

President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 9

SECRETARY'S SCRABBLES

It was a beautiful day with temps around 90 degrees for our August Studebaker Club outing. It was August 13, and we were at the Durkee's for a picnic. The food was good with burgers and hot dogs plus side dishes. I counted 23 Studebaker enthusiasts, and we had 13 cars in the show field.

We had a Chapter meeting with discussion of 2 topics. First was paying for the Chapter's web site. Tom has been paying for the site, in lieu of paying dues. The dues have not gone up, but the web site costs have increased a lot! It is felt that it is not fair to stay with the current arrangement. I made a motion that the Club take over the web site costs, and I think that was agreed upon. Second, Kenny suggested that we look into joining with the Tacoma chapter. Evelyn, who belongs to both chapters, said she would bring that up at the Tacoma Chapter meeting next week.

See you at the September meeting.

God Bless,

Don Andersen

Secretary

EDITOR'S CORNER

About the discussion of our local web site and the cost thereof. We are waiting for the exact cost, and Tom is looking into that. But the approximate cost is just around \$20 a month. I do not think it should be necessary to have that down to an exact figure. I would suggest we vote on it and approve any cost below \$25 (or some other figure) so we can get around to vote for an approval.

I also have another point to be brought out as far as the newsletter and website is concerned, It has to do with safety and advertising. As I understand, advertising of cars etc for sale in the TW is not published on the Web, you have to be a member to read the ads. This prevents scammers from seeing these ads. In my opinion, we should also delete the "for sale" column in our newsletter before we publish it on the net. Maybe bring it up on a business meeting.

Another thing to think about is who will take over the editor job and treasurer next year'

PS

Remember, Saturday 9 is drive your Studebaker day

Odd

SEPTEMBER MEETING ,

WHEN: Saturday, Sept 9th 11am to 2pm

WHERE Triple XXX Root Beer in Issaquah
98 NE Gilman Blvd, Issaquah, WA 98027

WHAT: Drive your Studebaker day, and show off your car!!!*

2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
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SEP		Drive your Stude day	XXX ISSAQUAH	11-2	Mary West
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



Nice old '50 Commander

Tech Tip Reminder

*By and Thanks to Diane Crooks,
Editor, Kaw Valley Wheels Newsletter*

When you are getting ready for a trip, you always check to be sure all the lights are working, check the tire air pressure, oil level, hoses, etc. But do be sure and check or change your air filter and fuel filter. These are two items that are often overlooked.

I recently read that a gentleman on a long trip was having troubles with loss of power going up hills in his Studebaker. He finally stopped and found that his air filter was very dirty and changed that and while at it changed his fuel filter. It made a world of difference. These items would be much easier to do at home rather than have to take the time while on a trip.

Died: July 14, 1986, (Monday) [Age 92]

Born: November 5, 1893 (Sunday)

Birthplace: Paris, France

Height: 5' 10"

Children: *Laurence Loewy* (1953–2008) [Age 55]

Spouse: *Viola Erickson Loewy* (m. 1948–1986),

Jean Thompson Loewy (m. 1931–1945)

Education: University of Paris (1910)

Raymond Fernand Loewy was a French-born American industrial designer who achieved fame for the magnitude of his design efforts across a variety of industries. He was recognized for this by Time magazine and featured on its cover on October 31, 1949.



Time magazine
October 31, 1949



Through his accomplishments in product design beginning in the 1930s, helped to establish *Industrial Design* as a profession.

Raymond Loewy

French-American industrial designer

1893-11_05 --
Raymond Loewy

Odds 'N' Ends

SOMETHING THAT WE TAKE FOR GRANTED- The FIRE EXTINGUISHER to be working effectively - - -

Most of the fire extinguishers in home use and in the cars are the dry chemical type. Nothing wrong with that, however, the question is, "Will it function as it should when required?" There are 3 answers to that question and any one of them could be correct.

1 – Yes. This is good and the way that it should be.

2 – Perhaps – The fire extinguisher has partial effectiveness

3 – No – The unit, when needed and used only puts out a small amount of the dry chemical followed only by the propellant. Not good and not effective.

