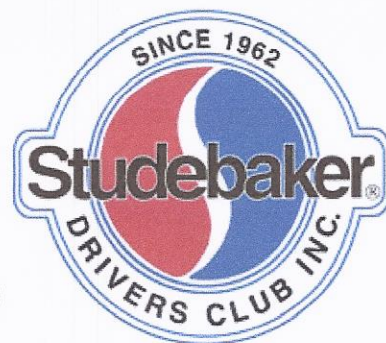


January 2016

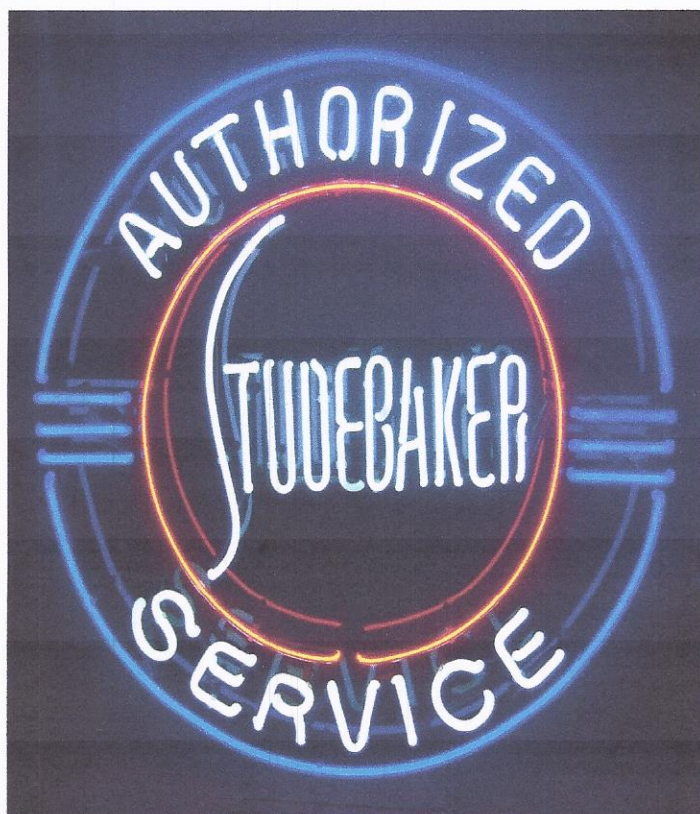
Volume 16, Issue 1

Hawk Talks

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



***Steve Rainville Our New
Club President (Recycled)***



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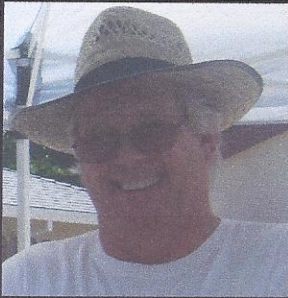
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President's Message

January 2016 By Steve Rainville



Hello Everyone
I trust everyone had a good Christmas and a Happy New Year. The first thing I want to say is a big thank you to Pat for such a fine job he's done the past two years, well done Pat.

It has been a few years since I've held this post so bear with me till I get used to it again. With great power comes great responsibility.

Anyhow all kidding aside I do hope to see the continued good turnout at our meetings and get together. The club has grown and many members have contributed much to make the many events very successful. I can only hope this will continue and we can have even more fun with friends and cars in new places.

Secretary Report January



There was no business meeting this month because we had our annual Christmas party and White Elephant gift exchange. 39 members and 1 Studebaker were at the meeting. Rick Anderson and his mother, Darlene Anderson drove her 63 Lark

Wagonair to the meeting at Ed and Laurie Sumner's beautiful home.

Thanks to Ed and Laurie for a wonderful time.

- Frank Smith won the 50/50 raffle and took home 72 big ones.
- Next meeting is at the California Auto Museum in old Sacramento, hosted by Jon Stalnaker.
- Turlock Swap meet is on January 30th.

• **Dues Are due!**

Editor's Corner

By Brian Challender



Hi Studebaker folks, Happy New Year!

I apologize for the lateness of the newsletter this month. We've had some health issues to deal with and things got behind.

