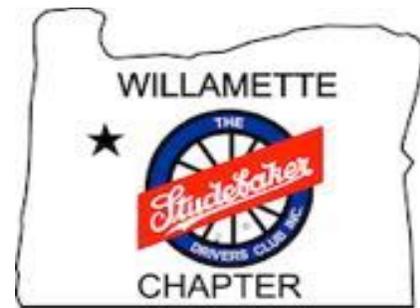


The S'Coupe Express



Studebaker Drivers Club
Willamette Chapter
The S'Coupe Express is published bi-monthly and updated as needed
Bobbie McNicol, Editor

September-October 2017

Note from the editor: This newsletter is also posted at our club website
<http://www.studebakerclubs.com/willamette/>

Upcoming Chapter Events:

- September 9: International Drive Your Studebaker Day tour. Tour leader: Bert McDade. Meet at Salem K-Mart on Mission Street (Highway 22), near 25th Street at 11:00 A.M.
- September 16: Mystery tour. Tour leader: Steve McNicol. Meet at the new Winco in Albany (west side of I-5 across from Timber-Linn Park, where the Albany Art and Air Show is held; site of the old Albany K-Mart), 10:00 A.M.
- September 19: General Membership meeting, Elmer's Restaurant, Albany. 6:30-9:00 P.M.
- October 14: Winery and art tour. Tour leader: Rick Spear. See below for tour details.
- November 18: Dessert outing to Konditeri in Salem. Club to pick up tab up to \$15.00 per person. Our small reward for our very successful Northwest Overdrive this year.
- November 21: General Membership meeting, Elmer's Restaurant, Albany. 6:30-9:00 P.M.
- December 3 (Sunday): Holiday party.

Non-Chapter Events of Interest

If you know of car-related events that may be of interest to our members, please let me know so I can include the information on this list.

- September 23: Heritage Car Show, Monmouth
- September 24: Jordan Chicken Run. Call 503-394-2437 for information.
- October 1: Canby Swap Meet
- October 7: Mitchtoberfest. Oktoberfest party at the home of Mitch and Debby Scheele. 1350 Center Street, Albany. For more information, contact Mitch at surfsumo@gmail.com

Miscellaneous Items of Interest

Please notify me if you have items of interest you'd like to share. --Bobbie

Tom and Anita Morris's Avanti won the Judges' Choice Award at the Tom Newton car show in Dallas.

Steve McNicol's Packard won awards at two meets: Fab 5 at the Philomath Car Show and Lions Club Choice at the Central Lions Independence Car Show.

John and Jean Lasseter won the Long Distance Award USA at the Can-Am meet this year in Calgary, Alberta.

Art and Air Show in Albany:

Bob and Garyanna Stalick, 1950 Studie Commander, 1st Place, Orphan category

Steve and Bobbie McNicol, 1941 Packard 120, 2nd Place, 1941 and older category

Judy Lewis, 1953 Studie Champion Starliner, 2nd Place, 1950-59 category

Tom and Anita Morris, Avanti, 2nd Place 1960-69 category

2017 Board Members

President: John Lasseter	541-258-8844	jlass@dsweb.com
Vice-President: Bert McDade	503-871-2199	R1-Lark@comcast.net
Secretary-Treasurer: Jean Lasseter	541-258-8844	jlass@dsweb.com
Membership chairman: Glenn Wilson	503-385-1620	gfwilson@outlook.com
Newsletter editor: Bobbie McNicol	541-758-6074	mcnicolb@comcast.net
(non-elective)		
Webmaster: Steve McNicol	541-758-6074	steve_mcnicol@yahoo.com
(non-elective)		

October 14 Winery and Art Tour Details; Tour Leader Rick Spear

Meet at Murphy's restaurant in Dallas, 10:00 a.m. for brunch.
288 E. Ellendale Ave
503.623.1211

Stop 1

Chateau Bianca Winery, 17485 Hwy 22
503.623.6181
1-1/2 – 2 hours

Stop 2

Lawrence Gallery, 19700 SW Hwy 18
McMinnville
503.843.3633
45 minutes

Stop 3

Yamhill Valley Vineyards, 16250 SW Oldsville Rd
McMinnville
503.843.3100
1-1/2 – 2 hours

Art and Air Show Short on Attendance, But Studies and Members Win Several Awards

The 2017 Albany Art and Air Show was short on attendance, possibly due to a 100-degree weather forecast, but long on awards for Studebakers and Chapter members. Studebakers ended up winning four of the twenty-four awards handed out at the show, and one Chapter member won an award with a non-Studebaker.

