



The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 53, Issue Number 3 — June-July 2021



Bob Johnstone's '64 GT Hawk in his garage as he prepared to send it to a new home in France.

IN THIS ISSUE

Steering Column.....	2	Rohr Car Show.....	13-14
Chapter Officers.....	3	Memorable Studebaker.....	15-20
Meeting Minutes.....	4	For Sale, Free, and Wanted.....	21-23
Planned Activities.....	5	Birthdays.....	24
Stude Spotter.....	6	Membership Application/Renewal.....	25
On the Internet.....	6		
What Did You Do to Your Stude- baker???	7		
Picnic, Gambrills, MD.....	8-12		

Next Meeting

TBD
(due to pandemic)



Steering Column Steve White



The day finally came when COVID-19 was no longer an impediment to attending public functions. We were able to hold our second 2021 Potomac Chapter event on April 24th in Frederick County, Maryland. I must admit I had some difficulty finding the particular state park where our picnic was held, but I won't describe that here. Suffice it to say I saw more of Maryland just west of Frederick than I expected. I did have a nice drive through downtown Frederick thanks to my aversion to driving the GT Hawk on a major highway. Please note that I made two wrong turns on the way to our picnic so I had the displeasure of grappling with my standard steering and standard shift while turning around on narrow roads.

The setting at Gambrill State Park was beautiful. Hal Hermann's beautiful Packard at Gambrill joined our Studebakers in the parking area. I always enjoy seeing our classic cars lined up together. I hope you enjoy the photos that Ed and others submitted (see pages 8-12).

We had a good turnout and a good time from beginning to end so we can call it a success. We held our business meeting and you will find Murray's minutes on page 3 of this issue of *The Commander*.

The main discussion at the picnic meeting was how to ensure that members who do not have access to the Internet or choose not to print out *The Commander* at home have a way to receive a printed copy in the mail. The minutes will reflect how we discussed resolving that issue by requesting coverage of the cost of mailing *The Commander* to the member. Steve Walter would have to contact the past members who do have email addresses and ask if they would like to rejoin. I will schedule a Zoom call so we can discuss who wants hardcopy issues.

Steve apprised us of our membership count (see the minutes) and we are doing fine. However, we could do better, so we should continue to recruit new members at car shows and cruise-ins, as well as when we meet local Studebaker lovers randomly.

I was expecting to write how I am looking forward to the Orphan Car Tour on Saturday, June 5, but I must hesitate here. Why? I took my GT Hawk to my mechanic, Moe Saidi, today because I've been worried about the clutch as it seemed to be slipping more and more. It turns out that I was right. Moe and I were going to get to work finding out where to get the replacement parts when he suggested I take the Hawk home until we got what it needed. Things didn't go well at that point. Much to my chagrin ye old GT Hawk would not start. We tried almost too many attempts while boosting the battery. The engine was not getting a spark. I'm sorry to write that the GT Hawk is still at A+ Automotive Services. Hopefully, it will be ready by June 5.

I hope things are going better for you and your classic Studebaker.

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-

New email address for Pat and Larry Merhaut:

Patsymerhaut38@gmail.com

Potomac Chapter Meeting Minutes

Meeting Minutes

On Saturday, April 24th, at the Chapter Picnic a business meeting was held.

The meeting was called to order at 1:55 by President Steve White. There were approximately a dozen members in attendance. Steve thanked Mike for arranging the picnic pavilion for our lunch and meeting.

The first order of business was a determination of what to do about members requesting a paper copy of The Commander newsletter rather than the electronic one. Due to the cost of printing, processing, and mailing the paper version, it was decided that those wishing a paper copy would have to pay an additional \$15.00 in yearly dues to cover these costs. The vote was unanimous.

We then went on with the chapter officers reports:

Vice President: No report

Secretary: Nothing to report. There have been no meetings or minutes for over a year due to the COVID pandemic.

Editor: No report

Treasurer: The club account balance is between \$1,700 and \$1,800

Membership: There are 32 paid members but renewals are still coming in.

Activities: The Orphan Car Show was held 5/8. The Orphan Car Tour is scheduled for 6/5. There is a registration form and details on the web. Search Orphan Car Tour. There is another picnic scheduled for 6/26. Location to be announced soon. The possibility of a picnic on 7/17 was also raised. The Rockville Show has been scheduled for 10/16.

