

The Washington

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 1



Hello, fellow Studebaker enthusiasts. I should introduce myself. My name is Greta Justad, and I was recently elected (by unanimous vote, no less) as president-for-one-year. My husband is Odd, and, in spite of his name, he is a very normal guy. And he can fix anything!! (within reason, of course). Don Andersen has done a fantastic job as president of this club for five long years. Words cannot express our gratitude for his organizational and people skills. I have learned a lot from watching him—we will see if it was enough. We owe him and his Joan a BIG debt of gratitude for keeping the club together and guiding it through the inevitable discussions and events.

THANK YOU, DON AND JOAN.

We would not be where we are today had it not been for you. My only complaint is that he has left me with some mighty big shoes to fill.

Traditionally, our January meeting has been where we throw out ideas for what we would like to do—places to go, things to see, etc. Remember, this is YOUR club, and it is only as good as what we put into it. Some of the year is pre-planned, such as our annual picnic, our Christmas party, the fall colors tour, and, of course, the bigger events such as the Overdrive and the Can Am Zone meet. The Overdrive this year will be in the Bellingham area, and is being put together by Russ and Hazel Haggen. They did a fantastic job on that a few years ago, and I don't expect to be disappointed this year either. The Can Am Zone meet will be in Kelso, Washington, and will be held August 28th through 30th, 2015. They are really thinking outside the traditional box for this meet—can't just keep doing the same old thing forever, you know! There will be a cruise-in on Friday evening, the more traditional show on Saturday that will be a people's choice event rather than a judged show. And the best part for

me, at least, is a planned tour to Mount St. Helens. How many of you remember where you were in 1980 when the mountain blew her top? Lots and lots of changes since that day!! Amazing how nature renews herself, and we get a chance to see and appreciate it.

I wish I could have been at the Christmas party this year. I know Bob and Gail Bryant put on a wonderful event, and we are grateful for all that they do. Thanks, Bob and Gail. Unfortunately, I haven't figured out yet how to clone myself, and a family visit to California was called for so we were not in the area. However, we did decide that it will be quite a few years before we make a long winter drive again. Rain and fog are no fun to drive in. I had forgotten how fog sucks up tail lights. A summer activity for sure, but who wants to leave the Pacific Northwest in summer? That is when it is absolutely perfect here.

Looking forward to seeing all of you in 2015, and remember, a positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort. I hope you all enjoy a year of health, love, and peace.

Greta Justad, President

... And A Happy 2015

and now ... our dues are due

January Meeting

Saturday January 10th 2 PM

Don & Joan Andersen's Hosting

11406 SE 223rd St. Kent 98031 (253-854-0678)

Pizza & Cola will be available.

SDC Internationals

August 16-22, 2015

51st SDC International, Sheraton Heights, (St. Louis), Mo.

June 26-July 2nd 2016

Hosts -Gateway Chapter @ Sheraton Westport Hotel Meet Center

June 18-24 2017

52nd SDC International -Warwick, Rhode Island

53rd SDC International -South Bend, Indiana

Studebaker on the Web

Greater Seattle SDC: <http://www.studebakerseattle.com/>
 North Puget Sound: <http://www.northpugetsoundsdc.com>
 National Studebaker Drivers Club:
www.studebakerdriversclub.com

Studebaker Clubs of the World: <http://studebakerclubs.com/>
 Studebaker Vendors: <http://studebakervendors.com/>
 Antique Studebaker Home Page: <http://dochemp.com/9stude.html>

SECRETARY'S SCRIBBLES

The All Chapter Christmas Party was a rousing success! Jimmy Mac's was packed with about fifty Studebaker and Avanti folks representing the North Puget Sound, Seattle and Tacoma, SDC chapters, the Northwest Chapter of the ASC, and Club Avanti NW. The weather was good enough, when the sun finally burned through the patchy fog, that about half a dozen folks brought their vintage rides to the Federal Way get together. The food was good and the door prizes that were donated by Mary West and the Tacoma SDC were a hit. Thanks to both for their generosity!

A great big thanks to Bob Bryant for the work that he did to put the event together!

The event was kind of a first, as the Tacoma SDC voted to join the assemblage for the first time. I trust that this is just the start of many more joint events that will greatly enhance our shared Studebaker/Avanti experience.

