

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 4

## Steering Column



Let's hear a round of applause for VP Mary. The March meeting included good food, a good place for a meeting, lots of Studebaker folks and an excellent car collection to peruse. I enjoyed that day a great deal and hope you did too. As a bonus, I got some very useful advice from Ray Keehner on brake work. Thanks, Ray.

The second swap meet of 2012 netted me some parts that I didn't even know I needed until I saw 'em. And, that swap meet set a record for me. It is the first swap I have attended in the snow. Well, actually it snowed very

little there, but there was a bunch on the way there. To put this in perspective, I should admit that I don't play golf in the rain, but I do enjoy it in nicer weather.

If you like tools as much as I do, you might be interested in some wrenches that are new to me. In January, with Christmas money, I purchased a set of combination wrenches that I really like and would recommend to others. They are Craftsman "Cross Force" wrenches. The uniqueness of them is that they have a 90 degree rotation between the ends such that when applying force to loosen (or tighten) a nut or bolt, you are always applying that force to a flat side. More force can be applied and with greater comfort. I haven't used a regular combination wrench since I got the Cross Force set.

I've received an e-mail from a gentleman who is seeking to hire a Studebaker (with driver) to transport his parents to their 50th anniversary party in November. His dad is a Studebaker enthusiast and they were driven away from their wedding in a '61 Lark. This

November (the 17th) they need to be picked up in Covington and driven to the party in Auburn (a one way trip). They would be happy with any Studebaker. Seems like this is a great opportunity to show off one or more Studebakers. It would be great to see a whole row of Studebakers. If you can help with this, please let me know and I'll provide contact information.

The calendar now says it is Spring. Hopefully, by the time you read this, we will have had at least a few days of warmer weather. Right now this global warming is giving me frost bite! We seem to be locked in the forties with lots of snow, rain and wind. I am certain the weather will break and we will be able to get the Studes out of winter storage and back on the road. I have prepared plans for each of my cars and am looking forward to making substantial progress this spring/summer/fall. Hope it works for you.

*God Bless .. Don Andersen*

## Dues News

As of Press Time for the April President, and per our Hmbl Trez, Eric Larson –The dues are all paid up for 2012 by the following members: Dorothy Abbott, Don Andersen, Ernest Anderson, Victor Anderson, Ervin & Carolyn Berg, Rick & Laurel Berry, Chip & Joan Davidson, Elbert & Linda Field, Ed & Helen Gass, Gary Hanson, Tom & Sally Joy, Odd & Greta Justad, Mark Kaifer, David Keister, Ray & Carol Keehner, Eric & Linda Larson, Kim & Julia Lebert., Tony Lewis, William McKivor, Jerry Molitor, Scott Parker, Bill & Iris Schiffer, Walt Thompson, Joseph Sparr & Wendy James, Clyde Stanton, Mary West.

I received this invitation from the **NW Avanti club and NPS chapter**. We are invited to join them on a tour of the PACCAR facility. I have been to this before, and it is a great time - Very interesting!. One can see how they do all the testing, including the deep freeze on the Kenworth trucks. There are always a lot of old cars in the parking lot, too. *Mary*

**April 14, 11 am-3 pm ONLY,**

See our trucks and how we test them. 242-acre site provides test and development for all PACCAR divisions, including Kenworth, Peterbilt, and DAF trucks. The tour highlights test labs and trucks manufactured by PACCAR. We are 1 mile N of Hwy 20 on Farm to Market Rd. **Call (360) 757-8311 for more info. FREE admission**



## APRIL TECH HELP SESSION AND MEETING

**Sunday, April 15th at 1:00 pm**

Don and Joan Anderson Hosting

11406 SE 223rd St. Kent, WA

Club to furnish Pizza and Soft Drinks.

