JULY 2015

Volume 15, Issue 7

Hawk Talks

A Publication of the Karel Staple
Chapter of the Studebaker Drivers Club

WEELBARROW RACES At Placerville

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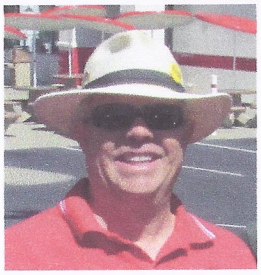
July by Pat Dilling

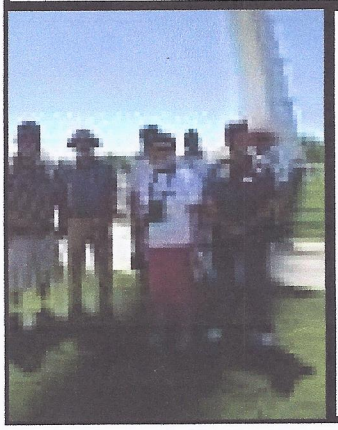


Happy Independence Day everyone, I hope you all had a chance to celebrate it in fine style. Hard to believe 2015 is half over. There are still many exciting Studebaker events coming up starting with Studebakers at the State Fair on Thursday July 16th. August brings the International Meet in St Louis, and then the Ironstone Concours d'Elegance in Murphys, California, featuring Studebakers, is September 26th. October 9-11 brings our PSW Zone Meet in Las Vegas followed up by the Sacramento International Auto Show on Oct 16-18 where we have been invited to display our cars as a special feature of the show. If you would like information on any of those events please contact me. At recent events, including car shows and the Studebaker Wheelbarrow race, we have met a lot of people who love to see our cars and have an interest in them. Let's get them out there for the public to see and enjoy!

After our discussion and vote concerning emailing versus hard copy of the newsletter was published in the last newsletter I have been contacted by several members who were not at that June meeting and would like the opportunity to have a voice prior to this policy being put in place. In hindsight we should have put this out for review and comment prior to a final vote. For that reason we will delay this change until it can be further discussed. It will be an agenda item at the July Meeting at the Smith's house in Napa. There are a couple other articles in the newsletter discussing this issue. If you are not able to attend that meeting and would like to have a say about this, send an email or give a call to me or someone to represent you with your support, objection or alternative to the change and we will represent you with the members present. We certainly do not want members to feel like they are left out and did not have a chance to discuss such an important decision. I will need your input not later than July 17th.
Happy Studebakering!

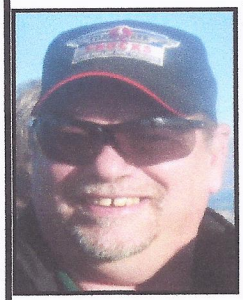
Secretary's Report
July by Linda Barnard

Happy 4th of July! Last month was a social meeting , so there was no club business to report.
I do want to remind you of the Karel Staple cook book project I'm doing. You can email me your recipe or best kitchen tip.
sweetlorraine44@hotmail.com
Secretary/Membership Chair



Our Members At The Sundial Bridge

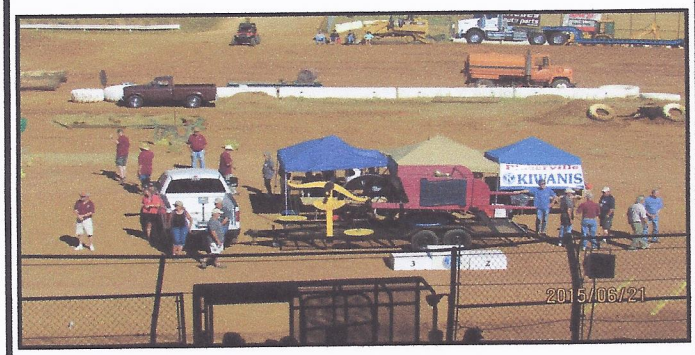
Editor's Corner
By Brian Challender



Hello everyone! First off I'd like to thank all our club members, who contributed articles and pictures to me for use in the Hawk Talks. The response was so great that I have to put some in the next issue. We have a fast turnaround for the news letter for August because of the next meeting being on the 2nd at Mel France's new museum in Yuba City, so this is a good thing!
As Pat mentioned, we need everyone to try to be at the next meeting at Frank and Johannes' place that has an interest in our changing how the Hawk Talks is delivered each month to you.. Email or postal mail. If you know you can't make it , and would like to make your feelings known., be sure to let Pat Dilling know before the next meeting on July 19.
On a personal note; I'm back to working a full time job, so my time is more limited than ever. I have 4 yrs and 7 months to retirement. But whose counting?