Your Constantly Humbled Scribe,

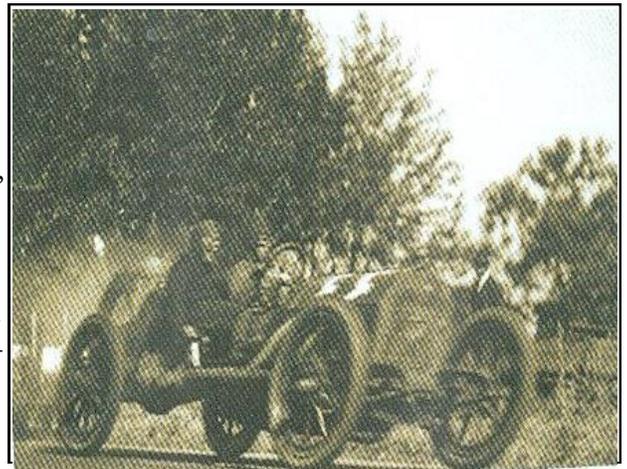
Bill Hallett

Rare "Studebaker"

The race car pictured here is identified as a rare 1911 EMF Model 30.

It is being used in an advertisement for the March 2015 Bonham's Amelia Island (Florida) event. It is one of the first to be listed for auction. As most knowledgeable Studebaker fan know, EMF was, by 1911, considered to be a Studebaker. To members of the South Bend tribe, it is a part of our Totem.

I must admit that as a fan of anything Studebaker, and as a race car fan, I am delighted to extend Studebaker performance DNA by several years, and at least one generation. From the Transcontinental records of the Big Six Sheriff, waaaay back to 1911!



From Margaret

I wish to thank all those who came to Mark's funeral and sent cards and e-mail to me, it meant a whole lot to Mark to have a group there from the Studebaker club. I'd love to see everybody at a future meeting, just maybe to say goodbye.

The Studebaker's were Mark's passion, but I don't see me continuing this in the future. Maybe a few car shows. Thanks so much, Thanks to all of you.

And then this:

Eventually, I will have to sell Mark's vintage cars because I really don't know how to maintain them and I'd like to see someone else enjoy them as much as Mark did.

Of course there are oodles of Studebaker parts in our garage that will also need to be sold.

We also have Ernie Heitz's two old Studebaker's (a 1960s truck and a President, I think) I'd like to see if there is any interest out there to help me figure out what to do with it all.

Margaret

And Finally:

Your editor has volunteered to help inventory all of those parts and have suggested that a few of us (I named three) could come to a suggested price for them. Margaret has decided to make the first sell at the Monroe Swap Meet in May, so there is time aplenty. I will be contacting a few of you to see if you're really interested. Meantime, anybody who thinks they *might* be interested, contact the editor.

An International Calendar

Expanding on my first blush of enthusiasm about holding an International here-while ignoring the actual amount of work required.

First, we do have a great city to show off, with plenty of great entertainment and educational possibilities within the city limits. Most of us could draw up our list of ten best

places to show off to our guests.

My ten would be: 1 to 9:
A Tour of nine places in the city, complete with Police escort (to avoid traffic hassles).

A topographical map could be included to those entrants who choose this option. We are called "San Fran North, so knowing that there will be some hill climbs are part of the tour would be helpful. At each stop, a member would act as Docent, ie; someone who suggested the Wooden Boat on S. Lake Union would meet/greet there, etc.

10. Last stop –Seattle Center for a Car show. There we would join others, which hopefully would include automotive Studebakers from the teens to a 1966 model. Maybe even a WWII Weasel or 6X6

In the Non-Automotive group, a wagon or buggy, or a Civil War wagon (or caisson), Jim Bell's 1903 Electric should be finished by then. All this an eclectic mix of very interesting vehicles to educate the Great Unwashed about Studebaker, plus a whole lot of fun for us Stude folks.

For something outside our fair city, that would show off the Great Northwest, we could organize a Ferry Ride activity. Not for cars, as there is no place on the other side worth the work of organizing a car tour. A Ferry Ride and half day spree in Bremerton/Gig Harbor perhaps? Or -Friday Harbor in summer would be a nice day activity. Damn! . . . To many choices!

All this in September of course – our best time of year when hotels are cheaper, and post Labor Day, when our weather is gorgeous. All of which would be nice for our guests to enjoy.

Yr. Hmbl Ed

Stromberg's on Stude's

One of the hallmark of a Hot Rod engine is a two or three carb set-up –usually on a flathead Ford V8.

As long time readers know, I take pleasure that two icon's are clearly marked: On one side *Stromberg Carburetor Co. South Bend Indiana,* and on the other. → **97**

Starting in 1929, Stromberg 97's were built by a division of Bendix, located on the west side of South Bend. A company better known for brakes than carburetors. The history of this remarkably simple yet effective device owes its popularity to its installation on production Ford V8's, and its remarkable simplicity.