We will be doing the Following: 1937 President Inspection and First-time startup after many years. 1962 Lark Window Regulator R & R, Water Pump R&R

*Wear your Work Clothes, Sharpen up the Memory Banks, and bring your SMILE, because we are going to have some fun!! I know I am going to learn something, too. :-)* Mary

### SDC INTERNATIONALS

July 29-August 4 2012

48th SDC International, South Bend (Indiana) Michiana Chapter Hosts

July 1-6 2013

49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts

June 28-July 5

50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts

### ZONE MEETS

May 19th, 20th

Northwest Overdrive in Boise, Idaho

June 7 -10

Pacific ASC Zone Meet, Dalles, Oregon

### March Meeting

A really outstanding March meeting, let me count the ways.

First, we met at a good restaurant with a separate room for a meeting.

Second, among a goodly crowd I counted members from NPS as well as the Brian Curtis's from Bellingham there, as well as some Avanti folks. Just an outstanding crowd of Studebaker enthusiasts. Third, we revisited the McBride's car collection, which is not only interesting, but offers a nice place to gather and talk. I think that makes four.

While I didn't take names, the goodly crowd did manage to follow the snake-like parade route from Chinooks Restaurant to McBride's. Said parade route featured a few U-turns at intersections,

and in one place, a doubling back. Undaunted, everybody kept in line, and, as far as can be known, we lost no one.

Several auto rally types were seen taking notes.

Most of us took our time taking in what is a very eclectic collection, from the exotic Chitti-Chitti Bang Bang 1922 Isotta-Franchini, to a mundane Honda 50 motorbike. Mixed in between those two were examples of racing sport cars; a Ferrari Dino and an Alfa Romero, and several examples of what can only be called Detroit Iron. Some said iron being Dodge, another Packard. Other examples were Lincolns and Pontiac.

Mr McBride apparently collected whatever caught his fancy at any given moment. There were also micro-midget and quarter midget race cars,

along with a display case full of cut crystal LaLaque Hood Ornaments, or Mascots. Beautiful by any name.

While at McBrides we were treated to an open buffet by our host in the upper lounge area which featured a huge screen TV. Conversation there did flow well, with the usual Studebaker project talk mixed with the general automotive and the mundane. You know, good friends getting together for a good time.

There was little reason not to linger longer. Most of us did.

*(Yr Hmbl Ed is standing in for Yr Hmbl Sec'y)*

*Time to Start Planning Ahead*  
**2012 STUDEBAKER EVENTS**

- April 15: 1 pm TECH Session with '37 and '62 Studes as patients
- May 6: HCCA Breakfast Tour from Puyallup
- May 12: Buckley Fly-In with Tacoma Chapter
- May 19-20 Northwest Overdrive in Boise, ID
- June: Two-day Tour hosted by Don Albrecht
- July 14: 11 am Annual Picnic at Mud Mtn Dam, Enumclaw:
- July 29 Orphan Car Show at Country Village, Bothell
- July 29 - Aug 4: International Meet at South Bend
- August 17-19: Pacific Can-Am Zone Meet -La Quinta Hotel in Tacoma
- Sept 7-9: Whatcom Mimi Meet and Whatcom Chapter's  
40th Anniversary party at Bell's Museum
- October: Fall Colors Tour - Mark Kaifer hosting
- Nov: Election Meeting
- Dec: Christmas Party, Seattle Chapter hosting.

---

### Champion Coupes

I'd like to do a complete series on the Champion Coupes, its engine, it's drive train and the car it comes in.

I have long been a Champion of the Champion and its engine. How long you say? I can easily date it back to my high school days, when the Coolest (we used Hot.), Coupe around was the pre-war Champion Club Coupe, custom called for a coupe. Guys all wanted a Coupe, *any* Coupe.

To cap off this reminiscence, I have never owned either a fully modified Champion, or the actual model it rightly belongs in, a pre-war Coupe of '39, '40, '41 vintage, and the allied '46's.

So for the series I'm planning, I'd like to feature the Coupes, both the engines, and the cars they came in, with a bit of overflow into postwar Starlight's.

It so happens we have a very nice assortment of Pre-War Champion Coupes in this club, more if we count the post war Starlight's. Our roster shows that we have Justad's '40 Coupe, Honeybun, Walt Thompson's '41, Ray Keehner's '41 Double Dater, his '46 Coupe, and Tom Joy's '46 Coupe.

