

The Commander

Potomac Chapter
Studebaker Drivers Club
Volume 48 Issue 2

2016 Maryland Orphan Car Tour

Planning is underway for the 2016 Maryland Orphan Car Tour (www.orphancartour.com) with the Potomac Ramblers taking the lead. As always, the Potomac Chapter is involved with both Steve White (liaison) and Steve Geiger providing input. A flyer and full press release will be available in March. This year the tour will take place on June 4 in Anne Arundel County. The organizers are still looking for places to see in Anne Arundel County other than in Annapolis during the tour so if you have any suggestions please let Steve White (SteveDK66@yahoo.com) know or contact Jon Battle, Orphan Car Tour Publicity Director, directly at teraplane@verizon.net.

Jon wrote, "If you or any of your members live in, or are acquainted with Anne Arundel County, you can help us. Each Orphan Tour usually includes stops at points of interest along the route, and we need to know of any interesting private collections or museums (of automobiles, antiques, historical events, etc.) that we may not have heard of, and whose owners might consider allowing us to visit them."

Please let us know as soon as possible.



www.orphancartour.com

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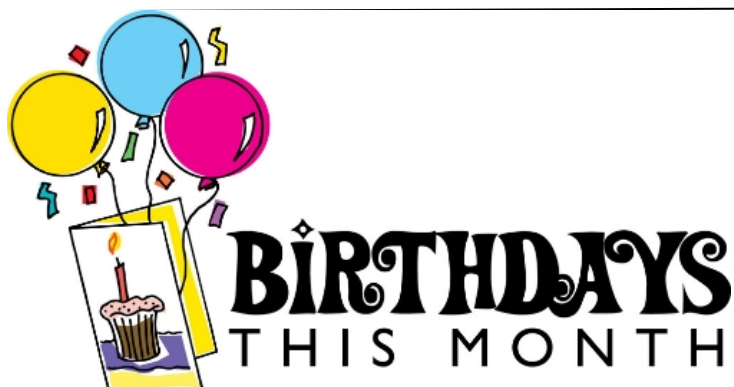
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Steering Column

Karl Veit

Hope you are not having the mid-winter snow blues. If so, I suggest you re-focus on the York Swap Meet, March 10-12; and don't even think about snow! Paul Johnson has arranged for a vendor space for us but you will need to bring folding chairs; the space will work as a social gathering place for PSDC. If you plan on selling parts at the booth, please bring them clean with prices attached, and maybe bring a folding table. The host hotel (Wyndham Gardens York) will be offering a buffet dinner Friday evening for \$15 pp. (Please let Terry McDaniel know ASAP if you wish to take advantage of this.) After the dinner (6:00 - 7:00), PSDC will hold a chapter meeting (7:00 - 8:30) in Break Out Room #1, followed by the Keystone Region Auction (8:30 - 10:00) in the Buffet Room. Hope you choose to join us and bring spring a little closer.



February

Mike Farris 2/4

Nancy Bradfield 2/8

Wanda Frye 2/8

Dorothy Grimm 2/8

Maxine Morgan 2/8

Bob Johnstone 2/9

Doris Wilson 2/19

Steven Geiger 2/24

Ken Wilson 2/28

The Commander is the 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, SDC Activities 2016

Event	Date	Contact
Keystone Swap Meet, York, Pa		
Friday-Membership Meeting	March 10-12	Terry McDaniel
Apple Blossom Meet		
Winchester, VA	May 7 (?)	non-SD
Spring Fun Day Tour		
Hershey, PA	May 14	Ruth Carr
Spring Tour	not scheduled in 2016	
Orphan Car Tour		
Howard County, MD	(PC is one sponsor) tbd	Steve White
Spring Picnic		
Hedgesville, WV	June 12	Terry McDaniel
Sully Plantation		
Chantilly, VA	June 19	non SDC
52st SCD International Meet		
Warwick, RI	June 26-July2	Terry McDaniel
Rose Hill Manor (car show)		
Frederick, MD	August 14 (not confirmed)	non-SDC
*International Drive Your		
Studebaker Day	Sept. 10	Terry McDaniel
Fall Picnic		
Johnson, Martinsburg, WV	Aug. 28	Paul & Karen Johnson
Fall Tour		
Luray, VA	Sept. 16-18	Murray Welsh
Hershey Fall Meet		
Hershey, PA	Oct. 5-8	AACA
Bradfield Show		
Bridgewater, VA	Oct. 9	Terry McDaniel
Antique and Classic Car Show		
Rockville, MD (PC is one sponsor)	Oct 15	Ron Salen & Bill Morgan
Reedsville Swap Meet		
Reedsville, PA	Oct. 28-29	Max Corkins
Chapter Planning Meeting	tbd	Terry McDaniel
Chapter Holiday Party		
Charles Town, WV	Dec 18	Terry McDaniel

**Firm date-will always be the second Saturday in September

HISTORIAN CORNER

By Ed Lemanski

I recently answered an email from a researcher who was tracking down the history of a repurposed building that currently houses a fitness center. This building, 1630 14th Street, was occupied by Studebaker dealer Alber Motors Inc. since the 1940s until the early 1960s.

