

President

Greater Seattle Chapter SDC Founded in 1969

Volume 52 Number 12

The November Seattle Chapter meeting was held at Shakey's Pizza in Fairwood on Sunday, November 6th. There were 5 members in attendance. Three of those are current officers (President, Vice President and Secretary). Our Vice President reported for our Treasurer that we do have some money in the bank. A short meeting was held and it was decided to donate \$300 from the treasury to Northwest Harvest.

This was our annual election of officers meeting. There were no nominations of other members for any of the offices and all of the officers present said they were willing to continue in their position for another year. It was then agreed that our officers would be the same for 2023.

Our December meeting is scheduled for December 10th at the Azteca Restaurant in Tukwila.

SECRETARY'S SCRIBBLES

I am presently suffering from sciatica pain, so have not gotten much work done on my Studebaker. I have, however, completed all of the outside work on my '32 and am measuring, etc. for upholstery. Good type of work for the upcoming winter. Hope you are also making plans for winter Studebaker work.

See you on December 10th at Azteca!

Don Andersen
Secretary



ALL-CHAPTER CHRISTMAS PARTY

WHEN: Saturday, Dec. 10th at 1:00 pm

WHERE: Azteca Mexican Restaurant 17555 SOUTHCENTER PKWY,
TUKWILA, WA, 98188

***PLEASE RSVP TO MARY WEST no later than Dec.5th

studemary@comcast.net or 425-413-3958

DUES ARE DUE

Your dues are due, and for a mere \$12 you will continue to receive this marvelous magazine for another year. Greta will be happy to take your money. See page 11 for address.

(The two years of basically no dues are over and we are back to normal as far as dues go).

DECEMBER 2022 STUDEBAKER CHRISTMAS PARTY

WHEN: Saturday, December 10th at 1:00 pm

WHERE Azteca Mexican Restaurant.
17555 South Center PKWY, Tukwila, WA98188

Please RSVP to Mary West no later than Dec.5th
studemary@comcast.net or 425-413-3958

2022 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Dec	10	Christmas party : Azteca Mexican Restaurant	17555 SOUTHCENTER PKWY, TUKWILA	1:00 pm	MARY WEST 425-413-3958

2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Jan					
Feb					

Internationals

September 12-16, 2023 Manitowoc, WISCONSIN Upper Mississippi Valley Zone

The Wehrmacht-Einheitskanister

More commonly known as : The Jerrycan

By Jack Gregory

I know this has almost nothing to do with Studebakers, but I found it interesting on how the Jerrycan was designed, used, copied, and has now become part of life for people. A very thorough and complete description of the Jerrycan can be found on Wikipedia.... Use your google on your email machine to access it!! The pictures come from the interweb and/or Wiki

How it all started

The original can came about as a search for the perfect liquid container by the Wehrmacht in about 1937. It seems to me that the Germans had really thought through their requirements quite well:

- Hold 20 liters
- Be stackable
- Rugged seams
- Capable of holding both water and fuel
- One man should be capable of carrying either two full cans or 4 empty cans
- Two men could share the load of one can

A company by the name of Schwelm won the design contract and even added a few great options. They reinforced the sides of the tanks with just simple imprints. They also added a built-in spout with a lockable lid to avoid spillage. The top of the tank was unique with a built-in air pocket at the top to allow water to float and provide room for the petrol to expand in hotter areas. It also was painted on the inside to prevent corrosion, this coating would allow it to contain water as well as fuel, but hopefully not at the same time!

Richard M. Daniel, a retired WWII U.S. Naval commander had this to say (from jerrycan.com):

"It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leakproof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used alternately for gasoline and water."

A Picture is worth a Thousand Words



German containers for 20 litres of fuel. left: former container, right: Wehrmacht-Einheitskanister of 1941, manufacturer: Nirona



Carried by one person



Carried by two people



(German Einheitskanister on the left and the U.S. Jerrycan on the right)

(Note the little vent tube on the German one, the U.S. one didn't have it...spillage!)

So, What Did the British Do?

The British (and by default the entire British Empire) was still using a square, 18-liter tin which could fully be capable of leaking at any time, impossible to stack and featuring a handle a normal man couldn't get his hand through!

The British discovered the German Einheitskanister during the Norwegian Campaign in 1940 and saw how good it was. This led to them capturing and using as many of the Jerry's cans they could get their hands on.... the birth of the name: Jerrycan!

The Brits, not being a bunch of dumb guys adopted the age-old axiom: "recognizing a great idea is equally as important as having one." Copied the design, by 1943 the Brits had produced about 2 million of the "jerry cans".



