

# President

Greater Seattle Chapter SDC Founded in 1969

Volume 50 Number 10

## EDITOR'S CORNER

Somebody seems determined to not let us have any fun with our cars. Finally a car tour put together in spite of the virus. Then the smoke came in. Should not go outside at all. So that took care of September with "Drive your Studebaker day". And now we are cancelling our Fall Color tour as well. Hopefully next year will be better.

This brings us to our cancelled October meet. That is when we should nominate people for next year's club officers. (Not that we have been so good with that in previous years. We really did it on the fly during the November election meetings). But our election meeting is also cancelled. So the election will now basically be done online. But first we must have nominees to elect. Remember that it is perfectly acceptable to nominate yourself. The plan is to publish a list

of nominees in the November newsletter, or send out a special ballot, so the membership can send in their selection. That could be done simply by hitting the reply button if you trust me to not rig the election.

Now for another proposal for next year. And the club officers have agreed that this would be a good idea: Since we really have had no expenses for this year and probably won't have any for the first half of next year, I propose that we reduce the dues for next year to \$0.00. Anybody who has paid for next or any following year already, will have their membership extended accordingly. Also anybody joining our chapter in 2021 can do that for free. If anybody has any objections to this proposal, please let me know.

Now on a personal note. The progress on my '51 is going in the right direction, albeit ever so slow. The doors have been painted and installed on the car.. The nose pieces have also been sanded and with the help of some bondo made reasonably straight and given the final paint. Installation will have to wait until the engine is installed. And before the engine can be installed it has to be assembled. Still in parts since its return from the machine shop.

The Editor (temp)



## SEPTEMBER MEETING

**CANCELLED**

### 2020 Greater Seattle Chapter Upcoming Events

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

#### UPCOMING SWAP MEETS

MONTH	DATE	LOCATION	INFORMATION & CONTACT
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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	CANCELLED
Nov	7-8	Bremerton Swap meet	

#### Internationals

57th SDC International

Indianapolis, Ind

58th SDC International

South Bend, Ind

One more month of restrictions; it is getting old! I have been keeping busy with several activities, one of which has been harvesting parts from the '31 parts car. I had 3 parts cars for my '38 Commander. One of them I had to buy to get just one part that I needed and the seller would not sell me that part separately. Parts cars are always interesting because of the parts in the back seat and the trunk. Sometimes parts come with a car that you find are not associated with that car. I was able to get some carburetors with the '31, not knowing which were correct for the car. The manifolds for the car were in the front seat along with metal and wood pieces, all in poor condition. Checking the carbs that I got, none would fit the intake manifold, but one was very interesting. I have always been intrigued by brass carbs and this one was brass, but hard to tell because of accumulated dirt. It was a Stromberg carb with raised letters on the float bowl cover and had even larger raised letters that said,



"Studebaker Model". I have never heard of a Studebaker carburetor,

but it is a thing of beauty when cleaned. It is an updraft type and must be from the '20's. I have reference books that list carbs, but only back to 1935, so if anyone knows about these, please let me know. In the interim, I have a very nice (and large) shiny brass carb on display in my shop.

The last thing shown in the Scribbles each month is what is coming next month. I can only guess and my guess is a continuation of cancellations. So, I will give my guess for the more distant future. It looks to me like the Virus is fast becoming a political issue. That tells me that the virus threat will be over as soon as the election is over. So, maybe we will be back to having meetings by January. But do remember that with my guess and \$3.00 you can get a nickle cup of coffee anywhere.

