



The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 53, Issue Number 2 — April-May 2021 (CORRECTED)



SDC member Paul Dammes' 1950 Studebaker Commander Starlight coupe
in The Netherlands

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Next Meeting

TBD
(due to pandemic)



Steering Column Steve White



I imagine that my frustrations are similar to yours when it comes to the past twelve months and being part of the Potomac Chapter of the Studebaker Drivers Club. Oh how I'd love to participate in face-to-face meetings and see the friends I've made over the past seven years as a member of the Chapter. Irene and I have always felt so welcome at our events and enjoyed the camaraderie of the members.

The pandemic has made it impossible for us to get together unless we stay in our cars and are six feet away from one another while wearing masks. There were two times when we were able to see each other but I only made it to the one at Seneca Creek Park. It was fun and sparsely attended as we expected. Nevertheless it was fun. As you know from previous "Commanders" I didn't make it to the tour out in western Virginia but enough members did to make it a success under the pandemic conditions.

I also miss the regular classic car events and cruise-ins. The tour or parade approaches are the ones that can still work but might invite some of us to get a little too close together. However, now that many of us have had both of our COVID-19 vaccinations we can spring into action but do so carefully. I hope we can arrange a BYO picnic once again at Seneca Creek State Park in late April.

Please let us know if you want to participate in those events found on our calendar in this issue. We can all dust off our Studebakers and have some fun on the road. I'm also contemplating another Zoom meeting or two for the general membership. Email me if you agree or think that a Zoom meeting is not for you. I know it won't allow us to bring our Studebakers out but it does let us talk about what we can plan.

The 2021 Orphan Car Tour is one that our Chapter has participated in for many years. We're still doing what we can to see that this year's Tour is held. There are some calendar difficulties making this a challenge but we'll do what we can.

Thank you to all who are keeping us connected through this newsletter (Pete), our Facebook site (Ed), our events (Terry and Shirley), our website (Bob), and our membership (Steve Walter). Acknowledgements also go to Mike for his work on a picnic event, George for checking some insurance matters with our National, and Murray for ensuring that my messages are clear.

Let's keep those Studebakers rolling.

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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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 Di-

WELCOME NEW CHAPTER MEMBER Barr Snyderwine

POTOMAC CHAPTER, SDC
2021 Planned Activities
(Updated 3/31/21)

<u>Event (Location)</u>	<u>Date</u>	<u>Contact</u>
Picnic <i>Seneca Creek State Park</i>	Sat. 04/24	Steve White
Spring Tour TBA	Fri. 5/7 - Sat. 5/8 (or a one day event)	Volunteer(s) needed
American Trucking Historical Society National Convention & Truck Show Rockingham County Fairgrounds Harrisonburg, VA (must belong to enter your truck but spectators are welcome)	06/3 - 06/05 (maybe select 1 day as a joint chapter event)	George Hamlin
Orphan Car Tour	Sat. 06/5	Steve White (w/Todd Harrington)
Spring Picnic (location to be announced)	Sat. 06/26	Mike Farris
Sully Historic Site Chantilly, Va.	Sun. 06/20	non-SDC
Luncheon (location to be announced)	Sat. 07/17	Steve White
Rose Hill Manor Car Show Frederick, Md.	Sun., 08/15 (not yet confirmed)	non-SDC
International Meet Marion County Fairgrounds, Indianapolis, Indiana	Wed. 9/8-Sat. 9/11	
Drive Your Studebaker Day	Sat. 9/11	Terry & Shirley McDaniel
Fall Picnic (location to be announced)	TBA	Mike Farris
Fall Tour TBA	in Sept. - date(s) TBA	Volunteer(s) needed
Hershey Fall Meet Hershey, Pa.	Wed. 10/06 - Sat. 10/9	non-SDC
Reedsville Swap Meet Reedsville, Pa.	Fri. 10/22 - Sat. 10/23	Long Island Chapter SDC
Chapter 2021 Activities Planning Meet- ing	Sat. 11/06	Volunteer needed
Christmas Party (location to be announced)	Sun., 12/05	Mike Farris

POTOMAC CHAPTER, SDC

2021 Planned Activities

Orphan Car Tour, June 5, 2021

PRESS RELEASE: 2021 ORPHAN CAR TOUR

Plans finalized for 29th Orphan Car Tour

The 2021 Orphan Car Tour, scheduled for Saturday, June 5, will follow a 60-mile circuitous path from Burkittsville, Maryland to Bluemont, Virginia. Along the way, participants will have the opportunity to stop and visit a private collection of 25 cars (1908-1970), an operating grist mill, the Harpers Ferry National Historical Park, an antique auto repair and restoration shop, and several other places of interest. Upon arrival at Bluemont, participants will partake in a buffet dinner. The Tour's nickname this year is "A River Runs Through It," because of the route's several river crossings.

This year's tour is a replay of the 2020 tour which was canceled due to the pandemic. The 2021 event is contingent upon the continued improvement of the coronavirus situation. That situation will be reviewed by Tour officials in mid-April, and a decision to go ahead or cancel will be made at that time.

