

September 2020

Volume 20, Issue 9

Hawk Talks

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

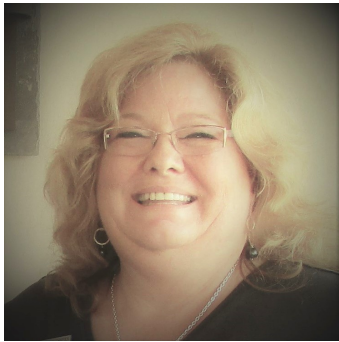


*So, What did you
get for Father's Day
this year?
I got this from My
daughter Jill.
AKA Daddy's little
girl...*

*I'm not a fan of
tattoos but how
could any father be
upset about this
kind of expression
of love...*



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President's Message

By Johna Pierce/President

Hi Karel Staple members

We have had another quiet month, staying home. I hope all of our members are doing well. At this time I don't know when we will have another meeting. So I have a couple of things to go over with our members.

1) The Studebaker Museum is having hard times since they have canceled their fundraisers and the public is not coming to the museum. I have spoken to our board members and we have voted to donate \$1,000 to the museum. Please read their letter on page 5.

If you don't want us to donate \$1,000 to the Studebaker museum, please contact me by Sept 7th.

2) It's that time of the year for nominations. Please think about who you would like to nominate or if you would like a position as a Chapter Officer. Please don't nominate someone until you know they are willing.

President....Vice President....Secretary....Treasurer.... Newsletter Editor

We will be sending ballots in October & voting in November.

Napa Meeting (shoulda been there) By: Johanna Smith

We still had a raffle and since we didn't have very many people, the odds were good!

Attendees:

Brit & Yoko Berglund	Brand X
Steve Rainville	faux 53-55 Coupe
Rick Andersen	64 Daytona Convertible
Darlene Andersen	
Betty Martin	
Frank & Johanna Smith	64 GT Hawk
Paul O'Neil	56 Commander Wagon





Mother Nature Taking Over

Observation By: Darrell Brunelli

Studebaker Box Truck Spotted in our Carmichael Neighborhood.



The top photo was taken in 2017
The photo on the right was taken a few weeks ago.

Mother Nature is playing her role in hiding it.

Do you have any other information about it?
Have you talked to the owner?
Is it for sale?
Inquiring minds want to know...



An older lady lives in this huge house, surrounded by trees, bushes and old cars. The cars have been sitting in her yard for years. I think her husband collected the cars, but nothing has been done to them. No, we have never talked to her so we don't know if the truck is for sale.



Sacramento International Auto Show

Save the dates, October 16-18, and hope or pray that the virus will allow us to enjoy it! Once again the Karel Staple Chapter is invited to participate in this great event at Cal Expo. This will be our 5th year and the organizers and attendees just love us and our Studebakers! We will have one of the Expo Center Buildings as before. We will have room for about a dozen cars. There is no cost to participate. I will provide additional information as we get closer to the event. Keep your fingers crossed that it will go on. - **Pat Dilling**



BONNEVILLE... THE SALT FLATS

Story by: Steve Wilke

To some, it's just a place. For me, it has always been a XANADU – a dream place - where the culmination of crude ideas, ingenuity, creativity and hard work resulted in a car/machine/man that was able to test the limits of SPEED.

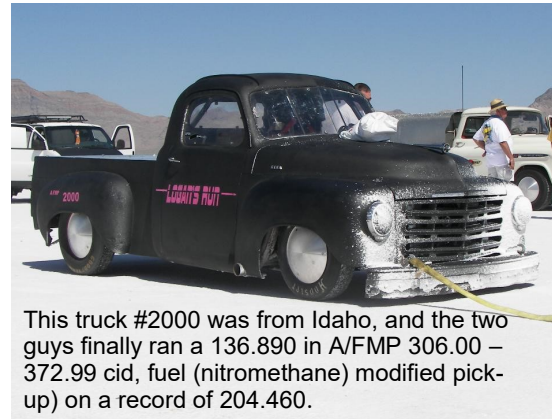
My father went to BONNEVILLE in '53 & '54, and growing up, I use to wear a pith helmet around (an Iskenderian/Bell helmet promotion). I would drool over pictures he took of belly tanks, streamliners, roadsters and coupes. I read stories of Eyston, Campbell, Jenkins, and Breedlove. One picture, in particular, was my favorite. It was a chopped, louvered '53 Studebaker! I later found out that it was the "SANCHEZ SPECIAL". Its record accomplishments are still going on today. In fact; 189 STUDEBAKERS have run for records since 1931. Ninety five of them hold records in their class! STUDE bodies of all kinds have been the dominate type to this day.

