



# THE DELMARVA SEAHAWK



Delmarva Peninsula Chapter – Studebaker Drivers Club Newsletter

Volume 15

May-June 2021

## From the Driver's Seat

On May 16, we had our first meeting since February 2020 (except for a brief meeting at our chapter picnic last September). About 14 people turned out for the meeting, which was held at a new location, the Irish Eyes Restaurant in Milton, DE. It was a nice day to eat out, which we did and my plan was for us to eat and to hold our meeting in a corner of the outdoor dining area. Well, that didn't work out and we wound up holding our meeting in the nearby park across the creek. It was good to see old friend Dick Hodgson again but on the other hand that morning I received a call from Bob Herrington who told me that he had just been admitted to Beebe Hospital for heart problems. That same week Bob had open heart surgery and a triple bypass operation. He is now recovering from that major life event and we hope and plan to see him soon and maybe not too much later at the helm of one of his Studebakers or other collector cars.

The main topic of the meeting was: what do we want to do now and what can we do now? In my opinion, after a layoff of more than a year, it is important that we start doing things together or we won't have a chapter. This is not a problem that's unique to us. The old car hobby in general is getting older and other social organizations like fraternal and social groups are also struggling. At the meeting, it was suggested that maybe we could put on a car show of some sort. Frankly, given the age and condition of many of our members, I'm not in favor of doing that at this time. While I would love to see a Zone Meet in the Atlantic Zone, none has been held since at least 2013 and none of the other chapters have stepped forward to volunteer having one. Really, the last Studebaker show in our zone was the 2014 International Meet that was put on by this chapter under the leadership and hard work of Mark Henning.

In my comments in the last newsletter, I proposed that we start trying to have short cruises to specific local destinations and to try to get a turnout of Studebakers to certain shows. Here are some specific ideas:

On Tuesday, June 15th from 5:30 to 7:30 pm there will be a free open house at the Classic Motor Museum of St. Michael's, MD. I plan to drive one of my Studebakers there and would like some company.

The following day, Wednesday June 16th and again on Wednesday June 30th Cars and Coffee at Grotto Pizza on route 26 in Bethany Beach is, I'm told, a nice event. Bethany diner and WaWa are across the street. Bob Herrington likes this one and I'll make one or both of these. Time is 9-11 am.

Friday July 9th is SEMA's Collector Car Appreciation Day. How about a drive to the Suicide Bridge Restaurant for lunch? We could meet in Millsboro or Seaford and drive there together.

Another idea I have is to visit the Morgantown, PA, Classic Car Auto Mall. This is a former outlet mall at an exit of the PA Turnpike that houses hundreds of collector cars, all of them for sale. The ride up is 3 hours so I think we might want to drive there in our daily drivers instead of our Studebakers, but it is very interesting place to spend two or three hours looking at the collection. Who knows? Maybe you'll see a Studebaker or other car you might like to buy or decide to sell yours. (They work on consignment.) The date for this will be determined later but I'm thinking a weekday in the latter part of June or early July would work best.

Our next meeting will be on Saturday, July 17th at 12 noon. The location is our old stomping grounds at Arena's restaurant in the Georgetown, DE, Sussex County Airport.

Please get back to me with your thoughts on the above as well as any ideas you might have for places to go as a group, especially places where we can drive our old cars.

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*Frank Philippi*

# Front Suspension Noise

From a Studebaker Service Bulletin

## All Models with Rubber and Steel Inner Suspension Bushings

*Please record this article on the Service Bulletin Reference page at the end of the Steering and Front Suspension section of your 1956 Passenger Car Shop Manual. This supersedes the article in Service Bulletin No. 312 on page 4 under the title of "Control Arm Bushing Retainers – All Models." The plain washers formerly installed on the control arm inner shaft bushing retainer cap screws are no longer used in production. They are shown as item 3, Fig. 8, on page 4 and item 5, Fig. 12, on page 6 of the Front Suspension and Steering section of the 1956 Passenger Car Shop Manual. Therefore, it is necessary and important that the bushing retainer cap screws be torqued to the proper specification.*

Noise at the front suspension may result from bushing looseness at the upper control arm inner shaft. This can be caused by: the retaining screw having backed out leaving the bushing loose; the bushing retainer being worn and not holding the inner sleeve of the bushing; or the bushing itself being worn.