This will be the 29th Orphan Car Tour, an event designed to encourage the driving enjoyment of antique "orphan" (discontinued-make) vehicles which are at least 25 years old. Each Tour takes place in a different location in the greater Washington-Baltimore area, usually rural, whose low-speed roads are old-car friendly. Participants follow printed directions and travel at their own pace. As many as 64 cars have been driven on past Tours, bearing nameplates that ranged from the familiar (Pontiac, Mercury, Plymouth) to the obscure (Moline-Knight, Flanders and Alvis). The oldest cars ever driven date back to 1912.

The Tour's six sponsors -- all local chapters or regions of national "orphan" car clubs -- are the Chesapeake Bay Chapter of the H-E-T Club, the DeSoto Owners Club of Maryland, the Keystone Region Chapter of the Studebaker Driver's Club (SDC), Mid-Atlantic Packards (a region of The Packard Club), the Potomac Region of the SDC, and The Potomac Ramblers (an affiliate of the AMO and AMCRC clubs).

Further details, a flyer and tour updates will be available by late March on the Tour's website at <http://www.orphancartour.org/>. Further information is available from Jon Battle at (540) 364-1770, or via e-mail at tourdirector@orphancartour.org.

END

SUGGESTED CALENDAR LISTING:

June 5, 2021 (Sat.): 29th Orphan Car Tour, Burkittsville, MD to Bluemont, VA. Limited to "orphan"

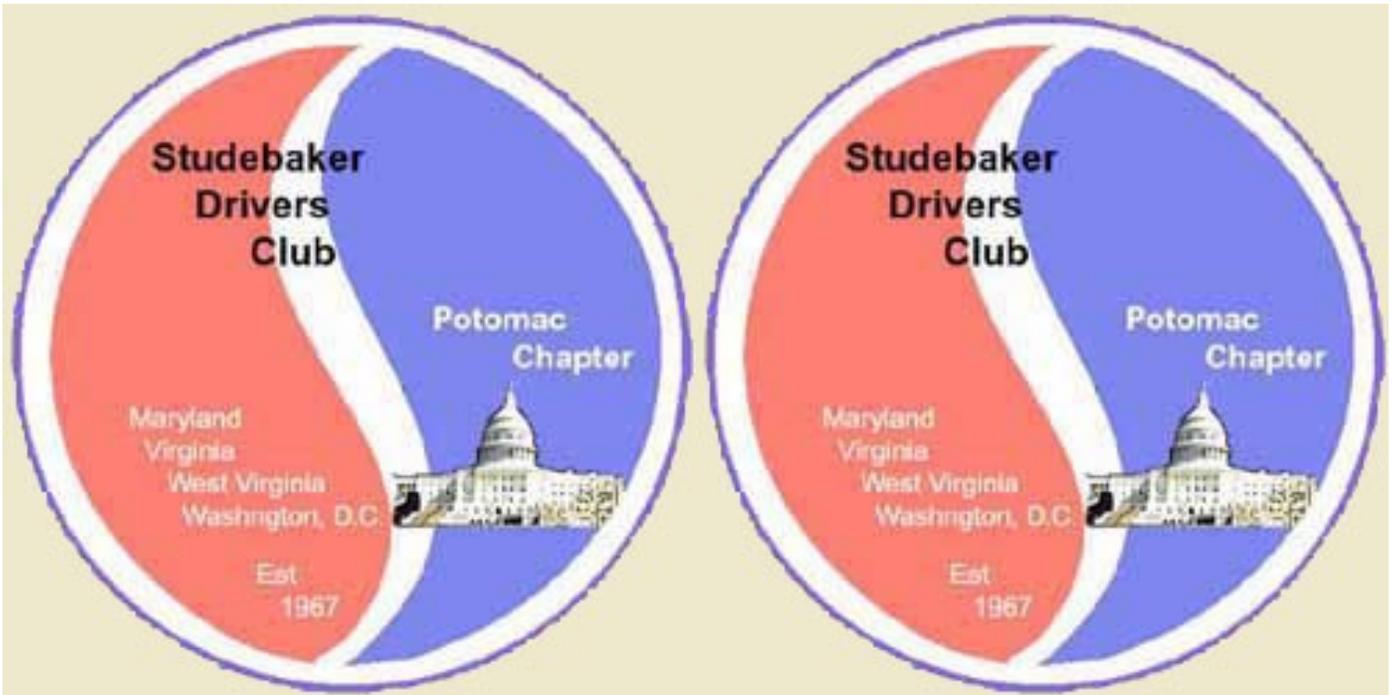
(discontinued-make) vehicles at least 25 years old. See website <http://www.orphancartour.org/>.

Further information: Jon Battle, (540) 364-1770 or tourdirector@orphancartour.org.

(2/26/2021)

STUDE SPOTTER

Steve White contributed this spotting from the HBO 2-part miniseries "Empire Falls" (2005) starring Ed Harris and Paul Newman.



What Did You Do to Your Studebaker???