I would suspect that most of the fire extinguisher that are carried in the cars would fail to function properly. In having a fire extinguisher in the car, it is only false security. But, that can be, and needs to be, changed. After all, what is the point in having a fire extinguisher that does not function effectively when needed?

Over time, the dry chemical in the fire extinguishers gets packed and becomes a solid mass. This is due to the vibration as the car is driven. When the fire extinguisher is needed and used, the propellant can only force out a small amount of the chemical and the solid mass remains in the unit where it does absolutely no good towards putting out a fire.

Since we know that the dry chemical has become a solid mass, we also know that it needs to flow freely so the propellant can effectively force it out on to the fire.

If you have a plastic hammer, use it to strike all around and the bottom and side of the fire extinguisher to loosen the mass. An ordinary hammer could be used also but only strike the fire extinguisher with limited force so as not to dent it. After you feel that the powder has been loosened, shake the fire extinguisher vigorously.

Every home should have fire extinguisher(s) in it. If it is a dry chemical type, it does no harm to tap it with a hammer and shake it afterwards. If the fire extinguisher is the CO2 type, nothing needs to be done to maintain its' effectiveness.

With electric cars, there is no known fire extinguisher to be effective at this point. If anyone is in an electric car and there is a fire, just get out of the car as quickly as possible and distance yourself from it, the farther, the better.

Electric Fuel Pump Installation in a Studebaker

Written by, and Thanks to Ray Chartrand, Editor, North Texas Wheel Newsletter

There are several reasons why an electric fuel pump should be considered in our older cars. First is the quality of modern gas with up to 15% ethanol. The reason this is a problem is because the ethanol has a lower boiling point than gas. On a warm (or not so warm) day the ethanol can boil causing the gas to percolate and create a gas bubble or vapor lock. Stop your car once it has warmed up and face difficulty restarting it until the engine has cooled sufficient for the gas to condense back to a liquid. I've experienced vapor lock in the 50's & it wasn't until I researched the boiling point of ethanol that I understood. It has a boiling point of 172 F whereas gas boils at 185 F

Vapor lock is a problem caused by liquid fuel changing state to gas while still in the fuel delivery system of gasoline-fueled internal combustion engines. This disrupts the operation of the fuel pump, causing loss of feed pressure to the carburetor or fuel injection system, resulting in transient loss of power or complete stalling. Restarting the engine from this state may be difficult.

The fuel can vaporize due to being heated by the engine, by the local climate or due to a lower boiling point at high altitude. In regions where fuels with lower viscosity (and lower boiling threshold) are used during the winter to improve engine startup, continued use of the specialized fuels during the summer can cause vapor lock to occur more readily.

Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.

Another reason for consideration is hard starts after sitting for prolonged periods. The ethanol with its low boiling point can evaporate leaving the carburetor with an empty float bowl until the engine has cranked enough to refill it to start.

Replacing a mechanical fuel pump on the engine with an electrical pump close to the fuel tank can also reduce the fuel line vapor lock problem. The electric fuel pump eliminates the mechanical fuel pump as a source of heat, provides greater pressure on the line and hence increases the boiling point, as well as being able to overcome lesser degrees of vapor lock. Lastly, hot fuel with vapor can be pushed much easier than pulled as your mechanical fuel pump does giving some advantage to

an electric fuel pump.