Even with being located in the same city, and both being automotive companies, I know of only a few Studebakers equipped with Stromberg's. There probably are others I don't know about. I know that Stromberg's were used on the 1933 Indy race cars, reportedly the same as used on a Studebaker truck. I like to think that they were 97's, though I don't know that for sure.

Engine manifolds for hopping up the Champion engine are usually set-up for mounting two or three 97's.

Bendix is no more, but the iconic 97 has a new life. Now built by a company in England, one can buy brand new Stromberg 97's, and, as is usual in today's market, buy the proper accessories to go with. Like the correct circled 97 patch, as shown here. ○ →

Yr. Hmbl Ed



STUDE STUFF FOR SALE

(All below are From the December Northwest Newsletter)

CARS FOR SALE

1949 Champion Deluxe O/D, HH, original straight body, chrome & glass all good. Make offer.
Chuck 503-281-9034

1955 Champion 4 Dr. Rebuilt 185 engine/std Trns \$1,800 Hope B.C. Len 604-590-5544
pretyboy@tellus.net

1956 President Classic, 2nd owner, Make Appointment, Make Offer. 7812 SW Oak St. Tigard Or.
Harold Donner 503-244-5181

Lark Regal VIII 2 Dr HT Good running V8, AT, TT White /Red interior, Clean interior, Beautiful dash, working radio, good glass, Nice chrome, no rust in floor/trunk. Good brakes/excellent tires. Sharp clean, good-looking car. Low production car w/approx. 68K miles. AT shifts ok, but has issues & will need attention in future. First \$4,000 takes it. Will consider trade for a decent '50 Land Cruiser or pre-war, no heavy project.
Scott 503-3975542

PARTS FOR SALE

53-55 C/K gas tank \$100
53-'55 Radiator, HD 4-row \$200
49-54 C-cab hood \$100
49-53 C-cab grill \$75

61.early 62 4-spd Trans. & Bell housing \$1,000
R2 Heads \$300

37 Coupe Express Trans \$150

54 Champion 3 spd/od \$200

60 Hawk 3 spd/od Trans \$200

Ford Ranger/Explorer 16" Alum. wheels. Set of 4 with tires \$500 All are in Dalles Or.

Steve Hudson 541-993-3540
stevehudson99@hotmail.com

STUDEBAKER LITERATURE

Manuals & Sales Brochures Owners Manuals, Shop Manuals, Parts Books, Sales Catalogs and folders, paint chips, salesmen's data books for 1914 cars/trucks.

Have thousands of pieces of original Studebaker History & photo books as well as back issues of Turning Wheels \$2 each. Special prices for club members.

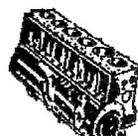
Overstock special: 1956 Passenger car shop manuals (also used 57 or 58 supplements) \$15 each.

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More on Wagon Wheels

After last month's speculation about Civil War caisson, I checked in on Wikipedia for some answers. I learned a bunch of stuff about use of cannon in the 1800's. I also gained some trivia that would support my Studebaker wheel thesis.

During that war the Army ordered 7, 892 Cannon (you can look it up) of two muzzle loading types. One, was the Parrott Gun, having a rif-

fled barrel. The typical support for those cannon would be three, two wheeled vehicles, for six-wheels total. Arithmetic says that's a total of 47,352 wheels to mount that many cannon with limber and caisson.

Wait, there's more. I learned that the principal use of artillery in the Civil War was to destroy the other guy's cannons, and only secondarily against infantry. This means that there must have been orders for ad-

ditional limber, gun carriage and caisson to repair and replace those lost in combat.

That means a whole lotta wheels were needed. I submit that Studebaker must be at the forefront, the leader even, of being capable of making that many wheels.

That said, I shall close this portion of the history lesson. There will be a test however. *Up Humb! Ed*

THE PEOPLE AT THE CHRISTMAS PARTY
AND THE CARS THEY DROVE



Lou Cote & Dave Burnett



Bob Bryant got the party started



All Photo's by Al Basile



TECH TIP

Studebaker passenger cars and trucks equipped with Flightomatic automatic transmissions ('56 - '64) used a pair of sturdy mounts (insulators in Studebaker language) that attached to a lower crossmember at an angle, with a vertical feature that attached to each side of the torque converter housing using two bolts per side.

The first set of part numbers were 1539942 and 1539943. As with most Studebaker parts that were a mirror image right and left, the part numbers were consecutive with the right hand part ending in the even number and the left with the odd number. The 42/43 insulators were used in '56 - '57 cars and '56 - '59 trucks, except early 1956 - 2E 7 and 12 pickups that were equipped with the previous Detroit Gear automatic, which used different insulators.

