

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 11

Steering Column



Another good Studebaker outing with the Fall Colors Tour 2014. Not a lot of people participated, but the weather was good and it was a well planned and conducted event. Glad we went - a very enjoyable day.

The weather is now telling us that summer is over. It is a good time to move to more inside activities. We have a very interesting meeting for this month. Bill Schiffer will share his experiences of working at the

Studebaker Corporation in South Bend. Probably information you can't get anywhere else and you may never be able to meet anyone else that worked there.

To continue with my car saga of the last two months, this one titled "Why Do I Have The Old Cars I Now Have". I don't have the first car I ever owned and I don't want one like it; too many problems inherent in the design. And, I don't have the first Studebaker I ever owned either, but for different reasons. I have a '37 President and a '38 Commander. I bought the '38 to replace the earlier Studebaker because I like the body style better, particularly those headlights. Eventually, I will, however, sell it in favor of the '37. The '37 has dual side mounted spare tires and they have been a favorite of mine since my youth (I know it is hard to believe that I was once young). I loved dual

side mounts on any brand of car, but by the time I was ready to buy a car, no newer cars had them. Side mounts tended to be more commonly used on larger cars in the '30's and that was fine with me even though I knew I could not afford one. I also liked straight eight engines which represented power and smoothness to me. So, the '37 will stay in my stable because it has dual side mounted spare tires, is large and powered by a smooth straight eight engine. Even though I have not yet been able to drive mine, I am told by other '37 President owners that they are very comfortable cars to drive and ride in.

It is my plan to get the '37 drivable by next spring. I am certain it won't be completed but it should be drivable. I am so confident of being able to drive it soon, that I have license plates for it now. Wish me luck!

God Bless, Don Andersen

Remembering Mark Kaifer

On October 15th, friend and member Mark Kaifer passed away October 15th at Overlake Hospital from complications of Crohn's Disease.

Mark worked as self employed carpenter and contractor, and also as a Building inspector for the city of Kirkland. The Memorial Service Mass was held at Ste. Monica's Catholic Church on Mercer Island, on October 23rd.

Memorial donations can be made either to Seattle Humane Society, 13212 SE Eastgate Way Bellevue 98005 or the NW Chapter Crohn's & Colitis Foundation, 9 Lake Bellevue Dr. # 203, Bellevue, 98005.

I am pleased to announce that there was a very nice Studebaker turnout at the Mass for Mark. Filling two tables at the social following, were Don & Joan Andersen, Kim

& Julia Lebert, Bill Hallett, Laurel Berry, Walt Thompson, Dorothy Abbott, Donovan and Helen Albrecht, Bill & Iris Schiffer and three representatives from NPS Chapter, Pat Knappert, Carol Cook, and Gary Benham.

It goes without saying that we will miss Mark and his wry humor. His '51 Starlite was parked prominently, and I took a close look at the floor mounted 4-speed he was so pleased with; installed just last year. pertaining to his passing, one of our club's elders was heard to remark; "we don't need to loose any of the younger ones" It hurts no matter what.



NOVEMBER MEETING SATURDAY NOVEMBER 15th AT 1 PM AT PANERA BREAD REDMOND

A Private room has been reserved. The time was chosen for a late lunch

A short Business meeting, then, - a discussion of any and all things Studebaker

Directions: I-405N exit 14 for WA 520E. Keep right at fork, follow signs for 520E. Merge onto Hwy 520E. Take the WA 202/Redmond Way exit. Turn left onto WA 202W/Redmond Way. Go one block, Panera on right.

