

President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 6

SECRETARY'S SCRABBLES

I finally was able to get my '32 President on the road! It was just a short test run, but it was a success because it got back home without incident. I just had to tighten the water pump packing and increase the idle speed a little bit. Simple enough but even though that car is moving on it's own power, steering and stopping, it is not ready for an extended outing. So, we didn't make it to the May outing. That outing was the HCCA breakfast and driving tour. That tour has always been a good one with lots of older cars to see and tour with. It usually ends at a garage with fine cars. Few Studebakers, but lots of interesting cars.

The 20th and 21st of May is the Monroe Swap Meet. One of my favorite activities! See you there on the 20th!

God Bless,

Don Andersen

Secretary



And here is Don's 32 President

JUNE MEETING

WHEN: Sunday, June 11th at 2:00 pm

WHERE Clayton & Evelyn Hoebelheinrich's home
16428 88th St. E. Sumner, WA. 98390

THIS IS A NEW DECK- WARMING PARTY +++++

This will be a Potluck with us providing the Meat in the form of Sloppy Joes. I'll have the sloppy Joe and the buns and potatoe salad.. so other salads and desserts would be perfect. Maybe some Pickles

We can also put some Hamburgers on the grill.

Evelyn

2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
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JUNE		Deck warming party	16428 88th St. E. Sumner	2 pm	Evelyn, 253-863-0251
JUL	15 Sat	Picnic	Mud Mountain		Mary 425-413-3958
AUG	5 Sat	Picnic	Tolt/MacDonald park	3 pm	Invited by HCCA
AUG		BBQ	At Durkees		
SEP		Drive your Stude day	Nursing home		
OCT		TBD			
NOV		Election Meet	Boarding House restaurant, Issaquah		
DEC		Christmas party			NPS hosting

Internationals

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

As you probably know, Tom Noller has been handling our Seattle Chapter website.



crease our dues by approximately \$10 a year for each member, going from the currently \$12 to \$22 as the yearly dues.

What I was not aware of has been the cost of operating this website. He now has informed us that the cost is going up to \$20 a month, that is \$240 a year. Not sure if tax has to be added.

Another solution would be to keep the current dues and pay the website out of our savings account. We have presently a fairly substantial savings. We used to have higher dues, but when we cut out printing and mailing, we lowered it. Paying for a website is kind of replacing the printing and mailing with a website.

The question is if we can afford this. This cost should under no circumstances be subsidized by Tom. If the club pays for this, which it rightly should, it would wipe out just about all that is being paid by dues. If we increase our dues to pay for the cost, we will have to in-

We should probably bring this up at our upcoming meeting to decide how to best handle this.

The Editor and the Treasurer

Zone Coordinator: Jack Gregory; jackgregory@shaw.ca

Since I have recently assumed the role as zone coordinator I find that I am sent a spreadsheet every month of registration activity for the zone. I won't share the spreadsheet with you as it does have some information that some people may consider confidential (addresses, email addresses etc.). But I will share a few statistics I was able to garner from the data:

- We have 866 members in our zone!!
- In April
 - 36 people renewed their national memberships
 - 11 memberships expired
 - 3 new people became members.... Great work Washington State!!

We still need some clubs to step forward to host overdrives in 2024 and 2025, so give it a thought at your next meeting and step forward 😊

Regards, Jack



Vintage Seattle by Lake Washington (from Kelstrom)



2023

HEMMINGS MOTOR NEWS GREAT RACE
ST. AUGUSTINE, FL TO COLORADO SPRINGS, CO
PRESENTED BY COKER TIRE

OVERNIGHT LUNCH STOP

CO Colorado Springs, CO
KS Great Bend, KS; Emporia, KS
MO Joplin, MO
AR Eureka Springs, AR; Russellville, AR; North Little Rock, AR
TN Memphis, TN
MS Tupelo, MS
AL Birmingham, AL; Auburn, AL
GA Tifton, GA
FL St. Augustine, FL

#1 VINTAGE RALLY!

2023 GREAT RACE ROUTE

St. Augustine, FL to Colorado Springs, CO

June 24-July 2, 2023

SATURDAY, JUNE 24
START: Francis Field, St. Augustine, FL - 8 a.m. to 1 p.m.
OVERNIGHT: Main Street, Tifton, GA - 5 p.m.

