



The Studebaker Sage



Club Website: www.sagebrushstudebaker.com

Volume 21, Issue 7

Jun, 2015

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

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Inside this Issue:

Notes from the President

Tips from your Club

Laughs from the sage

Secretary Notes

Ads, Events, Items of interest

Membership Application:

Composer names

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

Notes form the President.

Well here we are forging into the future. Our major project, the 2016 Zone meet is well on it's way. Though we have hit some potholes it is coming together. I am confident we will all pull it together and have a successful event. We still need some committee chairmen and I hope those of you who don't have a responsibility will call me and volunteer.

With the Zone meet taking up so much time and effort, unfortunately we haven't been able to have

some club events. When I sat down to write this I realized we hadn't planned a summer barbecue or even a short tour. Let's hope that we can get something going in the fall.

Doug Van Pool is starting to get his rehabilitation on its way and we all wish him great success in adapting to his new leg and hope to see him soon.

Maybe the summer will allow some of us to get some more Stude's on the road.

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

Tips from your Club

Questions can be directed to Gary, See E-mail link on the content page left side of the home page

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Front & rear band afjustments for the Studebaker flightomatic:

Front band: for the gauge block replace with a ¼ inch drill placed on the adjusting screw and tighten the screw to 10 inch pounds. (You do not need tool J5880) Back off the adjusting screw one complete turn and tighten the lock nut to 20 -25 ft-lbs torque. (See the shop manual under Adjustments for the flightomatic trans. For complete write up on this adjusment.)

Rear band: Replace the adjusting tool J-5883 with a torque of 10 ft-lbs and then adjusting screw can be backed off 1.5 turns and the lock nust tightened to 35-40 ft-lbs. (See the shop manual under Adjustments for the flightomatic trans. For complete write up on this adjusment.)

Laughs from the sage:

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Studebakers were available with all sorts of cutting edge options, like a station wagon with a retracting rear roof that could be ordered with a built-in child slide to keep junior busy on those long trips to visit Grandmother. *"And the slide is triple bolted to the frame - no need to worry about baby! And we'll guarantee that your dog will love it too!"*

Secretary NOTES:

May minutes

Studebaker Club Meeting Minutes

May 12, 2015

22 members

2 cars driven

April Minutes Read

Treasurer Report:

\$25 check for non-profit status, not cashed.

Checking and savings accounts balanced

New Business

Discussion about an additional signer for checks besides the Treasurer.

BBQ Committee: No report

Zone Meet:

Bag Committee: Ralph has nothing to report. Larry Schnell stated that last Zone Meet, Hagerty supplied goodie bags. Discuss with the Atlantis?

Summit Racing? Terry Ressler suggested he

could acquire the bags since he is a Hagerty Customer.

T-Shirts: Question- will they be handed out with registration or sold separate? Discussion. Gary Crabtree and Carol Van Dyke will report next meeting about this. Terry Ressler suggested we stuff the shirts in the bags to prevent extra shirts floating around. Larry Schnell said a budget should be in hand before a decision is made to hand out shirts or sell them separately. Carol Van Dyke says there is a selection when registration

Ralph Capurro brought up the question about judging. Soft Judging.

Ralph Capurro suggested holding off on the t-shirt dispensing until after judging is completed. Motion withdrawn for shirts being placed into bags at the table. Registration committee will discuss after a budget discussion for the event.

Larry Schnell brought up a pre-printed proposal he had a copy of for the Can Am Zone Meet. Ralph Capurro scanned the proposal and made some comments that it was not needed for our event. Larry Schnell suggested contacting Ivey Johnson to engage a publicity firm to advertise the meet.

2

Committee Presidents to appear at a specific meeting, TBD, with cost estimates, June 9th, 5pm prior to the June Club meeting.

New Business:

No Projects.

Trifold Discussion. Club Flier, Advertising candidates to be selected.

Report at the Capitol Show:

Tom Coe reported – Meal Ticket for the Lake Tahoe Brewery. Gary Crabtree, Doug VanPool, Tom Coe, Art Van Dyke brought 2 cars. 1 Kar-mann Ghia present too! Joe Modarelli thanked attendees.

Larry Schnell suggested an addenda to the Studebaker of the Sagebrush Studebakers.

Friendship Days – Fliers passed out - \$15



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Studebaker Wheelbarrow Race, June 21st, Placerville, CA

Leo Horishny suggested a Poster or Display for the Zone Meet in 2016 to be displayed at upcoming events.

Tom Coe brought up the upcoming Las Vegas Zone Meet in October.

Last Minute Correction—Club Polos will be Maroon and not Royal Blue.

Terry Ressler reported on the t-shirts \$8.96 for attendees, club cost. Long sleeved

\$19.25 Club

members' polos.

Order is for 150 shirts. Mary Schnell 41 shirts for club polos reserved, will order 54. Joe Modarelli has directed the t-shirt discussion continues with the t-shirt committee. Ralph Capurro asked about the ordering time, Terry Ressler said 1 week's time. Larry Schnell moved to order 100 t-shirts, Bill Midtgard seconded. Motion asked to decide this number of shirts and costs at the June Meeting. Motion seconded.

Gary Crabtree asked if any members hadn't paid dues.