As I envision it, we will visit the production standard for these coupes. We will also talk about the standard engine, as produced, what is possible to modify, how it's done, and what power to expect. .

I have owned four Champion engines. They all proved to be extremely durable and easy to work on.

If I can manage it, Leroy Andrew's '41 Coupe with a Corvette power train will be covered. Many Champ Coups

serve as hot rods. That's a lot to do, and maybe too ambitious, but we'll see.

This should be a fun series, and I am inviting anyone with something to add to send it along to me. I'll be doing the first one sometime later, hopefully by July at the earliest, so this is a heads-up and my asking for anything you may have to add of interest.

I have accumulated some documentation on how to re-build a Champion transmission (from Odd Justad), and other papers regarding performance mods. Also, Mark Kaifer has finished installing a 5-speed in his '51 Champ coupe, and we'll tap into that process as well. Stay tuned

*Yr. Humbl Ed*

## The Tenth from the Last Packard

By Ervin Berg

In 1992, my mother-in-law gave me a 1958 Packard Sedan that my father-in-law had owned. My father-in-law (Edward Juell) had purchased the car in 1969. The previous owner was re-



cently deceased and his son (Roman Reinders) had no interest in keeping it. According to the owner's manual cover the Packard was sold new to Henry Dertien of Platte, SD. The dealer was Holstein Motor Co. of Chamberlain, SD. The serial number is 58L8125.

This was the extent of what I knew about this car until the article in Packards International Magazine for Winter, 1995. "In Search of the Last Packard" interested me since I do own a Packard from the last year they were made. However, I found the last serial number particularly interesting. It is number 58L8134, just nine later than my Packard! On July 25, 1958, the last fourteen Packards were built. From this I would guess that mine was built during the morning of that day.

The car is in what I would judge to be fair to good condition. It is mostly original and needs quite a bit of cosmetic work. According to the records that my father-in-law had kept, the car had about 60,000 miles when he purchased it. It had about 76,500 when I got it and now has about 82,300.

The car is fun to drive and I have enjoyed having it.

*Ervin's story whetted the auto history appe-*

*tite, so with Ervin's help, a condensed version of the Packard International Magazine, winter 1995 article, that hopefully explains all, follows.*

### In Search of the Last Packard

By Robert Ebert

The front page of the Sunday, July 13, 1958 *Cleveland Plain Dealer*, read "Packard Car, Once King of Snobs, Dying. Except for a few articles like that in newspapers and magazines, Packard died quietly. No media cameras as the last Packard rolled down the assembly line in South Bend, Indiana. In fact, Studebaker-Packard were probably quite content to receive little attention (to), the death of Packard automobiles.

The lack of attention planted some questions in my mind. "What was the last Packard?, how was it equipped? After 37 years of questions, I made a trip to South Bend in August '95 to Newman Altman Inc., where Dennis Lambert gave us access to microfilm production records. Our homework (in *Automotive News*), said that the last day of production was July 26, 1958, when 73 Packards, completed the years total of just 2,622 cars, Table A.

With that, further research led us to the data in Table B, the daily produc-

Table B  
Units Produced  
Last Week of Packard Production

Day	Four-Door			
	Sedan	Hardtop	Wagon	Hawk
Mon., July 21	9	6	1	2
Tues., July 22	6	4	1	1
Wed., July 23	12	5	0	1
Thurs., July 24	2	5	3	1
Fri., July 25	13	1	0	0
Week Total	42	21	5	5

tion figures of Packard's last week of production. Finally, Table C identifies, by production date, the equipment and accessories installed on the last Packard of each body type. All this data was taken from the Studebaker-Packard production order and line setting files for 1958.

The last Packard built is therefore, a Mountain Blue four-door Sedan with overdrive transmission. Mountain Blue is a color shown for 1958 four doors, with automatic transmissions standard, the overdrive is optional.