Historian: The Facebook page use is growing and so is it's content.

Webmaster: No report

SDC Regional Mgr.: The International meeting will be in Indianapolis. Details are in the current Turning Wheels.

With no further business Steve adjourned the meeting at 2:33.

Submitted by: Murray Welsh

POTOMAC CHAPTER, SDC

2021 Planned Activities

(Updated 5/29/21)

<u>Event (Location)</u>	<u>Date</u>	<u>Contact</u>
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)	Non-SDC event
Orphan Car Tour	Sat. 06/5	Steve White (w/Todd Harrington)
Sully Historic Site Chantilly, Va.	Sun. 06/20	Non-SDC event
Spring Picnic (location to be announced)	Sat. 06/26	Mike Farris
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 event
International Meet — Marion County Fairgrounds, Indianapolis, Indiana	Wed. 9/8-Sat. 9/11	
Drive Your Studebaker Day	Sat. 9/11	Terry & Shirley McDaniel
45th Edgar Rohr Memorial Car Meet Manassas, VA	9/18	Non-SDC event (see flyer in this newsletter)
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 event
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

STUDE SPOTTER

HOT ROD Magazine - July 2021 issue (from Ed Lemanski)

On page 52, Hot Rod spotlights a Junkyard with a 1/4th page color photo. Browne Auto Salvage in Sunset, TX, front center is a '53 or '54 coupe and to the right is a 1955 sedan.

Book, **The Lost Girls of Paris** by Pam Jenoff (from Pete Rutledge)

My daughter (who happens to own a '51 Stude Champion 4-dr sedan), loaned me the above book. Before starting to read it, I thought I would open it up and see how it looked. I opened to a random page near the beginning (p. 13) and the first word that caught my eye was "Studebaker"!! A character in the book was describing an automobile accident in Manhattan in 1946, so it must have been a pre-war Studebaker. I thought it was so ironic that my Studebaker-owning daughter would loan me a book and the first word I would see in the book was "Studebaker," that I had to call her immediately and tell her about it. She was quite surprised and admitted she had forgotten about "Studebaker" appearing in the book.

ON THE INTERNET

In the August 2020 issue of The Commander we had an article on making your own reproduction of the battery that Studebaker sold in the 1963 timeframe. It made use of a reproduction Studebaker battery sticker from the usual Studebaker parts vendors and stick-on (called "glue caps") battery caps from a fellow in The Netherlands. The caps are just like the caps used on the original Studebaker battery. The article described how you can use a modern flat-top battery with the sticker and the caps to make a new, reliable battery that looks very much like the original Studebaker battery. Just to bring you up-to-date, the fellow in The Netherlands is now selling both a stick-on version of the caps as well as a plug-in (also called "push in") version (for use on modern batteries that have caps); for one-stop shopping, he is also including the Studebaker battery sticker in every sale of a set of caps. You can find his caps/stickers on eBay in the following item listings:

Glue caps — https://www.ebay.com/itm/313517439668?ssPageName=STRK%3AMEBIDX%3AIT&_trksid=p2060353.m1438.l2649

Push in caps — https://www.ebay.com/itm/313517512136?ssPageName=STRK%3AMEBIDX%3AIT&_trksid=p2060353.m1438.l2649



What Did You Do to Your Studebaker???

(since the last issue of The Commander)

Bill Morgan—1947 convertible

My son-in-law and I had my 1947 convertible out a couple of weeks ago and toured much of Montgomery County. It ran very well.

Bob Devore—1961 Hawk

On 5/27/21, Bob reported: Just finished washing and doing some minor cleanup to my Hawk. It's been some time since I last had it out (last fall).

Pete Rutledge—1964 Avanti

My original intention was to replace the front and rear oil seals to reduce or eliminate oil leakage. I installed a neoprene seal in the timing cover to replace the original felt seal that are well known sources of Studebaker oil leaks. Then I proceeded to try to replace the rear main bearing seal. The bottom half of the seal was no problem, as it comes out with the bearing cap. But the top half was another matter. One should be able to roll the upper half out over the top of the crank, but it wouldn't budge and, of course, in attempting to remove it, I ruined it. That left me no choice but to remove the engine so that I could remove the crankshaft in order to replace the upper half of the seal. Well, if the engine is out of the car and all taken apart, one might as well replace other components. So at this point the engine is out of the car, mounted on an engine stand, and is mostly taken apart. I will soon turn it upside down and proceed to remove the crank. Then I will check bearing journals and cylinder bores for wear to determine if any machine work will be needed and what size bearings and rings (and hopefully not new pistons) I will need. When finished, the engine will have been rebuilt. Also while the engine is out of the car, I may as well clean and repaint the engine compartment. And clean and paint the transmission. And.... Oh, well. More next time.