God Bless, Don Andersen, Secretary

## *Automobile Slogans of Yesteryear*

- ALLEN—Wonderful Power; the King of the Hill Climbers.  
 AMERICAN—Miles of Smiles.  
 ANDERSON—The Season's Most Enchanting Car.  
 AUBURN—Once an Owner, Always a Friend.  
 AUSTIN—A Car to Run Around In.  
 BEGGS—Made a Little Better Than Seems Necessary.  
 BUICK—When Better Automobiles Are Built, Buick Will Build Them.  
 CADILLAC—Standard of the World.  
 CARTERCAR—No Clutch to Slip, No Gears to Strip.  
 CHANDLER—The Car of the Year.  
 COLE—The World's Safest Car.  
 COLUMBIA—Gem of the Highway.  
 COMMONWEALTH—The Car with the Foundation.  
 CONTINENTAL BEACON—The Lowest Priced Full-Sized Car in the World.  
 DANIELS—The Distinguished Car, with Just a Little More Power Than You'll  
 Ever Need.  
 DE VAUX—A Jewel for Beauty.  
 DIANA—The Easiest Steering Car in America.  
 DODGE—Dependable.  
 DORRIS—Built Up to a Standard Not Down to a Price.  
 DRIGGS—Built with the Precision of Ordnance.  
 DUESENBERG—The World's Champion Automobile.  
 DUPONT—The Car That Makes an Instant Appeal.  
 DURANT—Just a Real Good Car.  
 DURYEA—A Carriage, Not a Machine.  
 ELGIN—World's Champion Light 6.  
 ELMORE—The Car That Has No Valves.  
 EMPIRE—The Little Aristocrat.  
 FALCON-KNIGHT—America's Finest Type of Motor.  
 FLINT—The Sensation of the Year.  
 FORD—The Universal Car.  
 GAS AU LEC—The Simple Car.  
 GEARLESS—A Common Sense Car with No Tender or Delicate Parts.  
 GLIDE—Ride in a Glide, Then Decide.  
 HANDLEY-KNIGHT—For the Fine Car Owner Who Drives from Choice.  
 HANOVER—Saves Money Every Mile.  
 HAYNES-APPERSON—America's First Car.

HUDSON—Look for the White Triangle.  
JACKSON—No Hill Too Steep, No Sand Too Deep.  
JEWETT—In All the World, No Car Like This (A Bear for Service).  
KING—The Car of No Regrets.  
KISSEL—The Custom-Built Car.  
KLINE—The Ace of the Highway.  
LEACH—The Master Creation of the Year.  
LIBERTY—All the World Loves a Winner.  
LINCOLN—Get Behind the Wheel.  
MARMON—Easiest Riding Car in the World.  
MARTIN—The Little Brother of the Aeroplane.  
MAXWELL—Perfectly Simple—Simply Perfect.  
MAYTAG—The Hill Climber.  
METZ—The Car You'll Be Proud to Own.  
MOORE—The World's Biggest Little Automobile.  
NASH—Leads the World in Motor Car Value.  
NATIONAL—The All-Ball-Bearing Car.  
OLDSMOBILE—Nothing to Watch but the Road.  
PACKARD—Ask the Man Who Owns One.  
PAIGE—The Most Beautiful Car in America.  
PIERCE-ARROW—Pride of Its Makers Makes You Proud in Possession.  
PILOT—The Car Ahead.  
POPE-TOLEDO—The Quiet, Mile-a-Minute Car.  
PREMIER—The Aluminum 6 with Magnetic Gear Shift.  
REO—The Gold Standard of Values.  
RICKENBACKER—A Car Worthy of Its Name.  
ROAMER—America's Smartest Car.  
SEARS—The Businessman's Car.  
SHERIDAN—The Car Complete.  
STANDARD—A Powerful Car.  
STAR—Worth the Money.  
STEPHENS—'Tis a Great Car.  
STEVENS-DURYEA—There Is No Better Motor Car.  
STUDEBAKER—The Automobile with a Reputation Behind It.  
TEMPLAR—The Superfine Small Car.  
VAUGHAN—Made in the Carolinas.  
WESTCOTT—The Car with a Longer Life.

*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

Don Anderson has a "few" antique Studebaker parts for sale. Pricing is "flexible" and he can be contacted on 253-854-0678 or djandersen@q.com

Below is a list of the parts, there may be more.