SDC INTERNATIONALS

August 16-22, 2015	51st SDC International, Sheraton Heights, Mo. Gateway Chapter, Sheraton Westport Hotel
June 26-July 2 2016	52nd SDC International, Warwick, Rhode Island
June 18-24 2017	53rd SDC International, South Bend, Indiana

SECRETARY'S SCRIBBLES

On what turned out to be a sunny, and unseasonably warm day for the 19th of October, we had an outstanding example of the touring event that we call the "Fall Color's Tour." The storm clouds that we had been experiencing for a week before the event, and with the same forecast for the ensuing week seemed to magically part for our tour. Mary and I knew that when we started out that morning that we were in for a good deal of driving, but we felt that Humphrey the 1960 Lark wagon would be up for the adventure. After stopping at the Grange in Issaquah to give the car a drink of their non-ethanol fuel, it was time to hit the freeway. Just getting to the scheduled meeting point at the Smokey Point Rest Stop would take us about an hour and a half, but since it was Sunday and traffic was somewhat light it was a piece of cake. We made good time, with a half and hour to spare, but wait . . . as we pulled into the stall at the rest stop that we were told to mount up because we were to leave in five minutes. Then I realized that my watch was slow by a half hour and had we been a few minutes later nobody would have been reading this.

Gary Benham had laid out the tour which he and Alice led in Gary's 1961 Hawk. The route took us on a large loop on Hwy 530 through our typical beautiful foothill countryside, on roads less traveled. It seems as though whether it is the first time, or multiple times traveling this route it is always serves as a reminder of the way things used to be. Thankfully not much seems to change here. The tour led us by the Oso slide area. For Mary and I, neither of whom had seen it in person, the experience was both awing and emotional. The area of the slide seemed much larger in real life then the pictures on TV seemed to show it to be. Realizing how much was lost by so many and that the effort to return to any kind of normalcy will go on for years is mind-boggling! We toured up the Sauk River to Concrete where we had a rest stop in a park in the center of



town. The stop was an ideal photo opportunity to capture the Studebakers and one Rambler station wagon on tour. The tour continued down the Skagit River to the restaurant that Gary had picked out. It sure seemed to be the right choice. I counted twenty three people who chose to join us at the restaurant. The group was a good mix of people from a number of chapters, which has become our custom. I believe that the restaurant was Bob's Big Boy Burgers, or something similar, but it was much more then the name seemed to imply. Couldn't have asked for a better tour thanks Gary, and thanks to all



who came out to make the event special!

As an aside, how does one miss the exit off I-5 for I-405? Well I managed to do it and result was to get caught in Seattle traffic, which was especially bad because of the closure of the 520 Bridge. The three of us Mary, Humphrey and I seemed to take it in stride. The total mileage racked up was about two hundred thirty, a true testimony to Studebaker.

On a sad note many of us from the Studebaker club joined in to say good by to Mark Kaifer who passed away last week from complications from surgery for Crohn's Disease. Mark loved his Studebakers as well as his Cadillac convertible but he was a real car guy. Always willing to help in any way that he could. He was a truly talented finished wood worker, who had for the last several years had bought, saved and restored houses which he was able to pass on to new owners. Mark was a friend, I will miss him and his willing, helpful and gentle nature. My life is better because I knew him. My heart felt con-

dolences go out to his wife Margaret.

Last but certainly not least. Congratulations to Bill Schiffer who again got an award for his fine newsletter. The award was for third place in his category. I can't imagine how good the other two that finished in front of the "President" must be. He is able to manage this in spite of the handicap of having to deal with what I do here. I think that all of us really appreciate what you do for us, thanks!



*Up Consatly Amblld Scribe
Bill Hallett*

PS: The Tacoma Chapter of the SDC has voted to join us, for the first time, at the group Christmas Party, great news!

Route 66 & the Petrified Forest

My son is camping his way across the west on his way to the coast from Texas.

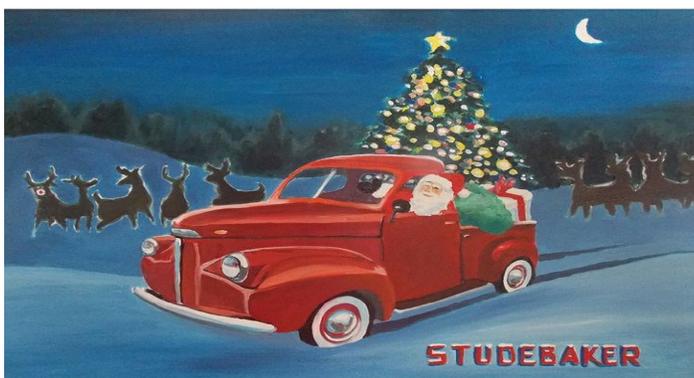
He sent this picture from the Petrified Forest NP in Arizona with the info that this car is setting on an actual piece of Hiway 66 pavement. The only part of that historic route preserved within a national park.

