

## President

Greater Seattle Chapter SDC Founded in 1969

Volume 52 Number 7

### MAY REPORT



The May outing

for our chapter was the Horseless Carriage Club annual breakfast and driving tour on May 1st. We were unable to attend but I asked our VP Mary to give me a brief report and here it is:

"Well, we lucked out as far as weather goes. It rained the day before and the day after the tour, but the tour day was 67 degrees! Rick and Laurel Berry drove their Platinum-Award winning Avanti, Bob Bryant drove his trusty Avanti, Bill Hallett and Mary West were in the Lark wagon. Jeff Jennings drove his '39 President. There was a 1955 President Speedster driven by Steve Fisher and his wife. Hope they join our club! We had a tour docent and he made the tour extra fun with his trivia. And, I might add, there are always many other non-Studebakers on this tour".

### JUNE REPORT

Many Studebaker activities since my last report. The NW Overdrive was on May 21-22 in the Spokane area. We were out of state at the time, so I asked VP Mary if she could do a report.

**From Mary:** "The NW Overdrive was a great success. Brian and Barb Curtis did a great job planning tours and selecting the Ramada Inn near the Spokane Airport. The hotel had a large lobby where folks could gather and swap lies and talk cars. Breakfast had lots of choices, and we enjoyed interesting conversation while dining. We attended the Harrington Car show on Saturday.

The Overdrive itself was 65 miles of beautiful scenery. We visited the Train museum and had a very nice picnic lunch, and a fabulous banquet dinner with ribs, cornbread, salads, dessert and fun with raffles and prizes. Kenny and Kathy won the "People's choice" award for "Radio-Flyer", their beautiful 1963 red Daytona wagon!! Congratulations

Seattle Chapter members in attendance for the over-

I have sold my '37 President and moved my '28 Commander into the shop from the carport. Much better for working on it in the cool wet weather we have been having this spring. And, I have been able to make some progress on that vehicle with disassembly and cleaning so I can at least see what I have.

If anyone is interested in buying an older Studebaker, I noticed that of the first 20 "For Sale" ads in the Antique Studebaker Review this month, half were cars in Washington, Oregon, Idaho or British Columbia. I can provide more info if anyone is interested.

'Hopefully the weather improves in June so touring is more comfortable.

God Bless, Don Andersen  
Secretary

drive were Kenny and Kathy Durkee, Don Albrecht, Clayton and Evelyn Hoebelheinrich, Bill Hallett and Mary West."

**Back to Don:** The Whatcom County Chapter had a 50th anniversary meet at Pioneer Park in Ferndale on June 12th. That brought out a pretty good crowd of Studebaker enthusiasts including 8 from our chapter. Pizza was the main menu item for lunch. There were 12 Studebakers and 2 Packards on display.

The Seattle Chapter had a picnic at the Durkee's on June 26th. It was a very warm day, but there was plenty of shade. Kenny cooked up burgers for everyone. 26 people attended and there were 12 Studebakers in the show field. I held a short meeting, in the absence of our president, just to let everyone know that the July meeting will be on Saturday the 9th of July at Mud Mountain Dam. And, to ask all to help VP Mary with a meeting in September or October. She would like to schedule a garage tour. If you can do that, please let Mary know.

God Bless, Don Andersen,  
Secretary

## JULY MEETING

### ALL CHAPTER STUDEBAKER/AVANTI/ASC ANNUAL PICNIC AT MUD MOUNTAIN DAM

**WHEN:** Saturday, July 9, starting after 10:30 am, Picnic at 12:30

**WHERE** 30525 SE Mud Mountain Rd. Enumclaw, WA

Due to circumstances caused by the covid omichron variant, we decided you may bring your own lunch if you prefer. But store-bought items for everybody to share should be OK,

RULES: The Corps of Engineers do not allow any pets on the premises\*\*\*

*\*\*Look for the sign where we can enter the grass lawn at the Shelter - this is the ONLY place we are allowed to drive on the grass!!*

~Good Food, Nice Cars and Great People----See you there!

