

President

The President's *STEERING COLUMN*



I wish to thank the two dozen plus people who braved the rain to attend the annual All Studebaker Picnic and of those the ones who drove their Studebakers. Lou Cote', president of Club Avanti Northwest, gave a status report on the 2018 SDC International Meet. He said that it will be held in mid-August in Tacoma at the Le May America's Car Museum, utilizing the three hotels in the area – Best Western Tacoma Dome, Holiday Inn Express & Suites, and La Quinta Inn. The new Wednesday to Satur-

day format will be used, with the car show on Saturday open to the public on the show field next to the museum. AOAI is negotiating with Hotel Murano to hold their meet.

Lou gave me a new hat to wear. I will be Staffing Director in charge of getting all the people needed to put on a successful international meet. We need

lots of people to handle registration, parking, drive thru judging, security, and hosting. I already have a couple of volunteers for registration, Tom and Cathy Meyer who own a 1960 Lark convertible. We need many more people to register the 500 to 1000 people who may be coming to the meet, probably in the neighborhood of 18 to 20 people working in six person shifts.

Earlier this month, I attended the Le May Museum's monthly Thursday night cruise-in with my Avanti.

There was a record turnout of about 150 cars in attendance including three other Studebakers: Tom and Cathy Meyer's 1960 Lark convertible, Jim and Jackie Martin's 1954 modified Champion coupe from Olympia, and chapter member Bill Brough's 1955 President Speedster. This was Bill's first Le May Cruise-in, so he brought his sea foam green and black beauty to display.

At our June meeting, we voted not to have an August meeting. Our August "Non-meeting meeting" will be held at Odd and Greta Justad's home, featuring rides in a horse drawn Studebaker. Details are elsewhere in this issue.

Other events this month are the Can-Am Zone Meet in Kamloops, BC on August 5 and 6th and the All Car Club Open House Car Show and Auction at the Le May Family Collection at Marymount in Spanaway on August 29th.

Bob Bryant

AUGUST NON MEETING MEETING

SATURDAY THE 20th @ 11 AM

Where: Justad,s Place. 6302 164 Ave SE, Bellevue, WA (If you get lost call us at either 425-747-9196 or 425-443-9196)

What: Since we cancelled our regular meeting for August due to the CANAM we



thought it might be nice just to have an informal get together. Weather permitting we will offer some short rides to let you get a feeling on how it was to ride in a Studebaker at the beginning of the Century. Afterwards we will have a simple barbeque with hamburgers on the grill. Regular Coke, Well Water, Tea and Coffee will be provided. If you want something else you have to bring your own.

2016 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
August	5th-7th	CanAm Zone Meet	Kamloops, BC		Southern Interior Chapter SDC
August	27	Open House Car Show	LeMay Family Collection Marymount	8:00 AM	lemaymarymount.org
Sept	10	Drive Your Studebaker Day	Northwest Washington Fair and Event Center. 1775 Front St., Lynden		Stephanie, Ph: 360-738-0103. email: live4today@comcast.net
Oct	TBD	Fall Colors Tour	TBD		
Nov	13	Events Planning Meeting	TBD	2:00 PM	
Dec	TBD	SDC/AOAI Christmas Party	TBD		
May2017	20-21	Overdrive	Lebanon, Oregon		Information: Jean Lasseter, Ph: 541-258-8844, jlass@dswebnet.com

SDC Internationals

May 3-7 2017
August ? 2018

53rd SDC International -South Bend, Indiana
54th SDC International -Tacoma WA?

TECH CORNER

Fuel gauge tank unit problems

In the process of checking the electrical system on my '51 under restoration, I found the fuel gauge not working. I also found out that fuel gauge problems seem to be a somewhat common problem. I did the normal test, grounding the wire connection on top of the sending unit which determined that my gauge and wiring were fine. The sending unit had to be the problem. Replacement sending units (6volt) are available for a price, but some of the reports on the forum indicated they might not be all that great.

I therefore decided to try to repair my fuel sending units and I would like to share my observations and findings with you, as well as having a record if I have to do it again.. Before I start on that, it would probably be best to describe how the whole fuel gauge system works.

Hopefully this may help somewhat for those of you who might encounter fuel gauge problems.