British pressed steel, 2-imperial-gallon (9 l) petrol cans: Strong, but heavy and expensive



British tin plate, 4-imperial-gallon (18 l) petrol tin ("Flimsy"). Inexpensive, but weak, with a tendency to leak

Here come the Yanks!!

The Americans were not far behind in knowing they would need to send massive amounts of fuel around the world in some extremely difficult terrain but had little or no idea what type of storage container to use. They were currently using a can from WW1 which held 38 liters and required a wrench to undo the spout as well as a separate funnel for pouring. American engineer Paul Pleiss came on to the scene and said, "Hey I got one of those great German cans in my car." The only trouble was that the car was stuck in Calcutta where it had just completed a trip from Germany to India (that must have been a heck of a trip!!). The U.S. military said, you get us the can and we'll see. It turns out Paul had gotten some cans from a friend of his in Berlin before his trip to India.... His friend even came through with a full set of specifications as well. Paul then proceeded to smuggle the car (including the can) out of India, destination U.S. Once the mighty U.S. military got ahold of the can they went to work and made their own version, with exposed seams....cheaper to produce but a little less rugged. They also needed a separate nozzle which was a bit of a hassle, especially when you couldn't remember where you put the last one. At their height, the U.S. was punching out 1.3 million cans per month, by VE day there were about 21 million jerry cans in Europe...wow!!

Now, Jerry cans are made of plastic (although you can still buy new, steel cans) the plastic guys can commonly be found on the back of a jeep that really wants to-be an off-road vehicle.



EDITOR'S CORNER



Mary has arranged the Christmas party for us. You will see the details on both page one and two. Please notify Mary if you plan on participating (By December 5th) She needs the head-count.

Not much has happened the last month. All the officers remain the same. I still have not found anybody willing to take over my job. It was supposed to only be temporary.

Dues time is coming up. Deadline is December 31st if you want to continue to get this magazine.

Still only 12 dollars Check and cash accepted. (No crypto currency) Send money to the treasurer (Greta).

My own project is slowly creeping forward. It is at least starting to look like a car now with both fenders and hood. Small adjustments still needed. Next step is to attack the wiring under the dashboard. Not looking forward to that.

Odd

Everything That You Need To Know

On One Sheet of Paper

Thanks to author, unknown.

- 1 - *There is no such thing as too much of a good thing.*
- 2 - *You can't tell which way the train went by looking at the tracks.*
- 3 - *There is absolutely no substitute for the genuine lack of preparation.*
- 4 - *Sometimes, too much to drink is not enough.*
- 5 - *The careful application of terror is also a form of communication.*
- 6 - *Anything worth fighting for is worth fighting dirty for.*
- 7 - *Friends may come and go, but enemies accumulate.*
- 8 - *I've seen the truth -and it makes no sense.*
- 9 - *If you think that there is some good in everybody, you haven't met everybody.*
- 10 - *All things being equal, fat people use more soap.*
- 11 - *One seventh of your life is spent on Monday,*
- 12 - **NOT ONE SHRED OF EVIDENCE SUPPORTS THE NOTION THAT LIFE IS SERIOUS**
- 13 - *This is as bad as it gets, -- But don't count on it.*
- 14 - *Youth and skill are no match for experience and treachery,*
- 15 - *Never wrestle a pig. You both get dirty, and the pig loves it.*
- 16 - *There is only one thing better than fun. **More fun!***
- 17 - *If it doesn't fit, force it. If it breaks, you needed a new one anyway.*
- 18 - *There is great prestige in growing old, but there is no future in it.*
- 19 - *Never give advice: The wise don't need it and the fools won't heed it.*
- 20 - *Avoid zealots: They tend to be surly and humorless.*
- 21 - *Remember the Alamo, take care of your hernia and stay out of trees.*
- 22 - *If you teach a bear to dance, be prepared to keep dancing until the bear wants to stop.*
- 23 - *Life is tough but it is even tougher if you are stupid.*
- 24 - *There is no free lunch.*
- 25 - *A man with a watch knows what time it is - a man with 2 watches is never sure.*
- 26 - *Use foresight: If you are up to your butt in alligators, it's too late to drain the swamp.*
- 27 - *Never take advice on real estate from a homeless person.*
- 28 - *Time is the most important asset - once lost, it is never regained.*
- 29 - *Valuable objects cannot fall off the floor.*
- 30 - *Let someone else pick up the soap.*
- 31 - *Truth is not wisdom.*
- 32 - *Don't try to teach a pig to sing. It is a waste of your time, and it annoys the pig.*

Brakes

There are 2 important essentials that every car must possess if it is to be driven. The first is that it must **go**, and then it must be able to **stop**, when needed during a time that it is going.