Directions: From Hwy 167: Take the Hwy 410 east to Enumclaw.

Mud Mtn Road is about 4 miles after the last stoplight in Enumclaw. You will see a special right-hand turn lane. That is Mud Mountain Road. Turn right and go 2.5 miles to Mud Mountain Dam Project.

The picnic shelter is the last one on the right - Look for sign

From Bellevue: Driving time 60 minutes Take I-405 South to Hwy 169 Renton/Maple Valley. Follow Hwy 169 South to Enumclaw. Follow signs to Hwy 410 East. Turn left onto Hwy 410 East. Go about 6 miles and you will see a special right-hand turn lane. That is Mud Mountain Road. Turn right on Mud Mtn Rd. Go 2.5 miles to the last shelter on right - Look for sign

## 2022 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
July	9	All Chapter picnic	Mud Mtn Dam		Mary Hosting . 425-413 3958
July	30	Picnic with HCCA as September meet	Tolt /MacDonald Car-natio (31020 NE 40th St,	3pm	
Sept		Garage tour	Need Volunteers		
Sep	9-11	Can-Am Zone Meet	Spirit Mountain Casino		
October					
Nov		Halloween Costume Party tour and prizes			
Dec		Christmas party			

EDITOR'S CORNER

As I sit here trying to put together our monthly newsletter, I can't help looking at the calendar and see that it is June 23, the night before June 24, Sankt Hans.

On the evening of June 23 most Norwegians (and Danes) get together around a huge bonfire, usually by the sea shore. Around twilight they start walking out to the nearest bonfire site. For some, it is a firmly rooted tradition always to go to the same site or on a boat.

Sankt Hans is actually a Christian holiday, which celebrates the birthday of John the Baptist on June 24. However, it coincides with an ancient Pagan tradition, summer solstice, the longest day of the year on June 21.

Christian priests adapted these old customs to help promote Christianity. This was also the time they burnt the witches (Today that is replaced by paper witches)

Due to circumstances, I again have to report total lack of progress on my '51. Hopefully some day. For the same reason we have not been able to participate in any events.

September meeting update.

Sea/Tac H.C.C.A. contacted me a few days ago and wanted to invite us to their yearly Tolt/MacDonald Picnic in Carnation. After conferring with Mary we decided that that would be a good event for our September meet. So we will be having our September meet in August. Also that will avoid us interfering with the CAN-AM zone meet.

Here is the info on the meet as provided by HCCA:

SATURDAY July 30th Tolt/MacDonald Picnic in Carnation..31020 NE 40th St, Carnation, WA 98014

We will meet at the picnic barn shelter at 3pm. I encourage you to bring an old car to show off.

The Sea/Tac H.C.C.A. will provide the burgers& dogs. Please bring a pot luck item to share.

\*\*\*\*Please RSVP to Andrew Fuller of the Sea/Tac H.C.C.A. by July 15th if you plan on attending 360-961-1706 (cell phone)

Studebaker logo, 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. SPIRIT MOUNTAIN CASINO logo, 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

## The continuing saga of the "Good to Go System"

written by Mary West for Bill Hallett

As you may recall, Bill's '37 President Sedan got ticketed numerous times for not paying to cross the Narrows Bridge. Come to find out, there is another antique car with the same numbers on the license plate. Never mind the idiots at GTG (Good To Go) can't differentiate between a 35 or 37 on the plate!

After many phone calls, we found someone at GTG who would at

least listen to us. We told him Bill's car had not been driven for many years, and is not driveable!! I took a bunch of photos, and we mailed them to GTG. He hasn't had anymore tickets, but we never got an apology or a letter stating we are in the clear or thanks for the \$20 of photos or anything!! So stay tuned... (Since the guy with the 35 went over the bridge once a week on the same day, I wanted to go there, and wait for the 35 to show up, so we could at least see what the make is, and tell him what we have been going through! Bill said "no" ) Where's Bob Moser when you need him??

