

# President

Greater Seattle Chapter SDC Founded in 1969

Volume 51 Number 8

Back to almost annual picnic at 10th this



## EDITOR'S CORNER

because of COVID. This years event was the first time the picnic was not a potluck, but a "bring your own lunch" affair. It was a beautiful summer day with 35 people in attendance. There were 13 cars there with the oldest being a 1940 Commander. A short meeting was held with main order of business being a notice by Kenny Durkee that on the 14th of August they would be hosting a potluck at their place.

normal! We did have our Mud Mountain Dam on July year. Cancelled last year

As a further report on my '32 President, I did convert it to a downdraft carb. It then started quickly on the first try (with starter fluid). After some testing and adjustments it is starting without starter fluid and running smoothly. Success!

See you at the Durkee's on the 14th.

God Bless, Don Andersen, Secretary



*Pictures by Mary*

## AUGUST GSC MEETING AND PICNIC

### at Kenny & Kathy Durkee's

**When:        SATURDAY, AUGUST 14th at 11:00 am**

**Where:       14810 SE Jones Place, Renton, WA 98058**

**Drive your Studebaker and let's create our own car show in the pasture. This is potluck style. Bring your favorite side dish to share. The Durkees will be BBQing hot dogs and hamburgers on the grill**

*We are counting on good weather and the opportunity for you to drive your Studebaker. We will have the gate to the pasture open for parking cars. We look forward to seeing you! K & K*

Cell: (425) 351-2627 Kenny

Cell: (425) 221-3172 Kathy

## 2021 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
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Aug	14	BBQ and car show	14810 SE Jones Pl, Renton		Durkees hosting
Sep		Cruise and Car show	Bickelton, WA		
Oct		Fall Color Tour			Don Albrecht 425-392-7611
Nov		Election Meeting	29902 176 Ave SE, Kent		Noller's hosting
Dec		Christmas Party 1PM	Sizzler, South Center		GSC hosting

### **UPCOMING SWAP MEETS**

MONTH	DATE	LOCATION	INFORMATION & CONTACT
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Sep		Bickleton, WA Flea market and car show	
Sep		Chehalis, WA Swap Meet	
Oct	9-10	Monroe Fall Swap meet	
Nov		Bremerton Swap meet	

### Internationals

.September	8-11	2021	57th SDC International	Indianapolis, Ind
		2022	58th SDC International	South Bend, Ind

## Odds 'N' Ends

*Thanks to Jerry Blount and the Northwest Newsletter for the following article:*

Those bent hood corners on '53/'54 C & K's, '53 -60 Sedans, '60-'64 Champs are due to the hood hinges being out of adjustment.

When the hinges are properly adjusted, the rear of the hood will lift and move forward when the hood is opened. When out of adjustment, the rear of the hood will not lift properly, resulting in the corners of the hood hitting the tops of the fenders when closing.

Each hinge has 3 bolts that attach it to the body. The hinges have slotted holes for adjustment. There is a spring pulling straight down from the back of the hood that helps pull the rear of the hood down when closed. If, over time, the hinge to body bolts loosen, the rear springs tend to rotate the tops of the hinges rearward. The hinges then go "over-center", and don't want to move freely.

The shop manual is of little help. It says loosen the bolts and adjust as required!

A good starting point is to loosen the bolts, grab the rear of the hood and pull forward and up. This will free up the hinge movement, and minor adjustments can be made for the final fit. If the back of the hood does not pull down properly, chances are the pull down springs (284505P) are missing. Also, C & K bodies and '53-'58 Sedans use a spring (308907P) to help pull the hood forward.

Another factor is the attachment of the hood to the hinge links. There should be a flat washer between the hood bracket and the hinge link. The castellated nut should not be tight but should allow for movement. The cotter pins must be installed. I have seen these nuts tighten if not fixed in place with a cotter pin.

By correcting these items, you can change from a hood that is reluctant to open, that catches the cowl with a "pop", and then jams the into the front fenders, to one that smoothly opens and closes.

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### Charging of OPTIMA BATTERIES

If an Optima battery needs to be charged, some chargers will not do the job while others will. If you have a problem to charge the Optima battery, try this: Hook up a set of jumper cables to another battery then connect it to the Optima battery making sure that the polarity is correct. Connect the charger to the other battery to see if the Optima battery will take the charge.



*More from the July Picnic*

**EDITOR'S CORNER**

As promised I'm continuing with Honey-bun's trip to South Bend in 1997.