Once Again Placerville Celebrates John M Studebaker!

by Pat Dilling

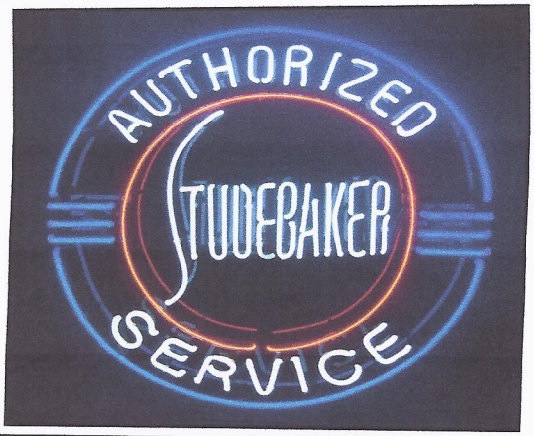


SDC members recently had the pleasure of displaying our Studebakers at the El Dorado County fair in concert with the 71st running of the John M Studebaker Wheelbarrow race. Our Karel Staple Chapter was represented by Steve Rainville who brought his Champ pick up, Steve Van Norman – 51 Starlight Coupe, Lisa Hale – 50 Starlight Coupe, Pat Dilling – 53 Coupe, Frank and Johanna Smith – 64 Gran Turismo, Rick and Johna Pierce – '64 Gran Turismo and Leonard Brewer along with his brother in law - – 55 Speedster. SDC Vice President Mimi Halgren and Bob Halgren made the trek up from the San Diego area in their '53 Coupe. We were also joined by PSW Zone Coordinator Frank Wenzel. Lisa Hale was very proud to win the People's Choice award for her bright red beauty! Our cars were a big hit once again and we spent a good part of the day sharing information about our cars, the SDC and Studebaker lore. I was very impressed by the number of folks who knew the part John M Studebaker played in Gold Rush history in Old Hangtown.

Now the races themselves are also pretty special. They began in 1938 and only took a break during World War II. The racers have to push replicas of original Wheelbarrow Johnny wheelbarrows, fill them with 50 pounds of sand, and then navigate over and through obstacles including fallen trees, log jams, railroad ties, up and down hills and finally through a 5 foot deep mud hole. They have classes with varying weights for men, women, seniors, teenagers, high school teams and younger kids.

The winners of the Men's and Women's race each earned $1,000. The Championship race was very close, and was decided when the apparent winner did not bring in enough "ore" (1 pound light) and was disqualified! We were all cheering for Chris Van Norman, son of our very own Steve Van Norman. He had a credible showing, finishing in 7th place in the Championship race. Pretty darn good for the first time.

The race is sponsored by the Placerville Kiwanis who invited us to participate. They were very happy to have us.This is our second year participating and we would like to plan on this being an annual event for Karel Staple and other chapters. It's fun to be a part of this great event honoring a Studebaker founder. It is always on Father's Day week-end at the fair. For the athletic and ambitious, it is never too early to start training! I understand lung conditioning is the real key to success!



Future Club Event?

by Dean Sumpter

On Saturday June 27th I went to a car show that had been recommended by a couple of friends, and that show is the annual River City Classic. This show is put on by the Burgieman Car Club and takes place along the river walk in West Sacramento. This Club was started in 1959 and they have held many charitable car show events over the years.