One note here; I was working on a 6 volt system, so whenever I talk about actual values it is for 6 volt systems. 12 volts are very similar but resistance and current values are different. You cannot mix the two systems. And dropping resistors will not work as the load will vary.

The system is fairly simple and consists of two major parts; the dashboard fuel gauge and the tank sending unit with a single wire between them with the chassis acting as the return wire. Not sure why the unit in the fuel tank is called a "sending" unit; all it does is control how much current goes through the gauge. Besides, the parts book simply refers to it as the "tank unit".

Lets talk about the tank unit first. It consists of a variable resistor called either a wire wound potentiometer (or pot for short) or a rheostat. (Actually it is probably wrong to call it a pot as pots are three terminal devices, high low and wiper. Rheostats are two terminal

devices, one end of the restive wire and the wiper. However there also exist some 2 wire units which use a three terminal wirewound pot)

In our case it is a wirewound rheostat, a resistive wire wound around a flat insulated plate. The resistance is varied by running a sliding contact, or wiper, across this wire. The resistance will vary depending on which turn of the wire it is in contact with. This wiper shaft is then connected to an arm with a float at the end. This way the resistance will depend on how much gas is left. With the float on top (full tank) the resistance (for 6 volt system) is about zero. At the other end it should be around 100 ohms.

The wire coming from the fuel gauge is connected to the high end of the restive wire and the wiper is connected to ground.

This of course tells you it is easy to check if the dashboard gauge works. Substitute a resistor for the tank unit and check the gauge reading. Anything higher than 100 ohms or simply open should result in the gauge reading empty. Short the tank unit wire to ground (0 ohm resistance) and you should read full tank. Insert a resistor somewhere between 0 and 100 ohm you should read somewhere between empty and full. Never tried to run a calibration curve. (25 ohm gave me gauge reading around half full)

Now for the dashboard gauge. I have never taken one apart, but as I understand it consists of two bimetallic strips with a resistive wire wrapped around them. The gauge needle is connected to these and when strips change temperature the needle will move. The heat change is caused by the restive wire. So the amount of deflection will depend on the current though the tank unit. Why two coils you might ask. Well, the second one actually works opposite of the one going to the tank unit and is there to compensate for voltage changes

The current coming from the battery (through the ignition switch first) is split in two inside the gauge. One part goes to the bimetallic strip coil and then continues to the tank unit's variable resistor. The other goes to the voltage compensating bimetallic strip coil and then from there directly to ground. How the bimetallic strips are mechanically connected together inside the gauge I have no idea, never taken one apart.

Since you have two terminals on the back of the gauge, it is important to determine which one goes to the tank unit and which goes to the ignition switch.

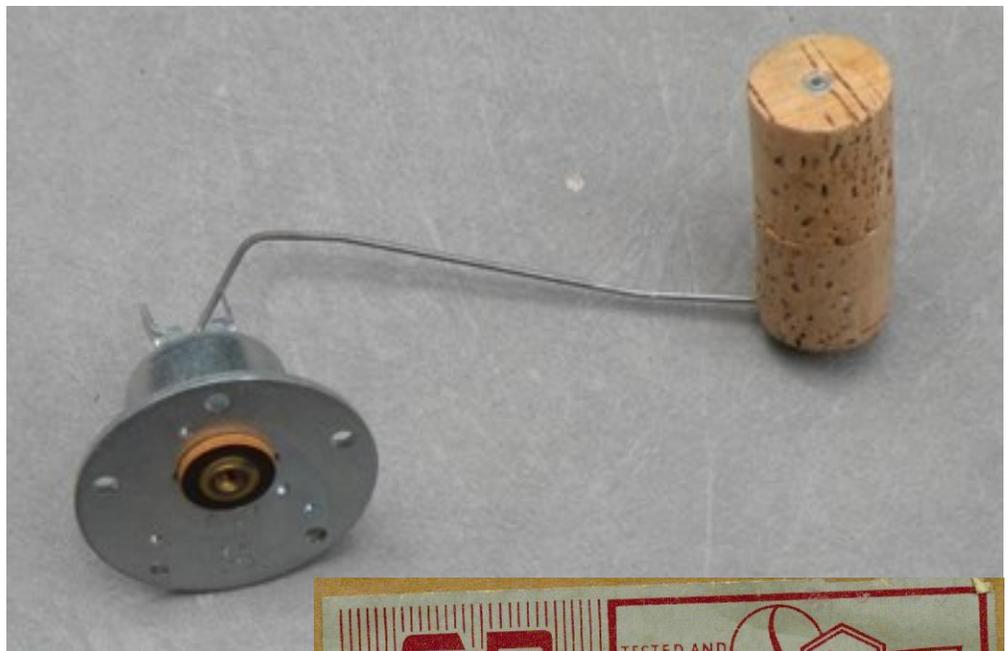
How do you tell which is which? The simplest way is to measure the resistance to case ground from each of the two terminals. The terminal with the lowest resistance to ground is the one that should go to the ignition switch. I measured the coil resistances on two gauges I had. The voltage compensating coil measured 96 ohms on one and 95 ohms on the other. The coil going to the tank unit measured 68 ohms for one and 76 ohms for the other. Measuring from the tank unit output to ground will be the sum of the other two (around 170 ohms).

