

February 2015

Volume 15, Issue 2

# Hawk Talks

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



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### President's Message By Pat Dilling

I hope everyone's 2015 is off to a good start. How are your winter Studebaker projects going? We all want to know about them. Please provide updates to Jon so he can share them in our newsletter. I can't wait to see them!

This month we are showing off our Studebakers at the Sacramento Autorama February 13-15 at Cal Expo in Sacramento. Even if you are not displaying your car, come on out and join in the fun at our display. This year we will be in one of the 8 Expo Center buildings just inside the main entrance.

And speaking of showing off, how many of you wear your Studebaker gear even when you are not out with your cars? I am talking about hats, shirts or jackets. I am always pleased when someone notices my Stude stuff and it gives me another chance to talk about my car and the Studebaker Drivers Club. Many people are amazed to know the cars are still around, and often impressed when I tell them about the club. Be sure to carry a picture of your car to show them. And, there is always the chance to educate someone who has no idea what a Studebaker is!

Happy Valentine's Day everyone, hope to see you at the Autorama, or at our meeting at the Hof Brau, or both!



**Bye Bye Connie**



**New Studebaker Dude in the Area**

My friend, Greg Glubka (you may remember him from the CCC at the CAM) just bought this at auction.

Now let's see if we can get him to bring it to a meeting.

**Jon**



## Editor Needed

Check out this really cool plaque. It's for First Place in the Senior Monthly Print Newsletter category of SDC newsletters world-wide. Also check out that really cool Press Pass in the headband of my fedora. You too could possess these treasures for yourself.

The press pass is free but you have to earn the plaque. It's pretty easy to do and I can give you pointers to accomplish this as I am now a newsletter judge and can let you know exactly what we look for. The press pass will get you in to car show events free. I know because I have used it for such purposes.

**Step up and give me a call, I will be glad to pass the torch and give you the tools to be successful. Just because I want to give it up doesn't mean it's a hard job. You can have a great time as I did.**

## Karel Staple Chapter Studebaker Drivers Club January Meeting Minuets By Linda Barnard

Sunday Jan. 18 2015 California Auto Museum  
Attendance: 30 members and 1 guest, 10 Studebakers

Our guest Ethan Phillips Decided to join the club at the meeting. Welcome Ethan!

Vice President Johna Pierce conducted our meeting as our President Pat Dilling was not able to attend.

Perry and Betty Knopf finished the club calendars and distributed them to those that had orders. They still have a limited number if you want one. Once again an outstanding job, they look great! Thanks Perry and Betty!

The members voted to renew our membership in the California Auto Museum for 2015.

We still need someone to take over as editor of our monthly newsletter Hawk Talks , Jon Stalnaker has done a great job for many years, but would like to step down and give someone else a crack at this very important position for our club. Jon says that he will continue to write articles, but would like to train a new editor to take over.

Steve Rainville is our new event coordinator. He will be letting us know about up-coming car related events in our area. In addition, he will be announcing our meetings in the Sacramento Bee.

The club passed by acclamation, to sponsor a trophy for the Pacific Southwest Zone meet in Las Vegas this up-coming October.

Dave Barnhart has been arranging a brunch and tour at the Grand Island Mansion on March 22 Cost is \$ 40.00 per person. 6 members are planning on going at this time.

The annual Fair Oaks Fiesta Days car show is coming up on May 3 . Registration is \$30.00. Contact Perry Knopf for details.

Day trips were discussed, including the Black Hawk Museum in Danville.

A motion was made to send a donation to the Studebaker National Museum for their Scholarship Program.



### Membership Report

As of this writing 28 members renewed this month and 1 new member.

**CLUB MEMBERSHIP DUES MUST BE PAID NO LATER THAN MARCH!** Club dues can be paid at the meeting or mailed to Linda Barnard . Make sure you've renewed your International Drivers Club membership. Look in the back of Hawk Talks for the mail-in form. You can

also renew on the Studebaker Drivers Club official web site.