I am also continuing on my 51 restoration. An unending case of frustration. Don't ever take on a basket case, especially if you don't know if you even have all the baskets. An example, just happened today so I can vent my frustration while fresh in my mind. Motor Mounts. I knew I had a set, and even found them back. They did not come from any of the fore mentioned baskets. But they had the right numbers on them, So I started reading the shop manual for any installation hints. The first thing mentioned was a spacer which I did not have, but required for correct torqueing. (It is just a short piece of steel tubing but of exact length for the correct torqueing . Easy enough to make if you have the right dimensions. So I did find some old motor mounts still on an old useless block. Took off one mount with the mounting

bracket. No spacer and the bracket was broken. But I realized that my brackets were wrong. Probably from a 53 or newer. Those bracket and motor mounts are only used for 51 and 52.

So I continued and took off the motor mount on the other side. And that one was ok with the spacer intact. So I am in business. Just have to make one spacer and drill a bigger hole in the incorrect bracket.

I got my clutch installed, next will be the clutch housing or bell housing.

I probably should not mention it, but I am getting concerned again about the virus. Seems like it is getting worse than ever, back to mask wearing for everybody, vaxxed or not. And I believe we really could have avoided this according to the professionals. Wondering what it will do to the International meet.

Greta did most of the trip note taking and I will let her take over here

**'40 CHAMP COUPE by  
Greta (and Odd) Justad  
Part III, Trip to South Bend ?**

June 10 6AM.  
We are leaving Winchester and

June 9 7:30AM Absolutely gorgeous morning—what idiot would want to leave the Puget Sound area on a day like this!!! 1PM..We are traveling east on Washington Highway 26—fields of white, pink, and purple wildflowers dance in the sun. It is getting warmer—vent windows are sure nice to have, plus they REALLY help keep down wind noise. I wonder if they will be “reinvented” some day. We stop for the night at Winchester, Idaho, at a place called Country Inn, cost \$30. It is a room with a bath at the end of the hall. Reminds us of trips we took in Norway in the “good ol’ days. GREAT dinner in the dining room—best soup we have ever had. The cook is obviously used to feeding lumberjacks. The leftovers will feed us lunch for 2 days.

are driving South on 95—Nez Perce country. There is lots of farming. Passed White Bird, where the war with Chief Joseph and his Nez Perce began—a terrain of rolling, grassy hills. Wonder if they were timbered in Chief Joseph's time? Just used for grazing now. Uh-oh—RAIN. We just passed the 45<sup>th</sup> parallel. It sprinkles on and off all day—the car still leaks. We are spending the night in Burley, Idaho, by the Snake River.

June 11 6:30AM We are traveling east on I-84. Freeways are boring!! Land is very flat here. We cross high plains (6,000 feet) so we hope the car won't have problems in Denver—we have tried to plan the route to keep her off the very high passes. Are about to enter Montpelier (5,900') where Butch Cassidy robbed the bank in 1896. We pass through



*Red Rocks, CO*

Kemmerer, Wyoming, home of the first JC Penney store—that famous chain really got started out in the middle of nowhere.

2:30PM. Just out of Green River, Wyoming, we are flagged down by someone who wants to see the car closer and talk to someone brave enough to take a 57 year old automobile on a cross country trip. We talk for awhile, then drive off—just after we can no longer see our admirer, the car dies. The only car to pass by stops to offer assistance. After siphoning the tank and pouring gasoline directly into the carburetor, she still will still not start. We check the spark, which is good and healthy. At this point flooding is suspected. But why? Hope this does not bode ill for the future!!! Suddenly she comes back to life and runs as good as ever.

Summer road work—driving on dirt and gravel, one way roads, pilot cars—just what I remember from when I was a kid traveling to California to visit grandparents. After waiting in line (if 2 cars make a line), the car again sputters and bucks when we take off. We are climbing hard—up to 9,000’—car suddenly dies again. After getting the car started and checking under the hood, the see-through fuel filter between the carburetor and fuel pump looks like a boiling teakettle. Fuel is definitely percolating at this altitude. Stopping the car makes it worse since the fuel pump cannot be cooled down by airflow.

We stop for the night in Vernal, Utah.

June 12. 6:00AM..Thunderstorms in night, but car stays dry inside except for back window. Keep towel there, so is OK. Traveling east on 40. We add ½ gallon diesel to see if can reduce volatility of gasoline. Traveling east on 64—sagebrush, lots of horses, and absolutely no traffic—scary to think of breaking down here, but wonderful to drive. A BAD really BAD (3 truck)

wreck!!!!20 miles west of Meeker—it is sobering. Looks like someone tried to pass on a curve.