I figured there was a good chance that my 1961 Hawk would be the only Studebaker there, but low- and -behold there was Rick Pierce in his 1964 Hawk and Johna riding with Lisa in her red bullet-nose! The setting is very nice along the river where we parked our cars under the trees and were in shade all day. Having a break in the heat wave worked out perfectly too.

This was maybe the best non-Studebaker car show I've ever attended for several reasons. First, I'm not big on forking over a bunch of money to enter or register for a car show. However, the awesome setting of the river and shade trees. Second, the day long serving of delicious free food and drinks for registrants and a guest. Third, the huge raffle and

how it is organized. And last, but not least, the variety of cool cars. This made the show one for my list of annual shows to attend.

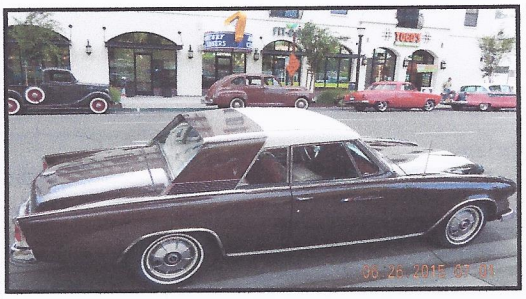
To top it all off, one of our own, Lisa Hale, and her modified bullet-nose, won a nice trophy for Ladies Choice. They also have a trophy for the Car Club with the most registrants. I think I'll volunteer to organize our effort for a great calendar event for next June.

We went To A Little Car Show…

By Frank and Johanna Smith

We went to the Les Schwab car show. It's just a little car show. We won best interior with Johanna's 64 GT Hawk!

On Friday June 26th 2015, The Capitol Area Development Authority (CADA) put on an event celebrating the re-lighting of the 1946 vintage neon Mercury Cleaners sign on 16th St., Sacramento CA. CADA had asked the Art Deco Society to be involved. They had free food & shaved ice. Some people came dressed in the era clothing. They invited the Karel Staple SDC to bring



some Studebakers to the event. They needed seven cars total, but SADS only rounded up three classic cars. We parked next to Mercury Cleaners with these club cars. Lisa Hale's '50 Bullet-Nose, Steve & Kelly Wilkie's 1953 Champion Coupe, Jason Michaels family's 1955 truck and Rick & Johna Pierce's 1964 GT Hawk. The CADA and SADS were grateful to have the cars The Studebaker Drivers Club provided.

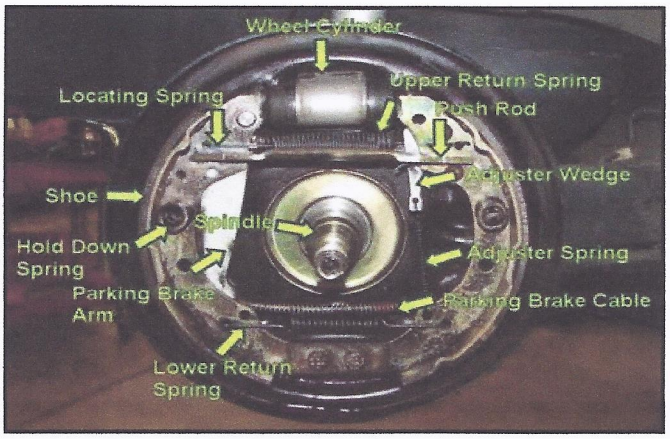
New Acquisition

By Tom Piantanida

Yesterday was a Red Letter day; I finished installation of the brakes, filled the SN92 supercharger with Type FA automatic transmission fluid, and put the rest of the quart into the power steering pump reservoir. I'll get a cow magnet for the reservoir today from my local Tractor Supply Store. The cow-magnet-in-the-reservoir idea came from the SDC Forum and seems like a no-brainer to me.

The Jim Taylor front brakes bolted on like they were EOM, thanks, Jim. The rears were a chore! I could not believe how much force was necessary to remove the hub/drum from the axle. I was fearful that I would break something before the assembly broke free. Fortunately, the hub-puller I purchased just for this operation worked perfectly – after remembering to apply anti-seize to the puller threads. (I use anti-seize whenever threaded parts will be cycled and see heavy loads, but be careful with anti-seize because it sticks to things tenaciously and readily transfers to unwanted surfaces.)