Mary

## Cooling System Notes

*Written by Brian Curtis, Inland Northwest  
Chapter Member*

Been running into a lot of cooling problems of late. Most are on newer model cars than what I would suspect as being in line for these problems.

You would expect to find, decent coolant in 2 to 5 year old cars, but this is not the case. We have seen many difficulties with the use of "Long-life coolants" where the corrosion and deterioration of the coolant have attributed to leaks in the cooling system. The intrusion of oxygen into the system creates a muck that plugs the passages and blocks up heater cores to the point of no heat complaints from customers.

Some have come for service, driving with the thermostat so badly plugged open that the engine temperature never gets to the operating range, causing all kinds of drivability concerns.

The new coolants are designed to work with the new cooling systems that are made up of several metals. Aluminium, cast iron and some weird alloys are used in the same engine and the coolants have to be able to perform in that environment. They do well as long as the integrity is maintained. Start a leak somewhere and the dam breaks open. . . .

A great deal of cooling system grief happens because

of neglect. So many of our cars sit for great periods of time between runs. Contaminates settle in the lower portions of the cooling system such as the engine block passages and bottom of the radiator, promoting rot that takes out parts. How many cars have you seen with "freeze" plugs seeping and sieve-like after a session in the garage? . . . Nasty job, changing those babies.

Coolants have a number of additives put into them to combat the ravishes of temperature and chemical reaction but these additives deteriorate and become neutral in time and need to be replaced. Even if your coolant looks clean, it may need to be replaced just for the additives. Also, test for the temperature protection and keep it in the -35 degrees F range which is approximately a 50/50 mix.

Cruising season is here and there is no better time than now to drain and refill your cooling system before a trip. Preventive maintenance is the key to a fun, comfortable tour.

Have a wonderful, trouble-free summer in your Studebaker, and we'll see you on the road.

*Thanks, Brian*

## FIRST? BY FAR? --- Thanks to Roger Hill for writing this article.

*Roger is a member of the Hamilton Chapter*

Studebaker advertised their '47 models as "First by Far with a Postwar Car" and the '48-'49 models looked exactly the same to the untrained public, keeping the momentum going. But, the stats of the immediate postwar period at Studebaker has confounded/confused many "untrained" authors and writers that are not familiar with our favourite company. That will never do!

While the first US car out of a factory after the industry was allowed to produce again on July 1st 1945, was a Ford on July 3rd, it was purely a publicity stunt. No one's production began in earnest until later in the year when supplies and logistics were better re-established. Chevrolet, for example, did not make a car until October.

All established manufacturers (except Crosley) started by making warmed-over versions of their 1942 models. Even Studebaker made 19,275 Champions for '46 that were warmed '42s. However, during the war, Studebaker was able to engage Loewy and Associates to design a postwar car while their "factory" design and engineering departments were busy, as all auto companies were, with the war effort. This gave them a head start after hostilities that other car companies did not have. In addition, Studebaker was also able to close off it's wartime contracts more cleanly and quickly than others and was praised for it by the government! This "cleared the track" for faster postwar production conversion.

So, no wartime reminders from Studebaker! The '47 models, made beginning in early May 1946, was a truly new and modern post-war design, so stunningly different at the time, that upon first seeing one, many people thought "it must have flown in with Buck Rogers at the wheel. It looked like that". And, yes, it was also the FIRST new "postwar" car off of an assembly line at a major American manufacturer. In a couple of months, most Stude dealers had one to show, and hopefully, a couple for sale.

Meanwhile, Kaiser-Frazer announced their new cars toward the end of January, 1946 - before Stude did (in April), but did not actually make its first car until the end of May. And, their start was slow. By year's end K-F made less than 12,000. By contrast, Studebaker made over 77,000 cars in calendar 1946 (the vast majority being '47s), plus another 43,000 trucks. Untold favorable publicity was gained for their effort, including a large, exciting, postwar car article in an October/46 Saturday Evening Post, featuring Studebaker! The company was certainly solidifying its role as an innovator, and a styling leader!