The production order lists no specific shipping destination or zone code, which indicates the car was probably built for inventory, and not ordered by a dealer or customer. It is curious that the company would build the most luxurious sedan in its lineup with the optional standard overdrive. Overall, the very last Packard was equipped in an unremarkable fashion.

The last Packard Hawk, built on

Thursday, July 24th, 1958, really aroused my curiosity. Poetic license in me leads to fantasize that someone at Studebaker-Packard knew that serial number 58L-1588 was to be historically significant. While not the last Packard built, it was the last top-of-the-line, most expensive '58 Packard. *Overleaf* →

Table A

### 1958 Studebaker-Packard Production

Model Number	Body	Wheelbase	Production
58L-J8	Two-Door Hardtop	116"	675
58L-P8	Four-Door Wagon	116"	159
58L-Y8	Four-Door Sedan	120"	1,200
58L-K9	Hawk	120"	588

Total 1958 Production 2,622

*Note: All 1958 Packards had the Studebaker 289 cubic inch V-8 engine. However, the Packard Hawk was supercharged.*

### 1958 Studebaker-Packard Serial Number Scheme

Body Type	Starting Number	Ending Number
Sedans	58L-6101	58L-8134
Hawk	58LS-1001	58LS-1588

*Sedans include Four-Doors, Hardtops, and Wagons.*

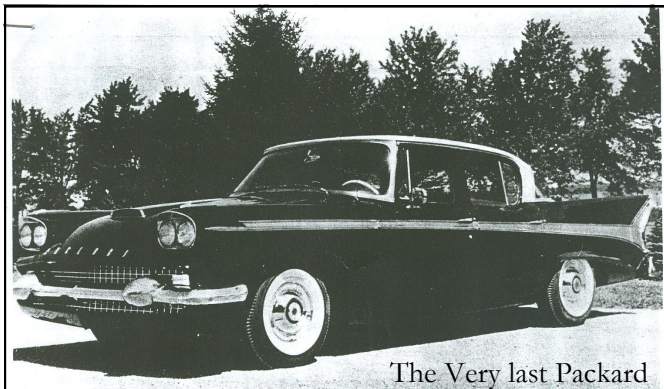


**Table C  
Equipment and Accessories  
For Last Packard Built of Each Body Type**

	Four-Door			
	Sedan	Hardtop	Wagon	Hawk
Date Produced	July 25	July 25	July 24	July 24
Serial Number	58L-8134	58L-8123	58L-8112	58L-1588
Engine Number	L2123	L1979	L1959	LS5787
Body Number	58L-Y8 905	58L-J8 674	58L-P8 159	58L-K9 585
Color	Mountain Blue	Midnight Black/ Parch. White	Surf Green/ Parch. White	Parch. White/ Waterfall Blue
Transmission	OD	AT	AT	AT
Accessories	WSW	WSW	WSW	WSW
	CHD	PS	TT	TT
	DANT	CHD	PS	PS
	PBR	ANT	CHD	AR
	-	AR	DANT	CHD
	-	-	AR	DANT
	-	-	RLR	RS
	-	-	-	PW
	-	-	-	PST

ANT = Decklid Antenna      PST = Power Seats  
 AR = Automatic Radio      PW = Power Windows  
 AT = Flightomatic          RLR = Roof Luggage Rack  
 CHD = Climatizer or Heater Defroster      RS = Rear Speaker Kit  
 DANT = Dual Rear Antenna      TT = Twin Traction Non-Slip Differential  
 DD = Overdrive              WSW = White Side Walls  
 PBR = Push Button Radio      WWK = Windshield Washer Kit  
 PS = Power Steering

It was well quipped, with many available options with the exception of air conditioning. Also, the car was diverted from export to domestic, destination listed as South Bend. Written in different type is "Divert to Domestic, change metric to AM speed" and "charge to Export Sales". Also "add AC 2885". Why was it changed? Where was it to go? Who took delivery of that last Packard Hawk in South Bend? Ques-