Once the hub/drum assemblies were removed, I disassembled the rest of the rear brakes and external



axle seals. I had trepidation about pulling the axles to repack the outer axle bearings – I heard the stories about the thrust block falling out during axle removal and all the machinations required to reinstall it – so I used a needle to inject new wheel bearing grease into the bearings. Using the procedure found in the manual, I determined that the axle endplay at about 0.015" was out of specs. Simply removing the 0.010" shim from the shim pack on the right axle brought the endplay to 0.0045", which was acceptable.

There was some question about whether thin paper gaskets on the flanges of the axle tubes would affect the endplay, but apparently they do not.

Assembly of the rear brakes with all new parts, including the rare-as-hens-teeth ¾" bore wheel cylinders and outer axle seals went smoothly. During the operation, I learned what the fifth hole in the seal cover is for – it is a drain hole so any fluids that make it past the seal will be discharged outside the brake backing plate. I purged all the hard brake lines and installed a new flexible rear brake hose, which required removal and reinstallation of the hose bracket. Then I started cleaning the tapered end of the axle and its mating surface in the hub/drum assembly. I smoothed all the mating surfaces with 2000 grit wet-or-dry and then cleaned them

REPEATEDLY with several solvents, finishing with fresh methanol. I had read the horror tales of installing the hub/drum assembly into an axle that was not scrupulously clean and I heeded the warnings. After assembling the parts, I used Bob Johnstone's torqueing procedure of tightening the nut until it binds and then tightening it further until the cotter pin could be installed into the next slot in the castellated nut. This procedure will give some of you heartburn, but in my defense let me say that I used my 150 lb-ft torque wrench to test this torqueing method and found that once the nut bound, 150 lb-ft would not align the next castellation slot with the axle hole. It is my assumption that the torque necessary to turn the nut rises very rapidly with nut rotation once the nut binds, so I'm pretty sure the tightening torque is more than 170 lb-ft.

I did not button up the rear brake lines at this point because I wanted to purge the rear brake lines and hose with fresh brake fluid before attaching the lines to the wheel cylinders. Because every part of the braking system was new – did I mention that I had installed a new dual-outlet master cylinder and power booster? – I thought long and hard about filling the system with DOT 5 fluid. Ultimately, I opted for DOT 3. Installation of the dual-outlet master cylinder required some replumbing of the brake lines. Fortunately, I was able to break into the system at a junction

New acquisition… continued

. I should mention that some previous owner had bypassed the hill holder, which I probably would have done, too, if it was still in the system. Removal of the hill holder and associated mechanisms revealed a broken mounting flange and a frozen actuator. The hill holder has become a paperweight. I can do the brake-clutch dance and modulate clutch engagement on hills, thank you very much.

Removal and inspection of the front brakes revealed that the 50+ year old Dunlop pistons were beyond salvaging. However, as with all the original parts removed from the car, the front brake assemblies are saved in my barn, so any subsequent owner can restore the car to its original condition. The only worry I had about installing the Turner disc brakes was whether I could get the shrink-fit seal collar hot enough to fit over the existing seal surface on the spindle

No problem with MAPP Gas. As previously mentioned, assembly of the new brakes went smoothly and everything fit as it should. The only surprise – and I guess it should not have been surprising – was that the bleeder valve is metric (12mm). After bench bleeding my new dual-chamber master cylinder, I tapped in the new brake lines and bled the system using my own one-man procedure. Whenever I bleed brakes, I use a long length of clear tubing that I loop over a point about 6-8" higher than the bleeder valve and then insert into a jar on the garage floor. That way, any air that emanates from the wheel cylinder of brake piston travels up the tube and only brake fluid remains in contact with the bleeder. When the brake pedal is released after each stroke, brake fluid is sucked back into the system. Occasionally, air will be sucked back through the threads of the bleeder if it has been opened too far, and the resultant bubbles will be seen on the next brake stroke. (It takes a few seconds for the air to percolate through the 6-8" head of brake fluid; plenty of time to see if there are any bubbles.) If that happens, I close the bleeder completely and then just crack it open slightly. With the pads seated against the discs and the rear brakes adjusted, the brake pedal was high and solid.

