bjarnason



From your newsletter editor:

Thanks to all the members who have contributed to the newsletter. Your stories and experiences and pictures are one great way for us to share the excitement of the hobby in these times when it is difficult to safely get together. I'm sure there are many other great stories out there. Please don't be shy—be an author. If typing is a problem, you can handwrite it and send it to my home address: 5102 Cannon Bluff Dr., Woodbridge, VA 22192, and I'll type it.

Thanks again,
Pete Rutledge

One of My Memorable Studebakers

Written 12/31/2014 By Paul Johnson

(The 5th in a series of new articles by Potomac Chapter members)

...after 48 years. No, not a divorce or breakup. I sold the 1953 Studebaker Commander Starliner (hardtop) that has been in our household since 1966. It was hard with so many memories over the years, but I came to realize that I would never finish re-restoring the car. And, our downsizing meant there was no place for the car anymore. I didn't want to go for the big bucks it would have brought on eBay because there are so few remaining authentic and original '53 Studebaker hardtops and coupes because of their popularity for customizing and street rodding. This car didn't deserve that. I really needed to ascertain my buyer's pedigree and intentions. Long time friend Ken Wilson always greeted me with "are you ready to sell me your car yet?" So finally, after more than 30 years, I offered to sell to him. However, after his careful analysis of what it required, he decided that he should pass. However, he mentioned the car to a friend and true old car nut near Hagerstown, MD. That friend knew of a man in Hagerstown who had been looking for a '53 Commander hardtop for a long time. While he was not a Studebaker collector, he had owned that model when he was a young man and he wanted another. The friend had described him as having "deep pockets." He called me immediately after learning of the car. I put him off, but after Ken decided against the car, I called the man. He came down the next day bringing a friend who does the upholstery for him. It was a cold day and, true to its long-time nature of not liking cold weather, it refused to start. I managed to flood it as well. But my potential buyer knew cars well enough to hold the choke completely closed while I tried again. Started right up. He offered me cash on the spot which I didn't accept, but I was getting convinced that his intentions met my requirements so we negotiated a price lower than I knew I could get on the market. He had assured me that his intention was to make it just like it was when it came off the dealer's showroom. Everything had to be authentic. He even checked to be sure the paint was the same as original. I decided to make the deal and even agreed to throw in some pretty precious NOS parts. I had some misgivings anyhow so I researched the man on Google and Google Earth. Seeing an aerial view of his location where there were two garage-appearing buildings behind his house which was on a large plot of land in the city, I decided that he did indeed have deep pockets and that he really was a collector, not a "flipper" (reseller). His name was easily found with Google and he proved to be a very prominent citizen of Hagerstown. In his biography on his business web site it was written that his hobbies were trains and buying antique automobiles. It didn't mention selling antique automobiles. His friend told me that he had never sold any of his cars. And my buyer mentioned that he had a 40-foot by 100-foot building for his cars. And, I also have a standing invitation to visit him there any time. He came back yesterday to pick up the car and it must have known that it was going to be in a nice garage getting better care because it started up cold (31 degrees) on six turns of the starter then drove confidently up the ramps and on to the trailer with no hesitation.

One of My Memorable Studebakers (cont'd)

By Paul Johnson

A little history on those 48 years — I was stationed in Hawaii at Pearl Harbor. When we first got there, we had no car so I bought a very tired 1950 Champion four-door to drive until our car arrived from the mainland. I paid \$50 for it. After the car arrived we decided that two cars were a good idea because Karen and the one son (plus one on the way) needed a car, too, since we were going to be living a fair distance from my office. So we kept the Champion and I drove it to work. In 1966 an ad appeared in the Honolulu paper for a 1953 Studebaker hard-top. My interest in Studebakers had originally been due to seeing a new '53 Commander hard-top pull into a parking space when I was a kid. I thought it was the most beautiful car I had ever seen. Anyhow, I arranged to look at the car. It belonged to an engineer at the Pearl Harbor Naval Shipyard. He had just bought it from another NSY employee who had transferred from Long Beach, CA, and had brought the '53 with him. When the engineer drove it home to his fancy gated condo complex, he was told he could not have two cars there much less plan to work on an old one. Hence the ad. I bought it for the princely sum of \$295 and sold the '50 to a sailor. I did what would be classed as a poor amateur restoration, buying new trim directly from Studebaker, scrounging local junkyards for items, patching some rust, buying the correct paint for \$12 and paying a sailor in the motor pool \$25 to paint it. I drove it as my commuting car for the rest of the time in Hawaii and Karen had the "new" station wagon. When it came time to move the family back to the mainland (I was going to Viet Nam), I could only ship one car back at government expense. However, since I was in the headquarters of the Commander Service Force, Pacific Fleet, I had access to Navy cargo ships going back to Oakland, CA. I got it on one at no expense to me other than releasing the ship from any liability.

