

June 2020

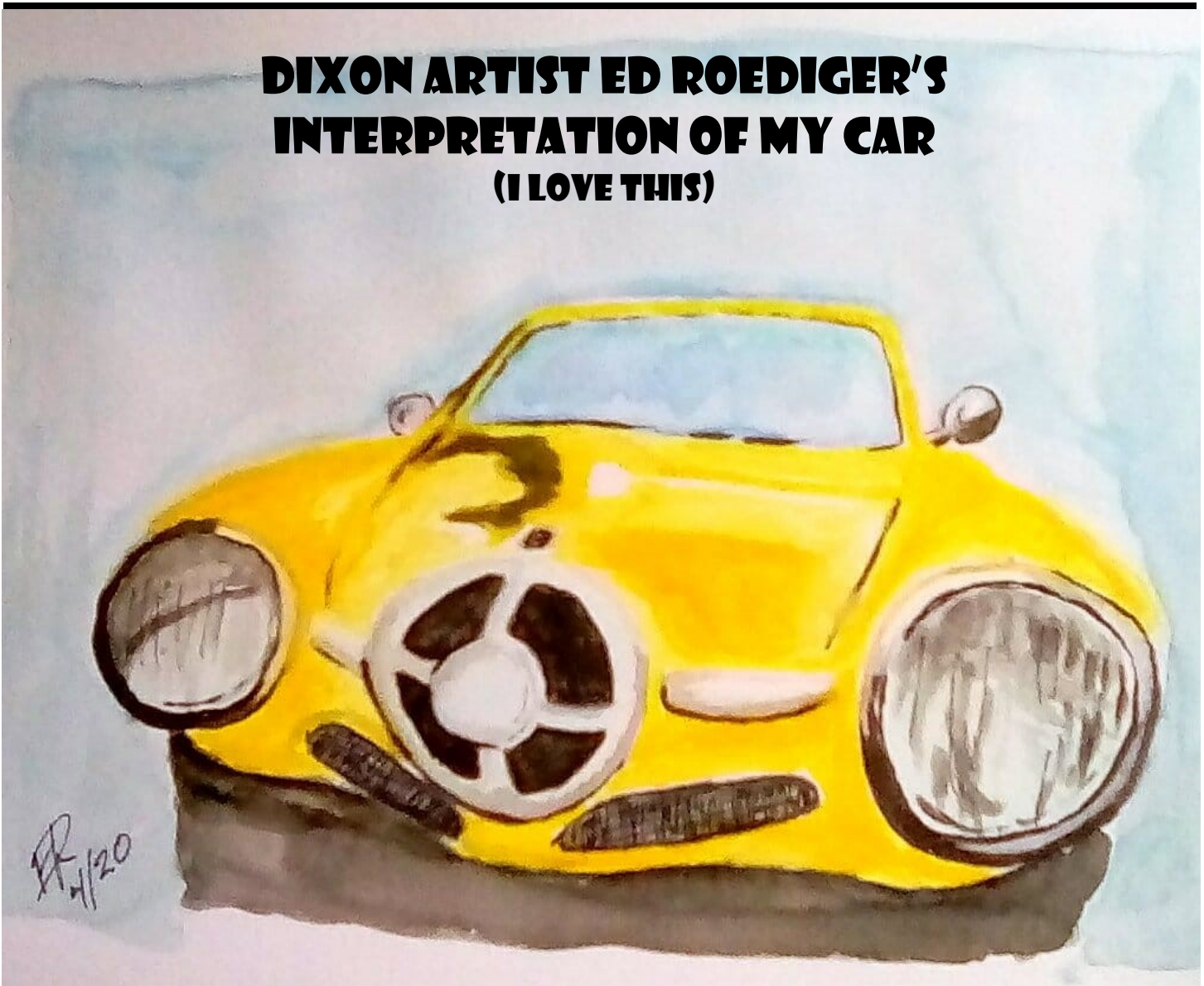
Volume 20, Issue 6

Hawk Talks

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



DIXON ARTIST ED ROEDIGER'S INTERPRETATION OF MY CAR (I LOVE THIS)



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President's Message

By Johna Pierce/President

I would like to wish all our Dads in the club a Happy Father's Day. As you have figured out we are canceling our June Meeting at the Elks Club.