At this point I did an experiment and set the tank resistance at 25 ohms and got about half scale on the gauge. Then I disconnected the voltage compensating coil (actually removed ground on the case) and got an indication of around $\frac{3}{4}$ scale.

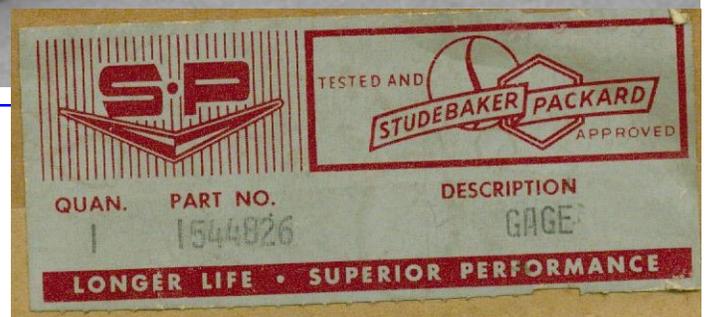
The next test was to vary the supply voltage. Dropping it to 5 volts, the gauge still remained at half tank, but disconnecting ground on the case (no voltage compensating) the reading dropped to $\frac{3}{8}$ on the gauge.

Now this tells me that you can actually operate the gauge at 5 volts. This might be of some interest to those who insist on converting to a 12 volt system. If you are not inclined to make your own voltage dropping unit like using an L7806 voltage regulator (less than a buck), you could actually use a USB 12 volt charger for cars. Seen those for a couple of dollars. They are usually good for an amp or more. (The fuel gauge system at 5 volts should be less than 150 ma)

Now what problems did I find with my tank unit and how did I fix it. See next month's issue. Of course, only time will tell if my fixes worked.



The picture above is of an NOS tank unit. Fresh out of a Studebaker box. Never been in a car. It is actually a 12 volt unit, believe it is for a '58. Not sure how long that pristine cork would survive with today's fuel. But even being unused, it appeared to have contact problems and might have to be cleaned before it can be used. It is for sale as I have no plans on acquiring any 12 volt Studebakers.





SECRETARY'S SCRIBBLES

Another successful all Studebaker picnic was held at Mud Mountain Dam on July 10th. The event has become one of the highlight events of the summer. It bridges the gap between the Northwest Overdrive and the Can Am. It is a relaxed atmosphere of mostly familiar faces, many of whom might not see one another at any other event throughout the year. The setting is perfect, a covered area within a few feet of ten of our lovely Studebakers, as we enjoyed a great potluck meal. Thanks to Bob Bryant for making the arrangements which allow us to continue this special tradition. Thanks also to everyone who braved the brisk weather to make this event a success. I do wonder how many people, who left sunshine at sea level, were aware that the fickle Pacific NW weather had in store for them in the Cascade foothills.

Lou Cote spoke briefly about the progress being made towards the 2018 Studebaker International meet. The tentative site chosen is north Tacoma, around the Lemay car museum. There is no single hotel available that is large enough to service the needs of the three clubs. This will require splitting the attendees among the three available hotel/motel venues. I found it troubling that the needs of ASC seem to have been ignored. This may have just been an oversight, and maybe James Bell really has the situation well in hand.

