

President

Greater Seattle Chapter SDC Founded in 1969

Volume 50 Number 9

Another month has passed and still no meeting. I guess this is the new norm. We miss seeing you! Even without meetings there are still things going on in the old vehicle world.

Joanie and I drove along (at the back end) on a Pierce Arrow driving tour last week. Not many Pierce Arrows (1), but several Packards (4). We tagged along for just one of the days of a 4 day tour. All morning we followed a 1927 Packard and the tour was lead by a 1918 Pierce. In the afternoon we saw many fine cars in 2 different garages.

I am making some progress with the cars in my shop. Have decided that the newly acquired '31 President is a parts car. Too many parts were missing and I could use some of the parts for my '32 President. So now I have a replace-



ment water jacket cover on the engine and have, for the first time, been able to fill the radiator and not have water spewing from the side of the engine. And, I have an extra cylinder head and an extra radiator, plus several other parts I probably will never need.

The other car that I bought along with the '31 President is a 1928 Commander that was originally a sedan, but someone started the process of making it into a pickup. That vehicle is very complete, but does not yet have a pickup box at the back. That will take some thought as to size and design. Studebaker didn't give me any help because they didn't build a pickup until 1937, the Coupe Express. I have heard that some people are having trouble finding things to do now, but I don't have that problem.

God Bless, Don Andersen, Secretary



*Don's '31
President*

We want to welcome a new member to our chapter: Christopher Woodsum. From Olympia.

He also has a car and some parts for sale,(see ad section.)

SEPTEMBER MEETING

CANCELLED

2020 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Sep	5	Cruise and Car show	Bickelton, WA		CANCELLED
Oct	11	Fall Color Tour			CANCELLED
Nov	15	Election Meeting	29902 176 Ave SE, Kent		Noller's hosting
Dec	6,	Christmas Party 1PM	Sizzler, South Center		GSC hosting

UPCOMING SWAP MEETS

MONTH	DATE	LOCATION	INFORMATION & CONTACT
Sep	5	Bickleton, WA Flea market and car show	CANCELLED
Sep	25-26	Chehalis, WA Swap Meet	CANCELLED
Oct	10-11	Monroe Fall Swap meet	
Nov	7-8	Bremerton Swap meet	

Internationals

57th SDC International

Indianapolis, Ind

58th SDC International

South Bend, Ind



Not much to report. I am getting tired of changing everything to "CANCELLED". For some reason I have been busy with lots of other things this last month. Not much time devoted to my '51. Started in on the two



doors. Always thought they looked pretty good until close examination. How could they have that many small (and luckily shallow) dents? So it is basically bondo and icing work. But it is still lots of work, especially if you are any good with it. Lots of sanding. But it keeps me busy.

If anybody is looking for Lark or Hawk parts (or a complete car), please give Don Albrecht a call. He has a large inventory to get rid of as he is moving.

Doors, fenders, what have you. See ad in "for sale section)

The following article was provided by Pete Rutledge from the Potomac Chapter.

How to Make a New, Reliable, Economical “1964 Studebaker Battery”

By Peter J. Rutledge, Potomac Chapter, SDC

For the 1964 model year, Studebaker began offering a car battery with their name on it. Among other applications, it was used to fill the newly-designed battery tray in the '64 Avanti, a space formerly designed for and filled by the unusually-shaped (long and narrow) 3EEE battery. While I haven't researched it, I'm pretty sure that Studebaker did not actually manufacture the battery. Although the new battery looked pretty much like any other car battery, it did have a couple of distinguishing features. It had a nice big Studebaker battery label on top and it had six colorful white and orange filler caps. One of these original batteries is on display at the Studebaker National Museum (according to the Avanti Authenticity Manual). A picture of it can be found in the [1964 Avanti Accessories Manual – proper title?].

