

Studebaker Times Post

Whatcom County Chapter, SDC

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The Prez and our '49 pick-up at the Deming Log Show

Chapter Happenings and News

The June get-together was to be at the Deming Log Show. Unfortunately, Tami and I were the only ones who attended. Everyone has their own reasons for being unavailable for the weekend. However, it appears that the Log Show may have been too expensive, too distant or too complicated a venue. We are truly sorry if we overly advocated it as a club meeting destination. I know that it's hard for most of us to speak up and question a potential destination, but that's what the club needs everyone to do.

Besides that, we enjoyed ourselves at the show. The weather was much better than the reporting let on; we did not have any appreciable rainfall. Indeed, the sun came out for most of the day. The show hosts put out a BBQ lunch that was very good. We stayed for much of the show and had a good outing with our Studebaker. Perhaps we can try again next year....assuming that the club membership is in agreement.

Obviously, there was no club business conducted as there were no club members. The following is a reprint of the current plans for our September Car show from last month's STP. and asked for volunteers...

1. Like the last two years, we are scheduled for the NW Washington Fairgrounds in coordination with the Antique Trailer show, Saturday, September 8.
2. Tami is providing the food again.
3. We will be bringing our trailer to set up as a "base camp." If you have a trailer and would like to join us, please feel welcome (the Antique Trailer show charges \$25 per night.) Tami and I usually end up staying overnight.
4. We will bring the folding canopy that was donated by Nancy Chisholm. It would be great to have a second or third. Please let us know if you have a canopy to share.
5. We are looking for volunteers. At the May meeting, Dave Friedman volunteered to help Dave Gahlbeck with the trophies. We are still seeking help to direct traffic, park cars, help with entry registration and collect fees.
6. We should continue discussion about how much we charge as an entry fee and for the lunch. Last year, we charged \$15 for a car entry and one lunch ticket. Additional lunch tickets cost \$5 per person. This is a very good deal, considering the going rate for car show entries these days. Also, Tami tries to put together a lunch that is more than just a burger and chips.

Our July meeting will be at the BP Cherry Point Recreation area and picnic grounds, Sunday, July 8 at 1 PM. It will be the same location as last year. Tami and I are providing burgers and dogs. Please bring a potluck salad, side or dessert. The rec area has a covered picnic space with fireplace but we're hoping for the same great weather as last year. So come, rain or shine. To get to the picnic grounds, take I-5 to the Grandview exit (exit 266). Go west on Grandview, which is in the direction of the ARCO gas station. If you don't see the ARCO station, you're heading the wrong way. Turn around. Proceed on Grandview about 5 miles. You will see the BP refinery on your left. Stay on Grandview past the round-about at Blaine Rd. Go another mile or two, turn left on Jackson Rd. Stay on Jackson until you reach the gate to the BP recreation area. You can't miss it, Jackson dead ends at the guarded gate. Please tell the guard that you are a member of the SDC and a guest of Tom Robins. He will likely take down your name and license plate number, then let you in.

A word about security: The BP rec area is inside gate that also provides access to the BP shipping dock. The heightened security is because the shipping dock is considered a sensitive area with regard to potential terrorism risk. Since 9/11, the refinery has had to be extra vigilant about providing access to the operating areas. The security is not because they suspect you, it's because they have to check everybody....even me. I will make arrangements ahead of time to notify the guards that we are coming on Sunday and that they know I will be there as the event host. Again, just tell them your name, that you're a member of our club and mention my name (Tom R.)

Don't forget, the International Studebaker Meet is late August at the LeMay Museum in Tacoma. Our car show follows a week later on September 8.

Upcoming WCSDC Meetings, Events, Shows, Etc.

July 8 (Sun), 1 PM: BP Refinery Recreation Park picnic, south end of Jackson Rd near Birch Bay, WA (Tom R. sponsor)

August 12 (Sun), 1 PM: Hillcrest Park, Mt. Vernon. Bring your own picnic lunch & chairs. Cars to line-up just south of main entrance.

August 29 – September 1: 54th Annual Studebaker Drivers Club International Meet, Tacoma, WA.

September 8 (Sat), 9 AM: Annual Whatcom Co. SDC Car Show, Lynden Fairgrounds.

October 14 (Sun), 1 PM: TBA (October and November venues may swap dates, depending on Bell's availability).