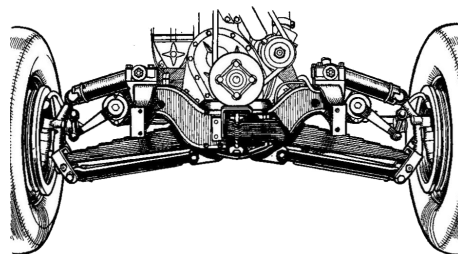
Remove and inspect the bushing retainer. The inner side of the retainer should have 6 serrations in good condition. The outside of the retainer should not have pronounced galled spots from the lock washer.

Replace the retainer if necessary. Then, be sure to tighten the cap screws to the specified torque.

If the retaining screw has worked loose, install a "Nylok" self-locking screw which has been released under Part No. 1541700. Also a plain washer, Part No. G446211, has been released for service to replace the original lock washer used in production. It is recommended that this screw and washer be installed in all cases where the original production retaining screw has loosened and a noise condition exists. The new screw should be tightened to the proper torque of 35 ft-lbs.

Under no circumstances should there be any lubricant applied to the bushing or retainer to cure a noise condition at this point.

***Note:** Frank Philippi had this very same problem on his 1956 President.*



## Up-Coming Events of Interest

Every 1st, 3rd and 5th Wednesday from 9-11 – Cars and Coffee at Grotto Pizza, Route 26, Bethany Beach, DE. Bring your Stude or just hangout. Bethany Diner and WaWa are located across the street for food and other necessities.

Every Tuesday 5-9 pm Cruise In at the Dairy Queen in downtown Millsboro

Friday and Saturday June 18-19 – All Wheels Open Class car show at DE State Fairgrounds in Harrington, DE

Friday July 9 – National Collector Car Appreciation Day. (who knew?) DPC/SDC drive to Suicide Bridge restaurant, Secretary, MD. Details to follow.

Date TBD – DPC/SDC visits the Morgantown, PA, Classic Car Auto Mall.

Wednesday Sept. 8 thru Saturday, Sept 11 – 57th annual SDC International Meet. Details in Turning Wheels or on SDC website.

Friday Sept. 24th and Saturday Sept. 25th – All Studebaker Swap Meet and Car Corral sponsored by the Kinzua Chapter at Fairgrounds in Dunkirk, NY. Details in Turning Wheels

Friday October 22 and Saturday October 23 – Reedsville, PA. All Studebaker swap meet and car corral. Details in Turning Wheels.

*Frank Philippi*

*As always, check the listing of shows (sent regularly to you)  
for updates and/or cancellations  
as well as other events that you may find interesting*





## Right & Left-Hand Threads

# Tech Tips

Sometimes the left-hand threaded nuts have a notch on the corners of the nut, but not always. Some cars that were manufactured prior to the mid '50s had left-hand threaded studs and nuts on the left side of the car. Some cars even used left and right-hand threaded wheel bolts in place of the nuts.

Picture shown is left-hand threaded wheel nut with the notches. Since the mid 50s, all wheel nuts on Canadian and American-made cars have only the right-hand threaded nuts.



Bench grinders usually have 2 grinding wheels, one on each side of the motor. The side with the tool rests is the front of the grinder. On the left side, the motor shaft has the left-hand thread and on the right side, the shaft will have the right-hand thread. For grinders and saws, it is easy to determine which direction you have to turn the nut for loosening. When operated, whichever the direction of travel for the saw or grinding wheel,

the nut has to be turned in the same direction for loosening. For left hand threads, turn clockwise to loosen.

While saws and grinders have only the left-hand thread or the right-hand thread to secure the saw or grinding wheel, the reversible drill shaft has both threads to secure the chuck. In time, with much usage, the chuck may not hold the drill bit without it slipping so it is time to remove and replace it. To do that, the first thing is to open the jaws wide and you will see the head of a screw. It may have a Phillips head or Allen head. Select the proper tool to use and then turn the screw clockwise as it has the left-hand thread.

Once the screw has been removed, then you can remove the chuck. It has the right-hand thread so turn it counterclockwise. If you have difficulty in removing the chuck, get a 5/16" bolt, grind 3 sides on it and insert it into the chuck. Tighten the jaws of the chuck. Use a 1/2" socket on a pneumatic impact tool and set it for counterclockwise direction. Put the socket on the head of the bolt and press the trigger of the impact tool that is set for low or medium impact. The chuck is easily removed.

## Meeting Day on May 16th, 2021

No official meeting minutes available at time of publication but here are a few notes I took myself.

In attendance we had the pleasure of sharing lunch and sitting in the park for our meeting with everyone shown in the photo. It was a lovely day and it was great to see everyone again!