Your Constantly Humbled Scribe,

Bill Hallett

We got new members and we want to welcome them. Their names are Kenny and Kathy Durkee. They live in the Renton/ Maple Valley area, Jones Pl to be more exact. Unfortunately they have a problem with attending Sunday meetings. We had the opportunity to stop by and see them. They have a nice place with a perfect space for a barbecue get together. Really nice people, just the kind we want in our club. As you see from the picture they have a really nice 1957 Sky Hawk, with all options and then some. Additionally they also have a



Lark, a nice restored VW bug, same vintage about as the Hawk, last year with the small back window. And an old MG sports car.

Your non-editor.



SDC PACIFIC CAN-AM ZONE MEET KAMLOOPS, B. C. – AUGUST 5 & 6, 2016



LOCATION	THOMPSON RIVERS UNIVERSITY – 900 McGill Road, Kamloops, BC. Reservations: 1-250-828-8999 or email tru@stavroc.com to book a suite . Mention Studebaker Drivers Club. You can share and save \$\$! Double suites (2 bedrooms, 1 bathroom) \$109.95 single/double; \$119.95 triple; \$129.95 quadruple. Quad suites (4 bedrooms, 2 bathrooms) \$149.95 per suite up to 8 people. NOTE: The beds are double width/queen length. The suites have a fridge and microwave – BRING YOUR OWN KETTLE/COFFEE MAKER, CUPS & SUPPLIES, HAIR DRYER, & IRON & IRONING BOARD. If you plan to share, 1 person should book the suite and indicate how many people. View the facility at www.stavroc.com/kamloops . No-service RV/car hauler parking is available at no charge.
AGENDA	<p>Friday, August 5</p> <ul style="list-style-type: none"> • Travel to Kamloops. Registration and hospitality room from 10 a.m. to 5 p.m. • 6:00 p.m. Join us for a 1 ½ hour steam train ride on the KAMLOOPS HERITAGE RAILWAY! Dessert and beverages will be served. <p>Saturday, August 6</p> <ul style="list-style-type: none"> • Light continental breakfast for Thompson River University guests only adjacent to the lobby. • Registration at 9 a.m. until 12 noon; Hospitality room from 9 a.m. until 4 p.m. • Display and Peoples Choice Judging. Parking Lot H • Buffet Banquet – Conference Centre Mountain Room. Cocktails at 5 p.m./Dinner at 6 p.m. <p>Sunday, August 7</p> <ul style="list-style-type: none"> • Light continental breakfast for Thompson River University guests only adjacent to the lobby. • Travel home or tour the beautiful Thompson/Nicola area.
INFO	Chuck or Karen Douglas: 1-250-791-5505; doug108@telus.net or visit our website www.bcsouthintsdca.com

NAME(S) _____ GUEST _____

ADDRESS _____

CITY _____ PROV/STATE _____ PC/ZIP _____

TELEPHONE _____ EMAIL _____

SDC ASC AOAI (Circle 1) Chapter: _____

VEHICLE YEAR _____ MAKE/MODEL _____

PEOPLES CHOICE JUDGING _____ Vehicles @ \$10 CDN or \$8 US/vehicle \$ _____

TROPHY SPONSOR _____ @ \$25 CDN OR \$20 US (Chapter or Individual) \$ _____

REGISTRATION \$35 CDN or \$28 US/Family by July 1 - \$45/\$38 after July 1 \$ _____

FRIDAY STEAM _____ People @ \$25 CDN or \$20 US/Person \$ _____

TRAIN RIDE _____

AWARDS BANQUET _____ People @ \$38 CDN or \$30 US/Person \$ _____

SPECIAL DIETARY NEEDS? _____

T-SHIRT \$15 CDN \$12 US _____ Small _____ Med _____ Large _____ X Large \$ _____

Blue/color logo \$20 CDN \$16 US _____ XX Large _____ XXX Large _____ XXX L Tall \$ _____

Pre-order ONLY

TOTAL ENCLOSED \$ _____

Please make your cheque payable to **Studebaker Drivers Club**. Mail your registration form and fee to:
Karen Douglas, Box 10214, 108 Mile Ranch, B. C. V0K 2Z0