The previously mentioned confusion often comes when looking at MODEL YEAR production without seeing CALENDAR YEAR production figures. Studebaker made 161,000 cars for the '47 model year. They were made from May, 1946 to November 1947 - some 18 months! At the time, there were many supplier problems and labour disputes affected monthly output. For the '48's, the figure was almost 185,000 cars - from November '47 to December '48 (13 months). By the way, the 1948 figure is substantially more than competitors Nash and Hudson. Studebaker increased their market share and moved up to number 9 in sales.

Then 1949 happened! Model year car production went down to 129,000! What happened? Some writers reason that Studebaker sold fewer '49 cars because Nash, GM, and Ford (not Chrysler just yet - their new postwar models waited until March '49!) ) had introduced newly-designed cars for that model year. NOT SO! The reason was that '49 Studes were made for just a short 7 months, from the end of December '48 until July 22/49 (by the way, this is my birthdate, and if anyone has a Stude of any kind that was made that day, I'm interested in it!)! Calendar year production shows 1949 at 228,000 units, a new high! Studebaker made its biggest profit ever to date (\$27,563,000) in 1949, was at the top of its game, and DEFINITELY not hurting because of the big three's new models! Studebaker's management was held in such high regard that president Paul Hoffman left at the request of POTUS Harry Truman to head the Economic Cooperation Administration and become the first administrator of the Marshall Plan, a US-led program (13 billion 1948-vintage dollars!) to aid the recovery of western European economies after the war!

We all know how the '50 model year sales turned out! 343,000 cars! Icing on a Studebaker buyer's cake was a good fully automatic transmission, introduced during the year (Chrysler didn't have one until '53!). For the 1951s, they also introduced a modern OHV V8 engine - way ahead of the majority of competition! No wonder Studebaker was optimistic for the future and their second 100 years which was soon to start! **Yes, FIRST, and BY FAR!**

**B.S. Column ('bout Studebakers) Specialized Tools – Keep Your Eyes Peeled**

*By Jerry Blount, member of the Northwest Chapter, Oregon*

*With Thanks.*



Often when attending a swap meet you will see tables layered with various hand tools. So many that your eyes might pass over a unique tool that you might not have seen before.

Such a possibility is an “ANCO ALL PURPOSE WIPER ARM TOOL.” No part number, but it does have a patent number. This tool was probably common in the 1940s through 1960s, when

car wiper arms were pretty universal in design. Back then, service stations did a lot more than pump gas, so likely every service station mechanic had one of these tools to aid in selling and installing wiper arms.

Cars of the era of our Studebakers had wiper arms that pushed down over splined shafts. The spring tension designed into the arms helped lock them on.

Additionally, a small stainless-steel finger snapped over the bottom of the splined shaft.


The wiper arm could certainly be removed with a flat bladed screwdriver, while holding against the spring pressure to disengage the stainless steel locking finger. Certainly, a two-handed operation. And, on re-installing, you hope that it goes on the desired location on the splined shaft. If not, try, try again.

This ANCO tool however, fits over the wiper arm end and holds against the spring pressure, allowing easy one-hand removal,

and precise positioning when re-installing.



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## HOW MUCH IS ENOUGH LIABILITY COVERAGE?

One day, a motorist in France stalled his Citroen on the railway crossing. Unable to move the car off the tracks as the train approached, he fled from it. The train, unable to stop, struck the car. The collision caused the train to derail and ripped up 300 feet of tracks, resulting in 20 boxcars of beer to be spilled into a nearby river. The beer killed all of the fish in the river, thus, it put the local fishermen out of work for a season.

The railway's service was disrupted for 6 weeks. The engineer suffered 2 cracked ribs. He, the fishermen and the railway sued the motorist's insurance company. The total for the claims exceeded 7 million dollars,

The lesson to be learned here is, first of all, to drive a Studebaker, not a Citroën, the second thing is not to park on the railway when the train is approaching and the third thing is to have enough insurance coverage.