(since the last issue of The Commander)

John Martin, '50 Champion -- My 1950 Champion is in the intensive care unit undergoing a complete restoration. I will try to keep you posted of her progress.

Pete Rutledge, '64 Avanti - I'm working on replacing the rear main bearing seal and the front crankshaft seal (in the timing cover - replacing the felt seal with neoprene). I'm trying to end up with a Studebaker that doesn't leak oil.

Murray Welsh, '50 and '55 -- Sorry to say I haven't done much. I had to put a new battery in the '50. Wouldn't hold a charge It's ok, it was 5 years old. Took it for a spin of about 20 miles and put it back in the garage. That was a few weeks ago. The '55 is still in the shop. I'm told I might have it back by end of March.

Paul Johnson, '64 Avanti-- Did I sell it? No. Did I buy another one? No. Did I modify it? No. Did I repair it? No. Did I maintain it? No. Did I charge the battery? No. Did I wash it? Uh, no. Did I wax it? No. Did I pump up the tires? No. Did I take it for a ride? Only a few feet. On Tuesday I had decided to dig out the Avanti. It has been kind of buried in the garage (Karen likes to put stuff on the car when she runs out of room). She wanted to re-stack stuff more efficiently so that got me (us) moving the car out of the garage for a while. The Avanti is kept under a very nice heavy fitted car cover so it really isn't hurting anything. I opened the driver side door and got in. I pumped the gas pedal three times, turned the key about 20 - 25 times and it started up just as smoothly as could be. I backed out and parked the car on the slab between the house and the other building. Actually I was taking a bunch of pictures because we have decided to sell the car. While we have loved our Avantis since 1969, but we have gotten so decrepit that it is hard for us to get in and out of the car and we will just live with the Wagonaire.

Paul Dammes, 1950 Commander Starlight Coupe (in the Netherlands) -- This time I only kept the car running for driving around our yard. Still the Corona virus you know! I still have troubles with the vacuum wiper motor. I took it out of the car, cleaned it, and checked the little slider that lets the vacuum in or closes it partly or fully to change the speed of the wipers, but it still doesn't work properly. Any ideas for a proper function? I considered buying an electric one, but where to get it, and would it fit the existing space without modifications (other than an extra electric switch)? I also took the front seat cushion out of the car and took off the worn cover that was placed as an extra cover (accessory). I'm now in process of putting on the new accessory cover (that I found in the trunk; it matches the covers that were already in the rest of the car) with the help of my wife and carefully dealing with the old metal hooks. (I bend the old metal hooks open for easier handling.) But it's still not easy to deal with the pliers I have and trying to keep the cover straight and stretched! I kept everything inside the house for avoiding temperature problems! I still have to watch all 4 hands! That is all for now and we have to take care of the weeds in the garden too!

What Did You Do to Your Studebaker??? (cont'd)

(since the last issue of The Commander)

Steve White, '62 GT Hawk — I got the GT Hawk out of mothballs (figuratively speaking) this afternoon (March 10). I'm sorry to report that no elves snuck into the garage and installed power steering for me. The GT is dusty but still fun to drive once we're in gear.



On Silicone Brake Fluid

By Paul Dammes

After changing the master brake cylinder and all the other brake parts I thought my troubles were over. I used the special brake fluid for cars that are not frequently used and this fluid is more fluid (thinner) fluid so I had to check all the connections a couple of times and it showed that the connection I made at the master cylinder (for the separate fluid reservoir under the hood) leaked so I gave the filling cover a little turn and looked for a leak the other day and there was still a leak. So I turned the cover again and waited a couple of days but it still leaked! So I ended up with removing the filling cover and saw the problem! The head of the master brake cylinder was not completely flat and had very small little holes! . I didn't want to remove the cylinder so I took some waterproof sanding paper and made it flat that way. I took a magnet and kept that as close as possible and in the opening. I cleaned the magnet several times! Finally I got the surface flat and made a new seal. I checked it after 2 weeks and still no leaks.

So there is a warning: if you want to use that new brake fluid that doesn't absorb water, be extra careful for leaks between the connections in your brake system!

Paul Dammes, in the Netherlands



One of My Memorable Studebakers

By Paul Johnson

Paul has been accused of being a life-long Studebaker fan (short for fanatic). That isn't true. He grew up Studebaker-deprived. No one in his family owned a Studebaker and there wasn't a dealer in his home town, so he barely knew what one was until that one day. He was walking down Main Street in Chanute, Kansas when a strange car pulled up to the curb. It was a '53 Commander Starliner, white with a pale lavender frosting along the side crease (mild custom). It was the most beautiful car he had ever seen. From then on, whenever one of the used car dealers got a Studebaker on his lot, Paul had to try it out. However, he stuck with a series of MoPars through high school and college ('39 Plymouth, '47 Dodge convertible, '53 Plymouth, '53 Dodge (Hemi) and finally a beautiful '57 Plymouth Belvedere four-door hardtop).