SUNDAY, JUNE 25
LUNCH: Toomer's Corner, Auburn, AL - 12:15 p.m.
OVERNIGHT: Uptown at Protective Stadium, Birmingham, AL - 4:30 p.m.

MONDAY, JUNE 26
LUNCH: Lee County Courthouse, Tupelo, MS - noon
OVERNIGHT: Guesthouse/Graceland, Memphis, TN - 5 p.m.

TUESDAY, JUNE 27
LUNCH: Argenta, Downtown, North Little Rock, AR - 11:45 a.m.
OVERNIGHT: Russellville Depot, Russellville, AR - 4:30 p.m.

WEDNESDAY, JUNE 28
LUNCH: BW Inn Of The Ozarks, Eureka Springs, AR - 12:15 p.m.
OVERNIGHT: Main Street/Historic US 66, Joplin, MO - 5 p.m.

THURSDAY, JUNE 29
LUNCH: Lyon County Fairgrounds, Emporia, KS - 1 p.m.
OVERNIGHT: Mosely Street/Old Town, Wichita, KS - 5 p.m.

FRIDAY, JUNE 30
LUNCH: SRCA Drag Strip, Great Bend, KS - noon
OVERNIGHT: Main St./Stevens Park, Garden City, KS - 5 p.m.

SATURDAY, JULY 1
LUNCH: Colorado Welcome Center, Lamar, CO - 11:00 a.m.
OVERNIGHT: Pueblo Union Depot, Pueblo, CO - 4 p.m.

SUNDAY, JULY 2
FINISH: Tejon Street, Colorado Springs, CO - 1 p.m.



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B.S. Column ('bout Studebakers)

Article by and Thanks to Jerry Blount
1351380 DRIVER & CONNECTING ARM –

Right Y F J L P Bodies - '63 through '66

In my many years of selling new available Studebaker parts, a group of parts that rarely requires replacement is the windshield wiper drive linkage.

Studebaker sedans, including Larks through 1960, all C & K bodies including Hawks through 1964, and Champ pickups had the wiper motor mounted on the cowl firewall and thus, the linkage is under the dashboard. In 1961 the Lark cowl was changed to incorporate a fresh air/heater inlet. The wiper motor was still cowl-mounted of course, but the wiper linkage was in the cowl air housing rather than under the dashboard.

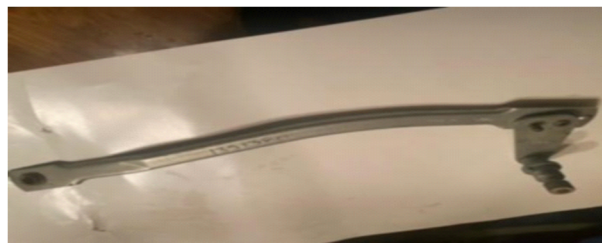
(This set up made for much less noise from the operation of the wiper motor since it was literally attached to the cowl panel under the dash.)

The '61 and up wiper linkage was easily accessed by removing the air intake grille. Then, in 1963, the center section of the body was totally changed from the 1962 style. An obvious change was a new taller, less wrapped around windshield. This allowed for parallel action windshield wipers, with 15" blades rather than the 12" previously used.

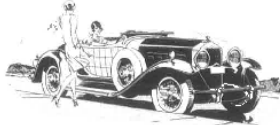
Thus, the windshield wiper driver linkage was redesigned for 1963 models...and was carried through the 1966 cars.

Although I rarely sold replacement wiper drive parts for various models over the years, I get much more regular requests for the 1351380 Driver & Arm, below. The failures are always in the pivot itself, which is quite the same as used on all other Studebakers. Maybe the 15" blade creates a little more load? I do once in a while sell a 1351381 left driver...so who knows?

The purpose of this column is to remind owners of '63 - '66 Lark types that you may one day have a wiper driver issue, but new parts are still available. As great as our Studebakers are, it is possible to wear out a part after 60 years!