I first got to fulfill this dream in 2017 as a crew member. Yes, the salt is blindingly white. Yes, it's hot. Yes, it was like being on a different planet, but all the history shot through me and I loved it instantly. Then in 2019 my friend, Mark Masterson who owns Collector Car Garage, called and said, "I need a crew, and if you come with me YOU CAN DRIVE." I quickly abandoned all responsibilities (wife, cats, our business, friends, family, and life's duties) and packed my stuff! The year started out rainy and wet. We waited till Tuesday to run. In all Mark and I made 11 runs ending in a speed of 176.669. I was hopelessly hooked on this virus called SALT FEVER... (Covid19 may kill ya, but salt fever lasts forever, costs a lot of moola, lets you have too much fun, and then you die).

This year (2020) I went back just as a spectator. We're using the engine and parts of Marks car to build a '53 STUDE C/ Competition Coupe, and hope to get into the high 200's.



The '53 #1311 was a first timer C/GCC at the flats. It was owned by the Blaha Bros. Racing team out of Wisconsin. This car was beautifully built and dependable (for a first time out). They would make a run, re-pack the chute and make another run. They "rookied" three drivers and did a top speed of 181.959 on a 265.618 record.



This truck #2000 was from Idaho, and the two guys finally ran a 136.890 in A/FMP 306.00 – 372.99 cid, fuel (nitromethane) modified pick-up) on a record of 204.460.

While there I took the pictures that you see.

BONNEVILLE is the most innovative car show that you will ever see, I think.

Steve

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.



This bus was an old school bus from a small town in Indiana and the couple who own it were going to camp on the mud flats that are at the entrance to the salt flats.





July 6, 2020

Karel Staple Chapter SDC
Ms. Johanna M. Smith
5802 Landview Drive
Stockton, CA 95219

Dear Ms. Smith:

On June 14, the Studebaker National Museum opened for the first time in three months after closing due to COVID-19 restrictions. This unprecedented closure has proven challenging in many ways. The Museum made the difficult decision to cancel the Hall of Champions Dinner, the Concours d'Elegance at Copshaholm and numerous smaller events throughout the first half of 2020. These closures and cancellations have dramatically reduced vital operating revenue for the Museum.

Despite these closures and cancellations, the Museum has pivoted its efforts towards making content available to our supporters and fellow Studebaker enthusiasts in new ways. The Museum has published numerous Studebaker stories after launching the Museum blog. *Birds of a Feather: Studebaker Hawks* transitioned from an in-person exhibition to one found on our website with detailed information about each Hawk production year. Going forward, we will be sharing Studebaker stories on topics ranging from Studebaker racing to the Studebaker sisters. Visit our website to dive into these fascinating tales.

The Museum also generated more content for its YouTube channel. A new *From the Archives* series explores fascinating stories such as the slightly oversized Studebaker or how to spot a Gran Turismo Hawk on the open road. We will continue to build out these platforms to enhance our digital presence and to ensure the continued relevance of Studebaker to future Studebaker enthusiasts. If you will not be able to visit us in person for a while, stay in touch with us via our social media and website.

Like so many organizations, the Museum has experienced a tremendous financial setback from the Pandemic. Through this adversity, we have found creative ways to meaningfully engage audiences in the Studebaker legacy. Now, we need your support to ensure stability while we fight to regain our momentum. Please consider a donation to our Annual Fund via the enclosed form or by visiting our website. Thank you for your ongoing support of the Studebaker National Museum, and we hope to see you in person again very soon.

Sincerely,

Patrick Slebonick
Executive Director

P.S. Congress, through the CARES Act, has made charitable contributions of up to \$300 for individuals and \$600 per couple deductible even if you do not itemize in 2020.

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From our President

Due to the Covid 19 restrictions, the Studebaker National Museum has had to cancel fundraisers and car shows that help with funding. They had to close their doors to the public for 3 months also.

This has put a tremendous strain on their finances. As we all know the bills still continue to come in. I have spoken to our Karel Staple Board members & we agreed to donate \$1,000.00 to the Studebaker National Museum to help them. We have the money in our bank account.

