



The Studebaker Sage



Club Website: www.sagebrushstudebaker.com

Volume 21, Issue 5

Feb, 2015

Spring is here! Let's get our Studebaker's on the road. See you at the next meeting.

Officers:

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VP/Tour Master: John Erb 775 883-6494

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Editor: Gary Crabtree 775-410-3712

Membership: Steven Schnell 425-4868

Inside this Issue:

Notes from the President

Tips from your Club

Secretary Notes

Ads, Events, Items of interest

Membership Application:

Laughs & Composer name

PLEASE READ THE FOLLOWING PRESIDENTIAL NOTES PRIOR TO THE NEXT MEETING AND BRING YOUR IDEAS AND COMMENT

Notes from the President. From under the hood

First of all I would like to welcome Jim Coe and Toni Groom to our garage.

They moved up here from Las Vegas and the Tumbleweed Chapter. They will bring some new blood to our group. Again Welcome folks

The new year is well under way and the club's future projects are jelling. The primary one being the prep for the 2016 Zone Meet. We will have the venue info next meeting.

Terry Ressler will not be at our next meeting because he is accompanying Nancy to the Mayo Clinic where she is getting some new knees. I am sure all of you will

join me in wishing Nancy the best of luck and a speedy recovery.

I still haven't got my black Hawk out of mothballs yet but maybe next month (times flies when you get on in years) (;>)

I hope all of your projects are progressing and we may see some new vehicles at future meetings.

Keep your spark plugs and points properly gapped, and a Studebaker smile on your face.

Joseph

03/05/2015

Tips from your Club

Questions can be directed to Gary,
sagebrushstudebaker@gmail.com

Avanti gas line rust (fire) problem

http://www.studebaker-info.org/text3/orig_gas_lines.txt This site has the same information as below. Gary Crabtree The problem is so potentially dangerous for owners of at least Studebaker Avantis 9I cannot speak to the Avanti IIs) on which the original fuel lines have not been replaced, that I am going to cut and paste from my book the section where I describe the Problem and the solution - replace the fuel lines. I apologize for this being so long, but take this seriously. It could save your car from burning up or your house or shop from burning down. It could save some lives. Here goes from p. 56 of my book: Finally, check the fuel lines at the point where they pass through the body and spring hanger bracket in front of the left rear wheel. you will need to remove the wheel to adequately inspect this area. Notice how both lines are encased in rubber tubing (at least they will be if the lines are still original). Apparently the lines were encased in



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this rubber tubing to protect them from rocks that might hit them from the tires or from the rubbing action that might take place inside the bracket. I am sure that made good sense to Studebaker engineers, but what they did not count on is that People like you and me would still be driving these cars almost forty years later. Over time, moisture has gotten between the rubber and the tubing and has been the best possible breeding ground for rust. If your fuel lines in this area have not been properly replaced, you almost certainly have a disaster just waiting to happen. remember, the return line is pumping fuel back to the tank—under pressure—which means that the minute a leak occurs in that line it could be spraying gas all over the place, including onto hot, exhaust system parts. Lest you think I am being an alarmist, do a little test. Carefully cut away about an inch of the rubber cover at the end behind the rear wheel. What kind of shape is the steel in there? Mine was almost paper—thin, and this is not at all unusual on cars still having the original fuel lines.

When you are convinced that it is time to replace these lines, here is what you will need and how to do it. First, drain all the fuel out of your tank. Look along the outer side of the frame in the general area of the driver's door, and you should see a brass Tee with a drain plug. Taking all the common sense precautions, drain the fuel and transfer it to a fuel storage can. remove all the routing clamps that hold the fuel lines in place and mark the threaded holes in the frame with chalk so you can easily find them again when installing the new lines. It will also help if you will carefully observe the routing of the line; and if it is to be some months before you install the new ones, you might want to draw a "map" or take some pictures before ripping out the old lines.

Now here is what you will need to replace those lines. For the supply line you will need four pieces of 3/8" O.D. brake line in the following lengths and sequence working from back to front: 30"; union; 40"; Tee with drain plug; 60"; union; 20" piece cut

to length at the front for the rubber tubing that goes to the fuel pump.

For the return fuel line, use three pieces of 1/4" O.D. Brake line in the following lengths and sequence, working from back to front: 63" (cut to 55"); union; 12"; union; 60" cut to length at the fuel pump.

It naturally is easier to install these with the body off, but it can be done with the body on. In the case of the supply line I found it easiest to work from the drain Tee to the front and the rear, putting in the necessary bends as you thread the tubing into place. With the return line, I cut the 60" piece to 55" and worked from the area where it connected to the rubber fuel line that goes to the tank return at the left end of the cross member, down the side rail through the spring bracket and then on forward.

