

President

Greater Seattle Chapter SDC Founded in 1969

Volume 51 Number 12

It was a rainy day, very rainy! On Sunday, November 7th, the Seattle chapter of the Studebaker Driver's Club converged on the Noller house in Covington. There were 14 of us and we started with pizza and beverages, then had a meeting. All of the 2021 elected officers were present and Jerry, our President, conducted the meeting. Greta, our Treasurer said she needs a second person on our bank account. Jerry said he would be that person. Our V.P., Mary, suggested that we have a sunshine person to report personal things like birthdays and anniversaries each month in the newsletter. Evelyn said she does that for the Tacoma Chapter. No one objected to this idea, but no one offered to do it. Mary also suggested we forgo dues for 2022 and Jeff suggested \$1 dues. The \$1 amount was adopted.

Tom said he was willing to continue as Webmaster for 2022. His offer was accepted. Mary said this year's Christmas party will be at the



South Center Azteca at 1pm on December 11th.

There was some discussion of officers for our chapter for 2022. No one insisted on being an officer for next year, but all present officers said they were willing to continue. That was adopted without dissent. See the newsletter for the names and contact information of our officers.

There was then discussion of Walt's failing health and how we might gain access to his Studebaker parts references/materials. Tom will do some follow-up.

The meeting was then adjourned and we moved to Tom's shop to see his fine collection of vehicles. Thank you Tom and Janelle for hosting!

Next month is the Christmas Party. See you there!

Don Andersen
Secretary



THE PACIFIC CAN-AM ZONE MEET IS BACK !!!



THE STUDEBAKER DRIVERS CLUB, NORTHWEST CHAPTER
WILL HOST THE 2022 PACIFIC CAN-AM ZONE MEET
ON FRIDAY AND SATURDAY, SEPTEMBER 9 AND 10, 2022
AT SPIRIT MOUNTAIN CASINO, GRAND RONDE, OREGON.



A FACT-FILLED BOOKLET ABOUT LODGING AT THE SPIRIT MOUNTAIN LODGE,
CAR SHOW AND SWAP MEET IN THE NEARBY PARKING,
BANQUET IN THE CASINO BALLROOM AND
THE SUNDAY RIDE ON THE SCENIC OREGON COAST RAILWAY
WILL BE PUBLISHED IN EARLY SPRING, 2022

DECEMBER CHRISTMAS PARTY

When: Saturday December 11 at 1:00 pm

Where: Azteca Restaurant
17555 Southcenter Pkwy, Tukwila, 98188



We will order from the menu individually, and pay our own tabs.

PLEASE RSVP TO MARY WEST 425.413.3958

IT'S OK TO LEAVE MESSAGE - I CHECK THEM OFTEN.

Please wear a mask, and we can remove it while eating

At the time of this writing, a vaccination card is required

2021 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Dec	11	Christmas Party 1PM	Azteca Mexican Restaurant, South Center		GSC hosting

UPCOMING SWAP MEETS

MONTH	DATE	LOCATION	INFORMATION & CONTACT

Internationals
2022 58th SDC International
South Bend, Ind

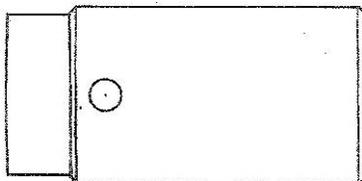
EDITOR'S CORNER / TECH NOTE

'51 PROGRESS REPORT (or lack thereof)

My LITTLE CAM LIFTER PROBLEM

Why in the world does it take me so long to finish my '51 Commander? Well here is one of the many little problems I ran into. I think I finally solved this problem after doing the same job multiple times. Maybe this will help someone avoid some of the mistakes I managed to do.

To start with, I had the camshaft that came out of a 1951, 232 engine. And a long time ago I had acquired a box of new 51-54 lifters. So I should be all set. I assembled my short block with the camshaft and installed the block in the car without the heads. (No front on the car so easy to work with.) Now I grabbed my lifters and found out they did not fit. (The lifters came from Accurate parts manufacture and did not include the Studebaker part number). Why did they not fit? Turned out they were .005" oversize. So I needed new lifters I thought in standard size. Where do I find them? Not available at SI. Using the part number listed in the Studebaker parts book for 51-54, I lucked out.