**Whatcom County
Studebaker Drivers Club**

Studebaker Meet

In conjunction with the Mt Baker Vintage Trailer Rally



**Saturday September 10th
2016**



Dare To Be Different
Studebaker
Different By Design



Saturday, September 10th, 2016

10 AM — 4 PM

**The Northwest Washington Fair and Event Center
1775 Front St, Lynden, Washington 98264**

Studebaker Vehicle Registration
Contact Virginia at
PH: 206-498-9358
blueivories88@yahoo.com

More Info
Contact Stephanie at
PH: 360-738-0103
liv4today@comcast.net



Studebaker -

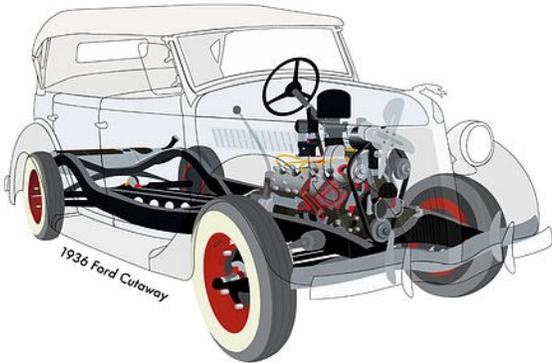
Horse Powered

Electric Powered

Gasoline Powered

1852 - 1966

39th Annual *LeMay* Car Show



Be a part of the tradition!

August 27
9:00am-5:00pm

The LeMay Car Show has been an annual tradition for almost 40 years. What started as a small gathering of friends of Harold & Nancy LeMay with lemonade served on the front porch has grown to be an eagerly anticipated event attended by thousands of automotive lovers! The show is an amazing assortment of over 1,000 vintage vehicles with additional collections of dolls, antiques, and other nostalgic memorabilia. Over 500 vintage vehicles from the LeMay Family Collection are on view at Marymount, plus hundreds more at the LeMay home grounds, along with local owners of vintage car display on the Marymount show fields. Other show features include a Car Club Corral and a vintage car auction!

Admission

\$15 General Admission

\$5 students (6-17 years of age)

Free for LFCF Members and children 5 and under
Hours

Collector Car Entry: 8:00am (no pre-registration)

Show Hours: 9:00am-5:00pm

Auction Preview: 9:00am-10:30am

Auction start: 10:30am

WHERE

Marymount Event Center

325 152nd Street East

Tacoma, WA 98445

Free parking is available on-site for the duration of this event.

NOTE: No smoking or pets allowed on property

STUDE STUFF FOR SALE

CARS FOR SALE

1946 Champion Skyway Business Coupe Solid, all original NW car. Only 2140 of this body style produced that year. 3 spd with O/D, 60,446 miles on odometer. The car has some rust in the RR fender, and on the drip rail of the trunk. Needs paint and upholstery. Missing one door panel and headliner, but still has the original curtain on package shelf. Runs but needs brakes, and has an exhaust manifold leak. \$5000 425-413-3958

1959 Silver Hawk 6 Cyl. 3 spd/OD, HH, Straight body, no rust, never wrecked. Have nearly all trim. Runs & drives. Mechanically restored by Chuck Tubens. Everything works. Long list of new parts. Car is still at Tubens home. Also selling off tools and small equipment. Have hydroponics growing equipment. Need place to live and grow, could make them a lot of money! Dave Toney Call anytime 503-701-8675

1960 Lark Regal VIII Hardtop Good running V8w/AT, TT. Clean interior, working radio, good glass and chrome, no rust in floor or trunk. A sharp, clean good looking car. Trans shifts ok, but has issues and will need attention in future. White over red. 1st \$4,000 takes. Will consider trade for decent 1950 Land Cruiser or pre-war, no projects. Scott 503-397-5542

1963 Avanti R2 AT, Red over red, numbers match, newer paint/upholstryPro maintained. Second in class at two concourses, many show awards. Looks, runs great, 122k miles. Dave 503-256-0229 or

ddgay@sbcglobal.net, Leave message.

PARTS FOR SALE

Engine work-stand built for me in the mid 1970s by GSC founding member Ingvar Vik when he was living in Issaquah. It is a copy of one he had made for himself, rugged and designed to accommodate all Studebaker engines at least as old as the 1930s. It can be disassembled for compact storage. \$100. Ern Anderson, Kirkland, WA [425-822-9716](tel:425-822-9716) ern.anderson@gmail.com.