The info below is strictly just information from the Antique Studebaker club



MEMBERSHIP INFORMATION

WILLYS-OVERLAND-KNIGHT REGISTRY
 C/O : DAN ERNST
 5844 INDEPENDENCE LANE
 WEST BLOOMFIELD, MI 48322

NATIONAL DUES: \$30.00

ALL PREWAR WILLYS-OVERLAND-KNIGHT CARS AND TRUCKS, 1942 OR OLDER

ANTIQUÉ STUDEBAKER CLUB
 P.O. BOX 1715
 MAPLE GROVE, MN 55311-6715

NATIONAL DUES: \$35.00

PREWAR STUDEBAKER CARS AND TRUCKS PLUS 1946 CHAMPION & 'M' SERIES TRUCKS

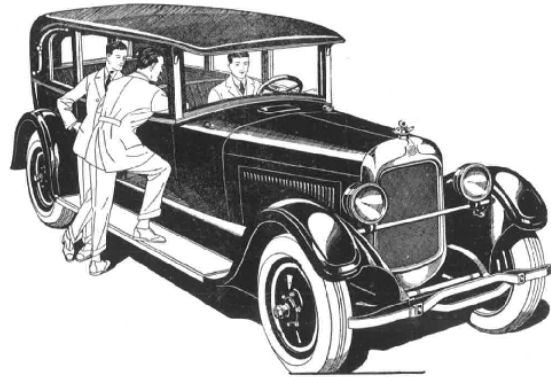
WAGON MASTER FOR TOUR

GARY FINCH
 2618 S. EMPIRE WAY
 SPOKANE, WA 99224-4544
 (509) 624-9543
 G.FINCH@COMCAST.NET



STUDEBAKER OVERLAND TRAIL TOUR

August 9 - 10 - 11, 2023 Post Falls & Coeur d'Alene Idaho



Willys-Overland-Knight Registry Club & The Antique Studebaker Club



STUDEBAKER-OVERLAND TRAIL TOUR

REGISTRATION : THREE DAY FEE STRUCTURE

Tuesday August 8 : Check-in and hospitality night 4 - 8 PM

Wednesday August 9 : Shop Tour and Tech Tip Evening with tail gate dinner at Hotel
 Breakfast on your own * Lunch on your own at a restaurant * Tail rate dinner \$20.00

Thursday August 10 : Coeur d'Alene Lake Tour and evening banquet at the Red Lion Hotel
 Breakfast on your own * Box Lunch \$20.00 * Evening dinner/banquet \$30.00

Friday August 11 : Gravel Roads Tour to Timbers Roadhouse, BBQ & Bluegrass Country Band
 Breakfast on your own * Lunch and live music \$20.00 * Dancing Free! * Dinner on your own

NOTE: Underlined items noted are covered by registration fee of \$90.00 per person

RED LION HOTEL ~ TEMPLIN'S RESORT

Lodging : Cut off date July 10, 2023 * Special event group rate \$ 199.00 per night

Each individual guest must make their own reservation * Reservation Line (208) 773-1611

Red Lion Hotel - Templin's on the River
 414 E. 1st Street, Post Falls Idaho 83854

Dedicated parking lot for vintage cars and dedicated parking lot for trucks hauling trailers
 Dedicated beach and dock for those staying at the Red Lion Hotel - Templin's on the River

TOURING PROFILE

Our three days of touring will avoid high speed roads and I90. Average speeds will be from 25 mph to 40 mph. Wednesday will be in town driving on local surface roads.

Thursday will be winding paved roads with sharp hairpin turns and scenic vistas along the wooded back side of Lake Coeur d'Alene. Watch for deer and wildlife on the roads at all times.

Friday's "Gravel Roads Tour" will leave Coeur d'Alene's downtown core for the east side of the Lake. We'll travel parts of the Old Yellowstone Highway and wooded back roads to our lunch stop. This area is well known for moose so watch for those antlers! The roads are in good shape and most are paved, but there are a few areas where the pavement has deteriorated to gravel. That being said, the road is smoother than most roads in Spokane WA.

Questions? --- Call Gary Finch (509) 624-9543 (PST) or email: g.finch@comcast.net



STUDEBAKER-OVERLAND TRAIL TOUR POST FALLS & COEUR D'ALENE IDAHO AUGUST 9 - 10 - 11, 2023

ANTIQUÉ STUDEBAKER CLUB ~ WILLYS-OVERLAND-KNIGHT REGISTRY
 Registration - Please print clearly and sign * Tour details and hotel info on back of form

Name _____ Passenger(s) _____

Address _____

City _____ State/Province _____ Postal Code _____

Email _____ Phone/Cell _____

Vehicle - Model & Year _____ Dedicated Trailer Parking? _____

PLEASE REGISTER EARLY!