The car is of course, a '32 Studebaker, and Paul tells me it's a 6, making it a Model 55 by my reckoning. A Studebaker as part of a national park! That's nice for us Stude fans to know.

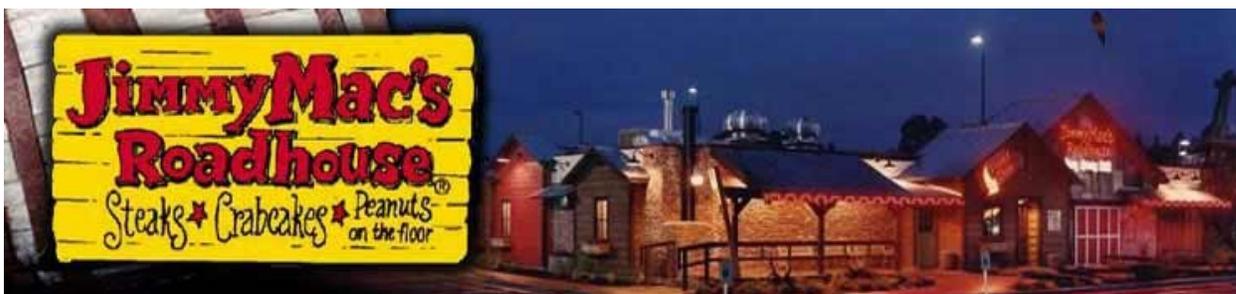
I told him he passed over that very piece of road back in January 1962 in our b'loved '59 Lark HT when you were 6

months old (I hope he was impressed) We were trying to escape a snowstorm by driving west as the storm went east. The same storm that nearly halted us in Amarillo Texas. We had to drive around a barricade to get back on the closed road (no time to spare). I'm glad to report that there were no more adventures on the way to Sacramento, and that we had lunch in the desert west of Needles the next morning. Thanks for the memory Paul.





Studebaker & Avanti - All Chapters
“Jimmy Mac’s Roadhouse Christmas Party”
 December 14th at 2pm – Please Respond by December 6th



34902 Pacific Highway, Federal Way, WA 98003 - Phone (253) 874-6000

Contact Bob Bryant for questions - Call 253-742-6503 or email rbryant1942@hotmail.com

Menu – Choose One - \$20 per person - Desserts Will Be Provided

- _____ 6 ounce Top Sirloin w/1 side
- _____ Cactus Creek Crab cakes (2) w/1 side
- _____ Campfire Chicken w/1 side

Name _____

Street _____

Town _____ State _____ Zip _____

Email Address _____

Phone _____ Number in Your Party _____ Total Enclosed \$ _____

Make check payable to Greater Seattle Chapter SDC & Mail To:
Eric Larsen, 8317 189 Ave E, Bonney Lake, WA 98391

TECH TIP

Control Arm Bushings

I just pulled the control arms off my '62 Daytona, and replaced all the rubber bushings. The steering knuckles were fine, (no play) so I didn't pull them apart.

I installed the left side first. After three hours of fighting with the two top bolts on the upper control arm to the frame. They are nasty to get the nuts on.

Then I started installing the right side, I noticed the upper control arm didn't want to move on the steering knuckle. So I greased both fittings good, and kept working the control arm. That didn't help so I loosened the top bolt on the steering knuckle, then oiled it good, and worked it again.

But here's my problem. When I tighten the bolt, the control arm doesn't want to move again. The shop manual doesn't tell you how tight the bolt should be. If I leave it on the loose side, then the control arm moves fine. So how tight should the bolt be on the steering knuckle?

