

STUDEBAKER Spotlight



OFFICIAL PUBLICATION
OF THE LONG ISLAND
CHAPTER, SDC

Volume 41, Issue 2 - February 2011

Current Officers 2011

President

Carl Carilli

162 Village Green Dr. Port Jefferson. Station

(631) 627-0626

Carl164@optonline.net.com

Vice President

Lanning Baron

LBaronLI@verizon.net

Secretary

Roger Price

5 Lindron Ave, Smithtown, NY (631) 724-1382

Treasurer

Frank Sammon

105 Ridge Ave, No. Great River, (631) 348-7681

Membership Secretary

Frank Sammon

105 Ridge Ave, No. Great River, (631) 348-7681

Newsletter Editor

Cathy Sammon

105 Ridge Ave, No. Great River, (631) 348-7681

glesam@optonline.net

Next Meeting:

**Thursday, February 17th at 7:30 p.m.
Marjorie Post Park Community Room**

CARL'S CORNER

Our January meeting was my first at the helm of our great club, and I was excited to share some of the ideas and concepts I have for the upcoming year with you. Though the night was bitterly cold, I felt the warmth of your camaraderie and support. Thanks!

As promised, I have done extensive research about the improvement of our website, and I will be sharing my findings with you at our next meeting. It's time we "caught up" with our fellow chapters in this very important area of promoting our club and, of course, our great cars.

Also, at our next meeting, I would like one of you to share a story about your relationship (no double entendre intended) with your car. I will be the "interviewer" during this approximately 10-minute journey into the special world of Studebaker ownership. I guarantee this will be an interesting segment to our agenda! Any volunteers?

Looking forward to seeing all of you on the 17th,

Carl

P.S: If you have not already done so, please send in your dues to Frank Sammon or bring it with you to our next meeting. Thank you.

CMC

MEETING INFORMATION

Third Thursday of every month

7:30 p.m.

Community Room

Marjorie Post Park

Massapequa

New members welcome!



JANUARY MEETING RECAP



The meeting was called to order at 8:08, and we recited the Pledge of Allegiance. Frank Sammon provided a summary Treasurer's report showing what we spent for Newsletter, Reunion Sunday Show, Holiday party, and Refreshments, as well as what was taken in for those primary committees.

There was a discussion of the balances in the club accounts, and we noted that we have a cushion in the accounts due to the sponsorship of trophies for the show.

Frank reminded all members that Dues for 2011 are now due.

Carl noted that we need more notice to the public for our car show, and there was a discussion of ideas to promote the show, including the possibility of using Channel 12 for promotion.

We discussed updating creating a new website, as the former website is no longer maintained and the Yahoo Groups page never really got off the ground.

We also discussed the possibility of having a question and answer session at the end of each meeting for the aid of members needing tech help. We are also in need of putting parts and services wanted in the newsletter.

The 50-50 was won by Charlie Peiffer. The meeting was adjourned at 9:00.

Lanning Baron, for Roger Price

MEMBERSHIP REPORT



To date we have the following breakdown on the membership roster that we have been using for the last few years:

Paid members:	14
Honorary members:	5
Unpaid members:	42

It's still near the beginning of the year, so we should be receiving membership renewals from a lot of folks. If you have not yet sent in your renewal, please do so quickly so that we can get our membership numbers up to where they ought to be. Active members in good standing are key to keeping the chapter viable and keeping the rest of the world aware of our Studebakers.

A NOTE ABOUT OIL



I got the following from Larry Swanson and thought it would be of interest to all:

Hi Larry,

Below is the tech tip that appeared in the Keynotes May/June Roster issue, Page 40. Gordon wrote that for me. Regards, Sidney from Pop's Garage

I am offering information on some very new products I have discovered for our Studebaker and other older engines. As we all know the expensive liquid that the Feds try to pass off as gasoline is causing untold numbers of problems with our fuel systems (vapor lock, boiling of fuel, damaged parts etc.). The marine and small engine people have the same problem.

There is now a product available at Advance Auto Parts (and elsewhere). It is called Stabil Marine Formula. If used according to directions it will eliminate all the negative effects of ethanol. Price is \$9.99 for 8oz. and it will treat up to 80 gallons of gas.

There is also now an alternative to adding ZDDP to the oil of our flat tappet engines, Valvoline VR1 Racing Oil. It is available in SAE 20W50 and SAE 50W. The price is \$4.29/qt. at Advance Auto Parts. The advantage over ZDDP additive is that ZDDP is already in this oil and if you must add oil between oil changes the ZDDP mixture is still proper. (I know Studebakers don't burn or leak oil) At this time I can find no other brand or weight of motor oil with ZDDP in the blend.