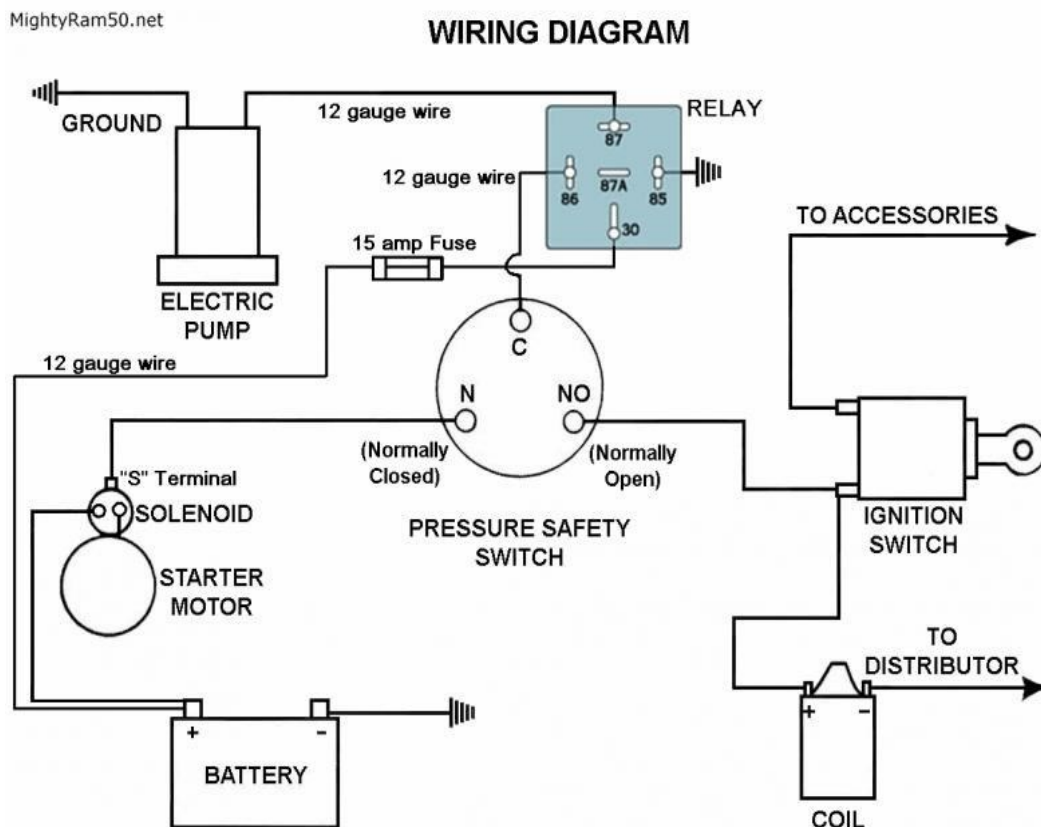
An electric fuel pump will overcome all of the above maladies and make for a more reliable and trouble free drive. I installed my pump 2 years ago. I drive my car several times a week in 100 degree temps and have never suffered. You can also source all these parts at Studebaker International as well.

por lock. If I'm away and that car has sat for a week or two, it always fires up instantly no matter the temperature.

Best of all the conversion can be accomplished for less than the price of a replacement fuel pump.

My go to source for parts is Rock Auto www.rockauto.com an internet based company. All the parts can also be sourced locally. My second choice is Summit Racing www.summitracing.com

You can also source all these parts at Studebaker International as well.



Thanks to person, unknown for this wiring diagram

Thanks to Duane Miller for submitting the following article:

The who, what, and where of Brakes, more directly Automotive Brakes.

In 1898 an inventor from Cleveland, Ohio, Elmer Ambrose Sperry designed first car with front wheel disc brakes. The English engineer Frederick William Lanchester patented a drum brakes idea in 1902. The biggest problem with his brakes was short lifespan and the loud screeching noise. The first mechanical brakes requiring drivers to apply significant force on the brake pedal did not brake all wheels evenly, many times leading to loss of control of the vehicle. At that time a brake job every 200 miles was considered normal.

In 1918 Malcolm Lougheed invented a hydraulic braking system, he later changed his name to Lockheed, aviation company. (He tired of having his name mispronounced) Using cylinders and tubes, Lockheed sent fluid pressure against brake shoes, pushing them against the drums, it required much less exertion for the driver.

In 1921 the hydraulic brake system was a definite improvement and the avant-garde Duesenberg Model A was the first production car to use four-wheel hydraulic brakes.

In late 1923 Walter Chrysler made four-wheel hydraulic brakes that were based on the Lockheed principle but completely redesigned.