Answer That "pinch-bolt" located in the middle of the upper kingpin-

should be tight. It is not meant to be a pivot point (under driving conditions). Your troubles are in the upper-outer control arm bushings. Either the bushings are frozen to the pin (if old), or, someone installed new bushings WITHOUT using a spreader tool. This will create a bind that will ruin the upper bushings if you drive it that way.

Studebaker's (upper outer and lower outer) control arm bushings... MUST be installed using the proper spreader tool.

Caution: If this tool is not used, you will collapse the control arm around the pin, and create a bind on the pin's threads and the bushings will be chewed up in very short order. This spreader allows the bushing's SPECIAL threads to "float" on the upper and lower pins. (.015" clearance in the threads)

. For the upper pin, it also allows your upper pin to be used for front-end alignment.

1. Remove the two upper bushing grease fittings- insert a screwdriver or similar tool to remove any old-packed grease that is in there.
2. Inside the bushings there should be an "ALLEN-TYPE" socket

machined into the end of the pin... that you need to insert an Allen wrench into- to adjust the upper pin.

This socket is only on ONE end of the pin... NOT both. IF this is an original set of bushings .

NOTE: jack the car up by the lower control arm- NOT the frame... this will relieve the pressure on the upper pin.

1. Remove the wheel/tire. Loosen the kingpin pinch-bolt.
2. Heat the upper outer control arm bushings lightly with a propane torch- just to melt the grease and possibly loosen up the bushing on the pin.

bushings until you can move the upper pin (fairly) easily with an ALLEN WRENCH. **Note:** Liberal use of spray lubricant or penetrate inside the bushings, and on the pin's eccentric near the pinch-bolt... may help. IF this is a rebuilt front end... You "may" need to remove one or both upper bushings, and reinstall them using a spreader tool on the control arm.

(This month's tip is courtesy of the SDC Website - By Ray Fichtorn

Cover Picture

I feel a need to explain this month's cover picture. As I've often said, I don't collect things so much as I don't throw stuff away. For an editor of an collector auto pub, that's probably a good thing. This picture was found squirreled away in a folder dated 1993! I was drawn to it by the Bullethead, of course, but the smile on the guy's face is how many of us feel about our Studebakers.

Note the license plate -it was an Ad for Swissair maintenance and I assume it is a Swiss plate.

Welcome New Members

Gary and Virgie Finch.to our midst. They are to get the President by e-mail. They live in Spokane and own a whole bunch of Stude's.

Several e-mail exchanges with Gary revealed he has some very nice Studebakers. He is currently restoring a '56 President 2 Door, The e-mailed -pic's of the project show some impressive work.

Gary was the Tourmaster for the Antique Club at their meet at St. Regis Montana this summer.

I don't expect to see them at our next meeting, but . . . They are sure would be welcome!

One Last Word

By adding one more word about the upcoming November Meeting may, just may, drive some of you away. But on the other hand, it just might inveigle (love that word inveigle), some of you to get your questions ready and come to the meeting. Saturday, 11 PM November 15 at Panera Bread (Bearcreek Center, Redmond)

I will try my best to separate any bias I may, or may not, hold about the management at that time.

That said, I do consider my tenure there to be a source of information not available west of South Bend.

See you there. *Yr Humbl Ed*

STUDE STUFF FOR SALE & WANTED

CARS FOR SALE

1941 Studebaker Champion 4dr sedan. Older restoration but runs and drives very nicely. Pretty car in Maroon with red side stripe. Wool cloth interior. Radial wide whitewall tires. Photos upon request. 15,000.00. Contact: Brian Curtis, email: briankcurtis22@yahoo.com

1942 Studebaker Champion 4dr. Ambitious restoration project. Completely disassembled. Has engine and trans. all new rubber for door seals, etc. Will consider any reasonable offer. Contact: Bernie Harris, 406-248-5515.