Now I am asking our Chapter to let me know if you think this is ok to donate. If you don't want us to donate, please contact me to discuss the issues. If I do not hear from you, then I will take that as a yes. The Deadline will be Sept 7, 2020.

Johna Pierce, cell 916 765-3329

Ladyhawk64@comcast.net



A.S.S.I.S.T** of the Month

****Anthony's Special Sale of Interesting Studebaker Treasures**



REAR TINTED GLASS
***1953-1961 C/K Coupes and Hardtops**
***Part #303783**
***Pick it up in person special \$195.00**

It's a pain to ship...come get it.



Candbstudebakers@gmail.com

(510) 755-4170

September 2020 ADVERTISEMENTS

CARS, PARTS, SERVICES

September 2020

Cars For Sale

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

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.

Nothing new from me this month. Call or Email me if you want to sell something. Check the bottom of page 5 for "ASSIST of the month" from Anthony



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.

Parts Wanted

Need to get rid of something? Give me a call and I'll put it in the newsletter.

Contact Dean Sumpter 916-753-6003 or carvin9755 @gmail.com

Paid Advertising

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



Studebakers Are Great.
Studebaker People Are The Greatest!
THE CHAPTER MEMBERSHIP SPOTLIGHT IS ON:

Studebaker R & R

Specializing in C Cab Pickups

www.studebakervendors.com/studebaker-r-r

Larry & Patricia Jones

lwj1@yahoo.com

1592 Eric Court
Yuba City, CA 95993

530-933-3941



Memory Quilts by Rodney

greinerrodney@gmail.com

(916) 761-1856

Karel Staple Chapter CALENDAR 2020

September 12th, we might meet at Granzella's at 11am. This will be IDYSD—That'll be fun. Please read the message from Steve below.

October 15th, SIAS, see bottom of page three. They haven't cancelled it yet

November 15th, Back 40 in Roseville—Lisa Hale is host. Business meeting with lunch with friends and Studebakers. Come if you feel safe. No judgement if you want to stay safe at home.

December 5th, Christmas Party at Justin's Kitchen in Yuba City Mel France, Host

More information to come... stay tuned

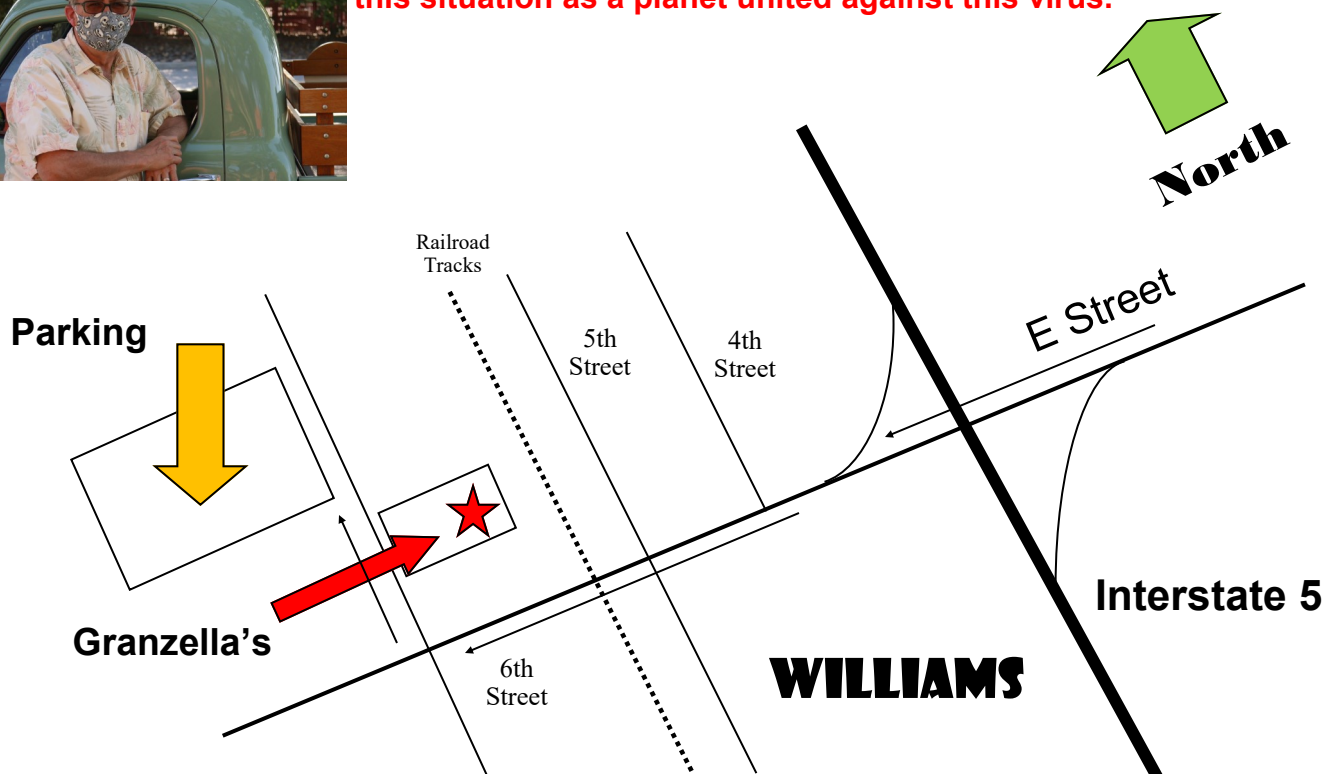
Hi Folks, Stephen Rainville here...