Back to the interstate (I-70). We are driving through Glenwood Canyon in Colorado—scenery is spectacular. Feel it is easier for faster traffic to pass us when there are two lanes, also easier for us to find place to pull over if we have problems. There was some real engineering involved in putting this highway through. Water in the Eagle River is high—there is a lot of water in this canyon—the bicycle trail through it is under water. We are in Eagle, Colorado, at about 8,000’—the car is bucking worse as the altitude increases. At the first rest stop we decide to put in an electric fuel pump (part of our spare part system)—we have lots of supervi-

sors. Hope this will solve the problem.

WE HAVE CROSSED THE SUMMIT AT VAIL PASS—10,600'!!! We are at the Eisenhower tunnel (11,158') and the car stops—same bucking problem. We wait for fuel to cool, drive into tunnel, and it is all downhill from here—we make it through.



*Nez Perce country*

With the electric fuel pump, we at least get some pre-warning, it really rattles when it starts pumping air. (Should have mounted closer to the fuel tank, but it was made up to fit in the engine compartment, and we will live with it)

Spend night at Idaho Springs—thunderstorms and hail all evening and into the night.

June 13 Slept in—left at 8:30AM. Skies gray. Drive toward Denver. Stop at Red Rocks amphitheater—THEY DESTROYED IT!!!! A huge, ugly, metal roof covers the stage area—so out of place in that setting of vivid red rocks with their beautifully blending bands of color. SO disappointing.

June 14 Stayed in Denver and visited friends

June 15 Beautiful morning—we are going to Boulder (this is where we met the first time). Drive to Halfway on Flagstaff—old Lover's Lane. Steep climb, nice view of town and campus. Car coughs and sputters. No problem downhill.. Day is warm. Walked the CU campus—there is now a security gate and parking meters in front of Sewell Hall. New Engineering Building is an architectural nightmare—looks like a feed mill facility. Lunch at the Sink—now you can have any kind of beer you want instead of being limited to 3.2. We finish nostalgic tour with a Sinkburger and tall glass of beer. (Prices higher than in 1962 though )

June 16 Leaving Denver—lovely morning. Eastern Colorado is lots of cattle and sagebrush—sunflowers all along roadway. Signs say trucks must use left lane only.

Why? (Hwy 76) Want both lanes to be worn evenly. Never seen that attempt before. Enter Nebraska—flat rolling hills. Is more agriculture—lots and lots of corn. Landscape gets flatter as we go east. We stop in Minden, Nebraska, for night. Have museum, Pioneer Village, put together by Harold Warp. 350 old cars (the Studebaker representation is lousy), horsedrawn wagons, carts, cabs streetcars, and a breaking cart. Also kitchens from 1880 to 1980, farm equipment, old buildings, a sod house, his own one room schoolhouse, a stockade, lye maker, church, etc. Nice exhibits, but really uncomfortably hot on upper floors. Could enjoy all this more if weren't so hot and tired.

June 17 Left Minden 7:00AM. Clear, lovely morning, but heat predicted. We return to Freeway (I-80 East)—lots more rest stops, and landscape basically same. Definitely John

Deere country!!! Lots of corn. At noon we are in Iowa. Warm. Rolling grasslands. Car seems to prefer lower altitude—smoke from tailpipe in Denver we now think came from diesel we added.

Stopped in Newton, Iowa--\$53 for a room at Best Western with pool, breakfast, and \$2 off dinner. Since we are well ahead of schedule, we have decided on extra day here to relax by pool, do fluid changes on car, and generally enjoy sun and warmth without pressure to be somewhere.

June 18 Sunny and warm. Found salvage yard that let us use hoist to change car fluids. Nice folks, but expensive (\$15 just to use hoist—we had own oil). Found 2 Studebakers in back—1948 2door sedan and 1958 Sedan. First Studebakers we have seen on

trip. Farms here look much neater than in west. Lovely rolling hills planted in alfalfa and corn. On to Red Rock Lake. Back to motel and swimming pool. Bought clothespins to put on fuel line—have been told by 3 people it will minimize vapor lock problems. LOOKS dumb—will it work?