When I purchased my Avanti, there was no radiator or shroud to be found, so I opted to install a new aluminum radiator and dual 10" electric puller fans. I'll get into that and the associated challenges next time.

. Getting Ready for St Louis

Story By: Jon Stalnaker

Well, Wayne's got my car again and he's tweaking it in preparation of the St Louis trip that will put about 5000 miles on it. I've been driving it and it seems to be running just fine. There are, however a couple of items that need some attention.

One of the things Wayne did was to fabricate the door mechanism that converts the stock pull out handle to operate the bear claw latches. The fixture he made had a tendency to bend so he took them back out and stiffened them up. (See picture) Another issue was the handbrake. After relocating it so I could pull it out with the gear shift selector in the drive position, it didn't have the leverage to make the hand brake stop the car. He is installing an electronic hand brake that will work with the touch of a button. Hopefully that solves that problem.

There is also a small drain on the electrical system. If I don't drive the car for two weeks, the battery goes dead. I've been hooking it up to the battery tender as a temporary fix but we need to find the problem. So, out comes the dash again.

Wayne is very thorough so I have every confidence that it will be ready to make the trip. So far it's just Carlene and I, Pat and Mel making the trip. If someone else wants to join the caravan, please contact Pat. The more the merrier.

Karel Staple Chapter of the Studebaker Drivers Club
Award Application

A Karel Staple Chapter award in the amount of $250 up to $1000 will benefit a student pursuing automotive field of study, including but not limited to: preservation, restoration, auto body, maintenance/repair, design, automotive history, etc. **This award is also available** to a public school to obtain, automotive repair equipment for its program.

Recipients must use the award for the current or following school year. The award cannot be deferred.

Student applicants must submit a teacher's letter of recommendation with their application.

Automotive programs applicants must submit a letter of approval from their supervisor/principal of their proposal for the automotive program.

Completed application must be **submitted by June 1, 2015**.

The following criteria will be used to select the recipient: teacher letter of recommendation; automotive school proposal; a Karel Staple Chapter member letter of recommendation, an evaluation of the answers on the application.

Proof of enrollment may be required after the award has been awarded and/or proof of automotive project completion.

The award decisions will be made by members of the Karl Staple Studebaker Drivers Club at a future meeting. The award decisions are final.

For Student applicants: In an attachment,
briefly describe your interest in automobiles,
how you will use this award,
and why you should be the recipient

For Automotive Program applicants: Submit a brief proposal including,
how many students successfully completed the program in the past,
how this award will benefit students,
and how the award will be spent.
Attach a proposal for purchases or repair of equipment including,
the type of equipment/repair,
the dollar amount needed, and
the place where the equipment will be purchased or repaired.

Name of the Award Applicant _____
Applicant's Address _____
City _____ Sate _____
Home Phone _____ Call Phone _____
Current School/Current Program _____
Name of Current School/Current Program _____

Name of Program Applicant _____
Program Applicant's Address: _____
City _____ State _____
Name of Program Instructor _____
Program Phone _____ Cell _____

For an application to be complete, the following MUST be ATTACHED:
Student Recommendation from a Teacher/Program supervisor
Program Supervisor/Principal Recommendation and Approval for Automotive Program
If available, attach a Karel Staple Chapter member letter of recommendation
Attach your answers to Question 9.

Return completed application (with all required attachments) to:
LaRee Brunelli, 4600 Stollwood Dr. Carmichael, CA 95608

Applicant's Signature _____ Date _____

ADVERTISEMENTS
CARS, PARTS, SERVICES

To place a for sale ad for cars, parts, or services, contact Dean Sumpter at carvin9755@gmail.com or 916-753-6003.