Studebaker Dealers in Washington

DC (source - SDC Forum)

Martin Motor Sales 4904 Hampton Lane
Washington DC 1948

McHeil Motors 1418 P st NW Washington DC
1948

Lee Butler Inc 1121 21st NW Washington DC
1948-1937

southeast branch 1534 Pennsylvania Washing-
ton DC 1941

Wm J Slattery 3742 Tenth St NE Washington
DC 1941

Alber Motors Inc. 1630 14th NW Washington
DC 1941

FEBRUARY - On This Date In Studebaker History

1 1961 Sherwood Egbert president of Studebaker-Packard

12 1902 Studebaker sells it's first car (electric) to F.W. Bles

14 1911 Studebaker Corporation Formed

15 1952 Last vehicle of Studebaker's first century built

16 1852 H & C Studebaker Blacksmith shop opens for business

24 1960 Studebaker opens an assembly plant in Chile

TECH TIP

by Ed Lemanski

BRINGING A STUDEBAKER OUT OF STORAGE

You open the barn/garage door and uncover the old Studebaker by removing the boxes and the tarps. Wow! To get the car on the road again, what would be involved? How long has it been, 5 years, 6 years or more? Good luck.

The points may have oxidized, they can be cleaned with a light grit emory board.

The tires are either all flat or very low on air. Check for excessive cracks which means dry rot.

Just about every fluid that could leak is probably on the ground. Plan on replenishing all.

The carburetor is probably dry from evaporation. The float might have to be freed from the varnish.

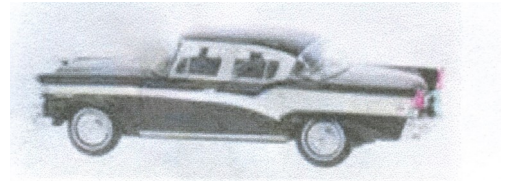
The battery will be dead. If it froze while dead, it may no longer hold fluid - leaks caused by cracks.

Drain the gas from the tank, dispose of safely, and replenish.

Drain the oil and check the oil for water/other contamination. Refill.

This tedious process is either the tip of the iceberg or you actually got the car to start. Enjoy those Studebakers.

A new Studebaker is out, and it's really nice - a 1956 President by American Excellence, their stock number AE-193823. The scan is kind of crude but it's what a balky computer would yield. The quality is outstanding - the only pick would be with the narrow whitewalls.



1/43 1956 Studebaker President
Black and White AE-193823 \$72.95

This model can be sourced from several vendors for \$72.95; we used JM ModelAutos, telephone (814) 474-5687, email Judfy@JMmodelautos.com

Unseen for more than 60 years, the one-off Manta Ray will once again return to the spotlight

<http://blog.hemmings.com/index.php/2016/02/08/unseen-for-more-than-60-years-the-one-off-manta-ray-will-once-again-return-to-the-spotlight/?refer=news>

Trivia Note: This car was originally powered by a Studebaker V8

Studebaker Addicts

Steve White

If you are someone who enjoys Facebook on the Internet then there is a great public site for you: Studebaker Addicts (international). I joined not too long ago and posted photographs of my '62 GT Hawk and '71 Avanti II and received 243 "likes" to date. The comments about both cars were very complimentary. I keep thinking the cosmetic flaws of my cars are invisible at 10 feet so they both look excellent. You may want to consider joining so that you can see all of the fun Studebaker posts, photos and questions.

Most of you have seen my '62 GT Hawk so here are three photos of my recently repainted Avanti II.



UPDATE #3: 1954 Studebaker Commander Regal Starlight Coupe Project

By Pete Rutledge, Woodbridge, VA

Since the last update I had the fun of starting to tackle the remaining rust problems beginning with an important one that normally doesn't show when you look at the car. The left frame rail had rust problems in its bottom plate. I started by making a cardboard pattern of what the new bottom plate should look like, including the various access holes I would have to drill in it. Then I had to remove the old rusty plate—drilling out the spot welds that held it in place, and then cutting and removing the rusty metal, while lying on my back on the garage floor (with an old piece of carpet under me). Then, using the pattern, I cut a new plate (in multiple pieces) from 14ga cold rolled steel sheet and drilled a lot of holes in it. I attached it to the frame rail by “plug welding,” which simulates the look and function of spot welds. Then I ground the welds flat and painted the bottom plate. See the before and after pictures.