Our Chapter winners were: Bob and Garyanna Stalick, 1st Place Orphan category, 1950 Studebaker Commander; Steve and Bobbie McNicol, 2nd Place 1941 and older category, 1941 Packard 120; Judy Lewis, 2nd Place 1950-59 category, 1953 Studebaker Champion Starliner; and Tom and Anita Morris, 2nd Place 1960-69 category, 1963 Avanti.

Ken James won 2nd Place, Orphan, with his 1925 Studebaker pickup. Ken is not a member of our chapter.

The weather was hot and expected to get hotter. It was overcast as well. Attendees were anxious to get going. So the meet wrapped up relatively early. But Studebakers claimed the day with winning vehicles spanning five decades.

Some fun pictures of the day follow.



Studebakers in a row



More Studebakers in a row



Hard working members taking a rest

* * * * *

Notes from the Can-Am Zone Meet, Calgary, Alberta

Submitted by Jean Lasseter

The Can-Am Zone Meet went well and the host chapters did a great job. Friday evening was a cruise to a local A&W. We ladies had a luncheon at the Calgary Market. I know three of us had our lunch on samples as we browsed. We had a tour of the private Museum of Making on Sunday and the place had loads of machinery. A man's Paradise! The house was above ground and you traveled down from 3 feet to 10 feet with artifacts and machinery everywhere, as well as a blacksmith shop and machinery outside. They had 87 registrations and 137 for the banquet. They had around 60 vehicles including several Packards. The oldest Studebaker was a 1925 driven from Idaho by an elderly man and his wife. John got the long distance trophy. No problem getting there but coming home the GT transmission did not always want to shift until warmed up.

A couple pictures from the meet: Pete Yuen next to a beautiful Avanti; two beautiful old Studebakers



Studebaker

Tech Tips

Submitted by Jerry Blount

Reprinted with permission of Jerry Blount and Northwest Chapter SDC

I have been driving Studebakers since 1962 for hundreds of thousands of miles, and I have never, ever had a timing gear failure.

That is, until last May - returning from the Bruce Kerslake memorial - driving my 1961 Lark hardtop. I was almost across the I-205 Bridge over the Columbia River when the engine quit.

I coasted to the side safely - thinking fuel pump? Distributor?

After delivery home by tow truck, I checked and found the distributor not turning. Then I pulled a valve cover to see the valves weren't moving. Yep - timing gear failure.

Before we Studebakers all panic about this happening, remember how often we hear about timing chain or timing belt failures on even later model cars. It can happen on almost any vehicle.

So, why this particular failure? This Lark had fewer than 100,000 miles on it. I bought it around 2005, but it had been sitting for quite some time. It has have regular enough oil changes since that time, but I remember a few years ago when I installed new valve seals that the valve springs and rockers were much more gunked up than normal with sludge. I cleaned the rocker assemblies at that time and they remained clean at the recent tear down.

The one thing I found was that the small hole in the oil pressure relief valve plunger was plugged. This would have affected the lubrication to the cam gear.

The cam gear itself, besides the stripped gear teeth, appeared to be more worn than normal. The remaining teeth had a decided "step" in them, indicating a worn tooth profile.

I would like to believe that I inspected the oil pressure relief valve back when I first got this car, but I can't prove it.

To inspect, unscrew the plug - 7/8" hex - on the forward passenger side of the engine. Remove the spring, then the plunger. A magnet will help, and spraying penetrating oil may help in extracting the plunger. Clean as required, making sure the small hole in the plunger is open.

I stock both original fiber type cam gears and the "heavy duty" aluminum versions. These were used in Avanti engines and heavy duty truck applications. For no particular reason I decided to use an aluminum gear as a replacement.

Submitted by James and Stephanie Bell, reprinted with their permission

The 1st Drive for our Studebaker Electric Wagon since restoration began.

The Bell's Studebaker Diner & Museum is very proud to own the 1902 Studebaker Electric Wagon and bring it back to life.

After many years of research and restoration, the true test for any vehicle is to test drive it for the first time.