Linda Barnard

Secretary/  
Membership Committee Chairperson



## New Acquisition By: Tom Piantanida

Not exactly a "Bucket List", but my short list of "must have" cars included an Avanti, preferably a four-speed R2. Over the years, my late wife and I purchased some of the cars on each of our lists, including a 1961 Corvette and a 1969 De-Tomaso Mangusta, and even after she passed away, I got a few more, including a Lotus Europa Twin Cam, a Citroen DS21 Pallas, and a 1956 Continental MkII. Although I never expected to find an R2 Avanti I could afford, to my surprise, one became available within the last month and only 60 miles from home – definitely a once-in-a-lifetime deal. I was the first caller (of many, I'm told) and the seller agreed to give me first dibs on the car, even though other potential buyers had made sight-unseen offers. The car had been stored indoors for ten years and then in a carport for the following four. It is definitely a project car, and unfortunately, not all of the pieces made the transition from storage to carport.



The body is in good enough condition that when the time comes, it can be scuffed and repainted with no major bodywork. The only broken glass is a crack in the windshield. Inside, the car needs a bit more – the front seats have decades worth of cracks and the dash has a few of its own. Carpeting is in good condition and will just need shampooing before being reinstalled – it is in my garage rafters at the moment. Mechanically, the car offers a few challenges, which is what I like best about the old car hobby. Since I am not a purist, I consider it my duty to update the car in ways that the manufacturer might



have done if he were building the car now.

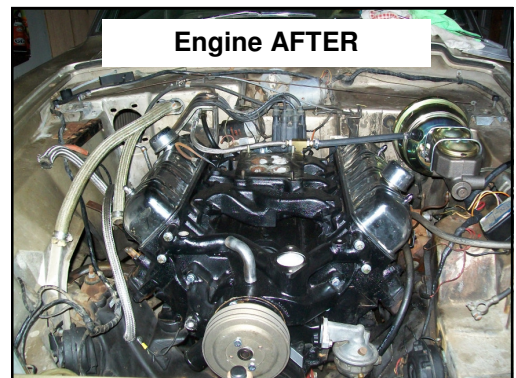
There was no radiator with the car, so that will allow me to install an aluminum radiator where the brass one lived, and perhaps even an electric fan, but that is yet to be determined. Vacuum testing the brake booster revealed that the diaphragm was no longer sound, and finding a little moist sludge in the bottom of the master cylinder told me that it was time for a new 8" dual-diaphragm brake booster and a dual-circuit master cylinder. (I save the parts that I take off the car so a future owner can restore and reinstall them.) I'm going through the braking system at the moment with an eye toward eventually replacing the wimpy front rotors with later vented models. The car left the factory with a hill-holder, but some prior owner had circumvented it, which is fortunate, because that's what I would have done, anyway.



It is too early to know the condition of the engine. The first thing I did was to drain the oil, and the first discouragement was that a cup of water came out of the pan first – never a good sign. I'm hoping that the water was introduced via the crusty carburetor, which was accessible to the elements the hood had been removed from the car. To purge any remaining water, I

put a quart of methanol into pan and after a suitable wait, I drained that. I followed that with two quarts of oil to chase any remaining water/methanol mixture – I saw none when I drained the oil. I pulled the plugs and squirted Marvel Mystery Oil into the cylinders and let the whole shebang set overnight with the drain plug out.

Next day I filled a new oil filter and installed it and then filled the engine with the appropriate quantity of motor oil. I pulled the valve covers off and checked to see if there was any lubricant on the rocker shafts – there was. I slid the rocker arms aside and lubed the shafts with Marvel Mystery oil. Of course, I could not slide all of the rocker arms. I pulled the distributor, and – amazingly – found that the oil-pump priming tool I had



Continued from Page 4

made for my racing Corvair engines worked on Studebaker V8s. Spinning the oil pump resulted in oil oozing out of the rocker arms, so I rotated the engine by hand two revolutions while the oiling system was pressurized. I should mention that there was no water in the oil coming out of the rocker arms, and no frothy white oil/water suspension, so I believe the water is out of the oiling system. A compression test indicated that all cylinders were at 120 PSI +/- 10 PSI. Those readings are lower than I would have wanted, but the starter was tired and not spinning the engine very fast. I want to believe that that is the reason for the low readings. I checked the clearances on the valves and found that I needed to make very few adjustments to get the intakes to 0.025" and the exhausts to 0.027". If the engine ever runs, I'll check the clearances hot.