Then in 1958 a slight modification of the 42/43 was required for cars. These were 1544970 and 1544971. 1958 was the first year for one piece drive shafts and extended transmission tail housings, so the insulator change was likely related to that. Then, in 1959 - with the new Lark came another part number with a slight modification to the insulators. These were 1547202 and 1547203.

These were used in all Lark type cars through 1964.

However, the 70/71 insulators used in all models of '58 cars were continued for all Hawk models '59 - '64. These were also used in '63 - '64 Avanti's. So...the 02/03 insulators and the 70/71 insulators are the ones used in the later Studebakers. The insulators look similar with one important difference. The two hole pattern that bolts to the torque converter housing is raised about 1/2" on the 70/71 insulators compared to the 02/03 insulators. This of course raises the front on the transmission 1/2", but raises the rear of the transmission closer to one inch. To minimize confusion, the original Studebaker insulators were stamped "70R, 71L" and "02R, 03L." (The reproduction insulators are not so stamped.)

This column is related to an issue I had with a '63 Cruiser I recently sold. Going down my driveway and braking near the bottom, the front driveshaft yoke would clank on the floor tunnel. My first thought was that I must have some really oil soaked and mushy insulators if the rear of the transmission could move up so far. However, the insulators were not deteriorated. But, they were the 70/71 mounts that someone had incorrectly installed. Changing to the 02/03 mounts

cured the problem. It should be mentioned that the 1547201/03 "Lark" insulators replace the 1539942/43 insulators as used in '56 - '57.

This would be a good time to remember that a 1/2" thick spacer is required on the left side, between the insulator and the crossmember. This is due to the slight right side offset of the engine/transmission on our left hand drives cars. If the original cast iron spacer is missing, just use a 1/2" stack of flat washers. Footnote: when researching for an article such as this, one occasionally gets a surprise. The trucks - late 2E through 4E ('56 - '59) used 1539942/43 insulators. However, 5E - 8E ('60 '64) did use 1539942 for the right side, but used a 1692311 on the left side.

(16XXXXXX series numbers are truck only numbers.) I am only guessing that it might have been a harder durometer of rubber for heavy duty truck use. I actually have owned two Champ pick ups with factory automatic transmissions, but until now I never knew there was a truck only left insulator.

Once again our thanks to Jerry Blount for his 'bout Studebakers Column in Northwest News-



Don Kelstrom asks -Is that Gary Finch lurking in the background?



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NATIONAL MEMBERSHIP

For information e-mail: sdccornerstonereg.com Payment may be made by check or money order (make payable to SDC) in U.S. funds 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. 55311-6715 Annual dues are \$24.00 (1st yr only) \$31 renewal

LOCAL MEMBERSHIP I

Note: It is a prerequisite that all local members also belong to SDC International. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information, below. National Member # _____

GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

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: SDC gsc Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391 Info @ E-mail: : badcow@w-link.net

NAME: _____

SPOUSE: _____ ADDRESS _____

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E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

3 _____ 4. _____

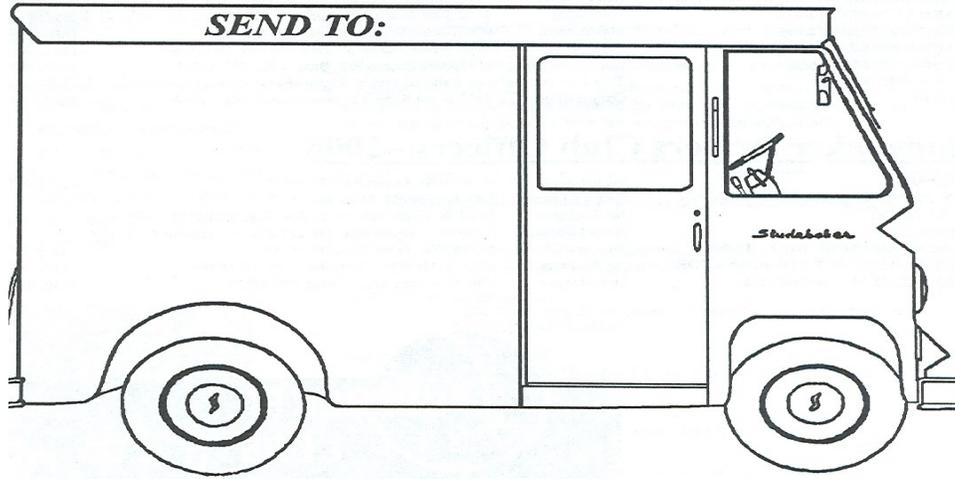
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More ? _____

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The Washington

President



1962 Studebaker Champ Pickup