Paul and Karen had a busy day on June 5, 1960. They got married on a Sunday morning in Chanute. Leaving the reception early, they went to the local airport where Paul had a chartered Cessna 172 waiting. It flew Paul, Karen and Paul's dad 150 miles to Manhattan, Kansas where Paul was first commissioned an Ensign in the Navy, and an hour later was graduated from Kansas State University.

After going on active duty and traveling in the Plymouth, it became obvious that the poorly built, troublesome car was going to have to be replaced. They looked at Valiants, Falcons, and Lancers, but really weren't impressed with any of them. One day they were driving from Athens (Georgia) to Atlanta. Along the way they passed by a Studebaker dealership in a small town. A big banner, something to the effect of "Come in and see the all-new '61 Lark, caught their attention. They stopped in and a salesman tossed them the keys to a really decked out '61 Cruiser. "Take it for a ride" he said. So they did. That was it- they had to have a Lark. Paul was being transferred so he tried to locate one like they wanted- a red Regal four-door, V-8 with overdrive and split reclining seats. No one anywhere had one like that. While on leave between stations they decided to look at cars in Wichita. Don Schmidt Motors had a nice selection of Studebakers, but no red Regal. However, there sat an Autumn Haze Cruiser with reclining seats, and an automatic transmission. Oh well, any port in a storm so they bought it. With fewer than 200 miles on the car (loaded with most all their earthly possessions) they left Kansas for Rhode Island. The second day they drove in a blizzard all the way across Missouri stopping every few miles to knock the snow and ice from the wiper blades. At least no one else was on old Route 66 that day. The next day from St Louis was fine, no problems. Cruiser got its 1,000-mile service somewhere in Ohio. The next day Paul and Karen drove on to Quonset, Rhode Island where Paul found his mentor very easily (he was across the road from where Paul called).

Paul's ship was a World War II Liberty ship which was converted to being a long range radar ship intended to watch for Russian bombers (never happened). The ship was at sea in the North Atlantic about 60 percent of the time rolling in rough seas and passing through several hurricanes. Only exception was for a trip to an anchoring location in the Straits of Florida.

One of My Memorable Studebakers (cont'd)

By Paul Johnson

The ship was watching for Cuban aircraft in the middle of summer just after the Bay of Pigs fiasco (no air conditioning in those days). Karen drove back home (to Kansas) while Paul was gone. She took the Cruiser to Don Schmidt Studebaker in Wichita where they had agreed to install a used air conditioner while she was staying in Kansas. (Cost \$47).

Fast forward to September, 1962. Paul was being transferred from his ship in Rhode Island to a new station in Kansas (yes, Kansas) about 1700 miles away. Problem was, they were also expecting son number one and he was taking his time arriving (like three weeks overdue). Finally, he arrived. Karen and Kurtis got out of the hospital in fine shape, but Paul only had three days to report to his next station. So, the passenger seat was made into a bed (in a Cruiser the seats could go completely flat) and from the hospital west they went. Arrival picture at Gardner, Kansas.

Fast forward again. Paul was looking to be transferred again, this time overseas. The Cruiser now had 65,000 miles on it, and while had proved to be a fantastic car- quiet, comfortable, roomy, economical and reliable. it looked like a new car might be a better bet. A deal was made in November, 1963 with the local Studebaker dealer- the Cruiser would be traded for a '64 Daytona Wagonaire and it was ordered (actually received on May 5, 1964- too long a story for this story).

THE LARK

BY STUDEBAKER

AT NO EXTRA COST YOU GET:

On all Larks—

- High-efficiency 6 or V-8 engine
- Full headroom, legroom, seatwidth for 6
- Oversize brakes, long life bonded linings
- Flush floors, flat door sills, high doors
- Ball-bearing precision steering
- Largest windshield & rear window
- Dual fresh air ventilating system
- Directional signals
- Electric windshield wipers, long sweep
- 15 inch wheels & tires, safety rims
- Safety door locks
- Jumbo glove box, tray type door

Plus, on all Regal models—

- Dual headlights
- Special upholstery & trim
- Chrome trimmed windshield
- Deluxe steering wheel
- Pile carpeting throughout

STUDEBAKER-PACKARD CORPORATION

South Bend, Indiana

The big-performance **LARK** and **HAWK** by Studebaker

Final Assembly Point: South Bend, Indiana	Invoice Number
Delivered To:	4 4 5 4 3
DON SCHMID MOTOR INC 3205 SOUTH BROADWAY WICHITA KANSAS	Affixed By
Delivered to Dealer At:	Serial Number
SAME	61V-1678
Not Driven or Towed from Final Assembly Point to Place of Delivery	Suggested Retail Price
PB D&M NJI&I WABASH UNITED	\$ 245800
Description of Studebaker Car:	
10 61V Y6 REG 8 4 DR SEDAN	
Including EOH and Suggested Retail Preparation	
13 P 6118 AUTUMN HAZE	
14 645A BR 4	
19 FLIGHT O MATIC	199 50
22 RECLIN SEAT SPLIT CUSH IRS	474 3
27 TINTED GLASS WINDSHLD ONLY	96 3
42 UNDERCOATING	235 0
55 WHITE SIDEWALLS	300 7
60 CLIMATIZER	750 0
X65 WHEEL DISCS	159 5
68 FRONT BUMPER GUARDS	100 0
69 REAR BUMPER GUARDS	100 0
72 AC3142 RADIO & ANT	638 2
97 DISTRIBUTION & DELIVERY	863 5
Manufacturer's Total Suggested Retail Price	\$ 302925