There was no supercharger included in the sale, so I scrounged one by searching craigslist around the country. The original Avanti supercharger is the Paxton SN60, but I found and bought a used Paxton SN92, which is virtually identical. I found that the supercharger mounting bracket that came with the car does not fit onto the engine. One of the mounting bosses is in the wrong place, so it fouls the mount that it is supposed to attach to. After numerous measurements, I concluded that the bracket needed to be modified, so I contacted my local welder – he replated the bottom of my Lotus chassis, added a skidplate under the fuel tank on my Rancho, and made new mounts for the traction bars on my Silver Hawk – and he now has the bracket.

There are lots of other things that I can do while waiting for the brake parts and the supercharger bracket. One is "rebuilding" the carburetor that was on the car. It is the wrong one and it was pretty crusty – aluminum oxide, you know. The correct carburetor needs to be sealed because the supercharger system is a blow-through affair. I've saved the top of the carburetor – a Carter AFB – and I will order a Carter replica made by Edelbrock and swap in the original AFB top. The only other thing I will need to get is a sealed accelerator pump. Fortunately, Edelbrock makes one for their marine carburetor that will fit what I have. Once I get the carburetor built and the rebuilt starter arrives, I can see if the engine is salvageable. If it is bad, I will have to rebuild it as the numbers stamped into the engine block are VERY important to Avanti enthusiasts, i.e. worth big bucks on resale.

I've disassembled the rear brakes, which on the Studebaker Avanti means pulling the rear hubs off the tapered axles – no easy task. The passenger side brakes looked new and the wheel cylinder was clean and dry; the driver's side was another story. I've ordered new stuff for the brakes, but the rear wheel cylinders on 1963/64 Avantis are not shared with other cars, so they have been special ordered. Front brakes on most '63 Avantis are discs, which mine has; but I can't believe how wimpy the discs are – about 3/8" solid discs – and the calipers are the two-puck variety. One of the Studebaker parts vendors sells replacement front disc brakes with larger vented rotors and single-piston calipers. Eventually I will install those, but in the meantime there are lots of other things to do. One added advantage to having acquired the Avanti is that I am becoming thoroughly acquainted with many of the Studebaker vendors, all of whom have been knowledgeable and helpful. More later.

**Tom Piantanida**

## A Beautiful Adventure!

By: Perry Knopf

On a recent repositioning cruise one of our ports was Malaga, Spain. Pre-cruise research showed the city did not have a hop-on-hop-off bus system. Included in the tourist information was publicity for carriage tours and a list of museums. For some reason, the Picasso Museum appeared to be the most sought after at the tourist information center. However, on the list of 19 museums was an automobile museum.

The tourist information clerk gave us two choices to get to the automobile museum: take a 45 minute walk to the museum or walk across the street and catch bus number 16. We managed to have the required correct change and our bus driver got our broken Spanish plea for help to where to get off. The automobile



1931 Studebaker President. Part of the description stated, "Typical American car that can be seen in many Chicago gangster movies."



Table and chair set made from wheels and tires

museum is located in a former tobacco factory that was built about 1915 and operated until about 1970. The buildings have been beautifully restored and featured beautiful Spanish wall tiles and balcony balusters. The courtyard has beautiful flowers and trees. The entrance to the museum featured a large car-part sculpture and table and chair set made from wire tire rims. This adventure was looking hopeful.

The automobile entrance featured a collection of about 50 mannequins with couture fashions! Additional mannequins with couture fashions were next to the majority of the 85 cars shown. This definitely showed history by putting high-end cars with corresponding period pieces of high-end fashion.

## Need Parts? Bob Peterson is Cleaning House

By Bob Peterson

I have been dealing in Studebaker parts since 1993 but have been in the club since 1968. Over the years I have owned about 300 Studebakers, one way or another, some as nice cars, some as drivers, lots as projects for others and some as just parts car.

As one gets older less and less things get done or at least not as fast, so things do pile up and get out of hand. That is the case with me in the parts that I still need to deal with. Having a place to do something like this needs to be rather large and here in the San Francisco Bay area they don't come cheap as is the case with my 4000 sq feet of building in Hayward. Right now between the cost of having this size building and the land lord trying to keep old cars and extra parts out of the parking lot, I can see things winding down on my part as a Studebaker parts vender.