This month at the California Auto Museum is the Cavalcade of Cars featuring our own club member's Studebakers. Be sure to check them

out when you're at the next meeting.

Speaking of health issues, due to Dean Sumpter's wife's illness, and being the new year, there will be no advertisements this month until I can get a handle on the ads section. If anyone has ads that should be in, let me know and I'll get them in next month's newsletter.

Since I took over the Editors job and tried to fill the big shoes that Jon's legacy left me, things have changed in my life. I'm now working full time (40+ hours) and my free time has been drastically reduced. Although I do enjoy creating Hawk Talks each month, it is getting to be a bit of a struggle. So just throwing this out there, if anyone would like to take this on, let me know.

Karel Staple Clothing Drive

To start the New Year, please consider checking your closets and drawers for clean clothing in good condition to donate to children, teens, and adults. Once again students of all ages in the Center USD have a need for clean warm clothing which will be a big help for them to attend school. If you have items to donate, please bring them to our next meeting.

P.S. If you got a clothing gift that you hate or is the wrong size, please consider it for donation too.

Club calendars have been printed and were available at the December meeting. We will have them at the January meeting. If you want one, please let Perry Knopf know so it will be available. If you have previously told him, it is available. Let Perry know at fpstude@aol.com or 916/944-3553.

Thirteen States in a Studebaker – Part 4

As previously mentioned, the trip back on Route 66 was intended to go at a more leisurely pace. We just entered Oklahoma last



night and making it to Texas by the end of the day, while possible, was not high on the list of what we wanted to do. We had to traverse the width of Oklahoma and there was much to see on this day. It was Sunday and most places were closed but this was a personal leg of the trip so that didn't really matter. You see, Carlene's family came from Oklahoma so this was more of an opportunity for her to revisit her youth. Besides, we could easily make it to the western edge of the state and still be in Amarillo by morning the next day. Even though I am not a country music fan, I must admit it felt good to be able to say that.

Carlene's grandparents used to live in a beautiful old house in El Reno and the memory of that home was something she often talked about. She had not seen it since she was 19 years old so if you know Carlene, you know that was a long... long time ago. Mel was awesome as he was up for whatever we wanted to do. But first was to go through Oklahoma City as that was part of the "Get Your Kicks" song. "Oklahoma City looks mighty pretty" is what they said in the song but I was a little underwhelmed. As a matter of fact, I spent so much of my time looking for something that was mighty pretty to get a picture of, that we were

almost out of town before we finally snapped a decent photo. Most of the roadway through was a snarl of freeway that consumed my concentration but I did get a couple of pictures once we got on surface streets. I saw a nice curio shop called Vintage antiques but I was 3



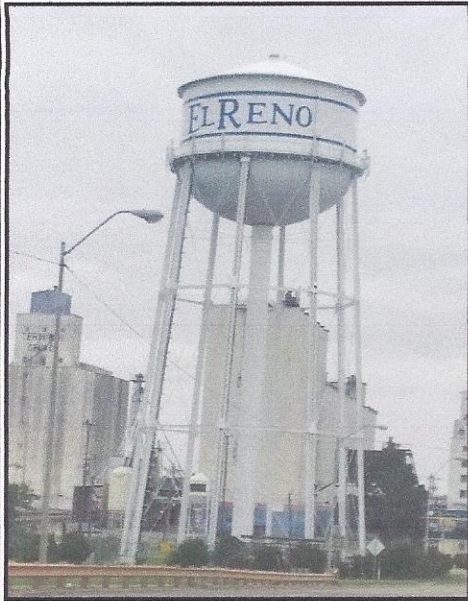
lanes over in bumper to bumper traffic so we snapped a picture and said maybe next time. The next town we drove through was Yukon and I snapped a picture of the sign because it



claimed to be the home of Garth Brooks. I know I said I was not a country music fan but this is country music territory and I have a good friend that named her dog after Garth. The big grain elevators were looking familiar to Carlene so her memories were flourishing. El Reno was our next destination and we would be there in short order. We did experience more rain but were getting used to it. My

biggest fear was getting caught in a hail storm and as we were driving through town, we passed a sign that stated "we repair hail damage". We went by too fast to get a picture and I didn't want to turn back but I kinda wish I had. It would have been a nice illustration for this story.