Registration Fee: \$90.00 per person to cover meals as described on back of registration

NOTE! REGISTRATION DEADLINE * REGISTRATIONS MUST BE POST MARKED BY JULY 10, 2023

Make checks out to : PNW Chapter Antique Studebaker Club

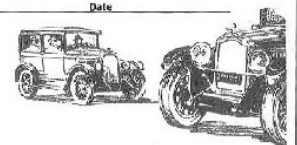
Mail to: Gary Finch, 2618 S. Inland Empire Way, Spokane WA 99224-4544 USA

Questions ? Gary Finch (509)624-9543 or g.finch@comcast.net

OWNER DRIVER RELEASE STATEMENT : I hereby agree to enter the vehicle described in this Antique Studebaker Club and Willys-Overland-Knight Registry Club event named the Studebaker-Overland Trail Tour. In consideration of the right to enter this event and for other valuable considerations, I (we) do hereby agree to indemnify, protect, and defend and hold harmless the Antique Studebaker Club and its Chapters, Regions, officers and representatives and the Willys-Overland-Knight Registry Club and its Chapters, Regions, officers and representatives from and against any claims, costs, liabilities, and attorneys' fees arising from damage or injury, actual or claimed, of any kind or nature, to property or persons, resulting from my (our) participation in the 2023 Studebaker-Overland Trail Tour. The owner/driver has proof of bodily injury and property damage liability insurance on the entered vehicle in the amount of at least \$100,000.00 per person, \$300,000.00 combined.

The owner/driver certifies that the described vehicle entered in this event has duly passed requirements of the motor vehicle authorities, or other governing bodies of the State/Province in which the vehicle is registered, and the vehicle shall be legally registered and licensed. The Antique Studebaker Club and the Willys-Overland-Knight Registry Club and its representatives will not, and cannot, be held responsible for the "safety certification" of any participating vehicle.

Owner/Driver Signature: _____ Date _____



A GUARD IS AGAIN ON DUTY AT STUDEBAKER

By, and thanks to Dan Kuhl

Studebaker was flush with cash in 1928. The As stated in numerous previous articles, company had just come out with the Erskine, a brand new “World Car”, purchased the Pierce Arrow line of cars, opened a new car proving ground just outside of South Bend, and with new building construction completed a new guard house at Gate One into the factory complex.

The auto business was looking good for Albert Erskine, President of Studebaker.

As part of this beehive frenzy of activity were two signature entrances to Studebaker complexes, the entrance to the Proving Ground with its beautiful Studebaker wheel adornments on top of the brick entrance fence posts and the brick guard house and gate at the entrance to the factory complex on Sample Street in South Bend.

The guard house served the factory from 1928 until just after the factory closed its doors on December 9, 1963. The melancholy photo taken of Gate One on that last day has some interesting aspects: the flag at half-mast for John F. Kennedy who was assassinated weeks before and the operating archaic running light in the grill of a Lark leaving the factory on that snowy winter day (see 1963 Photo).

The guard house was eventually torn down with the adjacent factory building in 2008. All 3,863 bricks and miscellaneous construction materials from the 1928 construction were placed in storage in another Studebaker building to await its fate. In the spring of 2022 the guard house was reconstructed at its new home in the 600 block of South Lafayette near Building 84. \$25,000 has been spent on the project with an additional \$30,000 needed for addition of the original gate to the guard house location. During the 2022 SDC International Meet its Grand Opening was celebrated.

In November of last year, the final touch was added, a guard standing in the door to the guard house. A donated mannequin dressed in a guard uniform is an impressive addition to the project. His name is “Earl” after Earl Smith, a dedicated project volunteer who passed away in the fall of 2022. It took only 60 years to get the guard house back into service at Studebaker.



Odds 'N' Ends

Oil pressure hose, between the Engine to the Gauge

Perhaps this hose is the original and it had been on the car ever since new or it could have been replaced one or more times by now. Still, it is a good idea to check it before you take the Studebaker out on the road so that it reduces the probability of having trouble with it while you are driving.

The location of the hose is towards the rear of the engine compartment, next to the firewall.

The lower end of the hose is connected to the engine. The top end of the hose is connected to a solid line that goes through the firewall and attached to the oil pressure gauge.

Through time, the hose will deteriorate. When the engine is operating, this hose is under pressure and heat and needs to be flexible as the engine "rocks" each time there is acceleration or deceleration.

If you find the hose to be hard and inflexible, it is time to change it.