Funny how things go, just when one wants and needs to cut back other people come along and would like my help in selling and moving their collection of cars and parts. At age 73, I might be out of my mind to take on any thing else. I have, over the years, made trips east and never gone without my trailer loaded down with Studebaker parts for people in the Midwest and east where rust is their biggest problem. Things like fenders, doors, hoods, trunk lids and frames are just too hard to try and ship so delivering along my way east has worked out very nice for both the buyer and my self.

With my wife being handicapped it has made trips more difficult for me to do. I have taken her with me a couple of times but it's not always the best for her in the long run, Things like this make containers going to China look like way out

for me. As much as I hate the idea, it is likely going to happen, my lease on the building is up in June of 15 so I am doing my best to get rid of as much as I can one way or another.

Here is a couple of pictures just to show a very small amount of the items I have. These pictures were taken recently of some things outside where the land lord wants them gone.....Bob



## Update on Lou's GT Hawk

By: Lou Van Anne

I can report that I'm making good progress on the GT Hawk. Got a lot of little things corrected: bad bulbs, bad switches, lose or disconnected hoses, etc. (Previous owner had not taken very good care of her).

The transmission has been rebuilt. She is now running pretty good and I have enough confidence to take her on the freeway, but not enough to try a trip out of town yet. She is getting there...

She will be at the picnic, less a new paint job.

Lou



**KSC CALENDER 2015**

**Sunday, Feb 22nd** - Social/Lunch at the Hof Brau - 2500 Watt Ave. Sacramento. Arrive at 11:00 am. Host: George Newhouse 916-485-3989 All are Welcome!

**Saturday, March 14<sup>th</sup>** – Bill McAnally Racing, 900 Riverside Ave, Roseville, Arrive at 11 am, Potluck. Hosts: Rick and Johna Pierce 916-676-0010. All are welcome!

**Saturday, April 25<sup>th</sup>** - Stockton-Grupe Park Joint Picnic with Sequoia Chapter and Avanti Club. Host: Lou Van Anne. Arrive 1 pm. Potluck side dish, grills provided. 209-473-4898 for information. All are welcome!

Sunday, May 3rd: Fair Oaks Fiesta Days Car Show in Fair Oaks

**Saturday, May 16<sup>th</sup>** - Taste of Tuscany, 7753 Roseville Rd : STE #A, Sacramento, Hosted by Leonard and Peggy Brewer. Arrive 10 AM, 530-333-2347. All are welcome!

**Sunday, June 14<sup>th</sup>** – Sundial Bridge in Redding. 840 Sundial Bridge Dr. - Redding, CA 96002. Arrive at 10 am, I- 5 Caravan will be organized. Restaurant on-site or picnic. Hosted by: Dick and Norma Grove. 530-527-4583. All are Welcome.

Saturday, June 20<sup>th</sup> – JM Studebaker Wheelbarrow races in Placerville. Details to follow.

**Sunday, July 19<sup>th</sup>** – 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 Pot Luck, Arrive 11 AM. Host: Mel France 530-674-0327. All are welcome!

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

**Sunday, Sept 20<sup>th</sup>** – 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!

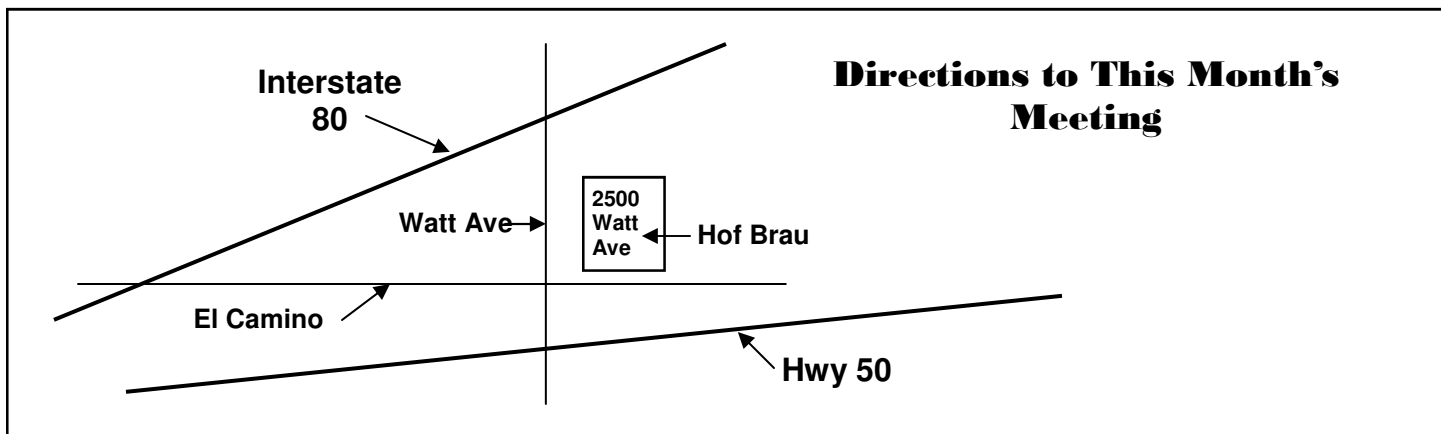
Oct 9 – 11, 2015 – PSW Zone Meet Henderson, NV. Hosted by: Tumbleweeds Chapter