I hope the world is more normal by July so we can finally have a meeting!

We are staying busy watching our granddaughters & they are ready to go for a ride in one of our Studebakers. On Social Media I am seeing lots of people working on their Studebaker's and finding parts.

Stay Safe

Johna



What Have You Done While Our Meetings are Cancelled?

By: Pat Dilling

It's been a tough year for graduating seniors and many communities are finding creative ways to recognize them. The Yuba-Sutter community held a cruise for the seniors and though it did not turn out exactly as intended, there were some Studebakers representing. Mel France brought his



Avanti II out, Pat & Kate Dilling rolled in with their 53 coupe, and our friends Harold and Janice Hill drew some cheers with their orange 2R5.

Pat

Shootin' the Breeze with the Studebaker Dude

Thinking About My Dad

I was thinking about my father on Memorial Day. I realize that Memorial Day is not about surviving veterans. That celebration is in November. My dad served in the Army during World War II as a medic, fighting in the Philippines. He was able to come home from that mess but I'm sure this holiday was more difficult for him as the carnage he experienced as a medic haunted him for the rest of his life. I don't even want to think about the young men he was unable to save, or even the ones he did save but were brutally maimed by the evils of war. As a result of this trauma that he never talked about back then, he found solace in alcohol and suffered an aneurism that took him out when he was five years younger than I am now. I lost my dad in 1985.

He was an outdoorsman and loved to fish and hunt. But he was also a master craftsman with metal. He called himself a body and fender man, fixing cars and trucks, some of which should have been total losses. It was a special talent with him, and he was well known around Stockton for his skills and abilities. I remember in the late 50s, he bought a Packard Clipper that was a total loss and he rebuilt the entire passenger side from scratch. It was a high-end car back then and we drove that car with our heads held high. You would have never known it was ever wrecked. Later, when I was on my own, I rolled a Scout truck over on the freeway. It should have been sent to the wrecking yard, but he brought it back to life, better than ever. I got to help him with that project. It is one of my most cherished memories.

My dad liked to barter and with his reputation, he had plenty of side work to keep him busy. That is, when he wasn't up in the mountains hunting deer or out in the boat fishing. He built plenty of bodies for race cars. His garage got sheet rocked by a guy that needed his stock car lightened up for the track. He made a dragster out of a Gogomobile. I remember him drilling holes in a Fiat Topolino body to lighten it up for the drag strip. I remember how upset he was when the guy he did all that work for, raced it one time and took the body off and tossed it only to replace it with a fiberglass one. I would have loved to have made a hot rod out of that Fiat body. But alas, I was too young at the time.

The coolest Drag car I remember him building was a Willys pickup. He cut the bed of the truck down to next to nothing and built some twenties era fenders that barely covered the huge drag slicks. I'd never seen anything like it, and I was dazzled by the look of it. I built model cars back then and built a Ford truck with the same shorty bed. It was a very cool dragster and was quite popular in the drag racing circuit. He built it for Panella Trucking in Stockton. It was seen in hot rod magazines and he was as proud of that build as I was proud of him for his amazing craftsmanship.



COMING UP...



Being stuck in the house, I was watching car shows and recorded a bunch of them from the CARS.TV channel. I was watching the episode from the Grand National Roadster Show when I had to stop the recording. I called Carlene in to look at it and she said I'd better get a screen grab of that one. There on the TV screen was that very same Willys truck that my dad had built. They completely restored it back to how it looked originally. It was the same truck that I remembered watching my dad build back in the early 60s.

I just wish my dad was still around to share that moment with him. I would love to ask him more questions about what it took to make that iconic drag racer. He was an artist with metal. Happy Father's Day, Dad. Wish I could call you this year.

