

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 9

The President's *STEERING COLUMN*



"Summer ain't over until it's over" to paraphrase the late Yogi Berra, at least not for Studebaker Drivers. Saturday, September 10th is our annual International Drive Your Studebaker Day and this year you have several ways to celebrate the auspicious event in western Washington.

First, you could attend Whatcom County SDC's Studebaker Meet in conjunction with the Mount Baker Vintage Trailer Rally. The fun begins at 10 am at the Northwest Washington Fair and Event Center, 1775 Front St in Lynden, north of Bellingham.

Second, for a little shorter drive, you might want to join the Tacoma Area Chapter by driving down Interstate 5 to the Napavine McDonalds at exit 72, about 3 miles south of Chehalis. This is an afternoon event starting at 1 pm and ending at 4 pm. They usually have several Stu-

debakers attending from the southern part of our state and from the Portland, Oregon area.

Third, you could attend The Summer End-er Fender Bender at the LeMay America's Car Museum, by the Tacoma Dome in Ta-

coma. The Fender refers to the display of Fender Guitars. The free Cruise In starts at 3 pm and is open to all makes and models of automobiles. Check out their website for more details.

Finally, you could do what I did last year. Do a No fuss drive. Instead of using your every day daily driver, run your Saturday errands in your Studebaker. Last year I did my grocery shopping and hardware shopping driving my Avanti. Got lots of the usual questions, "What kind of car is it? ", "Was it made in Canada?" et cetera at both the Safeway and Home Depot parking lots.

Whatever you do, take off the car cover, start your engine, and DRIVE YOUR STUDEBAKER!

See you on the road,

Bob Bryant

SECRETARY'S SCRIBBLES

On a very hot Saturday, August 20th to be exact, we met for our monthly meeting at Odd and Greta Justad's lovely mountain home. My count was eleven, some new, some old, and some soon to be members. We had a wonderful burger BBQ with a sampling of the fresh picked produce from Greta's garden, and of course her, great just baked, cookies.

Thanks to both Odd and Greta for sharing!

We all got a tour of Odd's garages to see the Justad's car collection and in particular the progress Odd has made on the 51 convertible.

The highlight of the get together had to be the rides

that we were treated to in the Justad's beautify restored, horse drawn surrey. Everyone really enjoyed their rides! What was fun for the riders may not have been as much fun for the horse, Bamse . I think that at the end of the day he was more than ready for his much deserved dinner break. Thanks again!

Your constantly humbled scribe,

Bill Hallett

SEPTEMBER MEETING MEETING

SATURDAY THE 10th @ 10 AM

We will not have a local meeting this month, but are invited to participate in the Whatcom County Drive Your Studebaker Day meet in Lynden. See Flyer in this issue for details. Also see the President's message for other venues open for Drive your Studebaker day.

2016 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Sept	10	Drive Your Studebaker Day	Northwest Washington Fair and Event Center. 1775 Front St., Lynden		Stephanie, Ph: 360-738-0103. email: liv4today@comcast.net
Oct	TBD	Fall Colors Tour	TBD		
Nov	13	Events Planning Meeting	TBD	2:00 PM	
Dec	TBD	SDC/AOAI Christmas Party	TBD		NPS will arrange
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?



CAN-AM Report from Kamloops

What would we do without our friends north of the border? This year's CanAm Zone meet was held in Kamloops, B.C., and was held with typical Canadian warmth and organization. The venue was the Thompson River University campus. We did not stay there, but those who did said the rooms were very nice and spacious, complete with small fridge and cooking facilities. The event itself was held on a spacious parking lot right outside the dorm, so it was an easy trip between the cars and the hospitality room. (Love that hospitality room!) And since the weather was on the warm side, the hospitality room was well-visited.



Thursday evening we were treated to a lovely train ride on the Kamloops Heritage Railway. The Spirit of Kamloops (engine 2141) is a steam locomotive built in 1912. Originally a coal burner, she was converted to oil in 1954. She has had 2 restorations, and represents the last and best of her breed. The vintage rail cars were fun, and the restored dining car brought back memories of the elegant dining experiences of my youth, although never in a train pulled by a steam engine. The excursion was complete with dance hall girls strutting their stuff (wish I could kick my legs that high), and a "real" train robbery at the end. Legendary train robber, Bill Miner, who pulled off Canada's first train robbery, is credited with originating the phrase "hands up". Our "robbers" were every bit as courteous as Bill Miner was reputed to be. They also had very nice horses.