The Very last Packard

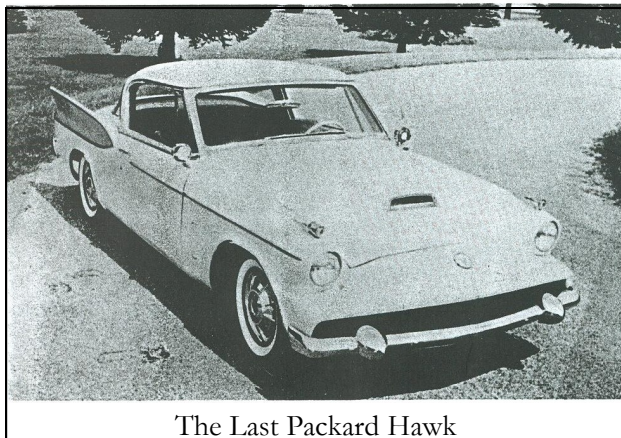
tions about the fate of this special car.

Those who own 1958 Packards need to be aware of the details regarding serial numbers, body numbers, and engine numbers.

Studebaker-Packard produced its cars with Serial Numbers in sequence within model lines. Vehicle Serial Numbers are located on the left front door pillar.

Body Numbers are located under the hood, on the left side of the firewall, coded Y for Sedan, K for Hawk, P for Wagon and J for Hardtop.

Engine Numbers are located on a machined pad on the top front of the engine block just behind the water pump.



The Last Packard Hawk



Last Packard Wagon

**Where are they now ?**

Does a member of Packard International Club own any of these last Packards listed in Table A, B, & C?

A Mountain Blue Sedan, a Parchment White/Waterfall Blue Hawk, a Midnight Black/Parchment White Hardtop, and a Surf Green/ Parchment White Wagon. Check serial numbers, body numbers and engine numbers if you have any indication that the 1958

Packard in your possession may be one of the last model in each body type.

*Note: This advice is sent along to any SDC members who may own a '58 Packard. Check your numbers. We in the SDC may call them "Packard-Bakers", and may consider them a very well appointed President, but it remains that the four shown here are historically significant as the last Packards built, anywhere, any-time, forever.*

Last Packard Hardtop





## Radiator Mascot

Last issue I had a quiz concerning the Hood Ornament pictured on the wrapper. I asked; could anyone identify it, specifically Don Kelstrom and Richard Quinn. Prior to printing, Don had promptly answered a 30s something truck. Just lately, Bill Hallett and Richard Quinn responded (see below).



Well, all this has been a hoot I must say. I hinted at the answer as being from a Fire Truck at our Everett Can-Am, and indeed it was, as I've since verified. The other answers are those of Kelstrom earlier, Bill Hallett, and after solving some e-mail mystery, from Richard Quinn.

Those answers are:

*Bill wanted me to tell you the hood ornament is for a 1932 Rockne Model 65. Mary*

Then from Richard Quinn:

*The ornament you have gracing the wrapper of your 2012 issue was introduced on the 1936 model year trucks. This would be the 2T, 2M, and 2W series that began production in December 1935. It continued in use longer than any other such ornament, that is, five years including the 1937 J series and the 1938-40 K series. It should be noted that this is not a hood ornament inasmuch as it does not fit on the hood but instead on the radiator cap, or as I prefer to call it, a radiator mascot. The part number is 638325, and in 1940*

*had a list price of \$1.90! I would also point out that they were available in either chrome or painted (black). I have one NOS chrome example and two that are painted.*

Quinn says that they are "Radiator Mascots" and I like that term. I did use both, but used the term Ornament on the wrapper.

At one time in my life I started a collection of "Hood Ornaments" when I worked in a junk yard during my high school days. They weren't worth much as scrap so my boss let me have as many as I wished. My Mom threw them all out when they moved during my military years. I didn't pick up the search later, and sure wish I had them now.