Take Care of Your Studebaker—Or Else

By: Jim Goodland

The following is not an attempt to claim that inanimate objects are somehow able to communicate with people, but if they could, it might be similar to my experience with my '54 Studebaker.

A couple of days ago, I was in my house when I heard a car horn sounding loudly and continuously. At first I thought it was a neighbor's car, but going to my back door, I discovered it was from my Studebaker in the enclosed car port. Going out to the car, I was able to quiet the horn by simply jiggling the horn ring on the steering wheel. Later that night while in bed, I heard a couple of short beeps from the horn. The next morning I went out and disconnected the battery cable until I could go out and spend some time finding out what the real trouble was.

Fortunately it was simply that the three hold down screws on the horn ring were too tight. Marianne's joking opinion was that since I hadn't driven the car for several days, it was announcing it's annoyance. The only physical relationship I have with the car, besides owning it, is that it came off the assembly line on my birthday in 1954. Verified by the factory build sheet I got from the Studebaker Museum.



The only other possible and logical reason for the horn sounding on its own could have been that the outside temperature was cold enough to cause the hold down screws to shrink enough to complete the circuit between the horn ring and the two horns. I harbor no suspicions in these matters but it makes for a good story to relate around a campfire at night.

Permission is granted to other SDC publications to use material originating in this newsletter. We ask only that proper credit be given to the *Hawk Talks* and to the respective contributor or author.

The Grand Canyon State Chapter of the Studebaker Drivers Club is pleased to announce the 2020 Pacific Southwest Zone Meet to be held on October 9, 10, and 11, 2020 in Phoenix, Arizona. (Maybe)

As an incentive to get you to register before September 1, 2020, you will be entered into a drawing for a \$100.00 prize. For registration forms, please check out our website at www.hawktalks.com.

Thank you and we look forward to seeing you in October, 2020. If you have any questions, please contact Larry Vahe, Meet Chairman at (480) 694-3899 or 58pkhawk@cableone.net. **We haven't cancelled yet but still could.**

All pictures courtesy of Janette Raylene Tam

How bout we share some pictures from last year's Zone Meet...

Yeah... like the one where we won all that money?



Ooops, how'd that picture get in the slide show?



That's right...I won the beautiful Quilt!



This is MY truck next

I can't wait to inherit this truck



JUNE 2020 ADVERTISEMENTS

CARS, PARTS, SERVICES

Cars For Sale

These are all pickup trucks. All run and are currently licensed and driven.

*Got some new stuff...
Check it out*



1949 - \$15,000, 1949 with 4 speed - \$22,500, 1951 - \$27,500, 1953 - \$19,900, 1954 - \$19,900,

1955 flatbed - \$19,900, 1956 long bed - \$17,900, 1957 long bed - \$28,000, 1957 - \$18,000, and 1958 - \$19,900. Contact Larry Jones 530-933-3941 or email lwj1@yahoo.com

1960 Lark VIII - \$17,500. Contact Larry Jones 530-933-3941 or email lwj1@yahoo.com

1952 2 Ton Studebaker Truck Cab and Chassis. Running 6 cylinder engine 4speed w/ 2 speed rear differential. \$2500 Contact Dallas in Happy Valley (West of Anderson Ca.) 520-444-1840

Parts for Sale

12volt Delco generator works good, clean and painted \$25. Lark VI Script (2 Lark and 2 VI) - original not reproduction in very good condition, sell as set \$45 (reproductions are \$100) 1957-61 Hawk chrome fin caps R&L side \$50 ea or 2 for \$80. 1960-64 Champ L&R chrome horizontal bar type (not mesh type) parking light assemblies \$85ea 1959-66 Lark and 1959-64 Hawks Chrome metal Seat Hinge Covers \$75. NOS (New Old Stock) Hood Prop for 59-61 Lark or 60-64 Champ Pickup - \$10. STUDEBAKER chrome license plate holder, used needs touch up \$4. Studebaker Wheel black sweatshirt large, \$4. Turning Wheels magazines selling complete years from 1977 to 2000, price negotiable. Contact Dean Sumpter 916-753-6003 or carvin9755@gmail.com