- 1949-54 C-cab Hood \$100
- 1949-53 C-cab grill \$50
- 1937 Coupe Express Trans. \$150
- 1954 Champion 3 spd/od Trans \$50
- 1960 Hawk 3 spd/od \$100
- 1-Ton foldable engine hoist \$100
- 1953-61 C/K back window/trim nice \$100
- 1953 Commander fan shroud \$50
- The Dalles, Or. Steve Hudson 541-993-3540 or: steve-hudson99@hotmail.com

Parted out 1965 Daytona lots of exterior/interior parts. Gas Tank Headlight Bezels (2) Taillight Housings w/lens & trim (4) Heater core, wipers & linkage (2) Headlight housings (2) Sealed beam lights (2) Steering column wiring Window & door handles (8) Exterior door handles (5) Black seat belts (6) All parts sold OBO Phil Peters 503-244-1608 pjpeters@aol.com

Anybody want a rear curved back window from a 1951 4 door. It's free but will have to be picked up

Odd 425-747-9196 stude21@juno.com

STUDEBAKER LITERATURE

Owners Manuals, Shop Manuals, Parts Books, Sales Catalogs & folders, Paint Chip books, Salesman's data books for 1914 to 1966 cars & trucks. Have 1,000's of original Studebaker literature., history and photo books and back issues of Turning Wheels \$2 @. Special prices for SDC members. Overstock special 1956 Passenger car shop manuals (also used '57 & '58. supplements \$15

Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com

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Mon-Fri 8:30 - 5:30

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Zone Coordinator Lynn Fletcher, 6 Agur Court. Summerland BC lynn_fletcher@hotmail.com
Regional Manager Ralph Kirby, Spokane, WA. donna_shepard@msn.com

Studebaker on the Web

Greater Seattle SDC: www.studebakerseattle.com/
North Puget Sound: www.northpugetsoundsdc.com
National Studebaker SDC: studebakerdriversclub.com

Studebaker Clubs of the World:studebakerclubs.com/

Studebaker Vendors: http://studebakervendors.com/
Antique Studebaker Home Page:
www.theantiquestudebakerclub.com

MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP

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 (given below). National Member # _____

NATIONAL MEMBERSHIP

For information e-mail: sdc@cornerstonereg.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 P.O. BOX 1743, Maple Grove, MN. 55311-6715 Annual dues are \$24.00 (1st yr only) \$31 renewal

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 _____

CITY _____ STATE _____ Zip 98 _____

E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

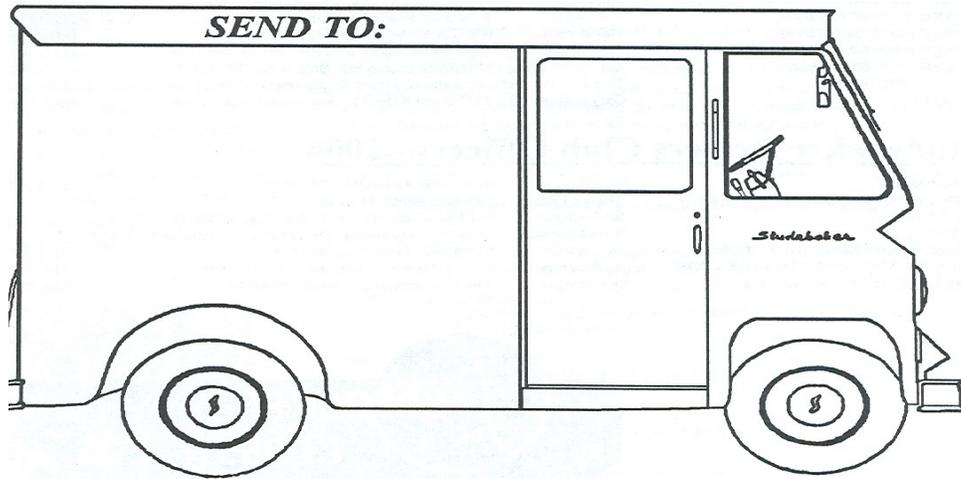
3 _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington

President



What year is this flower pot?