The Northwest Chapter of the Antique Studebaker Club was having it's Zone Meet Tour in Spokane WA. area and was going to the Studebaker Garage in Harrington, WA.

We made arrangements to tuck the wagon inside the garage, hiding it until the tour arrived.

Jerry Gieseke and I bought matching vintage outfits to drive the wagon out of the Studebaker Garage and surprise everyone as we drive it for the first time in many many years down the main street. Jerry's wife Joan has been so supportive of Jerry helping with this project and was hemming our vintage pants the night before.

It was only fitting to give Jerry the honor of driving the wagon for the 1st time, since he did the majority of the work on it.

The day of its unveiling and drive downtown Harrington went without a hitch!

A great time after recycling a very rare piece of history!

Before



After



Watch the Video!

<https://www.youtube.com/watch?v=a05hCJr7ei0>

Hope you like the video and subscribe to our channel for future videos.

About the Restoration

<http://forum.studebakerdriversclub.com/showthread.php?48981-Studebaker-Electric-Wagon-Restoration>

We still have to do some side lettering to let people know it's a Studebaker, the volt/amp gage to add and the side lamps, but seeing it in action was amazing!

Thanks to everyone who had a hand in helping with this unique project. It will bring a lot of new exposure to Studebaker vehicles and provide lots of enjoyment to those who see it for many years to come.

**James and Stephanie Bell
Bell's Studebaker Diner & Museum**



ALT-POWER VEHICLES

One-of-two Senate tunnel Studebaker to make its first voyage under its own power in decades

[Daniel Strohl](#) on Jun 9th, 2017



Photos courtesy Pennsylvania College of Technology, unless otherwise noted.

Back and forth, all day long, 225 times per day, shuttling 100 of the most powerful men in the country. At least the drivers of the two electric Studebakers in the Congressional tunnels – one of which is scheduled to make its first voyage under its own power since the Eisenhower administration this weekend – didn't have to contend with the D.C. weather.

With the pending completion of the Russell Senate Office Building and the Cannon House Office Building near the U.S. Capitol in 1908, Congressmen worried not so much about terrorist threats or intrepid newspapermen on their walks among the buildings but more the weather. The city offers humid, 100-degree summers and snowy, sub-freezing winters, both of which Congressmen found

as hindrances to their duties.

So to avoid exposing themselves to the elements both chambers of Congress commissioned Elliot Woods, then the Superintendent of the Capitol Buildings and Grounds, to develop a tunnel system that connected the Capitol to government office buildings in the vicinity. The members of the House of Representatives chose to make the Cannon tunnel pedestrian only, but the senators of the time decided to install a transportation system, one composed of twin Studebakers, in the Russell tunnel.

According to the wishes of John Mohler Studebaker, the last of the founding Studebaker brothers, and chairman of the board of the South Bend carriagebuilder, Studebaker powered its first horseless carriages with electric motors rather than gasoline engines. The latter, Studebaker said, were “clumsy, dangerous, noisy brutes which stink to high heaven, break down at the worst possible moment, and are a public nuisance.” (Regardless, Studebaker eventually introduced gas-powered cars in 1904 and marketed both gas and electric cars until 1913 before switching entirely to internal combustion.)

Lack of fumes certainly made electric cars a good choice for the Russell tunnel. So did the ability of electric cars to travel just as fast forward as in reverse – Woods designed the tunnels without sufficient space to turn around at either end.

With that in mind, Studebaker built the two cars with a pair of driver’s seats apiece – one facing forward and one in reverse – both equipped with tiller steering. A single driver would operate the Studebakers over the 1/5-mile-long tunnel at a blistering 12 to 15 MPH top speed, unload his passengers, and then switch to the other seat to make the return trip. Seating both fore and aft of the driver’s seats accommodated up to 12 passengers at a time.



Photo courtesy Architect of the Capitol.

Each of the 72-volt Westinghouse-motored Studebakers cost \$2,944, about double the price of an average Studebaker electric. Both went into service on the tunnel’s opening day in March 1909 with unique nicknames – Tommy and Peggy – and remained in service until 1916 when a faster and more spacious Navy Yard-built electric monorail replaced them.