1953-54 C&K models 2 piece drive shaft assemblies \$35 ea, several to choose from. 1953-61 C&K models rear glass \$250. 1947-52 Starlight coupe 4 piece rear window glass \$325. 1963-64 Hawk NOS L&R side grill housings \$150ea or both for \$250. 1962-64 Hawk upper chrome surround trim for rear glass very good condition \$65. 1953-61 C&K rear quarter panels \$250 ea or \$450 for pair. 1962-64 Dean Sumpter 916-753-6003 or carvin9755@gmail.com

Parts Wanted

Need clock and radio for 1954 Commander Coupe Contact Jim Goodland 707-718-6787

Paid Advertising

*Rates are \$20/year for members
\$25/year for non-members*



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Yuba City, CA 95993

530-933-3941

Karel Staple Chapter CALENDAR 2020

Because of the COVID-19 Pandemic, I have deleted the meetings that I know are cancelled. The ones still listed could also get cancelled, so be prepared for that to happen. Keeping your health and that of your loved ones is far more important right now. Please follow all suggested guidelines as we move through this situation as a planet united against this virus.

Sunday July 19th Cenario's Pizza in Dixon—Jim Goodland/Marianne MacDonald hosts

Sunday August 9—Napa Potluck 11AM 2140 Coronado Ave—Frank and Johanna Smith Hosts

More to come stay tuned

What's Else is Happening?? - Maybe

By Pat Dilling

Great shows and events to show off your Studebaker! Do the miles and get the smiles! **But only when it's safe to do so.....**

Please call before going to anything Until we know that we are in the clear...
The Studebaker wheelbarrow races are now planned for July 11th, in concert with the El Dorado County Fair.

To find weekly Cars & Coffee and Cruise Nights check here: <https://norcalcarculture.com/>



Directions to this Month's Meeting...

STAY HOME

Welcome New Members

Lynn & Evie Clark
Kelseyville, CA
1948 Commander Convertible
1931 Truck

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	\$29.00
_____ Regular membership	
_____ w/periodicals class mail	\$36.00
_____ Regular membership	
_____ w/ first class mail	\$62.00
_____ Student/young adult	
_____ (up to 22 years old)	\$29.00
_____ SDC membership without	
_____ Turning Wheels	\$12.00

***** Note Increased Prices**

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.

In an effort to offset the price increases, discounts for 3 and 5 year memberships are now available. See the back page of your Turning Wheels magazine for the discounts.

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 \$10.00 each \$ _____
 Membership fee: \$ 20.00
 Total enclosed: \$ _____

Make check payable to:

Karel Staple Chapter SDC

Mail to: Johanna Smith
 2140 Coronado Ave
 Napa CA 94559
 or call: (707) 255-5108



Tech Tips

by: Studebaker Mike

*Thanks Mary, for helping us out
with a tech tip this month.*



Tech Tip

Spring Showers Bring Driving Safety Hazards

Worn out tires and windshield wiper blades are symptoms of neglected vehicle maintenance that put drivers and passengers at serious risk during the typically rainy months of spring.

Thin tire treads create hazardous driving conditions when water builds up on the roadway, according to the Car Care Council. Deep tread accommodates accumulated water; thin tread does not. Thin tread causes the tire to hydroplane – ride up on a film of water, losing contact with the pavement, similar to driving on ice. The simplest way to check tire tread depth is with a penny. Insert the penny into the grooves of the tread. If you are able to see all of Lincoln's head, the tire needs replacement.

Rainy weather also affects driver visibility. Because 90 percent of driving decisions depend on good vision, a clean windshield is imperative. Streaking and smearing impair vision and are caused by worn windshield blades. One out of every five vehicles that went through the Car Care Council's check lanes had worn wiper blades. "Replacing worn wiper blades is easy and inexpensive," said Rich White of the Car Care Council. "Why put it off until there's a downpour and your blades are chattering and smearing the windshield?"

With Thanks to - Gulf Coast Cruiser
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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.

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

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