The next day, Friday, was the day of the concourse. The



show itself was beautifully laid out, with the cars being displayed by decades of engineering progress. Twenties and thirties were rather underrepresented, and nothing was shown before a VERY nice 1927 sedan with a REALLY cool American bison plaque on the radiator. (I asked the owner if he would miss it if it suddenly disappeared, and he assured me he would. Darn it!!!) Guess we should have taken up our 1907 surrey, just to fill in another decade. Sorry to say, we did not pay attention to how many cars were at the meet, Our chapter was represented by Ken and Kathy Durkee driving their beautiful and very tricked-out Silver Hawk, new members Jerry and Myrna Walker driving a nice little Lark (I think), our own Dorothy Abbott and Walt Thompson (Walt's "Rosie" may not be a Studebaker, but she sure gets them around), and Odd and Greta Justad driving Sir William, their 1931 All-Season roadster. Due to a leaking water pump, they had to leave early, but bummed a ride with Al and Mary Ellen Deprey to get back for the banquet. I guess it isn't a Studebaker if nothing ever goes wrong.

Our thanks, gratitude, and appreciation go to Karen and Chuck Douglas and their team who pulled off a VERY successful CanAm meet (Did I mention that we couldn't be what we are without our friends north of the border?) Our drive home was uneventful. Easy border crossing, relatively light traffic, and nice weather. What more could we possibly want?!! Looking forward to next year's Overdrive in Lebanon, Oregon. See you there.

TECH CORNER

Fuel gauge tank unit problems (continued)

As I mentioned in last month installment, the tank units of the fuel gauge system must be the culprit. (I had two of them). Checking continuity between the top terminal and the case it was open. It should have been somewhere between 0 and 100 ohms. By wiggling the input arm in different directions the meter did sometimes show some continuity. By the way, when doing this kind of test, using an analog meter works a lot better than a digital one. So now it was time to take one apart and try to find the problem(s).

The first step was to separate the “cup” with the float arm from the top plate. It is held together with 3 rivets. You could drill out the rivets, but I preferred to just grind off the heads with a Dremel tool. After pulling the cup off from the top plate, you will have two pieces, the top plate with the resistance wire wound on a board attached to the plate and the “cup” with the wiper and arm with float in the end.

First let's check the resistance wire. Carefully clean the wire where the wiper makes contact. I sprayed it with contact cleaner and carefully wiped it with a soft cloth. (Remember the contact cleaner we used to spray the TV channel selector with?). If it is really bad you might have to use some very fine sandpaper to clean it with. Now check the resistance between the top wire connection (from the gauge) and the resistance wire. Slowly sweep the ohm meter test wire along the resistance wire and observe the increase (or decrease) in resistance. (0 to 100 ohms or thereabout for the 6 volt unit). If you find the resistance wire broken you might be better off to look for a new unit.

Next comes the wiper integral with the float arm and held in place with a little plate with a slot in it. This is where I found my problems. First check that you have continuity between the wiper and the shell of the “cup” as you move the float wire through its entire range. The wiper is made of some sort of springy bronze material and is supposed to make contact with the wound resistance wire in one end. The other end is supposed to make contact with the slot in the bottom of the cup. I did find out that the contact at the bottom of the cup was about non-existent. And really the only way to get in and clean up the contact area in

the slot was to remove the little plate with a slot in it. Again two rivets had to be removed. This plate also serves as part of the hinge for the float wire and wiper. The picture depicts all the 4 parts I now ended up with. A little careful sanding on the slot in the cup and cleaning of the bronze wiper where it contact the slot cured this problem.

The other problem area was where the wiper contacts the resistance wire. The wiper is supposed to have a dimple in it here so only that little dimple will contact the resistance wire. However on both of the ones I did, the dimple had worn away and was now just a hole. So this must be repaired. Silver soldering the hole shut might be one solution. Personally I have never been good with silver soldering, especially on something as thin as that bronze spring. What I did was find a really small round copper brad with a round head. Soldered this in and cut off the excess part of the brad on the back side. (I tinned both the brad and the wiper separately first and then soldered them together.) One thing to make sure of is that the copper or brass tack you use is not just plated steel. Use a magnet to be sure.