The following, informative article is written by Jon Myer, who has written many technical articles in the past.

Oil Line Flex Hose -by, and thanks to Jon Myer

The oil line flex hose at the right rear corner of the block on V8s and the right rear lower corner on six- cylinder engines can become a big problem. These hoses are made of rubber and have to carry whatever oil pressure shows on the gauge. On some engines when they are cold it could be as high as 80 pounds.

If your car has an oil light then it doesn't have a hose, so no need to worry about it.

To check this hose, first open the hood and locate the hose. It will be on the passenger side, rear of the engine. It comes up to connect to a copper line covered with rubber that runs along the firewall from left to right. Take hold of the hose and bend it and wiggle it a little. You may be surprised to find it break off in your hand. If it breaks while you are driving you may end up needing an engine overhaul if you don't catch it in time.

If you are going to replace it, the best way is to cut off the hose just above the brass fitting that screws into the head and use a six- point 7/16 socket on it. If you use an open-end wrench it may be so tight that the hex will collapse and strip off. Then you have a hell of a time getting it out. The Studebaker number for the V8 hose is #530096. It is suggested that you keep one in the glove box as they are pretty cheap.

What the heck is Chat GPT and how does it relate to Studebaker

(By Jack Gregory)

Did you ever wonder about this “Chat GPT” thing? Well, I did. It turns out it’s not only useful as a tool that your “connected” grandkids use to do their homework for them, but it’s also great at generating actual useful information.

How does it work? I have absolutely no idea... for all I know it could be an alien robot or an underused CIA computer doing the work. However, after a little on-line googling I got that Chat thingy to generate the following from a couple of questions I asked it:

Give a history of Studebaker.

The Studebaker was a brand of American automobiles that was active from the mid-19th century until the mid-20th century. The company was founded by brothers Henry and Clement Studebaker, who started out as blacksmiths in South Bend, Indiana in the 1850s. They began making wagons and carriages, and their business grew rapidly thanks to the high quality and durability of their products.

In the late 1800s, Studebaker began to transition into the automobile industry. They started producing electric vehicles in 1902 and gasoline-powered cars in 1904. The company's early cars were innovative and well-received, and they quickly became one of the leading automobile manufacturers in the United States.

Throughout the 1910s and 1920s, Studebaker continued to innovate and expand its product line. They introduced a number of successful models, including the Light Six, the Big Six, and the President. They also expanded their manufacturing operations, opening new factories in Canada and Europe.

In the 1930s, Studebaker faced financial difficulties due to the Great Depression. The company responded by introducing more affordable models and redesigning their existing models to be more streamlined and modern. One of their most successful models during this period was the Champion, which was introduced in 1939.

During World War II, Studebaker shifted its focus to producing military vehicles, including trucks and airplanes. After the war, they resumed production of civilian cars and continued to innovate with models like the Starlight Coupe, which had a unique and eye-catching design.

However, by the 1950s, Studebaker faced intense competition from other American automakers, and they struggled to keep up. The company merged with Packard in 1954, but the merger was unsuccessful, and Studebaker-Packard faced mounting financial losses.

In the 1960s, Studebaker attempted to turn things around by introducing new models like the Avanti, but these efforts were not enough to save the company. Studebaker produced its last car in 1966 and closed its doors for good in 1967.

Despite its eventual downfall, Studebaker remains a beloved brand among car enthusiasts and collectors, known for its innovative designs and high-quality craftsmanship.

So, then I asked it to tell me about the best cars Studebaker produced.

Studebaker was an American car manufacturer that produced several iconic cars throughout its history. Here are some of the best Studebaker cars ever produced:

- 1. Studebaker Avanti: The Avanti was a high-performance sports car produced by Studebaker from 1962 to 1964. It was designed by famed industrial designer Raymond Loewy and is considered a classic of American automotive design.**
- 2. Studebaker Hawk: The Studebaker Hawk was produced from 1956 to 1964 and was available in several different models. It was a stylish and sporty car that competed with other American muscle cars of the era.**
- 3. Studebaker Commander: The Commander was a mid-sized car produced by Studebaker from the 1920s to the 1960s. It was known for its reliability and durability and was often used as a police car or taxi.**
- 4. Studebaker Gran Turismo Hawk: The Gran Turismo Hawk was produced from 1962 to 1964 and was a more luxurious version of the Studebaker Hawk. It had a sleek design and was powered by a V8 engine.**

Studebaker Lark: The Lark was a compact car produced by Studebaker from 1959 to 1966. It was designed to compete with other small cars of the era, such as the Volkswagen Beetle and the Ford Falcon.