If you are a stickler for authenticity (and that's the way to maximize Your Avanti's value), you will want to install the new pieces of rubber protective hose on the tubing in front of the rear wheel. Measure the length of the old protective pieces and buy new rubber tubing of the correct ID to slip over the 1/4" and 3/8" metal tubing. Since both pieces of tubing have had the fitting end cut off at the rear cross-member end, you can slip the rubber tubing on from that end down to the area where it belongs. Use a little silicone grease to lubricate the pieces if the fit is too tight.

But you are not done until you have done one more thing. As a safety measure, use hose clamps or black silicone rubber cement to seal off the area between the protective rubber tubing and the metal tubing that runs through it. Yes, do both ends. You do not want this to once again become the breeding ground for rust. I used the silicone rubber approach so it would not disturb the appearance of authenticity.

One last detail on the installation of the steel fuel line. At the left front corner of the engine, do not let the fuel line touch, either the head or the engine block. If it does touch, heat will be transferred to the fuel line and cause gas in the line to boil, thus



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causing vapor lock. Also avoid allowing the line to touch the power steer pump body.

Okay, everyone, go check this out on your car now. I will be curious as to how many still have the original cased in rubber tubing in front of the driver's side rear wheel and how many have rusty fuel lines hidden beneath that rubber.

4/5/2005 4:46 PM page 1 of 1

Stan Gundry, Author / Publisher

Secretary NOTES:

January 13, 2015

Sagebrush Studebakers Minutes

7:00pm

25 member's total

Including new members Hadyn Metsui, Ben Carson, Lester Harris

Visitors Ken and Necia Kennalee

4 cars driven

Old Minutes Read (November)

Old Business: Joe Modarelli stepped up as Zone Committee Chair for the 2016 Zone Meet.

Leo Horishny gave a brief description of the Sagebrush Studebakers appearance in the 2014 Sparks Hometowne Christmas Parade.

Report on the Christmas Party 2014

Joseph Modarelli, President, encouraged folks to come in with an idea for a Club Event to do in 2015.

John Erb, talked about a former member's pamphlet with local Studebaker contacts, for travelers needing help while passing through.

Terry Ressler, suggested by the March meeting a venue is selected for the 2016 Zone Meet. Also to have a T-Shirt design selected so that examples can be brought to the 2015 Zone Meet in Las Vegas in October. Joseph Modarelli requested we invest in a quality T-shirt. Club Members will have a polo style shirt with the Club Logo embroidered for Zone Meet workers.

Doug Van Pool will be at Auto Rama February 14-16 displaying his Golden Hawk. Display fee at Auto Rama is \$45.

Art Van Dyke brought up there were several new SDC chapters, among them, San Joaquin Chapter, Central Valley Chapter

Gary Crabtree advised of a renewal of support from the Club for the 1925 Big Six Studebaker at the National Automobile Museum for \$100. Voted and approved.

#2

Larry Schnell asked for a recommendation for a paint and body guy. Bill Midtgard said he knew one. Ivye Johnson announced a Reno Pops Concert on the 31st of January at the National Automobile Museum.

50/50 held. Lee Johnson won. Carol Case won a Studebaker deck of playing cards, Bill Midtgard won another raffle prize offered.

Meeting adjourned.

Leo Horishny

February 10th, 2015 7:01pm

Sagebrush Studebakers Club Minutes

19 attendees 2 new members from Las Vegas

Jim Coe SDC member since 1989, owns a '37 Dictator 4 door. Toni Groom.

3 cars driven

Old Minutes read

Treasurer's Report: Treasurer not in attendance, no report. 1 new club member's dues paid (Jim Coe)

Zone Committee:

Dates Set: May 21st to 23rd, 2016.

ZC members Terry Ressler and Joe Modarelli visited Gold Dust Inn. \$90/night, Car park area behind motel, 130-150 person meeting area.

Plaza Hotel (behind Red's 395 restaurant). They will block off 2 streets for parking, \$60-\$69 rooms, can accommodate 80 or more guests. \$150 set up fee???

Carson Valley Inn. Huge parking area, Dinners ranged from \$26-\$36 per head.



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Estimates for attendance are 100-150 people, 70-75 vehicles.

Fuji Park was inquired about for a viewing location, also Mills Park. MP was \$110-\$160/day for use. Tentative Friday event might be visiting the Bacon Collection in Minden, drive to Virginia City then to the National Automobile Museum and possible dinner after. Possibility of having a group reserved travel on the Virginia City Train, for the Saturday Dinner, a performance from the Reno Pops Orchestra for dancing and music. Show 'n Shine on Saturday.

Ralph Capurro suggested looking into room rates extended into Wednesday.

Entertainment possibilities include: McAvoy Lane performance Saturday, a talk about the Harrah's Collection from either Tom Batchelor or Jay Hubbard.