For some of the more popular collector cars (e.g., Corvettes), you can actually buy reproductions of the batteries originally in these cars (or even a false top-plate that makes most any battery look like an original). Probably needless to say, reproductions of vintage batteries are quite expensive, and I've read that they often don't last all that long. One cannot, however, buy a reproduction of a 1964 Studebaker battery. But you can easily and economically make your own. The Studebaker battery label is readily available for only a few dollars from Studebaker parts sources like Studebaker International and others. But the best, and most surprising part is that you can also get reproductions of the distinctive filler caps. One day recently while searching for vintage battery reproductions on e-bay, I noticed a seller in Belgium, of all places, offer-

ing stick-on battery caps for Mopar muscle cars that looked strangely familiar. He sells them complete with a Mopar battery sticker so that a Mopar muscle car owner can dress up a modern battery to look like the one originally in their car. All they need to start with is a flat-top battery, i.e., one with no protruding filler caps. Then they can stick on the Mopar sticker and the stick-on filler caps and, *voila*, a “vintage Mopar battery” with the reliability and affordable price of a modern battery. The best of all worlds.

Well, the Belgian battery caps looked familiar because they look exactly like the Studebaker battery caps—orange center, white periphery, and the words “Fill to Indicator” embossed on each cap. So if we start with a flat-top battery, add the Studebaker battery sticker in the right location, and then add the Belgian stick-on caps in the right places, *voila*, a “1964 Studebaker battery.”

For a 1964 Avanti, there are probably any number of flat-top group 24 batteries to choose from. But the case needs to be black, which rules out some batteries that have white, green, or some other color case. And it should be devoid of any embossed brand names or other words on the case. In other words, it's a battery that can be made completely anonymous by simply removing its brand name stickers. It should also have a conventional and simple cubic shape with relatively plain edges. I shopped on-line and based on appearance and price chose a Ray-O-Vac battery from Batteries and Bulbs. Unfortunately, Batteries and Bulbs is discontinuing the Ray-O-Vac battery and replacing it with Duralast. I preferred the Ray-O-Vac because based on the on-line picture its case design was simpler, like the Studebaker battery case. My local Woodbridge store had none of the Ray-O-Vac batteries, but I found that one was available in Springfield. And it was even cheaper (about \$85), so I went there and got that battery. As it turned out, the battery case did not match the on-line picture. Instead, the Ray-O-Vac battery case looked just like the

Duralast battery case, even though it was labeled Ray-O-Vac. I guess there are fewer battery manufacturers than we think. Oh, well, the battery bracket in the car covers most of the edge of the case that has the frillier appearance. So I went home with what was essentially a Duralast battery in Ray-O-Vac clothing. If you follow my example, you will most likely end up with a Duralast-labelled battery with the same case as mine.

I had previously ordered, and had on-hand, a Stu-

trimmed some white off the Studebaker battery label for a better fit and applied it in the proper location on the top of the battery. Conveniently, this battery has six small, flat (flush), filler ports in the top that are in the same locations where the six filler caps on the Studebaker battery were located. I used these as guides, together with a paper template that I made, to locate where the stick-on filler caps should be installed. I carefully applied the stick-on caps. *Voila*, for a total cost of about \$111, a new, reliable, "1964 Studebaker battery." After installa-

tion in the car, I was pleased to notice how the orange in the caps nicely complemented the orange radiator fan and the orange supercharger, to add just a little more bling to the engine compartment.

I also like the fact that when this new battery gets old and needs replacement, I will be able to remove the stick-on filler caps and use them on my next "1964 Studebaker battery." Of course, I might have to spend another \$3 on a fresh Studebaker battery sticker.



debaker battery sticker from Studebaker International and the six stick-on battery caps for about \$23 from the Belgian ebay seller (<https://www.ebay.com/usr/weskar?trksid=p2047675.l2559>).

The first thing I did in transforming my new Ray-O-Vac battery into a 1964 Studebaker battery was to remove the handle. Then I removed all the manufacturer's stickers and cleaned the battery with grease and wax remover solvent. That left me with a pretty simple-looking, clean, black, flat-top battery. Comparing what I had with the picture of the Studebaker battery in the Authenticity Manual, I



Gary Finch's 1955 Studebaker President four door sedan for sale

Note – This is a late production car with the wrap around window

V8 Engine – Runs but original and a bit tired, but runs OK

Detroit Gears DG250M Automatic – The lockup torque converter has been rebuilt and the transmission is rebuilt with a NOS governor and many rebuilt and new parts