Overall, Studebaker produced a range of iconic cars throughout its history, but the Avanti and the Hawk are often considered the best due to their stylish design and high performance.

Let me know if the robot got anything wrong.

Trivia

Submitted by Duane Miller

As Studebaker owners and collectors, over the years we have acquired knowledge of various Studebaker engines,

We know that Studebaker V-8 engines grew from 232.5 inches to 259, 289, and even up to 304. We also know that Studebaker had their own 289 engine long before Ford produced their 289. Some of know that Packard had engines displacing 320, 352, and 374 cubic inches, If you are into trivia and want to stump many Chevrolet owners, here is a question for them. Most believe that Chevrolet's first V-8 engine was the 265 cubic inch mill from 1955. Little did they know that the 1917 Chevrolet D-Series cars were powered by a 288 cubic inch V-8 engine designed by A. C. Mason. It had overhead valves, crossflow cylinder heads, and was rated at 55 horsepower at 2,700 RPM. That was when Henry Ford's four cylinder was producing 20 horsepower.

Of course, the Ford Model T sold for about \$645 and the Chevrolet sold for \$1,400. The Chevrolet D series was discontinued in 1919.

Thank You, Duane

Technical Tips

and contributions from various newsletters – see credits

Generator testing – Do you have a generator and you don't know if it is good or bad? Take a jumper wire and ground the field to the generator body. Hook the negative side of a battery to the field. Hook the positive side of the battery to the armature. If the generator turns, it's good. If it doesn't turn, something is wrong with it. (Thanks to the late Ron Smith, Washington Dictator, Tacoma Area)

Switch tail light switches – Studebakers have always used hydraulic stop light switches. When you step on the brake pedal, the fluid pressure (60-120 psi) closes the contacts on the switch. With pendulum-type brake pedals, it became convenient to mount a mechanical stop light switch under the dash, actuated by the brake pedal. Hydraulic switches mounted under the hood are less than reliable, due to the presence of oil and moisture. It is said that silicone brake fluid can permeate to the switch diaphragm and contaminate the switch contacts.

If you own a '61-66 Lark, Avanti or '63-'64 Champ pickup, you can convert to a mechanical stop light switch. Get a Borg-Warner S-237 or Standard Ignition SLS 66. Make sure the brand you get comes with two stamped steel nuts for mounting the switch. The Motorcraft equivalent I checked didn't. A normally-closed switch (the plunger is spring-loaded to the closed position) is installed above the brake pedal so that the upper edge of the arm can depress the plunger and open the contacts when the brake is in its normal position.

There is a handy hole in the pedal mounting bracket for the pedal stop. Fabricate a simple sheet-metal mounting bracket that attaches under the pedal stop with a 1/2" diameter hole for the switch. There is a long range of adjustment on the switch so you can get some pre-load to ensure the switch is normally off with the switch mounted. Then you just have to extend your wires to the switch and you're done! (from Jerry Blount, Northwest Newsletter, Portland, Oregon)

Painting Smaller Parts – When you need to paint smaller parts (door jambs, etc.) and you don't have a compressor, you can use the Preval Spray Gun Power Unit (about \$5). This system is a gas charged power unit that attaches to a six ounce paint reservoir. Standard automotive enamels and lacquers can be used. This makes it easier

Similar to traditional spray methods, the paint must be reduced with the appropriate enamel reducer or paint thinner (available from your paint supplier) in the proper proportions. Your automotive paint supplier can also supply a viscosity drip cup which helps you determine when the paint is mixed properly. Remember to use low tack masking tape – it is more expensive but well worth it in the long run. Remove the tape when the paint has set up – about 1-2 hours. (from Stude Road Dust, North Puget Sound)

Did you know? The fabulous 1950-51 bulletnose Studebakers were probably the most famous Studebaker design of all time and arguably the one most well-remembered by the general public. For 1950 Studebaker built 343,164 of them (its best year), with another 268,565 for 1951. Studebaker advertised the bulletnose as the "Next Look" for 1950 and it was different indeed from everything else on the road. All of the 1950 models were powered by in-line 6 cylinder engines with the Champions having the smaller Champion six and the Commanders and Land Cruisers having the larger Commander six.