Terry Ressler suggested extending the invitation to the Packard Club.

Larry Schnell brought up discussion about the Judging Committee. Sandy Erb will work on over-seeing any food offered, asked for help with this.

A request was made for a Tour Co-Ordinator for the Zone Meet. Larry Schnell and Joe Modarelli mentioned this offering publicity for the marque.

2

For the Zone Meet, organizers are needed for: Judging, Registration, Clean Up Committee, Activities/Tours. Soft judging format will be followed. Mary Schnell and Terry Ressler will present T-Shirt Designs.

Art Van Dyke asked if Terry Ressler could consider long sleeved t-shirt designs. Over 10 members when asked expressed an interest in long sleeved t-shirts.

Leo Horishny asked about adding the words Sagebrush Studebakers to each arm on a long sleeved t-shirt.

Terry Ressler discussed T-Shirt ordering process. \$50 for setup fee. Club price of \$6.15 each for short sleeved t-shirts with 2 color design. More colors increase the setup fee and per t-shirt price.

\$2 per each X size increase to the \$6.15 base price.

Polo Shirts, with embroidered S logo on breast, \$20 each, club price. No extra color charge??? Estimated shirt totals: 50 Polos, 150 t-shirts, \$2000 total.

Discussion arose about selling 2016 shirts at the Las Vegas 2015 Zone Meet. Entry fee to 2016 will include t-shirt.

Tom Coe suggested the venue chosen could have their logo added to the t-shirts and some shirt costs offset.

2 t-shirt designs offered and passed around.

Ralph Capurro suggested shirts should be large sized and extra large size, with some 2XIs and some mediums. No small t-shirt sizes.

As a 2 color design concept, Leo Horishny suggested an old style Reno Arch be used.

Ralph Capurro recommends we insist on quality design and materials for the t-shirt, whatever we choose. Discussion followed as to whether we are selling the t-shirts or giving them away with a registration.

Larry Schnell advised having the event at a more public venue in order to display the cars and attract general public viewers. Bill Midtgard said a larger venue (GSR) will attract more people to see the cars. Ralph Capurro discussed Larry Schnell and Bill Midtgard's intentions on venues. Leo Horishny suggested hosting the event at the Nugget with display being set up on Victorian Square. Larry Schnell suggested the Atlantis due to its location, size and parking available. Ralph Capurro brought up Boomtown, but it is likely out of range for people going to Reno/Sparks. Atlantis and GSR will be pursued by next meeting.

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Ralph Capurro brought up a point of old business. 3 members went to Bonnie Replogle's service a week prior to the club meeting. Terry Ressler, Charlie Case and Ralph Capurro attended to offer the club's respects.



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Leo Horishny suggested an old US 40 tour through Reno/Sparks, spanning Verdi to Sparks or further east.

Ralph Capurro spoke at an IDYSD event.

8:25 meeting adjourned.

Leo Horishny

1956/57 C body trucks.

EVENTS

Sagebrush Chapter Tours or Events.

Sagebrush Studebaker Chapter of SDC meetings will be held the second (2) Tuesday of the month at RED'S Old 395 Grill Restaurant in Carson City. RED'S is located at 1055 S Carson St.(395), Carson City Dutch Treat Dinner starts at 6:00 pm meeting starts at 7:00 pm.

WANT ADS

2015

Please keep the editor informed about cars that may be for sale or have been sold.

40 year collection of Studebakers and parts. For information, email Tom Clayton in Ely, NV at 1pbft@mpower.net They include the following cars: 1947-48 Studebaker M series trucks (total of 5); 1949 2R 1 ton pickup; 1951 4 DR Commander; (2) 1952-3 pickups; 1958 Scotsman Wagon; 1959 Lark V8 wagon; 1960 Lark V8 4 DR sedan; 1961 Lark 2 DR sedan with 6 CYL; 1961 Lark 2 DR HT with V8; 1961 Lark V8 4 DR sedan; 1962 Lark V8 4 DR sedan; 1963 Lark V8 Daytona Convertible; 1965 Cruiser V8 4 DR sedan. Some cars/trucks/parts have been sold. Call to see if your car/truck is still for sale. I ran across a new old stock tail lamp assembly for a 1950 Commander still in the original box. It has the lens, bezel, base, and wiring all intact and in perfect condition. The part number is 289896. If anyone is interested I can e-mail some digital photos. Asking \$168.00 or offer.

Call Gary Crabtree if interested in the following car or trucks.

1964 4 door car ohv 6 manual 3 speed overdrive. It needs complete restoration. \$500.

Monthly Cruise

Plans to be announced as soon as the weather turns warm.

ITEMS of Interest

Please come to the meeting and ask for help to get your Studebaker's back on the road. We can help. All Club members.