We were flying back to Travis Air Force Base where we would pick up the wagon. When we got in to Travis and claimed the wagon, we drove down to the Naval Supply Center at Oakland where the '53 had landed. It had suffered some minor damage, but was completely drivable so we started to caravan to Southern California so I could put the '53 in storage at San Diego for the year that I would be in Viet Nam. Being fairly young and plenty inexperienced in caravanning, we had no contingency plan. We hadn't even reviewed the route we would take. We ran into trouble almost immediately. I was driving the '53 with one son with me and Karen was following in the Wagonaire with the other son. I went through the toll booth on the Oakland Bay Bridge OK, but the station wagon died and wouldn't restart when she stopped at the toll booth. Bridge authority people, being used to those sort of things, arrived quickly and gave her a push with a truck. They told her that when it started, just keep going, which she did. Of course, by then I realized something was wrong, but there was no way to turn back. To make things worse, I was low on gas and had to turn off in downtown San Francisco to get gas. When I got back on the freeway, I hoped she had just continued on that route. Sure 'nuff, after driving a few miles south, I saw her parked in an abandoned truck weigh station alongside the road. Needless to say, we made some plans at that point. The wagon was running poorly and the '53 was running a bit hot not being used to the high speed California freeways.

One of My Memorable Studebakers (cont'd)

By Paul Johnson

In a few miles I saw a big Studebaker sign just off the freeway, so we took the next exit and backtracked to the sign hoping there was a dealer who could check the cars. Unfortunately and fortunately, it was not a dealer, but was the West Coast Zone Depot. They couldn't work on the car there, but a kind lady gave me a list of every dealer in the Western U. S. Since we were heading for Los Angeles, she suggested going to Frost and French, the biggest dealer in the zone (if not the entire country). We did that. We left both cars there and took off for the day in a beautiful '56 President Classic loaner. When we returned later in the day, they had replaced a blown head gasket in the wagon and had repaired the radiator in the '53. I don't remember the amount of the very modest bill on the wagon, but the bill for greasing the '53 and removing and rodding the radiator was \$24 including parts, labor, and one cent tax. I put the '53 in a car storage garage in Los Angeles; then we drove to Kansas to settle Karen and the kids near family. I flew back to Los Angeles, picked up the '53 and drove to Coronado (San Diego) for my three weeks pre-Viet Nam training. At the end of the three weeks I put the '53 in storage for the year. When I came back at the end of the year, I flew to Kansas, spent some time with family, then sort of reversed our previous route by driving to San Diego, picking up the '53, then we caravanned north to Oakland where I was being stationed. This time we had a plan.

In the new location the '53 played another role. It got me to join the Studebaker Drivers Club (1969). We bought a house in nearby Castro Valley. While we were waiting to get in the house we were staying in a motel. While I drove the wagon about 20 miles to work, she used the '53 to drive the two boys back and forth to school near our house-to-be. One day when she was driving the kids back from the school she noticed that a car with a couple young guys in it were following her closely. She kept going and on arriving at the motel, told the kids to get out and run to the office for help. The two guys then approached the car and said something to the effect "lady, we thought you would never stop. We wanted to look at your car. Our dad is president of the Sequoia Chapter of the Studebaker Drivers Club and we want to ask you to join." They gave her a card to use in joining the chapter. She gave me that card and has regretted it ever since.

In the winter of '70-'71 I knew I was being transferred back east so we decided to take the '53 to Kansas at Christmas vacation to store it at Karen's grandmother's unused garage. I got a frame-mounted tow bar, took off the front bumper, mounted the tow bar, hitched it to the Wagonaire (259 V-8 with overdrive) and started for Kansas. We went south to avoid winter in the mountainous shorter route. So we went almost to Los Angeles then started east. The plan kind of came apart when we hit snow in Arizona. I decided to stop at a service station in Williams, Arizona, to put on my tire chains. In turning in to the station on the unplowed snowy surface we jack knifed and caught a street sign on the unprotected front end of the '53, broke both grille bars and grille moldings. I got the chains on and started out again, but the

One of My Memorable Studebakers (cont'd)

By Paul Johnson

highways were unplowed and tricky so Karen had the honor of sitting in the very cold '53 keeping the steering straight for about 200 miles. After we got out of the snow she had a chance to warm up. Then, in Eastern Colorado/Western Kansas the wind was really bad so I stopped at a service station, hooked up the driveshaft and we both drove the rest of the way to Southeast Kansas and got the car garaged.