One of My Memorable Studebakers (cont'd)

By Paul Johnson



Marathon Santa Meets Studebaker Steve

By Steve White

Sunday, May 24, 2020, was a perfect day to leave the house and take my 1962 Gran Turismo out for a drive. The pandemic had been officially declared on March 13, 2020, and those of us over 65 years of age were advised to be especially careful and avoid close contact with people other than those we lived with. I had found that driving my Hawk around was a way to go places at a slow pace to get some fresh air and give people a chance to see a good looking piece of automobile history. Our SDC Potomac Chapter could not hold events of any type and the local cruises had been cancelled, as well.



Olney, Maryland, is the community just to the east of us. It has a number of good neighborhood streets for cruising and enjoying being outdoors. I had been out for about twenty minutes and motoring along a street with a wide walking trail parallel to the street. The walkway was fairly crowded because of the pleasant weather. I was happy to see that pedestrians were being careful by keeping safe social distances. The GT Hawk is a 4-speed so I was cruising at a relatively slow speed in second gear when I happened to notice a very special jolly fellow talking with a couple who, like him, appeared to have been walking (the couple) or running (Santa) before I came along. The remarkable man sported a full flowing white beard and he was wearing a special red and white Santa Claus hat. I turned back at the next roundabout, stopped across the street from the threesome, and asked if I could take their picture.



Little did I know this would be the start of something that would allow me to gain two new friends and see my GT Hawk look even better than it usually did. Santa's friend said I should go up to the corner and park the Hawk so he could take a photo of Santa, the Hawk, and me, because not only was Santa special but so was my classic car. I quickly did as recommended and the resulting photos came out well. My hair is a bit longer than usual because, like

Marathon Santa Meets Studebaker Steve (cont'd)

By Steve White

many others at the time, I stayed away from my favorite barber because of COVID-19.

Santa turned out to be Stephen Schreurs who and he lives not too far from me. He is a very generous man who does his best to make wishes come true. He is a philanthropist who does fundraising running as Marathon Santa. He was out for an early training run when I spotted him on May 24. Unfortunately, the pandemic had made his efforts difficult for 2020. He serves as a model Santa for professional photographer Eddie Kang (eddiekangphotography.com). Marathon Santa asked if I would be interested in having Eddie do a photo shoot with him and my GT Hawk. Of course, I responded in the affirmative.

After email messages were exchanged among, Santa Steve, Eddie, and me, we settled on late afternoon, Sunday, June 7, to meet at my home. We all agreed to maintain social distancing and do our utmost to keep each other safe.

June 7, 2020, turned out to be a beautiful, sunny day. Marathon Santa showed up in his full Santa Claus regalia and Eddie came with his wife, who served as his assistant. Eddie wanted to be sure that we got some sunset photos. I live on the east side of the photogenic Fraley farm, After email messages were exchanged among, Santa Steve, Eddie, and me, we settled on late afternoon, Sunday, June 7, to meet at my home. We all agreed to maintain social distancing and do our utmost to keep each other safe.

June 7, 2020, turned out to be a beautiful, sunny day. Marathon Santa showed up in his full Santa Claus regalia and Eddie came with his wife, who served as his assistant. Eddie wanted to be sure that we got some sunset photos. I live on the east side of the photogenic Fraley farm, which provided an excellent background for my GT Hawk. An enjoyable surprise occurred for drivers and their passengers when they caught a glimpse of Santa Claus. My house is on a corner lot so it afforded passersby a good show if there's a celebrity in the driveway. We had great fun with those who came by as they slowed down to shout



Marathon Santa Meets Studebaker Steve (cont'd)

By Steve White

Eddie took some great photos that capture the beautiful styling of the '62 GT Hawk. Of course, the shiny black paint helps too. My three favorites are the black and white picture in front of the spot-lighted house, the one with the farm and sunset with the profile of the Hawk, and the one with Santa posed with the Hawk. I must admit I like them all. Santa, Eddie, and the Hawk deserve admiration from all classic car enthusiasts, especially during the Christmas season.



My Commander

I came to appreciate Studebakers while I was in high school in the early 1960s. My stepfather had a friend who was looking to sell his '55 Commander and my Dad said he was interested in it. It was a bargain for my Dad and a reward for me as someone who worked in his scrapyard for what I considered a meager salary. The Commander was a two-tone green four-door sedan with an automatic transmission connected to a V8 and it was in good shape. As an extra benefit, the Commander eliminated a one and a twenty-five minute walk to high school. I was one happy teenager.

I wish I had a good photograph of my '55 Commander but I don't. There is a picture in my high school yearbook with my Studebaker obscured by a number of fellow seniors-to-be. I also have one with my sister leaning against it before her confirmation but it's too faded to share with you readers.