November 11 (Sun), 1 PM: Bell's Museum, Bellingham

December 9 (Sun), 12 Noon: Annual Christmas Party, venue TBD.

To be planned: Day Trip to Chilliwack. Details TBD. Sponsor: Fred Snooks. Note: Cross border ID required.

July Milestones

Dave Gahlbeck – July 6

Happy Birthday!
Jim Nunamaker – July 10
Tom Smith – July 21

Lionel Stone – July 19

Happy Anniversary
Jim & Linda Nunamaker – July 9

A Little Studebaker History

From the Iowa Hawkeye Headliner

Non-Studebaker Bodied Studebakers

What in the world does non-Studebaker bodied Studebaker mean? Let's start in 1915 when Studebaker produced no closed body cars, i.e., none in which the interior was enclosed by windows and a top. All they produced were open air cars. There were special body building companies, separate from Studebaker, that would rebuild your car making it a closed body car at additional cost. This was not unusual in those days amongst many auto makers, as open cars were easier to produce than closed bodies.

In 1916 and 1917, Studebaker did not produce many if any closed cars either. They did offer a car they called an "Every-weather Car" by providing a solid top that could be placed on the ED-Six open touring sedan. It came with glass windows that you either put in place to close the car or remove them to make it an open car with a solid top. When or if you removed the solid top, you could revert back to the regular rag top, as standard issue. If you wanted a fully closed-body car, the coupe body was probably built by a company called Willoughby. The sedan would have probably been built by Springfield Metal Body Co. However, some information says it could also be made by All-Metal Body Co. of Indiana. It seems that all three companies listed were capable of doing both coupes and sedans.

The door placement for these cars was less than what is common today. They had left-hand driver doors, but typically only one door on the passenger-side, typically accessing the rear seat area. There would be a space between the front seats so the front passenger could get into the front seat via the rear right-side door. By 1917, Studebaker may have been preoccupied with producing WW1 materials and just didn't have the place to make the closed body cars yet.

Tech Topic

Tom Robins

Cleaning Gas Tanks

Our friends in the Iowa Chapter published a short piece on how to clean your gas tank. The author described a method, somewhat tongue-in-cheek, that would likely work assuming that the tank wall metal itself is basically sound. My experience is that these old tanks are frequently pitted in areas, with small holes, rips or cracks. If that is the case, I don't think this will work out too well, but here goes....

Once the tank is removed from the car and essentially drained, put a pound of small hex nuts (5/16" to 1/2") inside the tank. Along with the nuts, add a couple quarts of hot soapy water and some dish detergent. Close it up as best as you can and start shaking the tank. Shake it real good on all sides so the nuts abrade the crud off the inside of the tank. After about an hour of shaking, dump out the cruddy water, refill with fresh hot water, detergent and the nuts and shake it some more. Repeat this process until the water you pour out is clean and clear, or you are ready to faint from shaking.

Final step (and I'm adding this) is to rinse with clear water several times, making sure all the soap and nuts are removed. Finish with a small amount of wood alcohol (methyl alcohol for you chemists out there). The alcohol helps to pick up the remaining droplets of water, leaving the wetness inside the tank more like gasoline than water. At this point, stay away from open flame.

OK, so that might work well for a tank with solid metal. For tanks that are not so solid, i.e., a tank on a garage find car that hasn't been driven for a long time, this procedure will disappoint. Having been through several garage finds, I can attest to the futility of trying to save that old tank. Unless it's really sound, I would just replace the darn thing rather than wasting time trying to fix it. Recently, I've resorted to having a replica made from aluminum. It's not an exact copy but close enough to fit the space, match the attachments and hold the gas worry free.

A Few Good Cars...For Sale

For Sale: 1963 GT Hawk, 289 V8 with factory 4-speed, white paint, no rust, dents or bondo, asking \$15,000. Call Rob (604) 716-0351 – Maple Ridge, B.C. (7/18)

For Sale: 1963 ¾ T Champ P/U & Champ box trailer – 2-for-one deal. Body good but needs paint, some surface rust, includes rocker panel replacements. 289 V8 rebuilt with only 200 mi driven, 700R4 trans. \$6500 for both truck and trailer. Call or text (541) 910-8771 – Oregon. (7/18)

For Sale: 1933 Rockne 65, with '86 Ram 4 cylinder engine & AT. Original Stude engine and trans comes with the car. Interior and canvas roof insert need repair. \$10,995. Call or text (541) 910-8771. Located in Tri-Cities, WA. (7/18)

For Sale: 62 Champ P/U, with '64 Hawk 289 V8, 3 spd “on-the-tree” with O/D. Good body and paint (blue/green) \$11,000. Call or text (509) 308-3114. Kennewick, WA. (7/18).