Parts for Sale

Passenger door for Avanti **$300,** V8 2 barrel air cleaner - cleaned and painted **$55,** Delco 12Volt generator - good condition - cleaned and painted **$30,** 1960-64 Champ PU right side New reproduction floor panel **$125.** 1957/58 S57 supercharger (missing carb and air cleaner) **$750.** Misc bumpers and brackets for 53 through 1964 C&K **$125 each.** Misc trim and moldings for same, various prices. Many parts for 53-54 C&K models **- Contact Dean Sumpter** carvin9755@gmail.com **916-753-6003**

Reconditioned heater core (under the seat) for 1953/54 coupe/hardtop. Parting out a 1954 Champion 4 door sedan and sheet metal, trim and small parts for a 1953 Commander 4 door sedan. **Contact Art Smith 530-743-2942, lucky7@succeed.net**

Cars for Sale

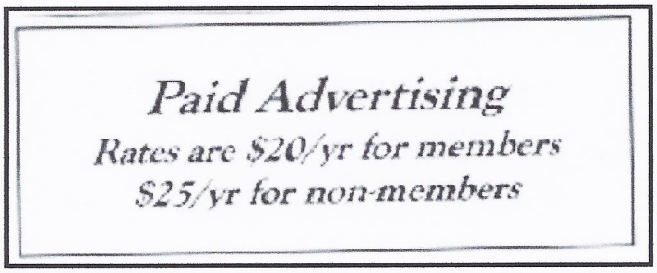
Art has a friend with a 1928 Whippet 4 door, car is complete but rough. Includes a rebuilt engine. **Contact David Cancini 209-957-3314**

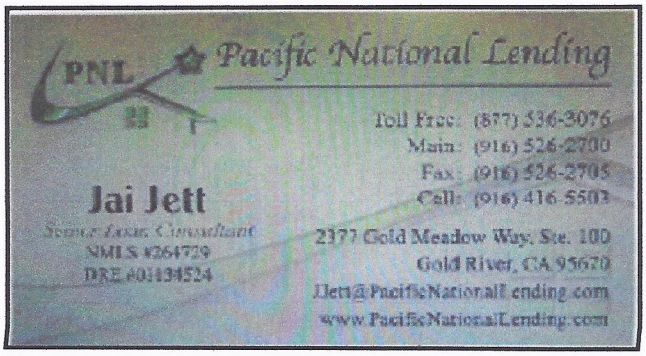
Cars/parts Wanted

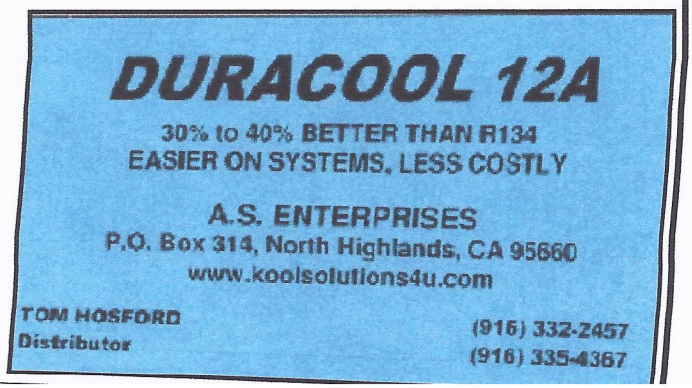
Need windshield and fuel tank for 1961 Champ pickup truck. - **Call John Cook 209-966-3794** Mariposa, Ca.

Need windshield for 1964 -66 Daytona or sedan. **Call Dave at 530-517-2405**

This Space is Available For Your Business or Business Card ad.







National SDC Application

For SDC National membership:
Please mail check or money order to:

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

Includes monthly publication of Turning Wheels Magazine

___	First year membership w/periodicals class mail	$24.00
___	Regular membership w/periodicals class mail	$31.00
___	Regular membership w/ first class mail	$60.00
___	Student/young adult (up to 22 years old)	$24.00
___	SDC membership without Turning Wheels	$10.00

To use Visa or Mastercard call:
(763)420-7829 fax (763) 420-7849
or email: sdc@cornerstonereg.com for more information.