Potomac Chapter Picnic, April 24, 2021
Gambrills, MD



Potomac Chapter Picnic, April 24, 2021
Gambrills, MD (cont'd)



Potomac Chapter Picnic, April 24, 2021
Gambrills, MD (cont'd)



Potomac Chapter Picnic, April 24, 2021
Gambrills, MD (cont'd)



Potomac Chapter Picnic, April 24, 2021
Gambrills, MD (cont'd)



Chapter Members May Want to Consider the Rohr Car Show in Manassas, VA



Contacts:

Registration: Jim and Sally Batchelder (703) 339-2064

Show Information: Pete Pandolfi (703) 919-8343



45th Edgar Rohr Memorial Car Meet Saturday, September 18, 2021

Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories



Go to www.cruisinforheroes.com for
information on Fisher House



Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1996 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to the Manassas Museum and Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

1955 Dodge Custom Lancer
Owners: Steve & Judy White
2019 Arthur Ault Award Winner

We honor Steve & Judy who both
passed away in 2020. Thanks to their
son, Jeff, for displaying the car.



Rohr Car Show (cont'd)

MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1996 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1996 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- **Once parked, vehicles must remain turned off until the meet is over approximately 3:00 pm.**
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

TOP 35 Class A & B

Class A – All Stock vehicles up to 1996

Class B – All Modified vehicles up to 1996

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1996)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

*Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS

From I-95: Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance.

(CUT HERE)

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder, 7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2020): **\$20**

Show-day registration: **\$25**

Car Corral registration: **\$30**

Flea Market vendor registration: **\$30** for 10' x 15' space

Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____

Version: 3-23-21

A Memorable Studebaker — '64 GT Hawk

By Bob Johnstone

This is the story of my GT Hawk, which left my ownership in late March of this year... it was part of this household from Feb 2000 - Mar 2021.

In the late 1990's, a few members of the Potomac Chapter had garnered an interest in doing a Tour of Route 66, which extends from Chicago to Los Angeles. Donna and I were all for going on this trip of a lifetime, with the one proviso, that we do it in a genuine Studebaker. At that time, all we had was our 1970 Avanti II, which was being renovated at the time.

Early in the year 2000, the search was on for a viable car and although much energy and cost had been put into the Avanti, it wasn't ready for prime time. Further, I was definitely not enthusiastic about putting a lot of time and effort into preparing another car. I went onto Ebay and before long, found a "Prize Winning" '64 GT Hawk, in the Carolinas. The SDC Forum was always a good source of advice and help, but when I asked about the car, no one knew the owner. When I asked if anyone could look at it for me, no one volunteered. Those were the early days of Ebay and you soon learned that veracity in selling was a bit of a crap shoot. So the owner and I had some exchanges over email and I decided to go for it. On the Friday before the York swap meet in February 2000, the seller delivered the car to my driveway, in a continuous light rain that had been falling for a few days. The seller and I had both planned on attending the York meet, so we took care of business and he left. Donna and I looked the car over in the driveway and left it there while we also went to York, PA, for the weekend.

On the following Sunday afternoon we arrived back home and thought it was a good time to pull the Hawk into the garage and check it over. It did look good sitting there bathed in the "shiny" coat afforded by the rain, and I was anxious to see what we had. It started right up and I was pleased to see it had great oil pressure. Into gear, up the driveway, and into the left bay of the garage it went. Still being wet, it was left to dry out for a while before getting back to it. I was amazed at the interior, as all the door and side panels were new, as was the windshield and headliner. All the stainless trim and brightwork was like new. The carpets needed a bit of help, but don't they all. The seats were not original and was one of the facets that made this car attractive. They came out of a mid 90's Chrysler, with an electric driver's seat, very cushy and reeked of making a great cruising car. It even had cup holders in the fold down arm rests.