Next comes the float. The old cork is not a good choice, especially if you use any gas with alcohol in it. You could wait with the float till you have assembled everything but I found it easier to handle the wire bending without the rest of the unit attached. I have seen several places recommending using the brass float from Ford. (Previously on my '54 I did find a plastic float but could not for the life of me remember what I used, so I settled on the Ford). Ford used these on the Mustangs and Falcons in the 60s and probably a bunch of others as well. The Ford could only find the float already connected to a complete tank unit. However, the fact that it was used on Mustangs solved the problem. It is available online, but for me, I just went to my close Mustang reproduction store in Bellevue (Bel-Kirk Mustang) and got a couple off the shelf for \$6.95 a piece. Their part number is 13535. Next job was to bend the wire to attach the float.. My wire was similar to piano wire, not the easiest to bend. Basically I had to straighten out most of the 90 bend and



Ford float mounted on the Studebaker sending unit

make a circular bend to fit the groove in the float. Used a socket with a slightly smaller diameter to bend around. You can also find instruction for this on the web at www.gudim.com/ReplacingCorkFloats.html

I did not try to solder the wire to the float. On one unit I got my wire wound just right and just barely slipped on. The other one I put a little dab of fuel proof epoxy. Now be careful with adding much weight. You want to make sure the float will actually float.

When I first got this float and compared it to the size of the corks I was a little worried that it might not provide enough buoyancy.

For those not interested in my calculations and measurements, the end result is that it works but it is marginal. All my measurements and calculations are metric as it simplifies calculations considerably. Remember one cubic centimeter is 1 ml or .001 liter and that much water weighs 1 gram since water has a specific gravity of 1.

The original cork on the float unit measured 3.2 cm in diameter and 7 cm long which calculates out to be 56.2 cubic cm. Cork's normal specific gravity is 0.24 resulting in a weight of 13.5 grams. Since gasoline spe-

cific gravity is around 0.75, the buoyancy or upward force of a completely submerged cork will be 42 grams less the weight of the cork (13.5 g) equals 28.2 grams. In other words this is the maximum force available to counteract the weight of the float arm and friction of the wiper against the resistance wire. Now how does that compare with using the Ford float? Weighing the float itself on a scale showed it to weigh 16 grams, a little more than the corks. The measurements of the brass float was 3 cm in diameter and 5 cm long. This results in a volume of 35 cu cm. The buoyancy completely submerged in gasoline results in 26.5 grams less the weight (16 g) for a maximum force of 10.5 grams upward, compared to the 28.2 for the cork floats. Of course the corks will deteriorate over time, which should not happen to the brass float. With this small margin I realized that the float will be pretty much submerged, so after having the unit assembled I tried it out before installing it in the tank. First in water, which should result in a much higher upward force, going from 10.5 to 19.3. And the test revealed that only about half the float was submerged. Switching to gasoline about $\frac{3}{4}$ of the float was submerged, which is much more than $\frac{3}{4}$ of the volume. But by

The individual pieces for the sending unit



**The cup with the arm and hinge plate
(Rivets already removed)**



**Close up of wiper with a copper
brad soldered on**

#4-40 stainless machine screws. I had to turn down the screw heads in order to clear the “cup” walls. I tapped the top plate holes to accept the screws but still added a nut on top for safety. The “hinge” plate on the bottom was also put together with the same type screws and nuts. Be careful when you mount the cup with the wiper back on the top plate so you don’t bend the wiper arm or get it on the wrong side of the resistor plate.

When you re-install the “sending unit” on the tank, don’t forget the gasket and also the copper washers under

moving the float up and down, it always came to rest in about the same position. All I can say is my calculations were verified with the test. But don’t add any extra weight to the float.

For reassembly, I decided to forego the rivets and used

the screws. You have to make sure that you have good electrical continuity between the sending unit and the tank. And also make sure the same goes for continuity between the tank and the car frame.



**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

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@sbcgobal.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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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