PROBLEM: When in N or P there is a banging noise. When driving in gear there is no noise. Twenty years ago, when the man who wrote post-war shop manuals for Studebaker was alive, I asked him about this odd condition. At first, I thought the lockup converter was the problem so I had another converter rebuilt and still the same condition was occurring. What I was told was that the factory was made aware of the issue during the 1955 model year and some cars with this problem were purchased from owners and the cars were shipped from the dealers to the test track and engineering building in South Bend Indiana. The engineers were mystified and never could figure out what was wrong. The corporate decision at Studebaker was to simply move on and ignore the problem as the new B-W automatic was soon to be introduced and if the problem was spotted by a dealer the factory would simply buy back the car or make the customer a deal on a new 1956 car and scrap the transmission and replace it for the used car market. That was a much cheaper solution than fixing the problem with weeks of time invested by the engineering staff.

My Dad, who was a Studebaker Parts & Service Department manager from 1947 – 1961 never ran on to this problem but he was suspicious of a cracked or defective cast valve body. I think he may be correct. With that said, I have a spare transmission case and misc. parts so the first task is to once again pull the transmission and scrap what's there but gut it for all the NOS parts to blend it with another case. That should solve the problem. I've pulled a dozen of these DG automatics in both Studebakers and Jag sedans and they are a chore requiring a day's labor.

Gary Finch Spokane WA (509)624 9543



Jack's car



Gary's car

STUDE STUFF FOR SALE



FOR SALE >> 1956 Studebaker Transtar 2E5 1/2-ton short-bed pickup. 185ci 6-cylinder flathead rebuilt mid-1980's during mild restoration, only 10K aprx miles since. 3-speed "on the tree" manual transmission. Original 12-volt electrical system & oil-bath air cleaner. \$15K OBO. Contact Kevin @ inthetreez@comcast.net or 206-953-1612.

FOR SALE: 1955 President 4dr Sedan (late production) V8 Auto PB in storage many years \$ 2,400.00 Gary Finch Spokane WA (509)624 9543

Car has a NOS rear dif, repop huncaps & headlight bezels plus replacement front fenders and loads of extra parts.

Note – See previous page for a photo of Jack's car that many remember as this was a car from the Greater Seattle Chapter, a twin to my car. Also what Gary's car looks like today and a more thorough Description of the condition of the car today

Still have a '57 Hawk hood, black and straight if anyone needs one....

Gary Smithers Ph 425-773-1114

FOR SALE: Custom machined Borg-Warner Detroit Gears alignment tool / special tool to align the torque converter to factory specs \$ 350.00 firm + shipping

Gary Finch. g.finch@comcast.net 509-624-9543

Free new ATF dexron /mercon3 I have 50 gal ATF Jerry(425) 6526692

Any request for ads can be emailed to stude21@comcast.net

Or by phone: 425-747-9196

Any other material you have for the newsletter can be sent to the same address.

Most ads having run for more than 6 months have been removed. If you want to reinstate an ad, please notify the editor (stude21@juno.com)

ATTENTION:

Don Albrecht is in the process of moving and is therefore reducing a considerable part of his vehicle and parts inventory. Too large to list here. Mostly Lark and Hawk cars and parts. Give him a call or e-mail if you are interested in any. parts or cars.

dhalbrecht@msn.com or : 425-392-7611

1961 Lark 2 dr Sedan, good running, Low mileage, 6/AT—good body, interior, brakes, tires. \$3,500

Also: 1964 R1 parts Manifold and (large) Weber carb. R3 exhaust manifolds. Delco Distributor. Fuel pump & Power steering pump. Air conditioning compressor & radiators.

Christopher Woodsum. 360-357-8078.

Avanti1947@aol.com (Olympia)

I have a 3' X 5' Studebaker banner, brand new, for \$18.00 & free shipping. Is anyone interested?

Paul ppaul51@aol.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 phots 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.seattlesdchypermart.net
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**. Send payment to **SDC C/O Cornerstone Registration, Ltd, P.O. BOX 1715 , 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 \$12/year and includes a monthly email newsletter. If you do not have an email address and exception may be made for a printed newsletter for an additional \$12. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**

Mail check to: **SDC GSC c/o Greta Justad , 6302 164 Ave SE, Bellevue, WA 98006. Info 425-747-9196**

NAME: _____

SPOUSE: _____ ADDRESS _____

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E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

3 _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
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The Washington

President