Then and now, bulletnose Studebakers were seen everywhere. Fozzy Bear drove one in "The Muppet Movie". Avon produced a men's cologne bottle in the image of one. The Studebaker's Night Club features one on its menus and matchbooks. And considering that Studebaker only built a total of maybe 4.5 million cars in its entire 64 years of automobile manufacturing, roughly 1 out of 8 Studebakers ever built were bulletnose models. Millions of people rode in one at one time or another. (Thanks to Al Germano, Washington Dictator, Tacoma area)

EDITOR'S CORNER

This is actually not a Editors Corner column. But since the editor is writing it I guess it can qualify..It is really more a for sale column, maybe.

I suddenly starting to realize I am getting older, even if I don't quite agree with that statement. My progress on my restoration side is slowing down. And I have not found a way to take all that iron out there made by Studebaker with me when I go. So I am contemplating that MAYBE I should part with some of it. Not sure what though. So, I decided to list all the vehicles with Studebaker on them to see if anybody would be interested. (Would not mind getting rid of a Falcon or two also). And I have to admit, there are a couple of cars I would have a hard time parting with at this point in time..

So here is the list in order of age:



1907 Surrey.

You really need a horse to drive anywhere with this. But it is fully restored. Good rubber.



1921 Big Six Touring. 7 passanger **FREIA**

Restored. Dual Spares



1921 Special Six Touring. 5 Passenger

Not restored, but restored driveline and got it running. Stopping is another matter.

The story behind this one is it is identical to my High school car (together with 3 friends). Same red color, same dents. But this one has a top.. Hope to make it stoppable, but not quite sure.



1931 President Roadster Model 80 - SIR WILLIAM

This car was restored by Bill Cannon back in 1980. He was the founder of the ASC and also started the Skinned Knuckles magazine as well as the Review.. It could probably do with a new cosmetic restoration, but runs great. I did some mechanical work..



1940 Champion Coupe. HONEYBUN. 3spd, OD
(This is Greta's car)

Was mechanically restored shortly after we got it. And shortly after mechanical restoration we took it on a drive from Seattle to South Bend to the meet there. Only problem we had was some vapor lock. Since then we have driven it lots of places; Rapid City, several California trips, Arizona to mention a few. Never let us down.



1951 Commander Convertible. Actually we have two of these, one 3spd OD the other A/T.

One is currently being restored. It came in baskets and the other one is still needed to see how it goes back together. But as soon that is accomplished, they will be available for sale. (Or both could be sold as a pair for somebody else to finish)

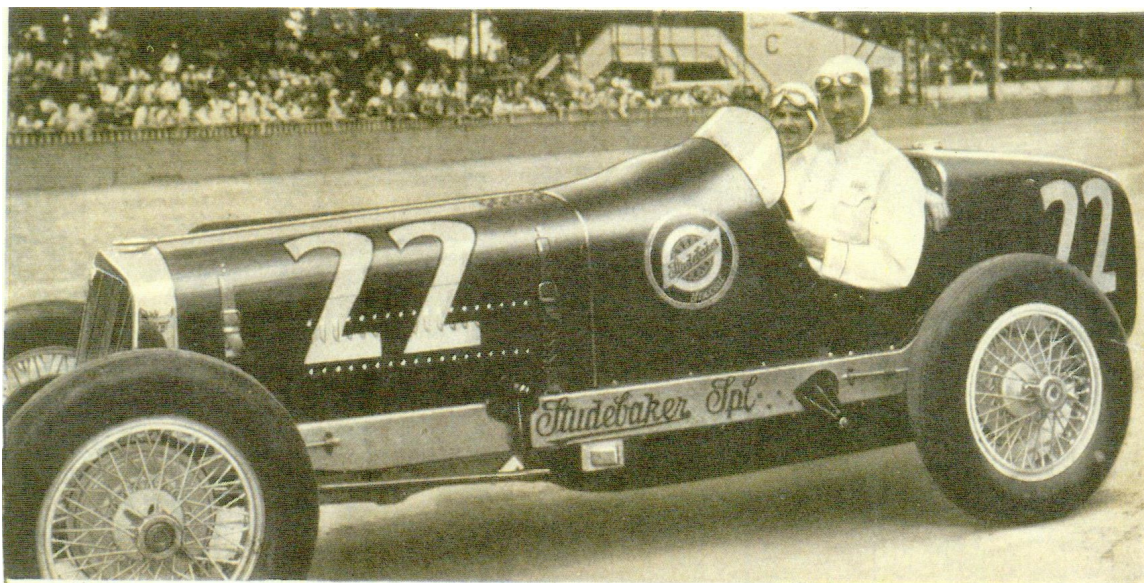


1954 Commander Hardtop. TOMATO SOUP. 3spd OD

This was my first car to be restored. Must have taken me over 10 years to finish. Of course a lot of other things happened in between. It is also the only car I have had judged at an International meet. Yes, we did manage a 1st