Interesting Web Sites!

Check our web site, www.sagebrushstudebaker.com it is updated on a regular basis, showing great pictures of past events (under the news letters) and info about upcoming events!

*Search this website

past the link below into your browsers address bar for [A Gleaming Golden Hawk](#) artical

<http://www.dailydriverproject.com/car-crash-a-gleaming-golden-hawk/>

Posted by: [Wes](#)

A feature here at the Daily Driver is the Car Crash. Breathe easy – no actual cars were harmed in the



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making of this crash. That would be a crime, and a cryin' shame. Our Car Crash is much more fun – in a “crash a party” kind of a way. If you've ever seen a vintage car and wanted to see the interior or wondered about its restoration process, then the Car Crash is just the post for you. Join us as we explore the details of a gorgeous vehicle...

We found and fell in love with this 1957 Studebaker Golden Hawk at the Goodguys Del Mar Nationals.

Doug Van Pool of Reno, Nevada, has owned this beauty for a year and a half.

What was a casual trip to look at cars up for auction during Hot August Nights turned into a long-term commitment to this unique Studebaker.

When this Golden Hawk came across the auction block, Doug knew he had to have it. Some may call it an impulse buy, but Doug knows it was really just love at first sight!

Can you believe Doug drove his car from Reno to Del Mar? Talk about a real driver – this Golden Hawk has the miles to prove it!

The original owner of the car had the transmission swapped out to a 4 speed T10, which was installed by a Studebaker dealership in 1962.

Doug is the 5th owner of this Studebaker, and he has taken good care of her in their short time together.

The original owner also requested bucket seats from a 1962 GT Hawk to be installed by the same dealership that performed the transmission swap – making both the transmission and bucket seats “factory installs” – which qualifies this Golden Hawk as truly one-of-a-kind!

The car is nearly all stock and in beautiful condition, even the clock still works!

This supercharged Studebaker features new Dayton rims, which help make their road trips together more stylish than ever.

When this texture catches the light just right, it becomes illuminated with a glow, as if lit from within. Maybe that's where the Golden part of the Golden Hawk comes from!

I'm a big believer that cars have personalities, and if this Golden Hawk could talk, I imagine it would tell me just how happy she is to be out on the open road, soaking up the sunshine and enjoying adventures with Doug and his wife! Special thanks to Doug for taking the time to chat with us about his gorgeous Golden Hawk. Here's hoping we catch them together out on the road sometime soon!

Doug's next project? A Superbee! We can't wait to see how that turns out!

* Go to the link below for the latest on the Studebaker Motor Company.

<http://www.studebakermotorcompany.com/>

* magician and entertainer Peter Studebaker.

<http://www.texascardshark.com/>

* 5-7-2014 Dave Letterman had small town news and it was from South Bend ID and he Stated that the Studebaker's were built in that town. I sent a note to the show from SDC chapter in NV and got this e-mail back from the show. A good ad for the Studebaker's. From Gary Crabtree

Hi- From the Late Show (Daved Letterman)

Thank you so much for your recent note about the show. We appreciate your continued support! Keep watching.

Your pals at the LATE SHOW



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*** OMG CRAZY The Luckiest Man in the World**

Copy and past this link into your browser to see this car crash.

<https://www.dropbox.com/s/qa0l5jm3wypouib/Accident-acrobatique-motard1.mp4?d=>

Wedding Anniversary (Month, Day, Year)

_____ National SDC No.

Studebakers Owned

1. _____
2. _____
3. _____

Laughs from the sage:

***** A little girl walked into the bathroom while her mother was applying her make-up.**

I am going to look just like you, Mommy!" She announced.

"Maybe when you grow up," her mother told her.

"No, Mommy, tomorrow. I just put on that Oil Of Old Lady that you always use."

Composer:

Gary Crabtree & Mary Schnell

MEMBERSHIP application:

Sagebrush Chapter of the Studebaker Drivers Club, Inc. Located in Northern Nevada

MEMBERSHIP application:

The Sagebrush Chapter of the Studebaker Drivers Club Inc. is open to anyone who shares the love of Studebakers. Ownership of a Studebaker is not necessary to become a member; however, membership in the national organization is REQUIRED. Send check for \$31.00 (\$24.00 for new members for the first year) to S.D.C., Inc., P.O. Box 1715, Maple Grove, MN 55311 or online at (<http://www.studebaker-driversclub.com>) for national dues and be sure to include source of referral and how many Studes owned.

Sagebrush Chapter dues are \$12.00 Please make checks payable to Sagebrush Chapter and send to Gary Crabtree , 24 Shirley Ln., Yerington NV 89447.

Name _____

Spouse _____

Address _____

Phone number _____

e-mail _____

Birthday (Month and Day) _____

Spouse's Birthday _____