Cars on the road these days are driven (forward or backward) by mode selected by the driver. The energy from an engine or from electric motors propels the vehicle. The energy to slow or stop the car is by friction in the braking system when the brakes are utilized. The braking system can be activated by the driver by pressing downward on the brake pedal or, since 2009, when the computerized braking system was introduced and used in some cars, the computer could also apply the desired pressure to the braking system to either slow or to stop the car from going forward or backwards.

2009 - Computer controlled braking was introduced-

Autonomous Emergency Braking (AEB) is defined as a system that constantly keeps track of the road ahead and will automatically halt the vehicle if the driver fails to take action. This technology was first introduced in **2009** to prevent car crashes or at least reduce the seriousness of the impact of an unavoidable one. The AEB system is optional on some new cars while it is included on the higher priced vehicles.

Prior to the 1954 Studebaker vehicles, the braking system was somewhat less than acceptable to me. In having owned a 1947 Studebaker, I would go as far as to say the Studebaker competitors had better braking systems in their vehicles. I was unhappy enough with the braking system that I added a brake booster. Braking became acceptable then. The brake booster was from a Cadillac, found in an auto wrecking yard. Power brakes were available in the higher end cars like the Lincolns and Cadillacs prior to 1955, when power brakes were an option for Studebakers. Brakes from 1954 in Studebakers were an improvement over the preceding system.

In the pre-1954 Studebaker vehicles, braking systems can be improved by adapting the braking system from Studebaker cars of the '60's. Braking systems from V8 equipped Studebakers can be adapted to the standard, 6-cylinder models for improvement over the originals from the factory.

Power brakes were developed, circa 1921. Duesenberg cars were among the first to use it.

Disc brakes - The **1949 Crosley**, the first U.S. production car to be equipped with modern disc brakes. But it wasn't a success, and so its actual impact on the auto industry was more or less negligible. Then, in 1963, Avanti claimed that it was the first American production car to have disc brakes. The Avanti had disc brakes on the front and drum brakes on the rear. Some European cars already had the disc brakes at the time.

A proper functioning brake system is essential for the safety of the driver and others on the road or anywhere else that the car has to be brought to a stop. Still, a driver must be aware of the road conditions. A car with a braking system that is in proper working order does not guarantee that the car will be able to stop as planned in an icy road. If the roads are icy, stay off them if you can.

Brake problems do, from time to time, arise. It could be from usage or non-usage. Brake problems with usage is caused from normal wear. Brake problems arising from no-usage is rusting and deterioration. As far as the braking system is concerned, it is better to be in use than be in a vehicle that is stored for long periods.

The ABS brake system-)

The first fully-electronic anti-lock braking system was developed in the **late-1960s for the Concorde aircraft**. The modern ABS system was invented in 1971 by Mario Palazzetti (known as 'Mister ABS') in the Fiat Research Center and is now standard in almost every car.

Brake Fluids are categorized into four main classifications by the U.S. Department of Transportation (DOT): **DOT 3, DOT 4, DOT 5 and DOT 5.1**. Most fluids fall into the DOT 3, DOT 4 or DOT 5.1 classification. These fluids are all hygroscopic, which means they absorb moisture from the air. Then there is the silicone brake fluid that is identified/classified by Dept. Of Transportation as DOT 5. The silicone brake fluid does not absorb moisture. Most cars on the road use DOT 3 in Canada and most likely in America too. Not sure if the Studebaker Avanti used DOT 5 brake fluid or not. Apparently, some of the non-Studebaker Avantis did have silicone brake fluid installed at the factory.

There are Pro's and Con's to using silicone brake fluid that may be discussed at another time.

Since the common brake fluid absorbs moisture, the brake fluid should be changed every 2 years on the average.

Water in the brake lines lowers the boiling point of the fluid, so **stopping ability can diminish in hard stops as heat in the system increases**. Braking will go back to normal after the fluid has cooled.

Moisture, over time will cause internal corrosion in the brake lines, calipers, the master cylinder and other components. Internal corrosion, commonly known as rust, is at work 24 hours a day.

Rubber parts – There are rubber parts in the wheel cylinders and in the master cylinder. Over time, these parts wear with usage. If the brake fluid is not kept clean, dirt and grit will cause rapid wear on the rubber parts, which are cups in the master cylinder and the wheel cylinders. Hoses do not generally wear unless there is abrasion but they deteriorate from the inside and the deterioration cannot be noticed from the outside. The newer hoses are not as good in quality as the older hoses due to poorer grade of rubber used.