Step type lifter. 536508

with a little note " Only to be used with

Box of 16 NOS lifters in standard size popped up. So I immediately grabbed them. But they came



1951-54 V-8 lifters. To the left is for cast Iron cams, the one to the right for forged steel cams

"Forged Steel" camshaft. At this point I talked with my trusted machinist who informed me that steel camshafts need one type of lifters and cast iron camshafts another lifter. If you install the wrong lifter the engine might last only 30 minutes. So how do you tell the difference after it has been installed in the engine? You can try to look through the lifter hole and also the drain hole at the rear. The steel camshaft will have lath marks on the shaft between the cams. The shaft and cams themselves should be parkerized and look blackish. Also the shaft area between the cams should be copper colored. All indications were that I had a cast iron cam. But looking on the cams through the lifter holes, the cams looked shiny. Could they have forgotten to parkerize it.? So I decided to remove the cam again. It was definitely parkerized, lobes and all, except for the bearings. No doubt about what I have.

The Washington President

Back to the internet again, and again I found a set of lifters with the right part numbers.

These are what they call the step type lifter.

The bottom part (the one touching the cam lobe) is a smaller diameter (approximately 0.9") while the top part is 1.0" in diameter.

This lifter will only fit in the 232 engine (51-54) and can only be used with cast iron cams.

The recommendation for what to use today if you are rebuilding a 232 engine (1951-1954) is to use cast iron cam, part number 534131, and stepped lifters part number 536508.

On the steel cams the part number seems to be stamped on the cam at the rear of the cam.

I could not find a part number on my one cast

iron cam.

I found that several part numbers exist for the steel type cam. Personally I have two steel cams. One with part number 532308 the other with part number 532150. The one listed in the parts book is part number 532310.

Below I have a list of the part numbers for the different lifters used for the different cams, the exception being the .005" oversize which came from an aftermarket supplier (ACCURATE)

Not sure how much help this is for anybody as I don't believe too many people are rebuilding 232 blocks.

(The steel lifters are now available, see ads.)

Lifters for steel cams in 232 engines		Lifters for cast iron cams in 1955 and up		Lifters for cast iron cams in 232 engines	
Standard	531696	Standard	536026	Standard	536508
.0005 over	531721				
.001 over	531722	.001 over	536636		
.005 over	662-005	.005 over	534131		



Ready to install the lifters

WHEN A BELT HELD UP MORE THAT YOUR TROUSERS

Thanks to Dan Kuhl, Member, Grand Canyon State Chapter

Going into 1892, Clem and Peter Studebaker were hot enthusiasts for the planned gathering to celebrate the 400th anniversary of Columbus' discovery of the Americas. As part of Indiana's response to exposition officials of all 44 states, the brothers decided to sponsor a Studebaker exhibit the world would remember. With their new Chicago repository, just down the street from the yet-to-be start of Rte 66, the Studebakers felt they wanted to participate in a big way in the successes of the fair. Because of the enormity of the endeavor, the 1892 Chicago Worlds Fair did not actually open until May, 1893.

Even with the downturn in the economy the Studebakers prepared an incredible display of their products and a beautiful souvenir booklet describing, in Currier and Ives style, the factory and their products. In the narrative of the booklet it describes a factory covering 95 acres (72 football fields) that contained: length of line shafting 6000 feet, number of pulleys on shaft 1000, number of dynamos in use 15, number of board feet of lumber 48,000,000, and length of all belting 7 miles. Dynamos are mentioned here because they were current power sources used prior to the widespread acceptance of AC of factory shafts, pulleys and Thirty types of current motors in 1896 (see factory at right

vehicles were displayed with images of men working factory setting that seemed more like a community.

Cottonwood and whitewood were the woods of choice for the vehicles manufactured. The cottonwood tree is very common and readily available in the Midwest, while whitewood is cut from many types of trees including the following: spruces, basswoods, tulip, pines and silver firs. The name whitewood comes from the white grain isolated from the dark sap wood. The importance of wood cannot be overstated with over half of the Studebaker factory devoted to lumber yards and drying kilns.

