



The Studebaker Sage



Club Website: www.sagebrushstudebaker.com

Volume 21, Issue 8

Aug, 2015

Summer is just about at an end so take your Studebaker's for a tour. See you at the next meeting.

Officers:

- President: Modarelli, Joseph(joe) 775 882-1178
- VP/Tour Master: John Erb 775 883-6494
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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 summer is getting hotter and we are getting closer to the changing of the leaves. I am still thinking about a barbecue or tour this fall. Any and all ideas will be entertained.

We had some new members show up for July's meeting, and I need to apologize to all of them because I thought I wrote down names and either lost the paper or my sometimeshimer is getting worse. I will buy all of them a drink of their choice at the next meeting as part of my embarrassment and apology.

The meet is going forward without many glitches. I am

going to try and make Las Vegas in October and hope that some of you can go.

I just got off of the phone with Doug Van Pool. He is home with a new foot and is practicing to "kick some butt". He had another set back last week when a stint he had installed last year dissolved. The put in a platinum one this time. He said that he is looking forward to being at the next meeting.

I want to thank Leo for the research on the pics of old Studebaker trucks. What some of us wouldn't give to have one of them now.

Still hoping to see if we can get some more Stude iron at the next meeting. I am even going to try to get the blue beast there.

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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Would you clarify the overdrive operation in my Studebaker and give me some help with the wiring?

Dear all:

Those overdrive units are good but need some getting used to. Many folks are unfamiliar with how they are supposed to work, so diagnosis becomes difficult. Here's a review. With the overdrive cable pulled out, away from the dash, overdrive is blocked out and will not function. The vehicle will operate exactly as if it has a straight three speed transmission without overdrive. But with the overdrive cable pushed in against the dash bracket, overdrive is available to function. You can push the cable in anytime the truck is either stopped or moving. But you can pull the cable out only when you are stopped or when the engine is pulling the vehicle in direct drive. The governor will not permit overdrive to engage until you get



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up around 30mph. At that time, the governor closes the ground circuit and allows the solenoid to be energized, engaging overdrive when you let up on the gas momentarily to release the engine's pull on the drive shaft. When you start from a stop with the cable in, it will freewheel as you've noticed- until the overdrive engages, which happens when you let up on the accelerator momentarily. Or, it will freewheel if the governor cut-in speed has not yet been reached. It will stay in overdrive until you slow down to where the governor interrupts the circuit, or if you press the accelerator all the way to the floor to drop it out of overdrive and return to direct drive. When you floor the accelerator, the kick down switch on the linkage interrupts the circuit momentarily. That allows the overdrive to shift back to direct until you let up on the pedal. This feature allows more speed when you need to pass or climb a grade. When you want to use engine braking to slow the vehicle, first push the accelerator down to kick down. When the transmission drops back to direct drive, immediately pull the cable out. Then you can let up on the accelerator and you will be in direct drive with overdrive locked out no matter what you do.. .because the overdrive handle has been pulled out, disabling overdrive capability. You have to be quick about it, but I have been doing that ever since I started driving Studebaker's over 50 years ago. (I showed my 20 year old grandson how to work it and he thought it was pretty neat, like an automatic fourth gear. In fact, that's exactly what it is.) Another thing: The shop manual recommends using 40-weight, non-detergent motor oil or 90-weight GL1 mineral oil. If you use EP oil (oil with Extreme Pressure additives), the sprag and synchronize-rs will slip or will not shift as smoothly. Hope this helps. Have fun with that truck: I have a '57 1/2 ton that I've enjoyed over 33 years and nearly 300,000 miles!

The next 8 pages give you a way to rebuild the overdrive relay for a car or truck with Borg Warner Over-Drive. Go to the following web site for this article: [click this link for the web site](#)

Many articles listed [Click this link for the web page look under transmission](#)
 1936 - 1955
<http://www.raylinrestoration.com/TechnicalPages/Overdrive/EarlyOverdrives.htm>

1956 - 1963
<http://www.raylinrestoration.com/TechnicalPages/Overdrive/Overdrive.htm>

This is another way to wire the overdrive to give you manual control with switches and not just the accelerator. Go to this web site for this artical: [Click this link for the web page](#)

Laughs from the sage:

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A man told his doctor that he wasn't able to do all the things around the house that he used to do.

When the examination was complete, he said, 'Now, Doc, I can take it. Tell me in plain English what's wrong with me.' "Well, in plain English," the doc replied, "You're just a plain old lazy fart."

"Thank You." said the man. "Now give me the medical term, so I can tell my wife!"

Secretary NOTES:

Sagebrush Studebaker Club Meeting Minutes

July 14th, 2015

- 17 members
- 3 cars driven
- June Meeting minutes read
- Treasurer's Report:
- Dues \$24, Raffle \$11, Int. \$1.15
- Committee Reports:
- BBQ Committee: No report
- US 40 Tour Report: No report this month
- Doug VanPool is improving. Joe Modarelli visited him at Renown, found out he knew the nurse treating him. He should be transferred to the Rehabilitation Hospital.



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Zone Committee:

There is a Zone Committee List:

Chairman Joe Modarelli

Banquet: No members

Judging: Larry Schnell, Jim Coe

Publicity: No members

Hospitality: Sandy Erb

Registration: Gary Crabtree, Carol Van Dyke

Clean up: Charlie Case, Leo Horishny

T-Shirts: Terry Ressler, Mary Schnell

Atlantis Contacts: Sandy Nichols, Maria Valencia

Contact information is available

August 11th, 2015

Sagebrush Studebaker Meeting Minutes

23 members attended 4 guests

7 cars driven

Guests: Bob and Alice Walker. Have attended a prior club meeting, they own Alice's original 54 sedan, now modified. Mike Cremtal and Tabitha from Truckee. Have a 63 Cruiser, for sale, and attended to see what went on in the club.