If you have trouble finding these of similar products, you may contact Pop's Garage, c/o Keystone Keynotes, 1970 Valley Green Road, Etters, Pa. 17319 1-717-574-1529

TECH TIP



Troubleshooting Turn Signals

Ray Fichthorn, via the Studebakers Newsgroup

The brake lights and dome lights are on the same circuit - If neither work, this may indicate a problem with the fuse. Check (them) first. The "lower" fuse on the panel is for the brakes, the "upper" fuse is for the directional signals. While you are "poking" around there – unplug the flasher unit and clean the terminals. Then test all the bulbs in the circuit.

The headlights and (front) park lights are on different circuits – the front "park" lights only come on when the dash switch is in the down position (no headlights). This position is seldom used, so internal corrosion is likely. I usually can jiggle and play with the switch to work the corrosion off. Try that with someone out front looking for the parking lights to flash or come on. If they do, but won't stay on, you may need to disassemble the headlight switch to clean it – as that is where the problem is.

The indicators in the dash flash when the turn signals are in use. You should be able to hear the flasher unit clicking. If one of the indicator lights comes on (and stays on) – AND you hear the flasher "clicks" – but the indicator bulb doesn't flash – that usually indicates a burnt-out turn signal bulb on that side.

As stated before – check the fuse and the bulbs first. Then proceed to the Brake Light Switch. It is located on the frame – to the left of the engine (driver's side), below the starter solenoid, in front of the steering box, just behind the upper control arm, get the idea? It's a round sender with 2 "posts" sticking up from it. Unplug the 2 wires from it (it doesn't matter which goes where) One is RED, the other a RED with a WHITE tracer. The RED one should be "hot." Use a test light to verify you have power. Or you can use a jumper wire to bypass the brake light switch. If the brake lights work, the switch is either bad or the terminals/connectors are corroded.

This is where the Turn Signals get complicated.

When you are STOPPED with your foot on the brakes (both brake lights on) and turn on the turn signals – the corresponding BRAKE light bulb must be bypassed, so that the filament will flash. This is where the 2 circuits are dependent on each other. The RED/Wt tracer wire from the brake light switch goes into the main harness up the Turn Signal Switch (TSS). The TSS breaks the circuit to that brake light – when the Directional signals are used. If the TSS is corroded (common) or burnt out (not so common), the directional signals will not work. You need to check for power at the TSS connector (about 1" square black junction box) – where it comes out of the steering column and into the main wiring harness. Here's what to look for:

1. *** Turn ignition switch to the Accessory position. ***
2. Check for power to the TSS at the BLACK wire going TO the connector from the main harness. The lead should be "hot." Place the lever in the Left Turn position and check for power on the TAN wire and the White w/TAN Tracer wire going TO.
3. Place the lever in the Right Turn position, and check for power on the GREEN wire and White w/GREEN Tracer wire going TO the connector FROM the TSS. Both should be "hot."

It's important that these wires be returned to their original positions. So try to do them 1 at a time. It is also wise to use some small needle-nosed pliers to unplug the wires from the junction block. Usually a small twist will release them

Somewhere you will find something amiss. Hopefully it's just corrosion, fuses, or bulbs. Long-distance electrical troubleshooting is difficult.

Ray

Reprinted From Beach Cities Inland Empire Sparkplug, May 2010

UPCOMING EVENTS



- **LI Chapter SDC Reunion Sunday Car Show.** Sunday, June 12, 2011 at Marjorie Post Park in Massapequa.

LONG ISLAND CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

NAME: _____ Birthday (Mo/Day): _____
SPOUSE: _____ Birthday (Mo/Day): _____
ADDRESS: _____ Anniversary (Mo/Day): _____
PHONE: _____ CELL: _____
E-MAIL: _____

STUDEBAKERS OWNED:

YEAR	MODEL	BODY STYLE

To join or renew your membership, mail completed membership form, with membership fee payable to "LI Chapter SDC" to Frank Sammon, 105 Ridge Avenue, No. Great River, NY 11722-3430

DUES: Join January – June \$15.00; July – December \$10.00

NOTE: YOU MUST BE A MEMBER OF THE SDC TO JOIN A LOCAL CHAPTER.



OFFICIAL PUBLICATION
OF THE LONG ISLAND
CHAPTER, SDC