See next month-



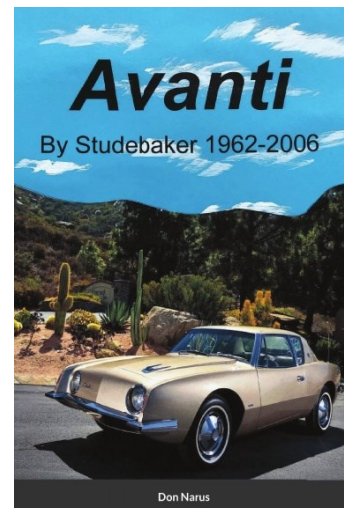
**STUDE STUFF FOR SALE or wanted**

A friend of mine who lives in Victoria BC is looking for '53/'54 front fenders. He is helping a friend restore a 54 Starliner. If you know of any for sale, contact Jim Renfrew at renfrewj@jamesrenfrew.com He said they can ship via aircraft cargo to get around the closed border. Thanks, Mary

**AVANTI BY STUDEBAKER 1962 – 2006**

Quick, name a book that covers the history of the Avanti from 1962 to 2006 in an easy to read format? *Avanti By Studebaker* is such a title by auto historian Don Narus. This primer is great for new to the hobby or for someone seeking to bone up on what the Avanti was all about. Seven chapters cover Loewy, the Studebaker years, Altman-Newman, Stephen Blake, Michael Kelly, John Cafaro, and Bunting-Kelly. Detail-rich 88 black & white photos as well as 7 period advertisements generously highlight front and tail ends, dashboards, seats, and interesting details. Narus' accessible writing style offers expertly intriguing observations and insights. Order a copy from [www.LULU.com](http://www.LULU.com) for \$12.95 plus shipping.

Michael Petti



**STUDE STUFF FOR SALE or wanted**

**WANTED**

I'm in need of an H-Frame Floor Shop Press and I'm not too picky on the tonnage weight of the bottle jack. If you've got one you're no longer using, I'd be interested. Thanks! Tom in Kent. 206-779-0268 call or text.

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.

Pair of headlights for '30, '31 and some '32, \$400 for the pair as well as a Radiator for '31 President, \$100.

Don Andersen, 253-854-0678 or djandersen@q.com

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

Paul ppaul51@aol.com

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

Hi, I got an Phone call from Roger Pfeff @ (509)595-0136 he has this 1952 Com. 2dr has not been driven since 1977. It has a 1953 engine he does have the engine that came with it. 3 speed with overdrive he said he wanted \$5000.00

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.

**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**

**59 Studebaker pickup: I**

I have a 59 4E1-112 Ser E1203-8 complete except for engine and trans. I have the v8 engine I believe came out of it though it is seized up. There are Chevy motor mounts. It is a solid specimen with small rust spots in normal places. Grill and tailgate are perfect.

I think it might be worth \$4000. My friend paid just shy of \$3000 in 2010. If someone is interested in correct numbers I'm pretty sure the engine is the one that came out of it. I also have the name of the guy he bought it from who was, I am sure, a Stude club member. But I will consider any reasonable offer. I am in Des Moines just South of SeaTac airport if anyone wants to look at it.

Bj. Bjerneby .  
206-571-5569

See April issue for pictures

**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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Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058 kendurkee@gmail.com

**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 \$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. \_\_\_\_\_

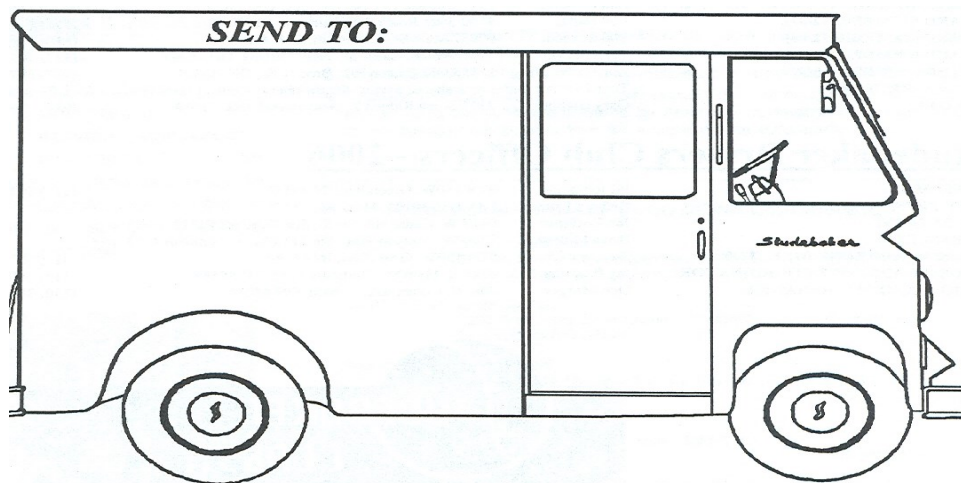
3. \_\_\_\_\_ 4. \_\_\_\_\_

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

O. Justad  
6302 164 Ave SE  
Bellevue WA 98006

## The Washington

# President



*More from the July Picnic*