For those of you wanting to drive your Studebaker on Saturday the 12th, I will be leading anyone wanting to go to Williams for lunch at Granzella's. It's outside seating, first come first serve. I will be waiting at the truck stop known as 49er Travel Plaza @ 2828 El Centro Rd. Sacramento 95833. We can meet there between 9-9:30 AM. We leave by 9:30 for an easy drive to Williams.



Sound good? Ok let's go

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.





Tech Tips

by: Studebaker Mike



This month's Tip comes from our good friend Pete Yuen who regularly sends us his odds and ends

Durability of Modern Car Engines

By: Pete Yuen



The modern engines last longer than engines of the 1910's through to 1977 at which time the multi grade oils were introduced. From that time forward, the engines lasted longer between overhauls if the oil is kept relatively clean. The longer lasting modern engines have pretty well put the engine rebuilding shops out of business. Perhaps there are still an odd automotive machine shop still operating, but it would be a rarity. In large cities, with the property values being so high, there are many well established garages going out of business as well.

The reason that the multi-grade oils provide better engine wear protection than the mono-grade oils is that it maintains optimum viscosity throughout the engine's operating temperature range. This is one factor, but other factors include the precision machining that goes into the manufacturing of the engine and 'over-fueling' that occurs in cars that are equipped with carburetors that leaves excess unburned gasoline in the engine that will reduce the effectiveness of the lubrication from the oil through dilution. The modern engine is equipped with a computer to deliver the right amount of fuel through fuel injectors and sufficient oxygen/air for better combustion so that there would be less 'over-fueling'.

A car that is equipped with the computer and fuel injection gives advantages in the form of better engine durability and also better miles per gallon of gas for the consumer over the carburetor equipped cars.

Prior to the use of the multi-grade oils, the most common oil used in the motor vehicles would be the mono-grade SAE# 30 viscosity oil. Some would say that this is a "30- weight oil." As the engines get worn, heavier, higher viscosity oils, such as SAE# 40 oil would be used. Viscosity may be described as a flow rate. The higher the number, the slower the flow rate. The slower the flow rate, the better the lubricating film will be on the moving parts of the engine. However, there is an optimum or ideal flow rate for each application. Example: High viscosity gear oil would not be used in the engine for lubrication.

The crankcase oil should be maintained to the level that the engine manufacturer considers desirable, the amount is shown on the dip-stick. Overfilling will cause foaming which, in turn will cause poor lubrication as the oil pump will pump air and oil instead of just the oil. Air has no lubricating value. The present-day oils for engines do contain an anti-foaming agent but overfilling the crankcase may still cause foaming when the engine is operating.

Note: Excessively dirty oil in some newer model cars can destroy the engine.

However ----- Not all oils in some of the modern car engines are multi-grade. Some hybrid cars in which the engine does not work hard, uses a very thin oil which is suppose to give better mileage on fuel consumption. As in many things in life, there are compromises: 1. The oil is expensive. 2. The engine is likely to wear faster than if the multi-grade oil is used.

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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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