I'm sorry to say my Commander met with a sad ending. I enjoyed showing my friends how fast the Studebaker was and could eliminate any discussion of bragging rights about their cars. Unfortunately, my last drag ended up with my Commander on its side, smoke coming out from

Marathon Santa Meets Studebaker Steve (cont'd)

By Steve White

underneath the hood, and me with a major league black right eye. Remember, there were no seatbelts or padded dashboards in '55 Commanders. My right cheek met with the steel dashboard and my driving days were over for quite some time. My dad left the wrecked car parked in between our house and the scrapyard for what seemed like forever. His motive was to indelibly imprint on my mind that wrecked car so I would never forget the error of my driving ways.

Studebakers Reappear

In the last few years I've given plenty of thought to remembering how many Studebakers I've seen since graduating from high school. I must admit that between the time of the tragic end of my '55 Commander to near the time I retired, I cannot remember seeing one Studebaker - not in college nor as someone who moved from Herkimer, NY, to Ithaca, NY, to Syracuse, NY, to Detroit, MI, to East Lansing, MI, to Rockville, MD. I became reacquainted with Studebakers when a good friend of mine took me to the Sully Antique Car Show near Dulles Airport. His daughter, another classic car enthusiast, came along too. I think that was in 1999, but I can't be sure. While walking with Ken and Christina, I came to a row of really good looking classic cars. That's when Studebakers became a renewed passion for me. I made up my mind that I would own one again when I retired. I started looking online and in classic car magazines. As many of the Potomac Chapter members know I found my '62 GT Hawk online. I was especially happy to know that it was only a little over an hour away, across the Potomac River in Waterford, VA. That was late May 2013.



Since then it's given me plenty of good times and even appeared in the movie, "The Post" for a second or two in front of Mrs. Graham's home in Georgetown, Washington, DC. Seeing my car in a movie must have something to do with my enjoyment of finding Studebakers in other films. My two favorites are "The Diner" and "Stand by Me."

Odds 'N' Ends

Head Start on Studebaker/Avanti Spring Check-Up by Pete Yuen

The year, 2020 had not been a great year for car club activities due to the Covid Virus. With optimistic views, we can look forward to things getting back to normal and we can enjoy the club functions once again.

To get the maximum enjoyment from your Studebaker or the original Studebaker Avanti which is at least 54 years old so a spring check-up would not be out of order as things can deteriorate with time, usage and in some cases, neglect. The spring check-up may be the difference of getting to your destination safely or being stranded en-route to your destination, so let's do it!

The check-up does not, however, guarantee that you will not have a problem with the car but it should reduce that possibility.

Checks:

- Specified fluids should be maintained to the proper level in the engine, transmission, radiator, brake master cylinder and the rear axle unit.
- Check for any sign(s) of leakage on the radiator core, hoses and repair or replace as necessary. Claims are that there are more cooling related problems than any other to spoil a road trip on the car. Hoses for water that have soft, bulgy spots on them show signs of weakness and should be replaced as they may rupture, causing loss of coolant.
- Brake Hose check: Check for signs of dampness on the brake hoses. Dampness indicates leakage and weakness in the hose. Unlike coolant hoses that are weak when they get soft, the brake hoses can be soft or they can harden after years of use. If the hoses seem to be hard and rigid, they should be replaced. The hoses should flex fairly easily.
- Fan Check: Check for flexing. If there is any flexing, fore and aft, that is towards the rad and then towards the engine, then further inspection is necessary, especially if the fan has rivets that are centered on the blades and on a ridge. The fan blade on this type is more prone to cracking at the rivet than fans that have rivets near the edge of the blade.
- Flexible Oil Hose Coupling: This is the short hose that is between the engine and the oil pressure gauge that is shown on 1959 - 1964 Parts Catalogue, page #4, item 0116-39. Description: Coupling- Gage pipe flexible and has several parts numbers that depend on the years and models that the hose is used on. This hose should be flexible. If there is any sign of oil wetness on the coupling (hose), it is time for a replacement. Rupture of this hose will have oil, under pressure spewing in the engine compartment. Not sure if the oil that lands on the exhaust manifold will reach the flash point or not to create a fire, it may. A ruptured coupling (hose) will spew oil as long as the engine is operating and it will make a mess in the engine compartment.
- Spare Tire check: This is easy. Take a moment to check the pressure in the spare tire as sometimes it is the case of neglect to check periodically and the tire is very low on pressure to a point that it is useless. If this is the case, a person can have 2 "Flat" tires on the car.

Odds 'N' Ends

Head Start on Studebaker/Avanti Spring Check-Up (cont'd)

A flat tire on a car is no fun. A car with a flat tire and an unusable spare is no fun, 100 times over at least if you are on the highway, far from home and a shop that will repair tires. Remember, most if not all gas stations do not fix flat tires anymore.