A Memorable Studebaker — '64 GT Hawk (cont'd)

By Bob Johnstone

Monday went drearily by, but on Tuesday the sun came out and it warmed up a bit, so the garage door was left open and the inspection ensued. I got a bit curious when the sunlight reflected oddly on the rear of the front fender. It seemed there were more fender contours there than I've seen on other Hawks. This was in the form of a slightly irregular surface, usually produced when "Bondo" was poorly finished. Yes, there I was, looking at the old 'backyard' fender repair, and on both sides I noticed now, as areas were compared. Well not to be unexpected, I thought and it could have been worse, but we'll see. This was supposed to be a "prize winning" car, but 'hmmmm...', there were no trophies included with the sale.

I had noticed the door had an odd feel to it as it was closing. There would be a resistance that increased as it swung toward the jamb and had to actually be forced to complete the arc and engage the latch. This did not bode well, as I had never encountered anything like it before. That in itself encouraged a more thorough inspection. Looking closer, I saw another field of irregular Bondo on the lower eight inches of the door itself. 'Puzzling' I noted, so I went around to the passenger side and there was a mirror image of the Bondo there, also. So the doors and fenders had this issue. Anything else?

Well, to proverbially make the long story short, every panel on the outside of the car had an issue -- the fenders, the doors, the quarter panels, the trunk lid, the hood... and the roof. The car was newly painted with a shade that closely matched the Astra White that Studebaker used that year. If you didn't know, the color white can be used to hide many a blemish, if you don't look closely. Years later, I joked that if I painted all the bad spots Black, the car would have looked like a Holstein cow.

So what to do now except look for all of the misrepresented features of the car. The door swing was intriguing, which encouraged me to lift the carpets on the driver's side. That revealed a very poor job of riveted sheet tin over a gaping hole that extended from the fire-wall to half-way under the driver's seat and 3-4 inches up the transmission tunnel. There was nothing but rust below the a-pillar and when it was all finally cleaned off, there was only air below the lower hinge on the door pillar. The body brace did not exist, nor did the first 12" of the sub floor box, and that was only the driver's side. So the A-pillar had no support, causing the door to sag. The passenger side had a similar situation, but not nearly as serious. The rear body braces were compromised, the rocker panels were Swiss cheese, the inner floor supports were pretty bad, and the rear quarter panels had large holes at

A Memorable Studebaker — '64 GT Hawk (cont'd)

By Bob Johnstone

The door lock pillar, hidden of course by patch panels. In total, both front fenders, the lower edges of both doors, both quarter panels, and the trunk, all had patch panels riveted over the rust perforations. The sad thing was that after seeing how all this was done, it would have been less work to repair the rust than to install those patches over it and slather Bondo all over everything. The roof had filled-in dents as well as the trunk. What a mess, but it looked okay from 20 feet. You could imagine the frame of mind this put me in. I couldn't look at the car for a few weeks after finding all this. In reality, I couldn't have sold the car the following day for half of what was paid for it. Since it was likely that very few of the claims about this car were true, I had a nagging suspicion about the "rebuilt engine" with the R1 cam. Although this aspect was not advertised on the Ebay ad, I found an old flyer in the glovebox that touted all the virtues of this car by the fellow who owned it before the guy I bought it from. He lived in Wisconsin and I emailed him for information on the car.

The engine would start fine and had a slight lope, which I attributed to the R1 cam, etc. The oil pressure was fantastic at 70psi cold and no lower than 50 warmed up. At one point, I was running the engine and checking things out, leaning over the fender, when a splash of water hit my cheek. The small stream was coming from the water pump flange, so that made me remove the radiator cap to relieve the pressure at that point. When the cap was removed, the water was very dirty, which while being further disappointing, was not totally unexpected. I drained the radiator and found a lot of critter crap and acorns inside. The only thing I could do was shake my head in amazement. After briefly cleaning out the radiator and refilling with plain water, I started it again and went on with the inspection. The engine lope was just a tad irregular and that led to a compression test, which told me that #4 cylinder had an issue. It was decided to pull the heads to see what the issue was, and after a couple hours found out that the lumpy cam lope was really caused by a bad exhaust valve in #4. You could actually move the valve sideways almost a quarter inch. Looking at the other valves, it was evident that the rebuild on the engine did not include the heads. However, I was totally floored when getting back and leaning over the fender to see that the cylinders walls still had the break-in cross hatch lines from the hone and .010 oversize pistons installed. So there was finally some good news here. I sent the heads out to a shop for rebuild and pulled off the oil pan and water manifold to see what was there. The inside of the block was as pristine as could be possible. Nothing out of sorts, all very detailed and professional, which gave me some encouragement. As you may guess, there