Coming in to El Reno was a giant water tower that was still there and looking good. We drove



further in and came across two giant murals celebrating this stop on the mother road. We drove up and down residential streets looking for her grandparents' house but to no avail. Nothing was ringing a bell and the town looked

much different from what she remembered.

She didn't have an address so after driving around in circles and not stimulating any memories, we gave up. And Mel, well he was following along behind us pulling a trailer and not complaining. (What a guy!)



It's still a little

early but we looked for a restaurant that might be open on a Sunday. We weren't gonna find one in El Reno so back on the road we go. We made it to Weatherford and exited to find a place to eat. So far we had not eaten at a McDonalds or a Denny's and we wanted to keep it that way. We saw a sign for a place called Lucille's Roadhouse and that sounded right up our alley. Unfortunately we drove past it and had some difficulty finding it, but we did after backtracking a bit. I'm really glad we went back as it was a great Route 66 themed eatery and we had a good meal then set out to find a place to stay.

We made it to Elk City which was close to the Texas border. We found a nice hotel and settled down for the night knowing full well we would cross into Texas first thing and would not have any difficulty making Amarillo by morning; another milestone within reach. Now it's time to disconnect the battery and call it a day. Today we drove 283 miles on Route 66. We didn't get to another state but we spent some quality time in El Reno and got a good look at Oklahoma. I went to sleep thinking that we were maybe going a little too fast. What we needed was to take more time looking around. Be careful what you ask for, as you will find out in next month's story.



Steve Rainville's 55/53 Coup Part 2

By Brian Challender

By mid January we had completed all the brake modifications and taken care of some leaks we had discovered. It was time to take a look at the heater/defroster systems. After disassembling, cleaning, and painting, all the sheet metal, new 12 volt motors that were bolt in replacements were found at the local auto parts store and installed. Rick Pierce had a 12 volt wiper motor in his stash of parts, and after taking it apart and cleaning the inside it was test run on the bench.

The steering column was removed and the 3 speed column shifter parts that were no longer necessary were taken out, and a cover for the shifter arms was fabricated. After painting, the new turn signal assembly was installed. Steve had a deluxe steering wheel that he wanted to use, but was in less than perfect condition. Using J.B. Weld, and a lot of sanding, a final 2 tone paint job was applied.

Over the next 2 months I put together an instrument cluster after cleaning and painting the parts of 3 clusters to make one good one. The gages that were



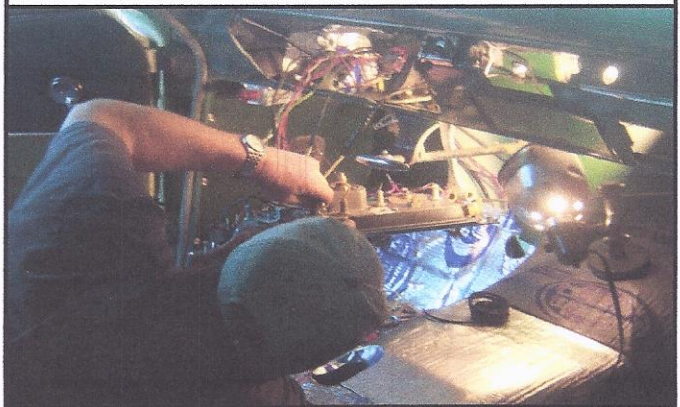
used were tested, a voltage reducer was installed, and all the wiring, lamp holders were replaced to insure its reliability

At the same time work on the mounts for installing the Subaru bucket seats in the front was being done. We had a couple of false starts on that before we got it right. The heater core under the passenger front seat made this a real challenge, as well as the rear floorboard footwells!

The floor and firewall were covered with a sound/heat barrier, and insulation above the new headliner to help keep the interior cool in the summer.