Because this technology is so antiquated, a reference is added to a website where one can

see a factory museum still operating with shafts, pulleys and belts since 1903, when the factory was started. (In Google go to Sept. 10, 2009 Video of Raye's Mustard Mill in Eastport, Maine**). When viewing this video imagine yourself touring the Studebaker complex at the time of the 1893 World's Fair.

A change in the wind was on the horizon. Starting in 1902, Studebaker began to dabble in automobile manufacturing, and by 1911 had jumped in with both feet. However, the first Studebaker automobile produced in its entirety at the old wagon works in South Bend wasn't until April 30, 1920. It was at this same time that the last buggy and farm wagons were built. It is said that had J.M. Studebaker still been living the change to automobiles may not have occurred so quickly.

By 1921 Studebaker was polishing a new reputation for itself. In the July *Co-Operator*, a factory magazine, it was stated that only Ford had manufactured more automobiles during the first half of the year than Studebaker. By 1923 the fledgling auto company had grown so much that the sales for that year alone exceeded the total horse-drawn vehicle sales from 1852 to 1920. And of course, by this time the belt had been relegated to holding up your trousers and operating the cooling and electrical system in our Studebakers.

**One final note, Raye's Mustard is the creme de la creme of mustards. Please try it or donate to the museum.

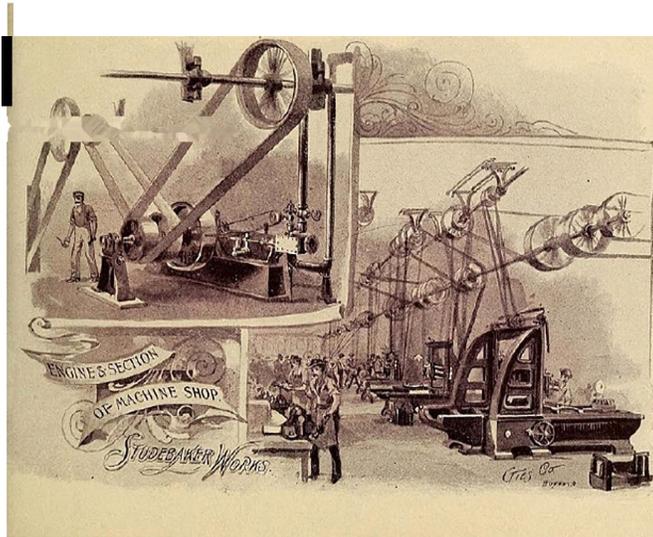
References:

Fox, Fred. "The 1920-24 Light Six, The Car that Brought Automobile Production to South Bend". *Turning Wheels* Vol 31, No 6 (June 1999): pp. 6-17. Smallzried, Kathleen Ann and Roberts, Dorothy James .. (1942). *More Than You Promise*. Harper and Brothers.

Illustrated Studebaker Souvenir Booklet published for the 1893 World Exposition in Chicago. (Personal Copy)

YouTube Website, Welcome to Raye's Mustard. Sept. 10, 2009.

Thanks to Dan Kuhl and Chris Collins, Editor: ECHO



direct belts). photo in a the



INLAND NORTHWEST CHAPTER STUDEBAKER DRIVERS CLUB

NORTHWEST OVERDRIVE MAY 21-22, 2022

Host hotel: Ramada Inn, 8909 W. Airport Way, Spokane, WA 99219

For reservations, phone 509-777-3053 or 3054 between 9AM-5PM Mon.-Fri.

Room special \$90.00 per night including breakfast. Mention Studebaker Group

Rooms booked after 05/07/22 will be on a space available basis.

Room reservation special rate is valid Friday through Sunday nights.

Name: _____ spouse/guest(s) _____

Address: _____

City: _____ State/Prov: _____ Zip/Code: _____

Phone: _____ Email: _____

Registration: \$25.00 per person by _____ # of people = \$ _____ TTL

The registration fee includes tours and lunch during the overdrive.