**Sunday, Oct 18<sup>th</sup>** – Olivehurst – 4074 Mary Ave. Olivehurst, CA Arrive at 11:00 am for social/potluck. Call Pat Dilling for more information at: 530-743-4176 All are welcome!

**Sunday, Nov 15<sup>th</sup>** – UC Davis Arboretum and Picnic lunch. 11 am. Darrell and LaRee Brunelli Hosting. 916-961-2406 All are welcome!

**Sunday, Dec 6<sup>th</sup>** – Annual Xmas Party. Ed and Laurie Sumner, 5115 Deerwood Dr. Shingle Springs. Arrive 11 AM (530)676-2736

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



**National SDC Application**

**Karel Staple Chapter Application**

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

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w/ first class mail              \$60.00
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- \_\_\_ SDC membership without  
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If new member, source of referral:  
\_\_\_\_\_

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

**All members of local chapters  
must be members of the National  
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SDC #: \_\_\_\_\_**

**Membership dues are \$20 Annually**

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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



### Wanted

I have a want/ need for a 73" speedometer core as neither Studebakers West or Studebaker International have them now.

Bob Foster 530-277- 1834. (02-15)

### 48 Champion Convertible For Sale

Asking \$20,000.00 obo & she says she is flexible with the price. Pictures available upon request

Maureen 415-601-5320 (04-15)

### 1955 Studebaker for sale \$500.00

Will make a good race car or street rod! In Sacramento, Contact Rick Pierce 916-548-0340 (04-15)



## FOR SALE 1917 Studebaker

### Check This Out

If you want to change your original AM radio to AM-FM. Starts at \$385.00.

contact Turnswitch.com Doesn't change the face.

Art. (03-15)

Here's the deal..... My father and a friend restored the Studebaker back in the 1950's. He drove it around from time to time and then put in on blocks. He would turn the crank from time to time and then the times began getting further apart until now it has been frozen for many years. My sister and I have inherited the car and either would like to find someone that could get it running again or sell it.

Our children have stated that they do not want it and would be happy to not deal with it when we pass away. It is almost 100 years old and in very good condition. Naturally, we are not sure of its value and would need help with coming up with a price;



however, we do not need to give it away.

So, with all that being said, I am not sure what should be in an ad.

1917 Seven Passenger Touring Car. Looking for someone to get it running or purchase.

Contact: David Canclini, (209) 957-3314. davidcanclini@att.net



Naturally, the final decision with this car must be agreed upon by my sister and me.

We also have a 1928 four door Whippet. When my father bought it the owner told him that it had problems with the timing chain slipping and got tired of fixing it and parked it. In the mean time, a friend of my father was going to build a cabin in the mountains and bought a whippet engine with a generator on it to be used for power. Well, before he got around to building the cabin, PG&E. put in service. So, we have a rebuilt Whippet engine sitting here. That would be another quick fix for someone. (04-15)

If anyone is seriously interested, I can run this by an old guy who, with his father, has been in the old car repair business for years here in Stockton...he may know something about it. I'd be happy to go look at it.

Lou Van Anne

### This Space Is Available For Your Business

Contact Johna Pierce to place your ad or business card. Ladyhawk64@comcast.net



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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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