Gold 1963 Avanti R2 for sale for \$17,000 or best offer. It is in nice condition with rebuilt supercharger, new upholstery and newer paint. The steering column was converted to a Chevrolet tilt column. I would consider partial trade in of a Studebaker Station Wagon with V-8 and automatic. We are starting restoration of my 1967 Avanti II which I have owned for over 40 years and I only need one Avanti. Don Kelstrom dlkelstrom@aol.com 425-686-2931

1959 Studebaker Lark rat rod that I'm trying to sell, and sick of dealing with flakers and people that don't know anything about Studebakers. Its a pretty solid running and driving project car, and to my knowledge is the original drive train. It has no title, but I have a paper trace of documents to try and get title, I just don't have the time for it anymore and need the money to continue my schooling. If you guys could help me out id be so appreciative and dont want to see the car get crushed but rather have someone who knows and loves these old Larks to cherish it im asking a \$1000 for it. Please help me if you can.
Michael Paulik <michael_paulik@hotmail.com>

1931 Studebaker Regal Commander, sedan. New upholstery, eight cylinder engine with 6000 miles rebuilt and balanced . Great driver. Low 20's. Ph:509-783-9205.

PARTS

1 – left front fiberglass fender- fits GT Hawk, new
1 – Right front fiberglass fender- fits GT Hawk, new
\$550 for the pair -As is, where is: No reasonable offer refused! Come and get them!

Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248. Email: briankcurtis@yahoo.com

1947 and up—4 Champion wheels with nice whitewall radial Akuret Tires P19560R15—\$400.00.

WANTED

For a 1963 GT Hawk - 4 full disc wheel covers. Phone **Rob Hill (250) 642-7349 (Canada)**

Parts Needed for **1950 Studebaker Starlite**, 6 cyl, 3 speed OD.

2 hub caps, trunk light, working radio or radio faceplate and push buttons, heater switch defrost switch, both arm rests, vacuum advance window crank back up chrome, starter switch with rubber button, kick panels, steering wheel trunk seal, window felt for driver and passenger doors Complete exhaust system or header pipe front drums (4 bolt), rear drums (4 bolt) brake shoes, radiator, 4" air duct hose
Tom Baker, 425-271-3439/ tkbaker@q.com

A Helping hand requested.

I'm happy to tell you that the last new car that anyone in my family bought was a Studebaker. In fact, dad still owns that **62 Hawk GT**, which has been sitting in a garage for close to 40 years. It is in poor shape with rust repair and much more needed, but the family is very interested in having it restored as a gift for dad.

We know this will not be cheap, and are curious if you can recommend any tradesmen who might be beneficial, whether metal fabrication, bodywork, paint, mechanics, etc? We are in Seattle but the car could travel a bit.

Thanks very much for your time and I hope that dad may one day enjoy membership in your club!

Warm regards, Thomas Lawrence Mattausch
www.UNGENDA.com 206-850-6457

Editors Note: I'm sure that someone in this club can offer some sound advice and point this family to the right places.

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Mon-Fri 8:30 - 5:30

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WEB-MASTER: Tom Noller	22707 SE 329th St, Black Diamond, 98010 253-458-0141	tomller@comcast.net
EDITOR: Bill Schiffer	813_217 Pl NE, Sammamish, 98074 425-868-0895	bischifer@frontier.com
PARTS: Walt Thompson	1316 SW 160 St., Seattle, 98166 206-243-0149	
SCRAP BOOK.: Donovan Albrecht	22605 SE 4th. Samammish 98074 425-392-7611	dalbrecht@msn.com

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Treasurer: Jane Stinson: Columbiaville, MI.	<i>last page of each months Turning Wheels.</i>
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STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)
Studebaker Vendors: <http://www.studebakervendors.com>
Studebaker Clubs of the World: <http://studebakerclubs.com/>

NATIONAL MEMBERSHIP

Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

LOCAL MEMBERSHIP

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$25/year for club Newsletter in print, or \$13/year for e-mail version. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC,** Mail check to : **Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** e-mail to : badcow@w-link.net

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THE WASHINGTON

President