- Wiper Blades: If they don't wipe clean, change them
- Lighting: If the lights are not as bright as they should be, it may have a poor ground.
- Engine ground: Make sure that the ground cable is in good condition and that it is well secured to the engine. The battery posts and cable connections on the battery should be clean.
- Batteries and tires: These have a life span of about 6 or 7 years. Beyond that, one is taking a chance. Driving around town or close to home might be okay but they may give trouble on the highway far from home.
- Clean Windshields: For better visibility clean inside as well as the outside.
- Drive Line: If there is any squeak, rattle or thunk noise coming from the drive line when the gear is engaged and the car is in motion, the universal may need to be changed. Many universals do not have grease fittings now.
- Wheel Check: The wheels do flex a bit while the car is driven. Over time, the flexing takes a toll on the steel and it crystalizes and cracks. If cracks do appear, it likely will be at the holes where the wheel nuts are. Remove hub cap, check to see if there is any rust spot(s) in the wheel nut area. If there is, the wheel may have a crack or the wheel nut is loose. Wheel nuts should be tightened to 75 -80 Ft pounds of torque on Studebakers and Avanti's. A car, driven with loose wheel nuts will wreck the wheel as the holes will wear and the nuts will no longer secure the wheel. Loose wheel nuts on a car will have noise being emitted when driven. The noise can be heard by someone outside of the car but it may not be audible to the person inside of the car. If a wheel had previously been tightened by someone using an impact wrench, check to see it is not over-tightened to a point that you cannot remove it. Better to know this when you are at home than finding out on the highway somewhere and need to change a tire.
- Studebakers and Studebaker Avanti's used the Dana differential units. These units while being sturdy are not like the differentials used in the Avanti's that have GM/Chevrolet differential units. The Dana rear axle units require cleaning, greasing and repacking of the bearings at 25,000 mile intervals according to the 1959-1964 Studebaker shop manual, pages 4, 4A and 4D, Fig 2 in the Lubrication section. I suspect that many Studebakers do not get this servicing done. Wheel bearing grease is to be used. I believe that it has a higher melting point than the chassis grease. The difference between the Dana differential units and the GM units is that the GM units are self-lubricating with the differential gear lube. Dana differential units may have been used on Avanti's until the late 1980's. The Avanti's that used wheels with the Studebaker/Ford/Chrysler/AMC bolt patterns used

Odds 'N' Ends

Head Start on Studebaker/Avanti Spring Check-Up (cont'd)

Dana rear axles. The Avanti's in the late 1980's that used the Chev/GM pattern wheels have the GM rear axle unit that likely was made by Eaton.

- Uneven wear on Tires: Wheel alignment needs to be checked.
- Vibration: Check tires/wheels for balance. Vibration can also be caused by bent driveshaft
- Steering: Check for excessive slack on steering wheel while driving. The excessive slack may possibly be reduced with adjustment on the steering box. Also check ball joints/ tie-rods for wear.
- An effective cooling system on a car is essential. If overheating occurs, It may be a simple thing like the tightening of the water pump drive belt to solve the problem. On some newer model cars (Not Studebakers) the plastic water pump impeller may become loose on the shaft. When this happens, the impeller that should be rotating with the shaft is not doing so, and therefore not pumping the hot water out of the motor into the radiator resulting in the motor running hot. A visual inspection will not reveal the problem with the water pump as the shaft is rotating as the motor is running. The impeller on water pumps cannot be seen until the water pump has been taken off the car. After much usage, the water pump on Studebakers or Avanti's may have water seepage past the seal but I do not know of any pump impeller ever coming loose on the water pumps
- On the second, third and fourth generation Avanti's that have the GM/Chev drive that have air condition conditioners, there is about a 1 inch- gap between the air conditioning condenser and the radiator. During the fall, I had noticed that there was slight dampness on the top left corner of the radiator so it was removed for a new core. This was when I had noticed that some maple leaves had been drawn in between the radiator and the air conditioner condenser. These leaves were effectively limiting the air flow through the radiator. Since these leaves were caught between the air conditioning condenser and the radiator, they could not be seen but seen or unseen they were reducing the amount of heat to be emitted and therefore an overheating could occur on a relatively hot day. The thing to do is to eliminate the chance that the leaves be drawn in between the radiator and the condenser. As a suggestion, some door screen could be placed and secure in front of the condenser that is closest to the front of the car. Wrap the screen under the condenser and the radiator and secure it. Check the screen periodically and if it looks laden with leaves or bugs on it, remove the screen to clean it or blow compress air through it from the motor side of the radiator. If this does not clean the screen enough, then it will have to be taken off to clean. When the screen has been cleaned, secure it back on to the car.

Odds 'N' Ends

Head Start on Studebaker/Avanti Spring Check-Up (cont'd)

- I do not know the proximity of the radiator to the air conditioning condenser is spaced on Studebaker made Avanti's. It is likely a good idea to have screen placed in front and below the radiator anyway. To remove the radiator on a non-Studebaker Avanti is a fairly big job. The fan shroud has to be removed. To be able to do that, the fan has to be removed, the bolts that secure the radiator have to be removed. After that, it needs 2 people to lift the radiator out so as not to scratch the paint on the car. Removal of the fan is not as difficult as putting it back on due to limited working space.