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### STUDE STUFF FOR SALE or wanted

1963 Studebaker GT Hawk serial #63V29933. 289 V8 4-barrel WCFB carb. Engine completely rebuilt less than 10,000 miles ago. 4 Speed T10 transmission re-bearinged. Dana 44 rear end, 331 ratio non-TT. Tires are in good shape but old, chrome rims. Full instrumentation including tac and clock; everything in working condition. Seats, headliner, carpets, and other trim are in good shape. The car has Alberta registration. I have never registered it in B.C. as the body is in very rough condition. The car needs new kingpins. The rest of the mechanical is good. Front suspension has Duralon upper and lower bushings; the clutch pressure plate and disc were rebuilt, and it has a new throw-out bearing. The engine was completely rebuilt, new pistons .020 o/s, crank turned mains .010 and throws are .010. The heads had hardened seat and new valves, R1 camshaft was reground. Rebuilt water pump. Starter and alternator were gone though. The car has not had a lot of miles in the last 11 years. When the Alberta insurance ran out, I only used it a couple of times a year around the neighborhood. Located in 108 Mile Ranch, B.C. Call Chuck Douglas at 250-791-5505 or email [doug108@telus.net](mailto:doug108@telus.net). Asking \$6000.00 OBO

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.

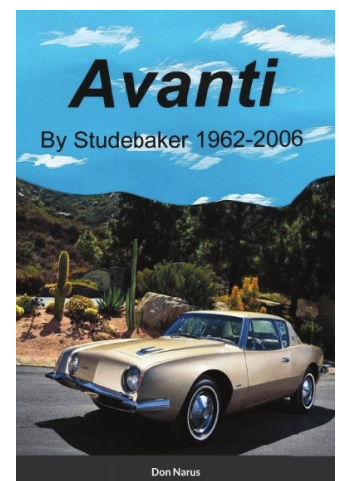
Seriously, these parts have to go!

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](http://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 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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**Can Am Zone National 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  
**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**

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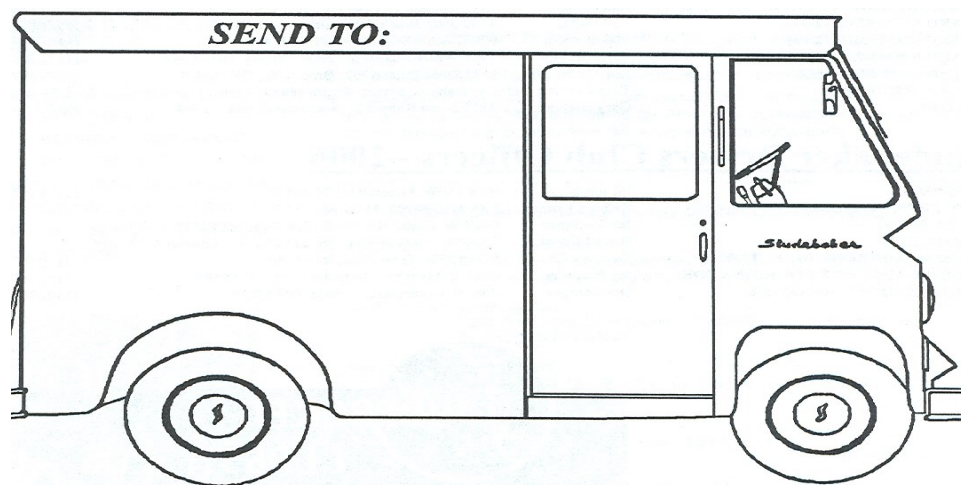
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More? 5 \_\_\_\_\_ 6 \_\_\_\_\_

O. Justad  
6302 164 Ave SE  
Bellevue WA 98006

The Washington

President



***A time capsule from 1951 with a 1937 Packard sedan on 'holiday' and a new Studebaker pickup. A new Chevrolet and a 47 - 50 era 'shoe box' Kaiser is just down the road. Mt. Shasta is in the distance snowcapped and beautiful.  
Thanks from Gary Finch***