Rubber hoses or, as some would call them, "Flex lines" deteriorate with age and that happens 24 hours a day as previously mentioned..

Power brakes – The booster used by Studebaker is the "Hydrovac." unit. The word, hydro is from Ancient Greek, ὑδρο- (hudro-). To us, it is water. In the braking system, let's call it liquid. "Vac" in this case is the abbreviation for vacuum.

Recommended servicing is to give it an ounce of power brake fluid or Neatsfoot oil which is more easily attainable at shoe repair shops to the hydrovac unit, at or near 24,000 miles, on a regular basis. This is to keep the leather seal on the piston lubricated and flexible. If the piston is not able to move freely due to lack of lubrication, the result will be binding on the piston and not releasing completely.

Troubleshooting the brake system –

Vibrating pedal- Brakes wet, Glazed linings, Oil or fluid on the linings, Drum brake shoe arc is incorrect, Excess rotor runout or thickness variation, Damaged wheel- bearings, Cracked rotor or drum, Bent axle, Drum warped or eccentric, Brakes not releasing, Vented-rotor fins rusted out so side plates deflect under pressure.

Causes of brake noise, Vibrations – No lubrication on points on points of metal to metal contacts, Distorted or scored drums, Lining does not have the proper radius, Sticking wheel cylinder or bad fluid, grease or fluid on the lining, Drum tool marks from machining on the drums(Small spiral groove cut into the drum by careless machine operator), Major adjustment needed, Brake shoe cocked on cam post,

Lack of heel and toe clearance, Loose anchor springs, Broken return springs, Weak or distorted shoes, Primary and secondary shoes in the wrong positions, Weak retraction and hold-down springs, Lining surface charred by brakes dragging, Distorted backing plate, Foreign material embedded in the linings or drum.

Swerving under hard braking – front suspension bottoming, Toe-in adjustment is wrong, Bump steer problems, Shock absorber failure, Shock absorber adjustment dissimilar, Tire size dissimilar, Caster or camber uneven, Worn steering or suspension pivots.

Brake pulls – Improper adjustment, Frozen cylinders, Shoes binding, Incorrect master cylinder adjustment, Variation in drum surfaces, Sluggish or sticky wheel cylinders, Lining not fitted properly to the drums, Weak return springs, Bent, weak or twisted shoes, Drums out of round, Weak or thin drums, Air in one of the wheel cylinders, Bent or distorted backing plate, Deteriorated brake hose. (There are 3 rubber hoses in a car, 2 of them are for the front wheels braking and the other is under the car, likely close to being above the rear axle housing for fluid going to the rear wheel cylinders.)

Pedal goes to the floor – Air in the hydraulic system, Leaking seal in the master cylinder, Leak in hose or the steel lines, Leak in caliper or wheel cylinder, Too much clearance between the shoes and the drum, insufficient amount of fluid in the master cylinder.

Rapid lining wear - Wrong surface finish on drum or rotor, Lining too soft, Brakes not releasing, Cracks in the drum or rotor, Adjustment to tight, Brakes not releasing.

Brakes squeal - Worn brake shoes, Cold linings, Need to chamfer ends of the linings, Brakes wet, Need anti-squeal compound behind the brake pads of disc brakes.

Brake grabs or locks – Drum brake-shoe not fitted to the drum (Shoe arc is incorrect), Loose backing plate or distorted backing plate, Contaminated linings, Brakes wet, Brake return spring weak or broken, Drum brake linings burned up.

Brakes not releasing – Brake pedal binding on the pivot, Seized caliper or wheel cylinder, Aged or overheated caliper seals, Swollen seals, Caliper slides corroded or stuck, Parking brake on or not set correctly, Power brake unit in not functioning properly, Insufficient free-play on the master cylinder push rod. It results in the brake fluid not able to return through a port, back into the master cylinder after the brake pedal has been released. Free-play on the brake pedal should be about an inch to give the master cylinder push rod clearance. The measurement is approximate.

In the event that a new master cylinder has been installed and all seems to be fine and in working order, a road test should be performed. Apply the brake, for the vehicle

to come to several stops, say a dozen. After the brake pedal has been released and the car does not want to go, the cause is likely due to insufficient piston push rod clearance and the brake fluid is **locked, under pressure** into the brake lines and wheel cylinders.