50/50 raffle. Cheryl VanPool won.

Meeting Adjourned. 8:30pm

Jun minutes

6/19/15

20 members in attendance. Two members drove their Studebakers.

TREASURER REPORT

Read and Approved.

Budget meeting was held prior to the meeting.

At this time \$4,900 was approximate amount to be spent for the meet.

It is estimated that \$2,300 will be income. We will end up in the hole, but that is not an issue as the treasury as the funds.

Terry stated that he contacted Hagerty regarding the bags and they say it is not a problem.

They believe 100 bags would be enough.

Ralph contacted tourism to see if we could get some bag contents from them

Larry Schnell showed his trophy received from the Sacramento meet and says that he can have a similar one made on a wooden plaque.

Hospitality is looking for a volunteer.

Shirts ordered are long sleeve with logo. Ordering 50 club shirts. Meet shirts are not part of the package, they will buy a shirt at the meet.

Charlie Case made a motion to have dash plaques for all registering. Larry suggests 50 plaques and advertise the first 540 receive a plaque. Charlie says everyone should get one and the motion carried,

Door Prizes - need a Alms & raffle committee. Larry Crapo and Bill Mitgard were mentioned that would be good for handling this.

Ralph told the club members that Doug Van Pool, who previously shattered his heel and has been trying to mend for the last year or so, doctors determined that it had to be amputated. He is in St. Marys till tomorrow, then goes to rehab for 2 to 6 weeks. Will be getting a prosthetic let.

Discussion was held regarding tours, need somebody to volunteer for this also. Ralph said that the event would need to be done on the Friday, the only day a tour can be done. Charlie recommended Ralph to chair the tour.

Ivye Johnson says that July 10 there is a concert at the Bartly Ranch at 7:00

Vendors were brought up, any idea how many vendors would attend, and can the vendors be in the parking area.

Meeting adjourned at 7:50.

Ken Canerly won the door prize.

WANT ADS



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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@mwpower.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.

[1956/57 C boddy 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.

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.

Tech Tip by Jerry Blount , Member, Northwest Chapter. Taken from VISTA newsletter of Vancouver Island Chapter

The harnessing and routing of spark plug cables on a Studebaker V-8 is important, so that they may perform reliably, safely, and look good at the same time! The 1951 through 1954 232 cu. In. V-8's and the 1955 224/259 cu. In. V-8s used large steel brackets to guide the set of four cables neatly over the valve covers on each side. Various part numbers of brackets were used over the above years, but the brackets left little doubt as to their purpose. Starting in 1956 (and through 1964) a less elaborate method was used to route the spark plug cables. A pair of brackets, #1539892, were mounted using the rearmost bolt on the intake manifold—one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From there, the wires were routed to 533007 clips, which held two cables each and were mounted using the valve cover stud and nut. The "four stud" valve covers used through very early 1960 used a total of four 533007 clips—two per side. Most of 1960 production through 1964 used "two stud" valve covers which each had a spot-welded cable clip attached midway between the stud holes, and thus only used one 533007 clip per side, at the rear valve cover stud. The point of this column is that I have seen many cars that have had their 1539892 brackets missing. Apparently if a car was being worked on, the mechanic just neglected to re-install them. It is important to have these in place beyond eliminating an unsightly tangle of spark plug cables—there is a very real possibility of the cables getting caught in the throttle linkage and holding the throttle open. So, if your 1956—1964 V-8 does not have these brackets at the rear of the intake manifold—get some soon. They were still available new and can also be found used. A related topic is the correct routing of the cables on the left (driver's) side. A Studebaker v-8 fires 1-8-4- 3-6-5-7-2, as do most v-8s when 1-3- -7 is the driver's side and 2-4-6-8 is the passenger side. The problem is that two adjacent cylinders (5 and 7) fire consecutively on the same side of the engine. To avoid induced cross firing, these two cables MUST NOT RUN NEXT TO EACH OTHER! This means, run 1 and 5 through



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the forward routing, and 3 and 7 through the rearmost routing, then cross the 3 and 5 cables so they reach their respective spark plugs. To make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward relative to the rear valve cover stud. On the passenger side, the best routing for cables 6 and 8 is with the rearmost 533007 clip positioned to the rear-pointing at the firewall. The exceptions to all of this discussion are 1963 and 1964 Avantis. They used an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body. The left side cables all run together in a rubber channel within the stainless steel shield, but again, the arrangement needs to be 1-5-3-7 so that 5 and 7 are separated. ***** Milk and eggs This is a story which is perfectly logical to all males: A wife asks her husband, "Could you please go shopping for me and buy one carton of milk, And if they have eggs, get 6." A short time later the husband comes back with 6 cartons of milk. The wife asks him, "Why did you buy 6 cartons of milk?" He replied, "They had eggs."

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 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



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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

* 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=>

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 \$xx.00 (\$zz.00 for new members for the first year) to S.D.C., Inc., P.O. Box 1715, Maple Grove, MN 55311 be sure to check online at (<http://www.studebakerdriversclub.com>) for national dues & TW prices, 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 _____

Wedding Anniversary (Month, Day, Year) _____

_____ National SDC No.

Studebakers Owned

1. _____

2. _____

3. _____

Composer:

Gary Crabtree & Mary Schnell