Fast forward to 1976. I was in Kansas for my high school class reunion and I decided to drive Happy* back to Fairfax. The older son and I took off in Happy and drove the 1250 miles with only two minor mechanical problems. First, a wheel bearing got noisy, so I stopped at a Sunoco service station somewhere in Ohio (back when they really were service stations) and had them replace the front wheel bearings. Then, about a hundred miles from the final destination the generator quit, but it was daylight and the battery was good so we went on without a problem. From then until yesterday it got started/moved/driven some, but not too much (other than taking it to Jamestown for one meet and to Bradfield's for another and to Rockville a couple times). As in the past, it was happier holding about 70 mph on the Interstates.

Now you know the rest of the story.



*For the life of me I couldn't remember the story about "Happy" and it was driving me crazy. I finally asked my wife and she knew it just fine. One of our sons had named the car "Happy Days" back when my wife had to drive them to school in the '53 Commander. I think the rest of the family (wife and two little sons) knew more about "Happy Days" cars than I did.



Feature Vehicle: '58 Transtar Long Bed by John Sartorius

I got the truck 2 years ago - it has only about 75,000 original miles on it, and I am only the 3rd owner. It has been repainted once, and has zero rust. Mods since I got it include:

- Floor-shifted T5 (replacing the original 3-speed, no OD column-shifted gearbox)
- Vintage Air A/C
- Modern 2-speed wiper motor
- "Genernator" alternator conversion (looks like a generator)
- Electronic ignition
- LED taillights installed in the bed side rail recesses
- Upgraded headlights
- Vintique wheels (16") with "baby moon" hubcaps and Michelin light truck radials
- Ford Ranger rear bumper
- Switched out the original Stromberg carb and oil bath air filter for a 4-barrel Edelbrock (500 cfm) and aftermarket air cleaner

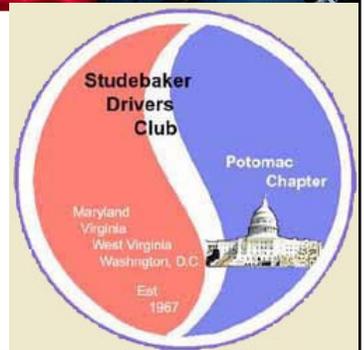
This winter, will replace the original partial-flow 259 engine with a fuel-injected 289 (see photo) and change out the stock bench seats for 3rd row seats from a Chevy Tahoe (see photo) with 3-point seat belts.



Feature Vehicle: '58 Transtar Long Bed (cont'd)



Feature Vehicle: '58 Transtar Long Bed (cont'd)



FOR SALE OR FREE

1940 Commander, 4-door, 6 cylinder (runs), 3-speed w/overdrive. \$4500.
Chuck; 304-283-3669 leave message. Martinsburg, WV



Turning Wheels magazines — FREE: 80 issues Turning Wheels magazine 2011-2017. Like New. Buyer pays shipping or pick up at my house in Lanham, MD. Contact Howard at: hwatworth11@gmail.com



Turning Wheels magazines & more — Mostly FREE: About 5 lbs. of past Turning Wheels are free to whomever will take them. Misc. Stude stuff: 4bbl intake manifold for a 289 (worth \$100+); some odd parts from past Studes I have owned; Shop Manual, Body and Chassis parts manuals (all '59-'64) and some other items. Save them from the trash; we are getting ready to downsize. The only thing I would like to get reimbursed for is the manifold; the rest is free. In Arlington, VA. Call Karl Veit at 703-979-4763 or email him at karlveit@verizon.net.

<<<<[ADS CONTINUED ON NEXT PAGE](#)>>>>

NOTE: Send you Studebaker-related ads to the newsletter editor, Pete

FOR SALE OR FREE (cont'd)

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.

1964 GT Hawk — For sale by Bob Johnstone. All info at:

<https://studebaker-info.org/2488/64V2488sale.html>



February-March Birthdays*

HAPPY BIRTHDAY TO ALL!!!!

Mike Farris — Feb 4

John Kraus — Mar 30

Nancy Bradfield — Feb 8

Wanda Frye — Feb 8

Dorothy Grimm — Feb 8

Maxine Morgan — Feb 8

Bob Johnstone — Feb 9

Kathy Hermann — Mar 7

Robert Winokur — Mar 16

Jan Rutledge — Mar 23

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

Answer to Quiz on Page 5:

It came from the 1986 movie "Stand by Me" when the Studebaker races the Ford - both bullet noses!

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

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