Brake problems may be one single item that is malfunctioning or it could be a combination of items. Remember ----- Brake problems only get worse, they never get better on their own. Tend to the problem as soon as possible. If the vehicle has a brake problem, ask yourself, "Is it safe to drive?" If you feel that it is unsafe to drive, have the vehicle towed for servicing from a trusted mechanic. Yes, a trusted mechanic. Personally, I would not feel comfortable in having a vehicle that I own be brought to any highly advertised firms. That is my personal feeling.

It is important that you do not put your life at risk and others as well. Most important to me, though, is that you don't put my life at risk.

By Pete Yuen

Brakes On Some New Cars

To reduce weight and also to likely reduce costs, some of the rotors are made to legal limits only. That is, the rotors are now thin, to a point that they do not have enough metal that the rotors can be resurfaced by machining. By the time the thin brake pads need to be replaced, so do the brake rotors. -----Stick with STUDE.

STUDE STUFF FOR SALE or wanted

For Sale: Make offer, want to find someone that can use these. Complete front sheet metal forward of firewall ("doghouse") off 62 GT hawk, no trim, solid, \$150. Front sheet metal with trim/grille, '61 Champ truck, \$200. Also fits 59-60 Lark, very straight. Front sheet metal with trim/grille, '64 Commander, straight, \$200. Prices are you-pull in Lake Stevens (hawk doghouse is already off). Other parts for these vehicles are also available cheap or free. John DePrey, 425-293-2985, retrostude@yahoo.com .

For Sale: Complete full flow 259 2bbl drivetrain from a '64 Commander, including T86 overdrive, clutch linkage, pedals, dash bracket, driveshaft, radiator, hardware. Ran engine before pulling, had good compression and no smoke. Pulled for a "ditch the six" project on the '64 that we subsequently sold, buyer has not picked it up. \$350 obo takes all. Have a non-TT Dana 44 with v8 brakes for \$100, I believe 3.54 ratio. John DePrey 425-293-2985

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. Asking \$6000.00 OBO

CARS AND PARTS FOR SALE: De Ann Hochhalter 509-840-3781 Sunnyside Wa.

My Husband Ron and I had 53 studes as our first cars---it was love from the start! Ron died last year of cancer and did not get to restore cars and sell parts like he wanted when he retired.

Now I own by myself: ADVANCED COLLISION REPAIR CENTER INC. AT 225 N. 1ST St. Sunnyside, Wa. 98944

By myself and do not need all these cars and parts. Please if you are interested let me know!

SEVERAL 53 STUDEBAKER BODIES HARDTOPS AND COUPES 53 HARD TOP STUDEBAKER COMPLETE BODY INTERIOR , ENGINE , TRANS AND TRIM EXTERIOR

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62 STUDEBAKER LARK CONVERTIBLE TO RESTORE WITH SOME NEW PARTS INCLUDING A TOP

88 AVANTI II GOLD CONVERTIBLE COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

WHITE AVANTI COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

1990 AVANTI II CINNAMON COLOR COMPLETE - RON AND I BOUGHT IT IN CALIFORNIA AND DROVE IT BACK TO WASHINGTON

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

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2021 Greater Seattle SDC Chapter Officers

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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**

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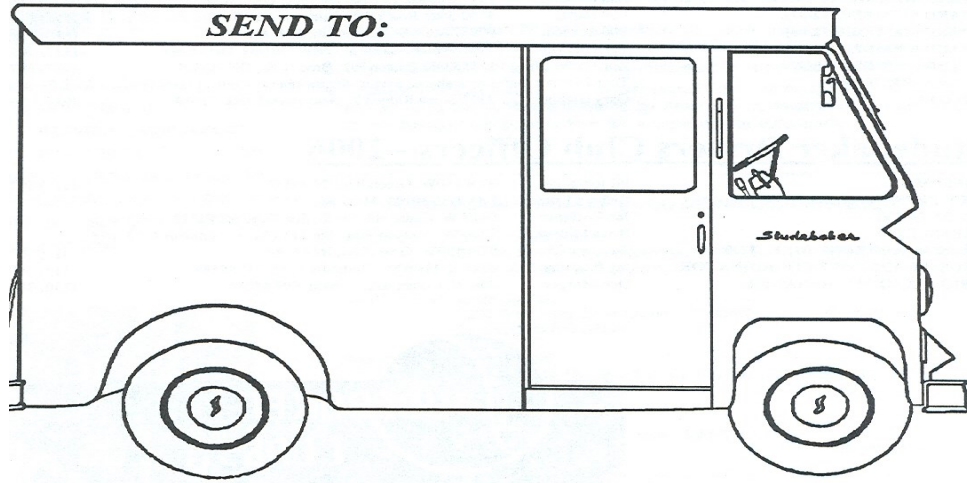
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