We learned that Bob Herrington was in hospital with a major issue. Sheila and Lou couldn't attend because Lou has ongoing issues. And sadly, we learned of the passing of Dick Weaver and Floyd McGee. It was Dick's vast collection of antique autos we had toured as a Club a few years back. Floyd was involved with Studebakers for much of his life and was the son of the founder of Sussex Studebaker (now known as McGee Motors, a Chrysler-Dodge-Jeep-Ram dealership).

Per Frank's agenda, Sheila provided the financial standing for the club at \$3,148.11 in the bank.

Our roster still has 32 members, thanks to Sandra-Dee for keeping us up-to-date. The most recent members are Cindy & Denny Foust who, I'm sure you are very well aware, are the National Secretary and National President respectively. We are, of course, honored.

Pictured below l/r: Kenny, Cheryl, Elfriede, Kent, Trish, Barbara, Frank, Tom, and (hidden) Mark and Sandra-Dee. Gail is taking the photos.

*Barbara Cool*





## Membership Application & Renewal Form

☐ New Membership    ☐ Renewal

The SDC welcomes anyone with an interest in Studebaker history and Studebaker produced vehicles. Memberships are for one year only and include twelve (12) issues of *Turning Wheels*. All chapter members must also join the national club. Send a completed copy of this form along with payment in the form of credit card (Visa, MasterCard or Discover), check or money order in U.S. Dollars to: Studebaker Drivers Club, P.O. Box 1715, Maple Grove, MN 55311-6715, USA.

<b>NEW U.S. Membership:</b>	<b>1-Year</b>	<b>3-Years</b>	<b>5-Years</b>
<input type="checkbox"/> Regular Membership	\$29.00	n/a	n/a
<input type="checkbox"/> Student / Young Adult Membership (12 through 22 years old)	\$29.00	\$87.00	\$145.00
<input type="checkbox"/> Subscription to <i>Turning Wheels</i> magazine only. NO MEMBERSHIP	\$29.00	\$87.00	\$145.00
<b>NEW Canadian Membership:</b>			
<input type="checkbox"/> Canadian Membership with Surface mail	\$46.00	n/a	n/a
<b>NEW Overseas Membership:</b>			
<input type="checkbox"/> Overseas Membership with Surface Class mail	\$46.00	n/a	n/a
<b>RENEWING U.S. Membership:</b>	<b>1-Year</b>	<b>3-Years</b>	<b>5-Years</b>
<input type="checkbox"/> Regular Membership with Periodical Class mail	\$36.00	\$99.00	\$161.00
<input type="checkbox"/> Regular Membership with First Class mail	\$62.00	\$183.00	\$300.00
<input type="checkbox"/> Student / Young Adult Membership (12 through 22 years old)	\$29.00	\$87.00	\$145.00
<input type="checkbox"/> Subscription to <i>Turning Wheels</i> magazine only. NO MEMBERSHIP	\$29.00	\$87.00	\$145.00
<b>RENEWING Canadian Membership:</b>	<b>1-Year</b>	<b>3-Years</b>	<b>5-Years</b>
<input type="checkbox"/> Canadian Membership with Surface mail	\$52.00	\$144.00	\$236.00
<input type="checkbox"/> Canadian Membership with Air mail	\$66.00	\$186.00	\$306.00
<b>RENEWING Overseas Membership:</b>	<b>1-Year</b>	<b>3-Years</b>	<b>5-Years</b>
<input type="checkbox"/> Overseas Membership with Surface mail	\$52.00	\$144.00	\$236.00
<input type="checkbox"/> Overseas Membership with Air mail	\$66.00	\$186.00	\$306.00
<b>Other:</b>	<b>1-Year</b>	<b>3-Years</b>	<b>5-Years</b>
<input type="checkbox"/> Membership Only (No <i>Turning Wheels</i> magazine)	\$12.00	\$36.00	\$60.00

**Total Amount: \$**

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone: (        ) \_\_\_\_\_ Email: \_\_\_\_\_

Source of Referral (if new member) \_\_\_\_\_

SDC Member # (if renewal) \_\_\_\_\_ Please specify Studebakers owned on back of this form.) \_\_\_\_\_

### PAYMENT:

If paying by check, make checks payable to: **The Studebaker Driver's Club, Inc.**

☐ Check    ☐ Money Order    ☐ Visa    ☐ MasterCard    ☐ Discover

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_ \*CID # \_\_\_\_\_

\*REQUIRED FOR PROCESSING: Card Identification Number (CID) found on back of credit card – last 3 digits appearing in signature space.

