



# The Studebaker Sage



Club Website: [www.sagebrushstudebaker.com](http://www.sagebrushstudebaker.com)

Volume 22, Issue05

DEC, 2017

**Summer is in full swing, Now we can get our Studebaker's on the road every day for the touring session. See you at the next Meeting.**

**Officers:**

- President: Doug Van Pool 775-970-5522
- Vice Pres. Lee Johnson 775 846-4456
- Secretary: Leo Horishny 775-673-4850
- Treasurer: Gary Crabtree 775-410-3712
- Editor: Gary Crabtree 775-410-3712
- Membership: ???Steven Schnell 425-4868

**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

**A Note form the President.**

**Tips from your Club**

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

Questions can be directed to Gary, Under (Contact Us) on the home page

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What can cause a 1953 commander 232 v-8 engine to vapor lock or stall at low speed?

The early v-8s with their high-mounted fuel pumps and six-volt electrics offer the greatest challenge for restarting a hot engine.

1. The ignition system needs to be checked to make sure it is providing spark to the plugs when the engine won't restart before looking at the fuel system.
2. Vapor lock occurs when the fuel begins to vaporize before it is actually distributed by the carburetor, usually because it has been overheated somehow. Try to cool everything down. Start by installing an insulator block or stack of base gaskets under the carburetor. Thickness is limited by hood clearance, but even a little bit helps.
3. Make sure the fuel lines aren't touching hot parts of the engine, and wrap them with strips of that shiny metal duct tape or fiberglass tape. Try running a flex hose from behind or under the grill directly to the air cleaner.
4. Check the heat riser valve at the outlet of the right exhaust manifold. The weight should be resting in the up position when the engine is cold and in the down position when the engine is at operating temperature. If it is not operating correctly It will continue to force hot exhaust gases through the intake manifold passage under the carburetor and cause the fuel to percolate in the carburetor. it will need to be replaced.
5. Coolant being expelled through the radiator overflow tube during idling indicates that cooling system maintenance is needed. Install a 160 degree thermostat and check the radiator cap to make sure it will hold 7 PSI. If the engine temperature seems to run above the normal range, have the radiator cleaned and tested Proper coolant level for vehicles without a coolant recovery tank is an



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inch or two below the filler neck.

6. Remove the three soft plugs (also called freeze plugs) on both sides of the engine block. Clean out the block internally through those holes using hand digging with strong bent wires and high pressure washing. Bent coat hangers work fine for this digging.

7. Make sure the radiator fan shroud is in place for proper cooling.

8. Try premium gasoline or diluting the gasoline with diesel in a ratio of about 1 to 15.

9. Finally, test the fuel pump per the shop manual. Fuel pumps that do not pass all three tests (pressure, vacuum, volume) will contribute to vapor lock. Also check the fuel pump push rod for wear, or binding / interference from any oil line fittings that tap into the stand pipe on which the pump is mounted. If you still feel a need to make modifications see the item below for adding a return line to vent vaporized fuel.

### Laughs from the sage:

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<https://youtu.be/f3EcsD8g35g>

Oct 23, 2015 - Uploaded by The Muppets  
Fozzie you really made me laugh with that one. great *joke*

### Secretary NOTES:

NOV no minutes

DEC-no meeting

### WANT ADS

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](mailto:1pbft@mwpower.net) They include the following

cars: 1957 packard town sedan; 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; 1965 Cruiser V8 4 DR sedan. Some cars/trucks/parts have been sold. Call to see if your car/truck is still for sale.

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.

59 lark 4dr. Sedan with 259 v8 60k miles after rebuild. The trans was rebuilt. Owned for 32 years asking \$11,500 call Charlie Case (775-882-5332) for info. On the car.

### 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.

Zone meet

Car show Friendship day 10am to 4pm

When Sun, May 21st, 2017, 9am – 4pm

Description Friendship day car show and lunch, no judging just fun

### ITEMS of Interest



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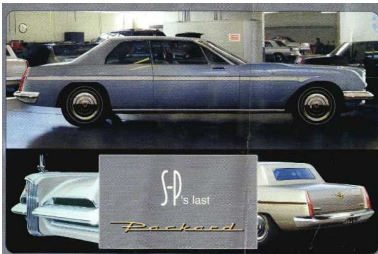
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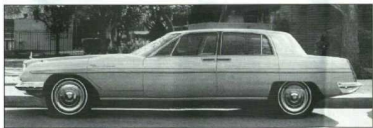
Please come to the meeting and ask for help to get your Studebaker's back on the road. We can help. All Club members.

The last Packard design to be announced in 1966. Studebaker was closed before the new Packard could be brought to the public.



Right click on picture and select view image to see full size of this photo.

The last design for Packard but did not go to production.



OUT ON THE TOWN. The only picture taken of one of the '65 V12 Packards in public. The occasion was the last day of activity after the shutdown orders came. It was taken out by one of the crew to pick up his son after school. This is 1963 and its quiet dignity would, perhaps, have been a design gamble at the time for anyone except Packard. Do you suppose it still exists?

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//////////////////////////////////new item//////////////////////////////////

Packard new concept car by Fernando Gomez.

A concept vehicle from this years Michelin Challenge Design at the 2009 North American International Auto Show in Detroit. An eight-member jury of noted car designers, including David Marek, Honda chief

designer for the Americas, and Frank Saucedo, director of advanced design at General Motors, sorted through 200 entries from 48 countries to select the most promising scale models, sketches and renderings, which are on display.

## Packard - Designer: Fernando Gomez, age 48, Uruguay

As the name of his concept car implies, Gomez took inspiration from classic Packards, which were built from 1899 through 1958. Rather than a traditional V12, like in old Packards, Gomez envisions a 12-cylinder with three banks of four cylinders. Aluminum hoops around the wheels create the look of old whitewall tires.



## Interesting Web Sites!

Check our web site, [www.sagebrushstudebaker.com](http://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!

If you are brave enough... watch this 1962 Studebaker (with Avanti hubcaps) meet its end !



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PUT THIS HTTPS LINK IN YOUR BROWSER ADDRESS BAR AND WATCH!!  
[https://www.youtube.com/watch?v=k2OYA0nnzXc&feature=player\\_embedded](https://www.youtube.com/watch?v=k2OYA0nnzXc&feature=player_embedded)

3. \_\_\_\_\_

**Composer:**  
**Gary Crabtree & Mary Schnell**

This is worth looking at Surprise!! Gary  
<https://www.yahoo.com/tech/crash-test-video-pits-2009-chevy-malibu-against-142040507.html>

**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. \_\_\_\_\_