(This article by Pete Yuan was provided to SDC chapter newsletter editors by Susan Lusted, responsible for the "What's Happening" column in Turning Wheels.)



FOR SALE, FREE, and WANTED

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



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

FOR SALE: 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.

WANTED: Copy of Dick Datson's "Studebaker Technical Tips, Book One." 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.

FOR SALE, FREE, and WANTED

(cont'd)

From Steve White: "I received an interesting call [from Ron Faith] and I'm sure you'll be interested in it. Ronald lives near Hagerstown MD and has four Studebakers rusting in his fields. He'd like to sell them for near scrap price to someone interested in parts. He'd even load there trailers for them."

From Ron Faith: "I do not have any paperwork nor any other information. I have tried to pass them along without success. I just hate to see them go to the shredder."

If interested, contact Ron at: ronaldfaith@gmail.com

Following are pictures of Ron Faith's Studebakers:

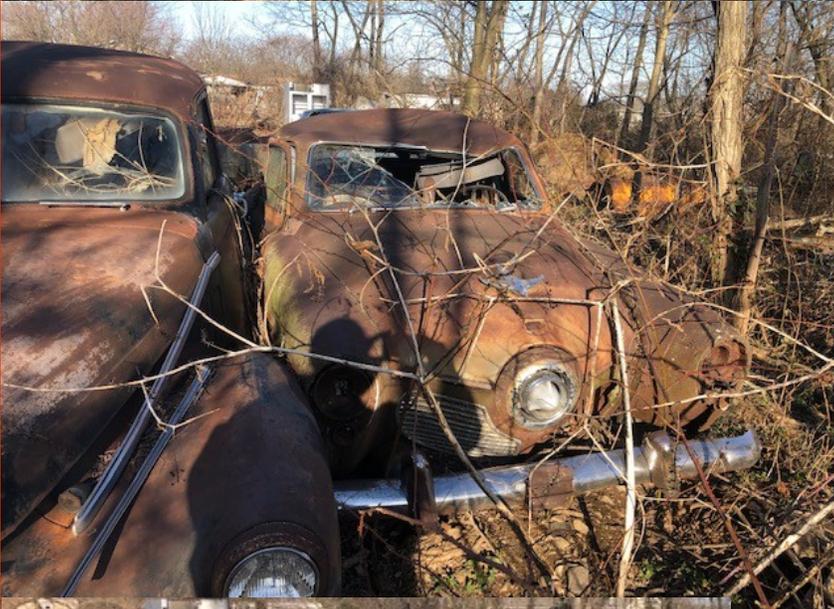


Ron Faith's
Studebakers in
Frederick, MD

FOR SALE, FREE, and WANTED

(cont'd)

Following are more pictures of Ron Faith's Studebakers:



Ron Faith's Studebakers



April-May Birthdays*

HAPPY BIRTHDAY TO ALL!!!!

April 8 — Hal Hermann

April 10 — Chris Mendl

April 19 — Margaret Bjarnason

April 27 — Chester Bradfield

May 1 — Linda Winokur

May 8 — Peggy Conner

May 10 — Shirley McDaniel

May 10 — Larry Pugh

May 14 — Peter Lefkin

May 21 — Paul Johnson

May 24 — Bob Wilson

May 25 — Chuck Stroh

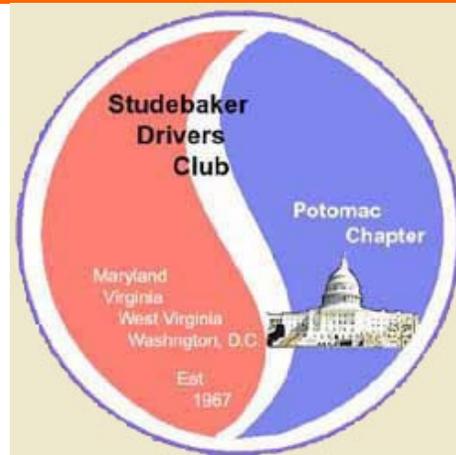
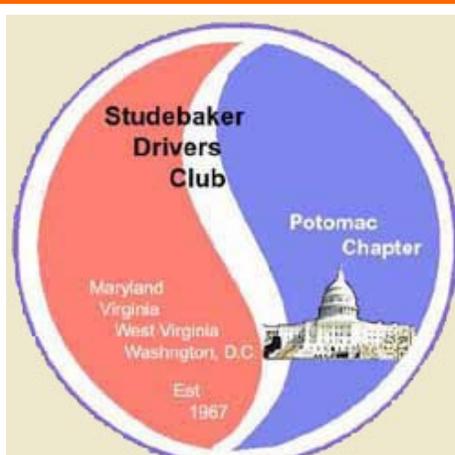
May 29 — Anne Mortensen

May 30 — Darlene Pugh

***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.

THE CHAPTER WELCOMES NEW MEMBER

***** Barr Snyderwine *****



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