A lot of wiring was also being accomplished. A new wiring harness for the tail/stop lights and the back-up lights to the rear of the car was put together and installed. And the trunk light was installed. The back-up lights and trunk lights were LED lamps that Steve had acquired that put out twice the light with a quarter of the power consumption. A new wiring system was designed for



the whole electrical system. A new fuse block using modern fuses and relays for the headlights and Climatizer was utilized, and power distribution blocks for switched and battery power were incorporated into the new electrical system. All new wires throughout the car to replace the 60 year old wires and to accommodate the new components were used.



After what seemed like the day would never come, the new engine and transmission were installed. We used my Backhoe front bucket with a chain to slowly lower the assembly into the engine well. A new hole had to be cut in the floor tunnel for the new floor shifter and gearshift lever. The overdrive wiring harness and driveshaft were hooked up. We then started on modifying the clutch shaft for the new transmission.



The usual radiator and hoses installation and the new air conditioning hoses which had to be custom fitted were completed. All the wires hooked up and we were ready to fire up the new engine! A couple of cranks, the engine caught, and the sound of a Studebaker V8 filled the air!

The rest of the story is adjusting things, putting the hood back on, and all the little things to make the car road ready. In a little over 6 months we had rebuilt, refurbished, or replaced with new every electrical and mechanical component on Steve's coup. It's now ready to hit the road for many years of (almost) trouble free operation.



Cleveland's Highway Law

Highways in the worst need of repair naturally have low traffic counts, which results in low priority for repairs.

Cohen's Law Of Secrecy

The best way to publicize a governmental or political action is to attempt to hide it.

Graditors Laws

1 - If it can break, it will, but only after the warranty expires. 2 - A necessary item only goes on sale after you have purchased it at the regular price.

Kirkland's Law

The usefulness of any meeting is in inverse proportion to the attendance.

Foaming Modern motor oils of today have anti-foaming agents blended into it, still, overfilling the engine crankcase can still result in foaming of the oil. Foam in the oil causes the oil pump to draw air instead of oil and the result is oil starvation and possibly subsequent bearing failure.

- 1 - Causes of overfilling can be inattention to how much oil is put into the crankcase without checking the oil level with the dipstick.
- 2 - Oil level being checked when the vehicle is on a steep incline.
- 3 - The original dipstick had been replaced with one having an incorrect length and reading.
- 4 - Dipstick not fully inserted into the crankcase.
- 5 - Checking the dipstick for oil level right after the engine has been shut down without waiting for the oil to flow back into the crankcase.

* A bit of advice for the young executives--- "He who laughs last does not get the raise."

- Trouble neglected becomes more trouble.



To Keep Cool . . . Your car, that is---- If you are inclined to use one of the many cooling system cleaners, be warned---- While some are powerful and loosen up rust and scale, this debris will land up in the tubes of your radiator, making for more of a cooling problem than ever. If your car overheats or loses water often, check the soft plugs on the lower side of the engine. These lead to the water jackets. If they have a trail of water seeping past them, then they are rusted and needs to be replaced. On V8 engines, generally the rear plugs goes first due to the mud and sludge build up there. You can replace only the one that is leaking if you wish but if 2 or more are leaking, then replace the works. Pry them out with a screwdriver or punch. Use a wire brush to break loose the sludge and then flush with garden hose. Remove the thermostat and run clean water from the engine top also. Install new plugs and have your radiator boiled out, pressure tested and all seams checked. When all is assembled, install anti-freeze to the recommended ratio to water to top it off. This helps in heat transfer and raises the boiling point also for one cool running Stude. It is said that the majority of the problems on the road are cooling system related. If there are any hoses that are soft and appear to bulge, it should have been replaced before the water and antifreeze was put into the radiator. Check the belt that drives the fan and water pump. If it shows cracks, then the belt needs to be replaced. If there is a squeal coming from the belt when the engine is suddenly revved up, the belt is too loose and needs to be tightened. The belt could also be worn so that it is riding on the bottom of the pulley groove instead of riding on the sides of it. If this happens, change the belt. The radiator caps are 4PSI that are used on Studebakers made in the 1940's. Later model cars use the 7PSI caps. The pressurized cooling systems creates a higher boiling point for the coolant. If the engine runs hot for no apparent reason, it may be due to leakage of pressure due to a worn cap. If the cap is replaced make sure that the replacement has the same dimensions as the old cap. Some caps are shorter than others from the top of the cap to the sealing flange. If the sealing flange does not extend down to the radiator filler neck flange, then it will not seal the pressure and in addition to that, the car when driven on city streets at lower than highway speeds would likely not lose any water because the engine is revving at