For '31, '32 and some '33 Presidents:

Battery Box,  
Exhaust and intake manifold,  
Water Outlet,  
Oil fill with cover,  
Fan Assembly, Fan Support  
"Y", Water Inlet For Water Jacket,  
Oil Pan,  
Pair Side Mount Stand Offs,  
Pair TiltRay Headlights.

For '32 Dictator: Side Mount Hold Down.

For '32 Pres.: Pair Side Mount Hold Downs.

For '31 Pres.: Inside Sun Visor.

For '28 Commander: Pair cowl Light Brackets.

Pair 1933 Restored License Plates.

For '30 '31 Luggage Rack. Unknown Year;

Windshield frame with new glass, 48" wide and 14" wide at center, 1930 Stude?.

Set Rear Bumpers For Cars With Rear Mounted Spare,  
Dash Board 39" Wide With 12 3/4" Oval Hole For Gauges,  
Eyebrow above Windshield 45 1/2" Wide,  
Front Valance for '31 Pres. 29" Wide,  
Headlight Brackets,  
Older Gauges,  
Brackets For Luggage Rack  
Instrument Panel For '28 Commander.

**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 special1956 Passenger car shop manuals (also used '57 &'58. supplements \$15 Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com

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**2019 Greater Seattle SDC Chapter Officers**

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Zone Coordinator	Mark Hayden, 2423 Timbercrest Drive, Duncan, B.C. Canada V9L 5E8	250-748- 4643 haydenmj@shaw.ca
Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058	kendurkee@gmail.com

**Studebaker on the Web**

**Greater Seattle SDC:** [www.seattlesdchypermart.net](http://www.seattlesdchypermart.net)  
**North Puget Sound:** [www.northpugetsoundsdc.com](http://www.northpugetsoundsdc.com)  
**National Studebaker SDC:** [studebakerdriversclub.com](http://studebakerdriversclub.com)

**Studebaker Clubs of the World:** [studebakerclubs.com/](http://studebakerclubs.com/)

**Studebaker Vendors:** <http://studebakervendors.com/>  
**Antique Studebaker Home Page:**  
[www.theantiquestudebakerclub.com](http://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](mailto: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 \$29.00 (1st yr only) \$36 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 \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ Zip 98 \_\_\_\_\_