The French made automobile Hispano-Suiza utilized a single foot pedal in 1919 to operate the coupled four-wheel brakes, a departure from the common requirement that a driver had to apply a separate hand and foot brake simultaneously.

According to what I was able to uncover. in 1924 at the New York Auto Show, only Duesenberg and Rickenbacker offered four-wheel brakes system on their vehicles.

Major improvement to automotive brakes was the invention of Anti-Lock Braking System, an ABS brakes combine's hydraulic system with the electronic control.

The concept for ABS predates the modern systems that were introduced in the 1950s in aviation industry. Anti-Skid Brakes first turned up on aircraft in the late 1940s. This was a fully mechanical system. At first, it had limited automobile use, today all car manufactures offer automatic braking technology, as a required option feature on all their vehicles.

The German company Bosch has been developing Anti-Lock Braking technology since the 1930s, the first production cars using ABS Bosch's electronic system became available in 1978. As far as I have been able to confirm is that the first car worldwide to have ABS fitted as standard was the Ford Granada MK 3 in 1985.

Anti-Lock Braking System ABS or Anti-Skid Braking System, is an automobile safety system that allows the wheels on a motor vehicle to maintain traction contact with the road surface according to driver inputs while braking, preventing the wheels from locking up, ceasing rotation and avoiding uncontrolled skidding.

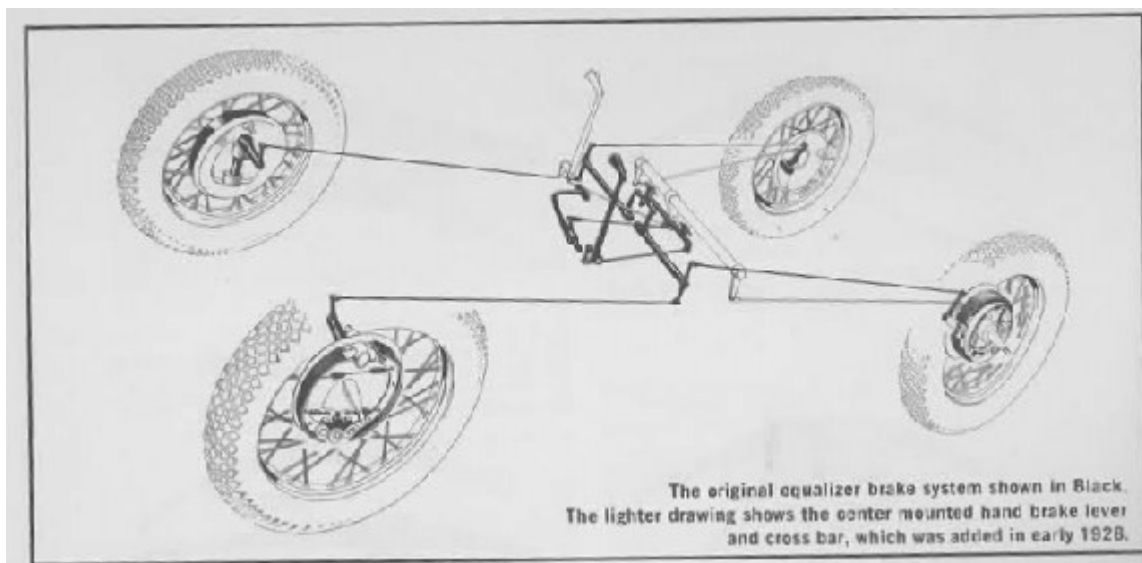
Modern ABS brake system has been refined and more systems have been developed.

EBL or EBFD Electronic Brake Force Distribution or Electronic Brake Limitation, is an automobile brake technology that automatically varies the amount of force applied to each of a vehicle's wheels, based on road conditions, speed and loading.

EBS Brake, electronic activation of the braking components reduces response and build-up times in brake cylinders. This in turn reduces braking distance by several feet, which can be very important in most situations. The integrated ABS function ensures driving stability and steerability throughout the braking procedure.