Another job that had been waiting was the brakes. Some time ago I had replaced/rebuilt most of the braking system components but hadn't filled it with brake fluid. So I added fluid, bled the system, tightened all the connections to stop leaks, adjusted the brake pedal free travel, and that did the trick—a good firm pedal. At this point the car was theoretically capable of being driven on the street for the first time in about 8 years. Next, in my pursuit the “high school hot rod” look, I decided to use the stock Studebaker wheels, but paint them red. As a finishing touch, I replaced all the lug nuts with chrome acorn nuts—sets including both left- and right-hand threaded nuts are readily available in the right size because they fit Chrysler products of the '60s and '70s.

Then I embarked on the beginning of rust repairs that would show, if I didn't do a good job, i.e., rust repairs to the exterior body parts. First was the trunk lid, which for years has had rust bubbles showing along its lowermost surface. I cut out the bad metal and welded in a patch panel from Classic Enterprises, along with some of my own patch metal. See the before and after pictures. It's a lot nicer without the bubbles.

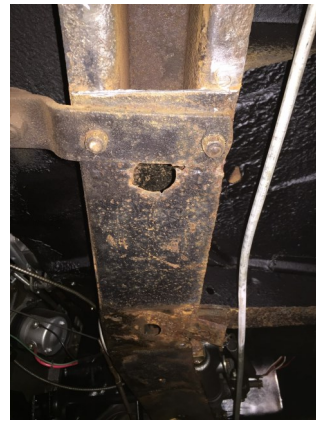
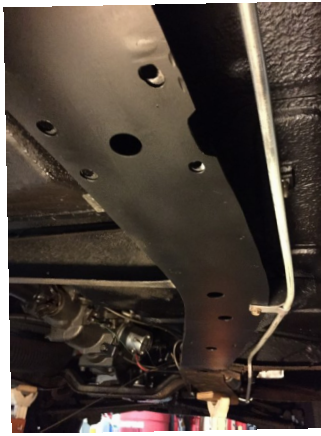
In order to finish the installation of a dual exhaust system from Parks Pipes, I modified the rear valance to create a matching left tailpipe cutout. I made a paper pattern of the right cutout, turned it upside-down and traced it on the left side. Then I cut the metal, leaving enough margin to fold under for a finished edge that would match the right side. It turned out great. By the way, I have installed Thrush straight-through glass-pack bullet mufflers in the exhaust system, so it should end up sounding really nice. I'm very familiar with, and partial to Thrush mufflers from my high school days.

The last fix I completed was replacement of the oil seal on the output end of the overdrive unit. The old seal was leaking badly. It wasn't easy to remove. In the end, I destroyed it to get it out. It was interesting to note the complexity of the decades-old oil seal compared to its modern replacement. The old one had two rows of felt, as well as a rubber seal backed by a coil spring, all in a multi-piece metal housing. The new one is simply a single rubber seal in a metal housing. I'm hoping the modern engineering will allow this one to hold up as well as the old one. For now, no more drips on the garage floor—nice. Only time will tell what the future will bring

Next I'll be working on both doors, which have bubbles and rust holes along their bottom edges. I have patch panels but I won't be using them without modification. I want to preserve the indentation in the door down to its proper ending point. The patch panel does not have the indentation in it, so it will be a challenge to do the job “right.” I also hope to start up the new engine for the first time in the near future—that will be a big day. Can't wait to hear it. More on all of this in the next update. See you in York.

(Continued on page 8)

(article pg. 7)



Odds 'N' Ends

Is there an "Imp" in your Studebaker?

The "Imp"

(Mischief-maker) can be in the form of the "Accordion" type radiator flex hose as shown on the right.

Granted, they can be a blessing in a "Pinch" when a proper molded hose is not available