We have, on purpose not indicated any prices. We really have not tried to research the market. And also it depends on where it would be going. Also depends on how attached we are to any particular car. We are certainlyllly open to bids, and we will not be insulted. If you should be interested, contact the editor.

(see next to last page, or stude21@juno.com)



AN INDIANAPOLIS RACE LEADER SINCE 1932—It's a feat for any engine to last out the 500-mile Indianapolis race. But the 8-cylinder Studebaker that powered Cliff Bergere's car above took 10th place in this year's race using only 2 quarts of oil and averaging 101.8 miles per hour. And here's the payoff—the same engine took third honors at Indianapolis in 1932 and was one of Studebaker's 7 out of 12 Indianapolis winners in 1933. When Studebaker craftsmen build an engine it stays built—and here's proof!

STUDE STUFF FOR SALE or wanted

Hi, 1965 Studebaker, Excellent exterior, needs interior work. Runs & stops Great ..
Please give me a call at 206.683.6412 to discuss price. I'm interested.

Thank

John Coleman

1966 Studebaker Station Wagon - RARE! 1 of only 940 built. - \$1,600

283 Chevy V8 – Auto Transmission – Black primer over red with red interior.

There are various rust areas but is a good restoration candidate. The car is complete, non-running and will need to be trailered. The engine turns freely by hand.

The Wagonaire has been sitting since 2002. We haven't done anything to it. It will be needing a complete restoration before it will run or drive. Has a clear title.

It comes with extra parts: extra tailgate, starter, headliner rods, sun visors, tailgate crank and others. Call James Bell PH: 360-738-0103 Email: studenut@comcast.net (Bellingham)



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

GREAT FOR RESTORING!!

3 STUDEBAKER DEALERSHIP NEW OLD STOCK PARTS

53 STUDEBAKER COUPE COMPLETE MODIFIED

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.

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 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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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	Jack Gregory , jackgregory@shaw.ca
Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058 kendurkee@gmail.com

Studebaker on the Web

Greater Seattle SDC: www./studebakerseattle.com

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:

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.** _____

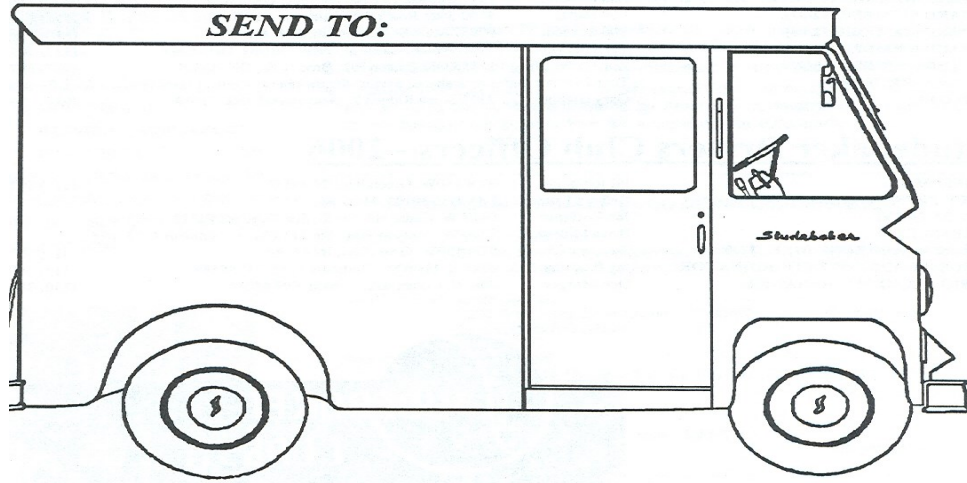
3 _____ **4.** _____

More? 5 _____ **6** _____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington

President



Time for spring maintenance and brake service