Name on Credit Card: \_\_\_\_\_

Signature: \_\_\_\_\_





# DELMARVA PENINSULA CHAPTER STUDEBAKER DRIVERS CLUB

244 Cabin Ridge Road • Felton, DE 19943



## Membership Application

Applicant's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Spouse's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Residential Address  
(as listed on SDC membership) \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Email Address: (print clearly) \_\_\_\_\_

SDC/ASC/AOI Membership # (required) \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

### ??? Do You Own Any Studebakers ???

Car 1

Car 2

Car 3

_____	_____	_____
_____	_____	_____
_____	_____	_____

### DPC Annual Membership Dues

Regular Member (over 21 yrs old)	\$20.00
Junior Member (18-21 yrs old)	\$15.00
Youth Member (under 18 yrs old)	\$ 5.00

Chapter Membership requires current membership in The SDC/ASC/AOI  
Current & Active SDC/ASC/AOI Membership # Must Be Listed On Application

The DelMarVa Peninsula is defined as the entire state of Delaware; Maryland Counties: Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Worcester, Somerset; Virginia Counties: Accomack and Northampton. You do not need to be a resident of DelMarVa to be a Chapter Member.

### OFFICIAL USE ONLY

Effective Date \_\_\_\_\_ Membership Type: **R J Y** DPC Member # \_\_\_\_\_

Payment Rec'd \_\_\_\_\_ Approved by \_\_\_\_\_

# CONTACT US

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## SDC OFFICERS & OTHER SDC CONTACTS

For a full list of Officers, National Board of Directors and other SDC contacts, visit the website at: <http://www.studebakerdriversclub.com/officers.asp>



*Happy Birthday!  
& Belatedly, too*

06/02.....Tom Mercer  
06/15.....Ken Smolecki  
06/18.....Barbara Cool  
06/24.....Cole Phillips  
06/25.....Jane Kuehne  
06/29.....Rosemarie Frankel  
06/29... Rosa Maria Malzhan  
07/01.....Artie Sedmont  
07/19.....John Visci

## What Do YOU Want the Club to DO? PARTICIPATE!

Send your ideas and suggestions for Club Activities and places to meet, shows to attend together, which cruise ins are your favorites to attend, where do you show your Studebaker...

A Club can only Be what the Membership Makes it. Which means "Participation." The members who do the work get burned out eventually without the very important participation of members – because a sense of "what's the use" seeps into the psyche and the heart is lost and the will to continue ebbs away.

This in turn leaves your Club on the verge of a sad demise. Some of us would like our Club to do at least one show in a year... but our ages rather put the brakes on... we're just not up to working that hard any longer!

But there are soooo many shows throughout our local and we, as a Club, should take advantage of them and bring our Stude's as a group to make our **SHOW AT THE SHOW!**

*Barbara Cool*

## MARK YOUR CALENDAR ... FINALLY!

**Saturday, July 17th, 12 noon**

**THE ARENA'S AT THE AIRPORT RESTAURANT**

**21553 Rudder Lane, Unit 1, Georgetown, DE ([www.arenasdeliandbar.com](http://www.arenasdeliandbar.com) or 302-856-3297)**

**RSVP to 410-208-2555 or [stude289v8@yahoo.com](mailto:stude289v8@yahoo.com)**

## Want Ads

**For Sale: Twin Avanti's** owned by Lou & Sheila Vutianitis. Call 302-422-8609.

**1964 Avanti, R2421.** (1963 features, registered as 1964). Avanti White, black interior. 289 V-8 automatic, completely rebuilt engine 0.60 over, electronic ignition, A/C, power steering, power brakes, and power windows. New Edelbrock carburetor, electronic fuel pump, higher output alternator, positraction rear end. New paint (3 yrs). Extra rims and tires included. \$23,500. Milford DE

**1963 Avanti, R1555.** Avanti White, red interior, 289 V-8 automatic, A/C, power brakes and steering, positraction rear end. New: valve lifters, Edelbrock carburetor, power steering pump, plugs, points, higher output alternator. New carpet and door panels. Needs valve springs (included) \$22,000. Milford, DE

Free Rear Glass (backlite) for (I think) a '53-'58 sedan, or maybe a '59-'60 Lark, or maybe a '53-'61 coupe. If interested, call Frank at 410-208-2555.

Looking for a decent 2-door Lark. Drive train not important, but, please, NO rot buckets! I don't mind mechanical work, but hate bodywork. So, please, solid with a good frame. Prefer '61-'63 cars but will consider any '59-'65 Larks. No 4-doors. Reach me at 302-469-5356 or email [RCavoli@aol.com](mailto:RCavoli@aol.com)