A Memorable Studebaker — '64 GT Hawk (cont'd)

By Bob Johnstone

were a lot of surprises on this car. Not to mention that to re-gasket the front of the engine and oil pan correctly, everything had to come apart, including the timing gear cover. I used the proper tool to pull the crank gear off and put my hand under the hub as it cleared the end of the crank, so as to catch the woodruff key... nothing dropped into my hand. I looked around on the floor to see if it had escaped somehow, but nothing. There was NO woodruff key holding the crank gear in place, only the interference fit on the crank nose. This was totally unacceptable. It was obvious that the person who put the car together did not have a clue as to what they were doing. Perhaps that was the reason that the entire chassis, which included from the engine block and below and from front bumper bracket to the rear was sprayed in black POR-15..... even the brake rotors, hoses and anything in the way. This was done while the body was off in a shop getting "restored" with patch panels.

When the 2nd previous owner replied to my email, he sent pictures of the car when he sold it to my Ebay seller. It showed the chassis separated from the body, and of course the pictures were too fuzzy to see any detail. So the previous owner in Carolina had the car for a couple years and then unloaded it on me.

On the front disk brakes, the passenger side disk brake had a deep groove dug into the outside of the right rotor. The damage was caused by the brake pad guide plate which was installed incorrectly. Pressing on the brake pedal forced this plate into the rotor along with the brake pad. There was also some damage on the underside of the valance on the passenger side, which to me indicated that the car had gone into the weeds at some point and likely because that right brake lost its effectiveness due to the incorrect assembly. Fortunately, I had another disk brake system on the shelf from my Avanti which was up-graded (?) to Turner brakes. Now we add the valance to the repair list.

I could go on, but it would be easier to say the car needed everything done over. So, as the story goes, the car went into the garage for inspection and stayed there 8 years getting renovated. Almost every aspect of this car had to be looked at. Along around late 2001, I realized the GT Hawk was not going to make it for the Route 66 trip, so we purchased yet another car for that adventure. After returning from the tour in May of 2003, my attention was mostly aimed at building a kitchen extension on our house. This could be viewed as 'payback' for my obsession with the cars, so the GT Hawk stayed in repose for a year and a half, while that project was completed. There's another back story to this that can be told later.

A Memorable Studebaker — '64 GT Hawk (cont'd)

By Bob Johnstone

In 2005, work again picked up on the Hawk. Every body panel that had a patch was repaired with new metal. The driver's side sub floor box and all the body braces were replaced; the passenger side box was repaired. While replacing the rear leaf spring bushings, I found a spot on the frame bottom plate that had to have a section installed. The garage was tented in late 2006 and all the removable body parts were sprayed off the car, then the body shell was done. New front suspension bushings, tires, bumpers, and carpets, and the car went to the International in Lancaster in 2008.

Over the following years, it went on local tours with the Chapter and things were taken care of and upgraded little by little - electronic ignition, larger radiator, A/C work, etc. I modified the fan shroud so it could be opened like a clam and things worked on easily from the top. This came in handy when the A/C pulley system was changed to a Vintage Air setup, as the factory crank pulley for A/C was no longer available. Also, installing a 6-bladed fan with viscous drive was necessary. The rear leaf springs were given an added leaf to raise the rear a bit. New front end bushings were installed again in 2015.

So now we're reaching the end of the story in 2016, when I could no longer get under the car easily, but still worked to keep it maintained. In October of 2018, we decided to move on downsizing and started thinning out the house. The garage was mainly my responsibility, and along with listing all the parts I had, it was decided to put the GT Hawk up for sale. The car was advertised on its own webpage and was an adjunct to selling all the parts that were accumulated over the years. The parts steadily went out the door, but there was no immediate action on the Hawk. It was in February of 2021, when I received an email from a gentleman in France about the car. We discussed my history with the car and what took place when I bought it. I created a web page for him to view all the repair pictures and with that transparency, he decided to purchase the car. It left our house for the Port of New York on March 29 and was containerized for the trip to France. On May 19 it left New York and is on the water as I write this, destined for Le Havre, France, on Jun 9. The purchaser is an avid Studebaker fan and a car restoration enthusiast in his own right. It wasn't long after he purchased my car that he also purchased an Avanti on the west coast. It is also in transit right now.