lower speeds, but at highways speeds the engine has more RPM's and the pump increases the flow of water. As this happens, some of the water escapes between the flange of the radiator neck and the flange of the cap and goes down into the overflow tube and lost. As the water is lost, the amount left in the radiator decreases to a point where there just isn't enough to cool the engine and it boils. As this happens, do not attempt to remove the radiator cap until the system has cooled.

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Standard for over half a century—over a million in daily use—strongest, lightest running and longest wearing.

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Made for every purpose by skilled mechanics who have made this particular branch of our business a most careful study—all backed by the Studebaker reputation for **QUALITY**.

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Includes monthly publication of
Turning Wheels Magazine

<input type="checkbox"/>	First year membership	
	w/periodicals class mail	\$24.00
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	w/periodicals class mail	\$31.00
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	w/ first class mail	\$60.00
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	(up to 22 years old)	\$24.00
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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 2016

Jan 24th- California Auto Museum- Host Jon Stalnaker Sr Potluck
Month of January – Studebakers in the Car Club Cavalcade at CAM

Feb 21st – Sam's Hof Brau – Host George Newhouse

March 20th – Host – Leon & Ronnie Cohen home -Roseville
April 16 – CCC Spring Fest Car Show

April 30th – All Clubs meeting at Grupe Park, Stockton – Host – Lou Van Anne Potluck

May 1st - Fair Oaks Car show

May 6-7 – Gold Rush Car Show, Oroville

May 19th- 21st – PSW Zone Meet – Atlantis Casino, Reno NV. Club meeting in Reno to be announced

June 19 - John M Studebaker Wheelbarrow Races, Placerville – Host Pat Dilling

June 25 - Burgiemen Car show, West Sacramento- Host Dean Sumpter

June 26th –Mel France home and museum -Yuba City Potluck

July 17th - Ed & Laurie Sumner Potluck

Aug 21st – Host - Frank & Johanna Smith's home – Napa Potluck

Sept 10th – Drive your Studebaker Day - Angels Camp – Hosts- LaRee & Darrell Brunelli

Sept 24th - Ironestone Concours, Murphy's

Oct 15 – CCC Octoberfest Car Show and Toy Run

Oct 16th - Auction- Host Rick & Johna's Home, Sacramento Potluck

Oct 21-23 – International Auto show, Cal Expo – Host Pat Dilling

Nov 12th - Back 40 BBQ in Roseville – Host Johna Pierce

Dec 4th - Justin's Kitchen Yuba City (Christmas Party) – Host Mel France

All of the above underlined dates are Club events. - editor

Directions to This Month's Meeting

California Auto Museum 2200 Front Street Sacramento CA 95818

From I-80west:

Take I-5 South at interchange

Exit I-5 Downtown 10th St.

Merge onto W St.

Turn Left on 6th St.

Turn Right on Broadway

Turn Right onto Front St. .2 Miles to Museum

From I-80 East: Business I-80

Take exit 48 for 5th St. Downtown

Slight Right onto 5th St.

Turn Right at the second cross street

Onto Broad St.

Turn Right onto Front St.

From I-5 North;

Take exit 518 Us 50 east toward Lake Tahoe

Keep right and follow signs for Broadway

Turn left on Broadway

Turn right onto Front St.



CA 99 North:

Take exit 298A CA 99 West towards

San Francisco

Take 10th St. Downtown exit

Turn left onto 6th St.

Turn Right onto Broadway

Follow down and make a Right turn

Onto Front St.

US 50 West:

Take 10th St. Downtown exit

Turn left onto 6th St.

Turn Right onto Broadway

Follow down and make a Right turn

Onto Front St.

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

Members with the last name starting with N thru
Z—— Bring a Salad

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 Main Dish or
appetizer

Hawk Talks
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Citrus Heights, CA 95610

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

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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.