Following their retirement, the Studebakers went into storage, emerging again in August 1939 when the pair sold at a government surplus auction for \$35. According to Marge Cutright, executive director of the [Swigart Museum](#) in Huntingdon, Pennsylvania, Tommy went on display at the New York World's Fair that year, then showed up again in 1950 when William Swigart bought the Studebaker. (Peggy eventually made its way to the Studebaker Museum and has since been [restored with a yellow finish](#), as opposed to Tommy's cherry wood finish.)

Swigart, as the story goes, traveled to Washington, D.C., not long after, strolled into the Architect of the Capitol's offices, and asked for any information they could provide on the unusual automobile. The secretary he spoke with then reached into her bottom desk drawer, pulled out a thick file, and handed it over to him, thankful to be rid of it



A restoration followed in 1954 or 1955 but, according to Cutright, it's not clear whether Swigart ever got Tommy running again. Tommy has thus sat, immobile, in the museum until just recently, when Cutright and Swigart's widow, Patricia, had the Studebaker shipped to the Pennsylvania College of Technology. There, students from the college's automotive restoration program [replaced the Studebaker's batteries](#) in preparation for this weekend's Elegance at Hershey, where they expect to run Tommy onto the lawn.

The Elegance at Hershey will take place Sunday at the Hotel Hershey. For more information, visit TheEleganceatHershey.com.

UPDATE (12.June 2017): Not only did it run under its own power, but the Studebaker also took the Historic Vehicle Association's [National Automotive Heritage Award](#) at the Elegance at Hershey.

Odds 'N' Ends

* Alice Friend applied for a job with a suburban police department and was assigned to patrol parking meters. Since she started on the job, her name caused unforeseen frustration from motorists that had let time paid for expire on the parking meters.

Imagine the number of perplexed motorists who, having their parking violation ticket signed by 'A Friend.' Wondering exactly what was going on, "How could a friend write me a ticket?" . . . "That's not what friends are for!"

* A landscape contractor that owned a Studebaker 5E truck took it on his first job, that of removing a large stump from a farmer's property. Upon arriving at the site of the stump, he parked his truck and met with the farmer. Being that it will be the first stump removal job that he is attempting, he made a big production of the amount of dynamite to be used and where it was to be placed and the length of the fuse, all to impress the farmer.

With everything in place, the detonator was moved to a spot beside the truck and activated.

Unfortunately, as the dynamite exploded, the force sent the stump into a graceful arc before landing on the cab of the 5E truck and thereby demolishing it.

The contractor was stunned but the farmer was very impressed and with his observation, he complimented the contractor in saying, "You only missed by 5 feet. When you get more experience the stumps will land in the bed of the truck every time.

* *Criticism is one thing that most of us think is more blessed to give than to receive.*

* *Happiness is not having any creditors at your door and no one sick at home.*

* *If you lend someone \$20 and never see that person again, it was probably worth it.*

* *No one can go back and make a brand new start. Anyone can start from now and make a brand new ending.*

* *It's not hard to meet expenses . . . They are everywhere!*

* For the average person that is thinking of buying a particular used vehicle, it is better to have a mechanic check it out. Even then, don't expect him to notice all of the existing and potential problems that the vehicle may have.

When purchasing a used vehicle it is "Buyer beware." The vehicle will be sold, "AS is" unless the purchaser can get something in writing and signed by the seller as to the condition and warranty.

Reports From The Engineering Department

Test results were extremely gratifying:

"It works and we are surprised"

A number of different approaches are being tried:

"We don't know why it does not work."

Developed after years of intensive research:

"We came across the solution by accident."

The entire project will have to be abandoned:

"We have run out of ideas and money."

Production will soon begin:

"After we get the 'bugs' worked out"

Test results show progress:

"We corrected one minor flaw."

The project is on time and on budget:

"We will fix the problem as we get to them."

A substantial improvement over the present model:

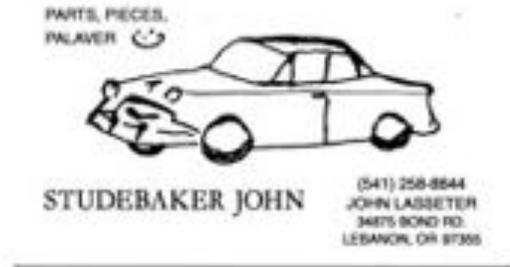
"We painted it a different color"

It is an entirely new concept:

"We need more money to develop it."