With the sale of the GT Hawk, I was divorcing myself from any possibility of ever working under another Studebaker. In the trunk of the Hawk were all the extra parts I had,

A Memorable Studebaker — '64 GT Hawk (cont'd)

By Bob Johnstone

including a set of heads, water pumps, distributors, a complete Dunlop disk brake assembly, special tools, electric fuel pumps, many boxes of miscellaneous parts for him, and a side order of parts for his friends - 19 boxes in total. A car cover, shop manuals..., a brand new space saver spare , etc. So he has a good start.

One of the unexpected requirements in the logistics of transporting the car to France, was that I had to create a manual of operations. Every old car has its idiosyncrasies and ways to do things, so all these items had to be documented in a manual, in both English and French, with quick reference cards alike hung around the cabin. What to do, what not to do, etc., like "turn the battery off during long periods of storage," etc.

In the link below, the day of departure is documented for the Buyer. There are pictures and movies of the last days in the USA.

<https://studebaker-info.org/2488/Lastday/2488depart.html>



Bon voyage.

FOR SALE, FREE, and WANTED

FREE: Turning Wheels magazines: 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@verizon.net.

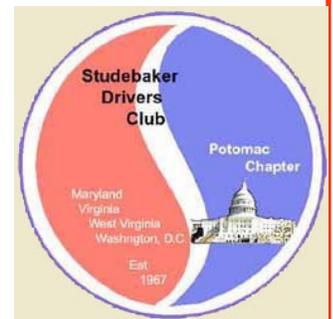
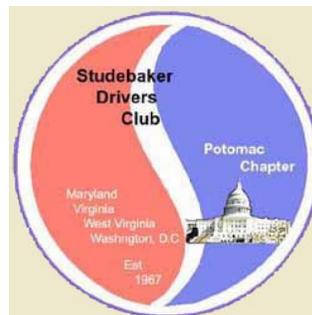
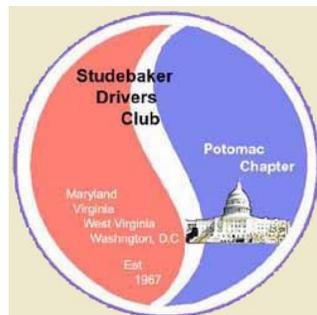
FOR SALE: Avanti II Rear Bumper — For mid-70s Avanti II with new show-quality chrome and the two holes for the rubber bumperettes. I bought it by mistake. You pay exactly what I paid — \$600. No core required. Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

WANTED: Copy of Dick Datson's "Studebaker Technical Tips, Book One." Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

FOR SALE: Wheel Covers — \$75 for the set of four. They are in excellent condition and are suitable for 1959 through 1962 (each year is different but they can be modified easily), Email Bob Devore at lumyvan2@frontier.com. Pick them up (Martinsburg, WV) or Bob can ship them with prepayment.



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

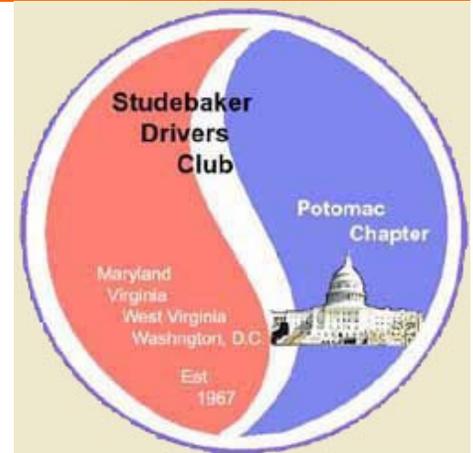
June-July Birthdays*

HAPPY BIRTHDAY TO ALL!!!!

Karl Viet — June 7
Nadine Farris — June 12
Pete Rutledge — June 19
Karen Johnson — June 28
Peter Pamepinto — June 30

Clete Roh — July 8
Mary Walter — July 18
Bob Wagner — July 19

***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.



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