Name:_____
Spouse:_____
Address: _____
City:_____ St:___Zip:_____
Phone:_____
Email:_____

If new member, source of referral:
_____

Please list Studebakers, including Year, make, body style on separate page.

Karel Staple Chapter Application

All members of local chapters must be members of the National Studebaker Drivers Club
SDC #:_____

Membership dues are $20 Annually

Name: _____
Address:_____
City:_____ St:___ Zip:_____
Phone: (___)_____
Email: _____
Referred by: _____
Birthday (Mo) _____ Spouse:_____

___ YES, I would like my newsletter emailed to me each month.
___ NO, I would not like my information to be published on our roster.

Please list Studebaker (s) owned:
1._____
2._____
3._____
Year Model Body type

Name Badge Application:

Name: _____
(may be a nickname)
Spouse: _____
Name badges are $8.00 each $_____
Membership fee: $ 20.00
Total enclosed: $_____

Make check payable to:

Karel Staple Chapter SDC

Mail to: Linda Barnard
7300 Sylvan Grove Way
Citrus Heights, CA 95610
or call: (916) 213-8989

KSC CALENDER of Events 2015

Note: Hosts, please review your scheduled events for accuracy. Notify your editor should you need any corrections made.

Sunday, July 19th – Napa social/potluck. 2140 Coronado Ave., Napa, CA. Arrive at 11:00 am. Hosts: Frank & Johanna Smith 707-255-5108. All are welcome!

Sunday, August 2 – Yuba City – Tour of Mel France's new museum. 2241 Hooper Rd. Yuba City, CA Host: Mel France 530-674-0327.

Aug 16 – 22, 2015 – 51st Studebaker Drivers Club International Meet, St. Louis Missouri

Sunday, Sept 20th – Sacramento Annual Auction/potluck. 1129 Weber Way Sacramento, CA. Arrive 11:00 am. Hosts: Rick & Johna Pierce 916-442-5984. Meeting will include our annual auction. Bring Studebaker and car related items. Proceeds of the auction go to scholarship fund. All are welcome!

Oct 9 – 11, 2015 – PSW Zone Meet Henderson, NV. Hosted by: Tumbleweeds Chapter

Sunday, Oct 18th – Olivehurst – 4074 Mary Ave. Olivehurst, CA Arrive at 11:00 am for social/potluck. Call Pat Dilling for more information at: 530-743-4176

Sunday, Nov 15th – UC Davis Arboretum and Picnic lunch. 11 am. Darrell and LaRee Brunelli Hosting.

Sunday, Dec 6th – Annual Xmas Party. Ed and Laurie Sumner, 5115 Deerwood Dr. Shingle Springs. (530)676-2736

Directions to This Month's Meeting

August meeting is at Frank and Johanna's in Napa

Sunday, July 19th, 2015

Please bring chairs and maybe a sweat shirt because it is sometimes foggy in the morning. We will provide the Ham and the rest is a potluck,

Directions:

Take Hwy 12 (Napa/Sonoma) exit off I 80
Take right on Hwy 29
Take Downtown Napa/Lake Berryessa exit on right
Turn right on Shelter Ave (Arco on Corner)
Go Straight about 4 blocks to Coronado Ave
House is on corner of Coronado and Shelter

Our Pot Luck System only works when you follow the breakdown listed below. Sometimes, not even then.

Members with the last name starting with A thru G—Bring a Dessert
Members with the last name starting with H thru M—Bring a Salad
Members with the last name starting with N thru Z—Bring a Main Dish or appetizer

Karel Staple Chapter Officers

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Salt Lake City UT 84119
studeguru@gmail.com

Regional Manager, California-
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551 E. Industrial Place
Palm Springs CA 92264
carbuffs@yahoo.com

For insurance purposes and also to comply with SDC Bylaws governing chapters, all members of a local chapter must also be a member of the National Club. Don't forget to renew your National membership.

For a look at the pictures in color
Visit us at:
www.Hawktalks.com

Hawk Talks
Karel Staple Chapter
PO Box 1
Dixon CA 95620-0001