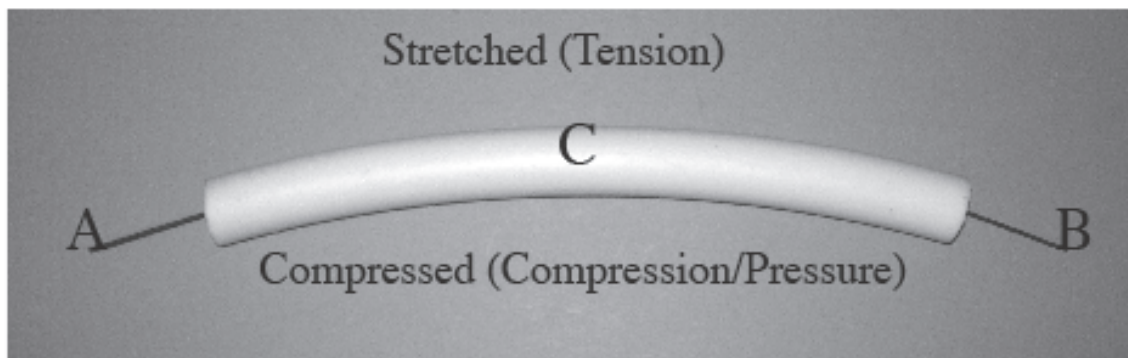


During garage tours, zone meets, show and shine events, occasionally you may have seen the "Accordion" pleated flex hoses which are used on Studebakers and other cars.

These hoses are potential trouble makers and loved by radiator shops for the damage they can cause if used on a vehicle for an extended period. On Studebakers they will, in time cause the soldered hose adapter on the brass tank to detach and leak. At least, on a Studebaker, the adapter can be re-soldered to the tank but if this type of hose is used on modern cars that have a plastic tank on the radiator, the flex hose will cause a rip in the tank which will need a replacement.

If you have this type of hose on your Studebaker, consider replacing it with proper molded hose. Get rid of the "Imp." You do not need a leak in cooling system of your Stude. Usage of these flex hoses should only be on a temporary basis.

The theory of why a hose causes the detachment of the neck of the radiator when a hose is bent rather than using one that is formed to be used for a specific application.



An imaginary line runs through the hose (C) exactly in the center of the hose. The picture shows the line as running from A to B through the entire length of the hose. This is known as the shear line. In the illustration where the hose has been bent, anything above the shear line has been stretched and under tension. The shear line is neutral, it neither stresses or compresses. Anything below the shear line is compressed.

The molecular structure of the rubber in the hose allows for some stretching and compressing but it too does not want to be stressed or compressed. It prefers to go back to the original formation which was originally straight.

It is the rubber in the hose that does not want to continually be under stress or compression that it wants to straighten out that causes some of the stress on the neck of the radiator.

This stress action while not visible to the eye is compounded with the constant movement of the engine when it is operating. The engine shifts most when accelerating and decelerating putting further stress on the hose and the radiator neck. In time, the neck of the radiator parts company with the radiator.

In an e-mail from the WMWM (The World's Most Wonderful Mechanic . . . aka, Dan Dobbins) he had encountered a radiator neck detachment problem on his GT Hawk. Instead of re-soldering the neck to the radiator, he used marine epoxy to bond it back together. Either method works but the parts must be absolutely cleaned first.

————— *Count Your Blessings* —————

2016
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:
Nadine & Mike Farris,
4313 Landgreen Street, Rockville, MD 20853
email ndfarris1@verizon.net
Phone: 301-460-4341

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: _____

Birthday: ____ Month ____ Day ____ Spouse: ____ Month ____ Day ____

I own the following Studebakers (including Rockne, Erskine, EMF, Avanti)

Year	Make	Model	Body Style
------	------	-------	------------

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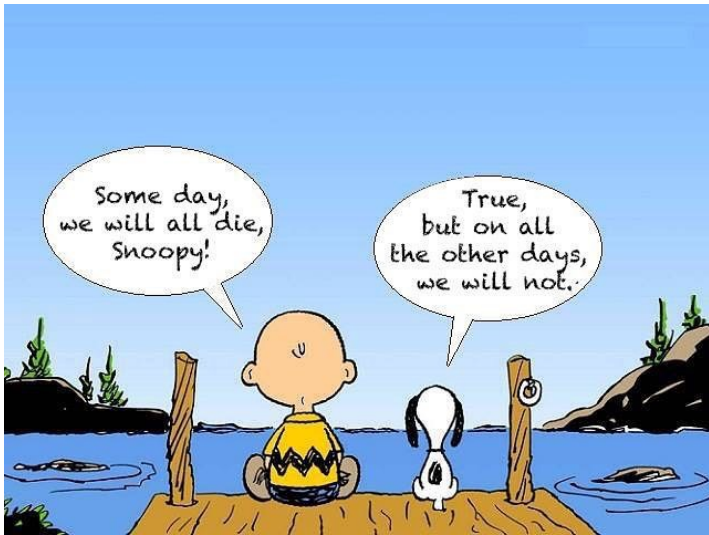
YOU MUST BE A MEMBER OF NATIONAL SDC IN ORDER TO JOIN ANY SDC CHAPTER



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That breath you just took...it's a gift. Be grateful for everyday you wake up. It's that simple

Potomac Chapter SDC web site:
<http://potomacsd.org>

February 2016