Collision Avoidance Braking, the automatic braking, is a technology for automobiles to sense and avoid an imminent collision with another vehicle, person or obstacle by braking without any driver input. Sensors to detect other vehicles or obstacles included: radar, monocular camera, infrared and ultrasonic sensors.

This is a huge improvement to the braking system of the 1930 Model A Ford I restored many years ago.



B.S. Column ('bout Studebakers) V-8 Heat Riser Replacement

By, and Thanks to Jerry Blount



Or, as the Shop Manual calls it: “Manifold Heater Valve”

This valve is installed on the passenger side, between the exhaust manifold and the front exhaust pipe connection.

During warm up, the valve is held closed by spring tension and deflects hot exhaust gases into the lower passages of the intake manifold. As the engine warms up the spring loses its tension and the weight on the valve operating shaft opens the valve, allowing the exhaust gases to pass directly from the exhaust manifold to the exhaust pipe. The valve improves the engine economy by heating the fuel-air mixture, and reduces the time for engine warm up.

The main failure of these valves, as used on 1955 - 1964 models, is cracking of the main body casting at the shaft pivot points. The valve may seem to be intact up to the time of unbolting the front exhaust pipe from the manifold, but will come off in two pieces - thus needing replacement.

There has never been an exact reproduction Studebaker heat riser valve ever made, and one reason may be that a certain Cadillac valve has always been available. It fits and functions well on any Studebaker V-8, '55 - '64 (except R-3, R-4 Avanti)

For years, all after-market exhaust system suppliers had this Cadillac valve available - I was selling them in the 1980s. Then, they gradually became less available until they were finally reproduced, which is what Studebaker parts dealers sell today.

These function perfectly fine on a Studebaker but don't necessarily look the same. They should be installed with the larger side of the internal valve opening to the downstream of the exhaust flow.

Lately, our local Studebaker mechanic, Mr. Chuck Tubens, has dealt with several cars with the valve installed upside down. Chuck then had to remove the valve and install it properly.

So, make certain that your new replacement valve is installed correct side up. I typically will mark “top” or “up” on the ones I sell.



Nice old '50 Commander

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

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

Complete 1951 Commander engine Free Engine. Complete 1951 located in Pacific. Has been cleaned and checked over and looks good. David Hancock 818-669-2806.

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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2021 Greater Seattle SDC Chapter Officers

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

Can Am Zone National Officers

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

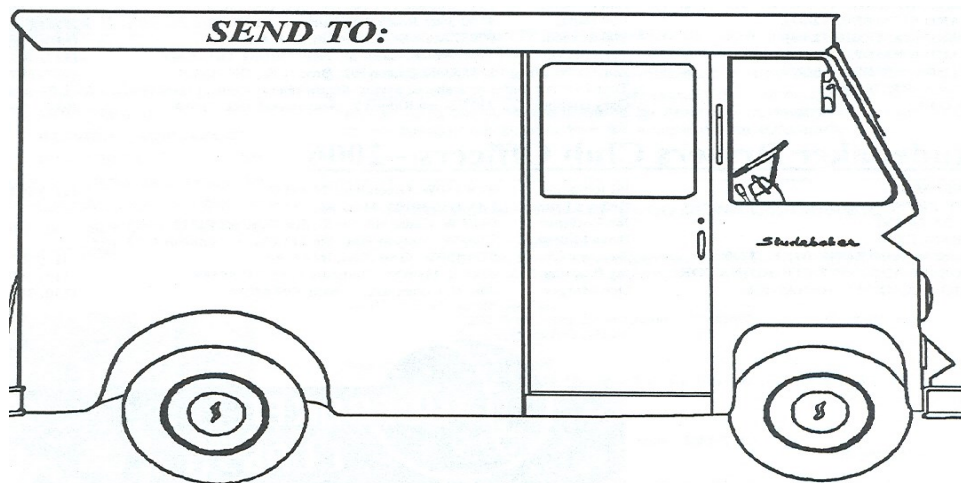
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The Washington

President



1911 EMF
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