E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_

Studebakers Owned: 1 \_\_\_\_\_ 2. \_\_\_\_\_

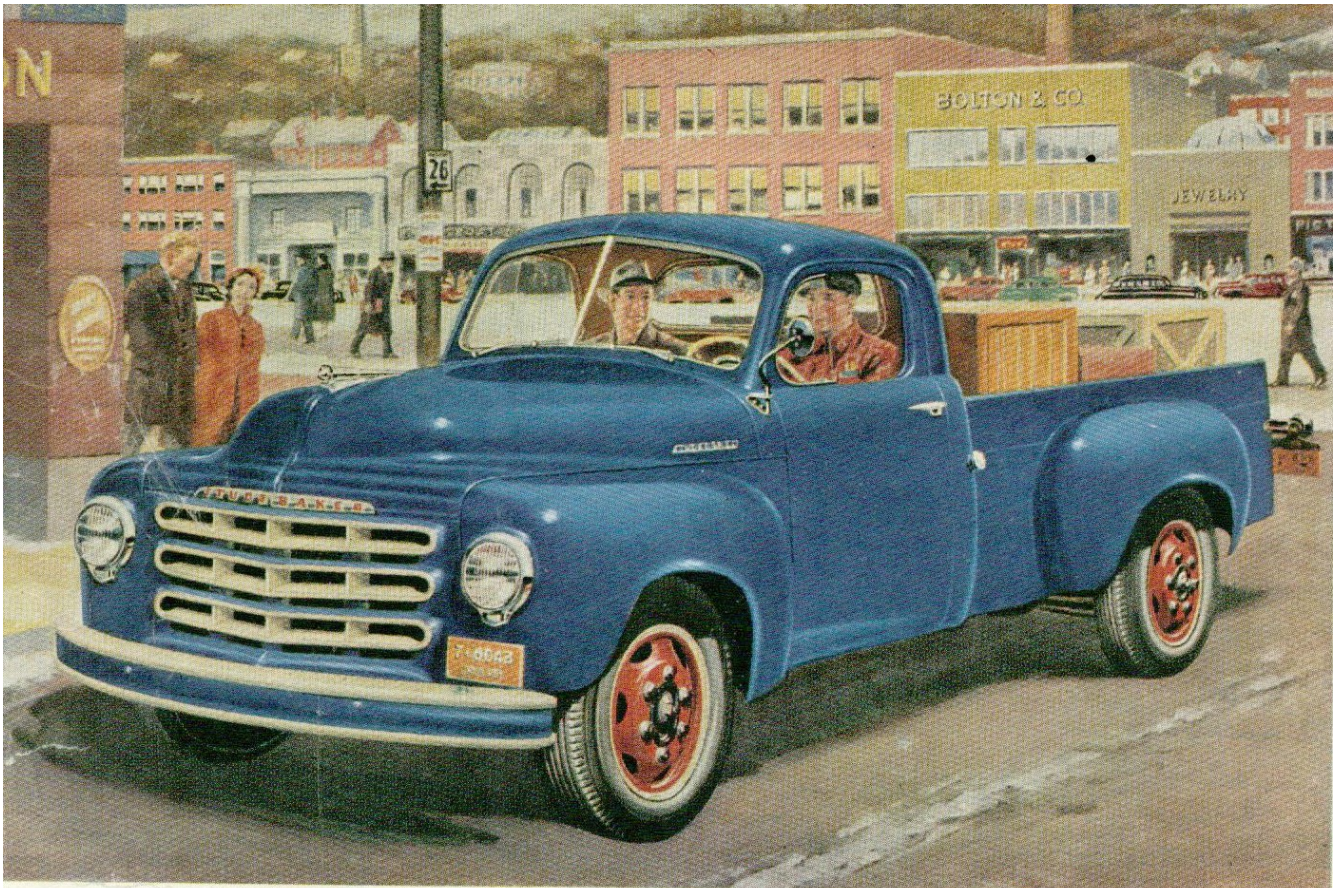
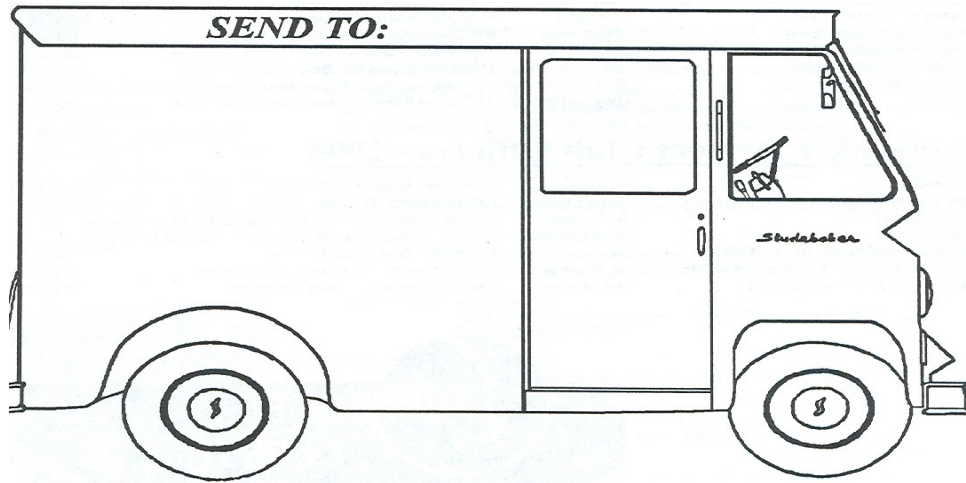
3 \_\_\_\_\_ 4. \_\_\_\_\_

More? 5 \_\_\_\_\_ 6 \_\_\_\_\_

O. Justad  
6302 164 Ave SE  
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## The Washington

# President



3/4-ton 8-foot pick-up—1/2-ton 6 1/2-foot and 1-ton 8-foot pick-ups are also available