For Sale: 1958 Scotsman sedan, 6 cyl flat-head, new brakes, new gas tank, new glass all around (except wing windows), does not leak one bit. Needs paint job (currently peeling purple). Save this car! Great runner. \$7500. Bill McKivor (206) 244-8345. (6/18)

For Sale: 1957 Silver Hawk, new paint in '95 (white over black), original interior other than new seat covers, stored indoors since '95. Original 289 V8, stick shift with O/D, Front brakes upgraded to disc for safety. Car was judged 378 points out of possible 400 in 2012 Can-Am. \$35K. Bill McKivor (206) 244-8345. (6/18)

For Sale: 1926 ER Standard Six sedan. Complete but disassembled. Solid car! Spokane, WA. Contact Gary Finch ph: (509) 624-9543. (5/18)

For Sale: 1941 President Skyway Landcruiser sedan. Needs full restoration, but all there. \$3500 OBO. Contact Don Kelstrom, dlkelstrom@aol.com or Steve Grinols at grinolssteven@yahoo.com. Centralia, WA. (5/18)

For Sale: 1957 ½ Ton Transtar P/U, 289 with 2bbl, 3 on the floor with O/D, Dana 44 with 4.09 ratio, new wiring, very good paint, white over green two-tone. Asking \$14K US, \$17 Canadian. Contact Mark at (250) 748-4643 or haydenm@shaw.ca (Canada) (5/18)

For Sale: 1961 Hawk, rebuilt engine, 4 bbl carb, factory four sped on the floor, red interior with new carpeting, white exterior. In good running condition. Photos available upon request. Please send your offers to: randyhouser100@gmail.com (4/18)

For Sale: 1949 Champion 2Dr Starlight, tan paint, 6 cyl, been sitting for some time, all there. Asking \$11,500. Contact Keith at (918) 694-0419. South of Mt. Vernon. (3/18)

For Sale: 1926 Stude ER standard six sedan. Disassembled but complete car. Very solid. Call Gary Finch, (509) 624-9543. Spokane, WA. (3/18)

For Sale: 1941 Stude Champion 4Dr sedan, older restoration, still fun to drive. WWW radials, elect fuel pump, turn signals, 3rd brake lamp, \$10K OBO, photos avail. Contact Brian Curtis email: briankurtis@yahoo.com (3/18)

For Sale: 1948 Champion Starlight coupe, “nearly finished” car, new black paint, rust free, straight, beautiful. \$11,000. Phone or text Gerald (520) 979-0065 ext. 520 (Marana, AZ). (2/18)

For Sale: 1955 Commander 4Dr sedan, V-8, auto, some rust in floor, around trunk lip and spare tire well but lots of good parts. Curved glass good, good project car. Phone or text Denny (360) 281-5156. Vancouver, WA. (2/18)

For Sale: 1963 Champ P/U with Buick motor. “It runs, goes and stops. It has no paperwork with it. Project truck, surface rust, new aluminum radiator. \$2000. Call Frank (509) 930-3373. Selah, WA. (2/18)

For Sale: 1957 Champion, Flat head 6 cyl, manual, 70K miles. \$4000. McMinnville, OR. (2/18)



Membership Application

Whatcom County Chapter - Studebaker Drivers Club

Local chapter dues are \$15 per calendar year for an individual or for a couple. Make checks payable to "Whatcom County Studebaker Drivers Club" or "WCSDC" and mail them to our Treasurer, as follows:

WCSDC, c/o Virginia Teker, P.O. Box 1616, Oak Harbor, WA 98277

Name: _____ Spouse, if joining: _____

Address: _____

Phone: _____ Cell: _____

Email: _____

Studebaker Vehicles Owned:

NOTE: Membership in the national Studebaker Drivers Club is required for membership in our local chapter. Please download the "Membership Application & Renewal Form" from their website, www.StudebakerDriversClub.com, complete the application, and submit it to us along with your check for \$24.00, payable to SDC, when you submit your application for membership in our local chapter. We will forward it to the national headquarters. Annual renewals thereafter are your responsibility.