Loving couples enjoy the long lasting love of their children.

These Businesses Deserve Our Support



Want Ads

For sale: Project 1961 Lark convertible - V-8 with overdrive. A very solid example - no structural rust issues that are sometimes seen on convertibles. This is a non-running project. Original V-8 in car has an internal water leak. Probably a cracked cylinder wall. A replacement 1963 259" engine with a known history is included. Transmission has been rebuilt at a cost of &600.00. Has 4 new Cooper white walls. New master cylinder and front brakes installed. Also included will be 4 new seat belts, rear brake parts, new shock absorbers, dual exhaust system, clutch parts, and NOS correct front and rear bumpers.
\$5,500.00 or negotiable if you buy less the bumpers, since I still own two '61 hard tops.
Only 1002 V-8 convertibles were made in 1961 - a rare car.
Jerry Blount 503-658-6914
(07/01/2017)





Willamette Chapter SDC

Membership Application

You are cordially invited to join the Willamette Chapter SDC. Club events are usually on the 3rd Saturday or Sunday of each month. Membership meetings are 6:00 – 9:00 PM on the 2nd Tuesday of the months of January, March, May, July, September, and November at Elmer's Restaurant, 2802 Santiam Hwy SE, Albany, Oregon.

For more information please call (208) 867-8808 or e-mail gfwilson@outlook.com

Membership in the International SDC is required. Annual dues of \$15 cover the year from January through December (prorated from date of entrance into the club) and include bi-monthly issues of the club newsletter. To join please complete this application and send with dues to:

Willamette Chapter SDC
 c/o Glenn Wilson
 7123 Lawridge St. NE
 Keizer OR 97303

Name _____ Spouse _____

Address _____ Birthdate _____

City _____ State _____ Zip _____

Phone (area code) (____) _____

E-mail _____

Signature _____

If new member, source of referral: _____

* Please list your Studebakers, including year, model, body style *



Membership Application

Memberships are for one year and include twelve issues of Turning Wheels.

Membership in US

- Regular membership w/periodicals class mail. **New Members 1st year only**...\$24.00 USD
- Regular member – renewal w/periodicals class mail.....\$31.00 USD
- Regular member w/first class mail.....\$60.00 USD
- Student/Young adult member (to age 22).....\$24.00 USD
- Turning Wheels subscription only.....\$24.00 USD

Membership in Canada

- Regular membership w/periodicals class mail **New Members 1st year only**.....\$32.00 USD
- Regular membership renewal.....\$39.00 USD
- Student/Young adult (to age 22).....\$32.00 USD
- Turning Wheels subscription only.....\$32.00 USD
- Canada membership w/first class mail.....\$60.00 USD

Overseas Membership

- Overseas member w/periodicals class mail. **New Members 1st year only**.....\$37.00 USD
- Overseas member w/periodicals class mail.....\$43.00 USD
- Overseas member w/first class mail.....\$60.00 USD
- Overseas member w/first class mail.....\$121.00 USD

No Magazine - Membership only

- \$10.00 USD

Other SDC ITEMS

- Donation to SDC Museum Fund.....\$ _____
- Donation to SDC Restoration Fund.....\$ _____
- Donation to Studebaker National Foundation (tax deductible).....\$ _____
- \$8 - Current SDC Roster (plus postage).....\$ _____
- \$8 - Membership Pin – 10, 15, 20, 25, 30, 35 yrs (specify year-pin).....\$ _____
- \$6 - 2nd spousal pin.....\$ _____

TOTAL AMOUNT ENCLOSED.....\$ _____

To join SDC, complete this application and send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-7615

Or use Visa or MasterCard and call (763) 420-7829, or fax (763) 4207849
 or e-mail: mark@cornestone.com for information.
 Call or write with change of address. Give 2 months notice.

* DO NOT send ADS with your membership; send to TIV Editor. *
 * ALL members of local SDC chapters must also be National SDC members. *

Name _____ Spouse _____

Address _____ Birthdate _____

City _____ State _____ Zip _____

Phone (area code) (____) _____ E-mail: _____

VISA No. _____ Expiration _____

MasterCard Signature _____

If new member, source of referral: _____

If renewal, month due: _____ Member # _____

Please list your Studebakers, including year, model, body style, serial numbers on a separate page.