Bud Domas was in attendance. Past President, past chair for Local Zone Meet.

July Minutes Read.

Gary Crabtree was not in attendance, No Treasurer's report to be read.

Old Business:

Joe Modarelli learned from the Atlantis that it will cost the club over \$12,000 to drop our contract for the May Zone Meet. Additionally, there now is a \$2 per room tax added to the room prices. Room rates will be \$164/night Friday, Saturday, including taxes and fees.

Larry Schnell passed around a possible Registration form to be discussed. He proposed consolidating 2 of the 10 posted classes, Avantis collectively into one model group and Hawks GT with the Finned Hawks and C-K bodied cars.

Leo Horishny suggested discussing costs of room subsidizing, since a concern earlier was expressed about the room rate discouraging attendance. If the club offered a discount for room rates we could increase attendance, offsetting the club's investment. Discussion followed from several members, Lee Johnson stated the room rates are not that out of line in general and they are for a top shelf hotel and amenities so the club will not put money in for room subsidies.

Ralph Capurro said the reason the Club has the money it has is due to the club in the past pushing cars for the HAN auctions. He suggested the club cover the room fee for club members who wish to stay on site and not drive back and forth from Carson City to the Atlantis during the event.

Joe Modarelli says no to subsidizing room rates, times have changed, prices have risen. Larry Schnell says

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There was a Committee Chair meeting on June 2nd. A vote was taken to move to Boomtown, provided we can be released from the Atlantis Contract. Joe Modarelli reported at the July meeting that, the Atlantis says there will be a 50% cancellation fee if we drop them since we are canceling less than 12 months from the event date. Discussion about possible Event activities. Leo Horishny will contact the El Rancho theater about the possibility of a drive in movie happening. Alternate sites, Riverside Theaters downtown shows art movies, perhaps Studebaker themed movie? National Auto Museum is another choice.

Pete Kronenberg bought a heater core for his 66 and is looking for an example to help reinstall it to work. Photos or manual.

New Business:

John Erb had a story from a Canadian customer about a guy who would run junk engines until they blew. Could not blow up Studebaker 259s.

Larry Schnell said non-profits with non-profit status, the Sagebrush Studebakers is a state certified non-profit, do not pay 13% tax. A question was asked for anyone with experience or knowledge to find out if we qualify.

Art Van Dyke says he has a daughter on the Tax Commission.

50/50 Raffle Ivey Johnson won. \$12

Meeting adjourned: 7:40pm



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people will come if they want to come, if we subsidize rooms it will cost the club too much money. John Erb says people come to Reno to gamble often. Joe Modarelli suggested contacting the Atlantis for comps for Meet Attendees.

Las Vegas rooms may be cheaper, but they have volume to offer to lower room rates.

Tom Coe asked if the judging was going to be SDC classes, Larry Schnell said it was not going to be necessary.

Ralph Capurro suggested the Military Museum as a possible Sunday morning tour. During the week, possibly arrange a Tour starting at Sonic on North McCarran Blvd. and then drive to El Rancho Drive In after. Sonic will set aside X number of their drive in spots if we reserve them.

Larry Schnell asked if the El Rancho's fee for movie use of \$300 includes entry fees per car or what. Leo Horishny was not sure, will call to follow up. Also if this fee is there if we bring in our own Blue-Ray DVD to show.

Larry Schnell suggested a movie showing at the National Automobile Museum. Ralph said, drive in or NAM, we could invite other car clubs to join our movie night.

Steve T suggested a Virginia City Tour on Friday morning.

Hospitality Committee No Report Banquet Committee No Report.

Publicity Committee Charlie Case will contact Gary Crabtree for a check for expenses.

Clean Up Committee No Report

US40 Tour Report

Leo Horishny has contacted the 4th Street/Prater Way project and has started to compile a list of sites for the 4th Street Tour.

John Erb asked about Studebaker car owners not in SDC or not in Sagebrush Studebakers?

Entertainment Committee Terry Ressler strongly recommended hiring MacAvoy Layne for a dinner performance. \$600/hr. He will work in Studebaker history if offered material to study. Ivey and Lee Johnson suggested a dance band for the same price, \$600-\$800.

Charlie Case and Carol Van Dyke moved and seconded MacAvoy Layne.

Audio Visual Presentation. Joe Modarelli will do

photographs.

Begging Committee Bill Midtgard will work on this No 50/50 raffle

John Erb asked about Studebaker Pins. Discussion mentioned that the pins are sent with that number of years of SDC membership.

Meeting Adjourned

Leo Horishny

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 They include the following cars: 1947-48 Studebaker M series trucks (total of 3); 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. 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



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1055 S Carson St.(395), Carson City Dutch Treat Dinner starts at 6:00 pm meeting starts at 7:00 pm.

Aug. 3-11 hot august nights in reno and carson. Be there or be square.

Sep 12th Yerington car show & shine 7am to 4pm be there.

Oct 4 Smith valley 7am to 4pm be there.

Oct 9-11 for the zone meet in Henderson NV Las Vegas. Be there.

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 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](#)



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<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 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.



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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=>

Studebakers Owned

1. _____
2. _____
3. _____

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 \$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.