Will you have a Studebaker on tour? _____ If So what car? _____

Lunch options for the tour to be determined. Number of lunches required during tour _____.

The banquet is at the Ramada Sunday evening and will be their Western Buffet.

Banquet: \$35.00 per person by _____ # of people = \$ _____ TTL

T shirts are available for purchase. Please indicate sizes and quantity.

___ Small ___ Medium ___ Large ___ XL ___ 2XL ___ 3XL. **\$15.00 x _____ # of shirts = \$ _____ TTL**

TOTAL \$ ENCLOSED: _____

Make checks payable to Inland Northwest Chapter SDC. Canadian entries please use US funds.

Mail funds along with your registration to: Barbara Curtis, 710 13th St, Davenport, WA 99122.

Phone 360-312-0758. Email at briankcurtis@yahoo.com or barbarathefiddler@yahoo.com

Signature: _____ Date: _____

STUDE STUFF FOR SALE or wanted

1940 Studebaker Commander Delux-Tone Club Sedan for Sale

OD 50847 Miles. 226 ci. Flat L-Head Six Cyclinder 90 hp. Beautifully restored 1991-1992. Rebuilt shocks, brake cylinders, hill holder clutch and new wide white sidewall tires in 2017. Rebuilt carburetor 2018. Winner of a 1st place at the 54th Annual International Meet in Tacoma WA. \$15,000. Contact Vickie Gibbs: e-mail scottgibbs@comcast.net or phone (206)523-4909



In cleaning out his old place to get re- settled in his new place, Don Albrecht wants all Studebaker fans to come look through his extensive collection for anything you might need.

Most of his parts are for 60s vintage cars and pickups but there's also stuff for 50s era Studebakers. Please call him at 425.522.4294 at his place, or his cell, at 425.417.7644.

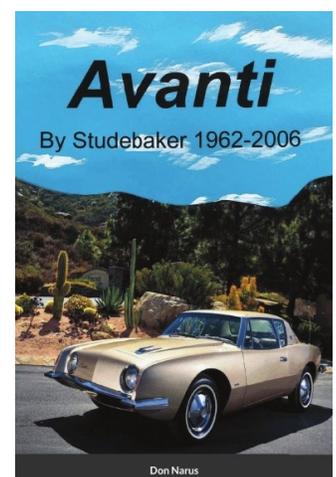
Seriously, these parts have to go!

Tom

P.S. please pass this onto any Stude fans you know!

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 for \$12.95 plus shipping. Michael Petti



STUDE STUFF FOR SALE or wanted

Anybody in need of NOS lifters (tappets) for steel type camshaft for in a 232 engine ('51-'54)?
Contact the editor

I am putting this ad out there as the owner would like to sell his collection. The "stuff" is in the interior of British Columbia.

Studebaker Collection For Sale 1966 Daytona 2-door, V-8, auto. \$4,700 1960 Lark, 4-door, V-8, auto., new floors, \$4,500 1957 Silver Hawk, V-8, \$7,900 1950 Pickup, \$13,900 1947 Champion Starlight Coupe, \$8,900 All were Runners when parked, most have been recently licensed. Interested? For photos, more info, contact Laird at Email; lairdr@telus.net phone, 250-306-4666

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

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

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. Bjorneby .
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 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

Pacific

Mon-Fri 8:30 - 5:30
Closed for Lunch 12:30 - 1:30

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www.PacificAutoMachine.com

2021 Greater Seattle SDC Chapter Officers

President: Jerry Walker	11813 SE 5 St. Bellevue, , WA 98005	425-646-9034
Vice President: Mary West	21707 290 Ave SE, Maple Valley, WA 98038	425-413-3958
Treasurer.: Greta Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196
Secretary: Don Andersen	11406 SE 223 St, Kent, WA 98031	253-854-0678
Web Master: Tom Noller	29902 176th Ave SE, Kent, WA 98042	206-779-0268
Editor: (temp) Odd Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196

Can Am Zone National Officers

National Director	Mark Carson, 4-320 Decaire Street Coquitlam, BC V3K7C3 markcarson007@hotmail.com
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
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.

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