*Then from Mary again:*

*Bill Thought at first it was for the 1930, but upon closer examination, he realized it was for the '32. Mary for Bill*

Not to put too close an edge on this exact year and model thing, but there was a whole lot of interchangeability possible with radiator caps. Those screw-on caps were more or less standardized. How else could you explain the aftermarket sale of all those Moto-meters? My '29 Essex had one for temperature that was shot, so I exchanged it for one in my "collection", from a Whippet (small greyhound). So, it is entirely possible that a Rockne could have had one of our subject radiator

caps installed. Matter of fact, it would look pretty snazzy on a '32 Rockne, or even my Essex, which did end life with a Champ engine in it after all.

The final mystery had to do with the owner of the fire truck.. I took the picture and was there to watch it being unloaded. I had the name of a former member on the tip of my tongue, first name Gordon , last name . . .Ug! I called for back-up, I called Walt Thompson, gave him a bunch of clues as I remembered them. Nope sez Walt, truck was Jerry Molitor's. So, I e-mailed Jerry, here is his answer

*The guy who owns the fire truck is Gordon Wheeler. Last I knew he lived in Snobomish. I believe his father lives/ lived here in Arizona, but I don't find either of them listed in my Antique Stude roster, and I don't have my SDC roster with me (horrors!). The hint of a newspaper guy with a large collection of cars and trucks doesn't ring a bell, either. I do know for certain that it is not my son's truck!*

That info helped a lot as I wanted to give proper credit to a absolutely beautifully restored Studebaker Fire Truck. This has been so much fun I'm going to look for something else –anyone got any ideas?

*Yr Humbl Ed*

## STUDE STUFF FOR SALE/TRADE/WANTED

### CARS FOR SALE

*Two cars from our Canadian Cousins for your consideration.*

(Possibly 4 Sale) **59 Lark Wagon** Languishing in my garage. The chassis and drive-train completely rebuilt. Flat head 6 has hi- performance aluminum head with dual carbs and headers. Body work is complete but needs paint and assembly. Upholstery needs only

headliner and carpet to finish. Chrome done. Lots of extras. \$15K email Mark Carson at markcason007@hotmail.com

**1962 Daytona 2 Door Hardtop,** \$7500. Surrey BC OHV 170 six which has been rebuilt, 3 speed with over-drive, new brakes, new tires, radiator and clutch. Original red paint, and is totally rust free, and was in storage by original lady driven owner in Vancouver for 25 years to 37,000 miles when

work done. Mileage is now 52,000. This car is a consistent first place winner and is owned by Bill Newell 604-572- 7685. This car is absolutely perfect

**2011 Greater Seattle Studebaker Chapter Officers**

PRESIDENT: Don Andersen	253-854-0678 -11406 SE 223rd St. Kent 98031	<a href="mailto:djandersen@q.com">djandersen@q.com</a>
VICE PRESIDENT: Mary West	425-413-3958 -21707 290 Ave SE Maple Valley	<a href="mailto:studemary@comcast.net">studemary@comcast.net</a>
TREASURER.: Eric Larson	253-297-8205 -8317 189 Ave E Bonney Lake 98391	<a href="mailto:badcow1@comcast.net">badcow1@comcast.net</a>
SECRETARY: Bill Hallett	206-788-76655 -22620 10 Ave S. Seattle, Wa. 98198	
WEB-MASTER: Tom Noller	253-458-0141 -22707 SE 329th St, Black Diamond, 98010	<a href="mailto:tnoller@comcast.net">tnoller@comcast.net</a>
EDITOR: Bill Schiffer	425-868-0895 -813_217 Pl NE, Sammamish, 98074	<a href="mailto:bischiffer@frontier.com">bischiffer@frontier.com</a>
CO-EDITOR :Linda Larson	253-640-1782 -8317 189 Ave E Bonney Lake 98391	<a href="mailto:badcow1@comcast.net">badcow1@comcast.net</a>
PARTS: Walt Thompson	206-243-0149 1316 SW 160 St., Seattle, 98166	
SCRAP BOOK.: Don Kelstrom	206-938-1267 4534 SW Concord, Seattle, Wa. 98136	<a href="mailto:dkelstrom@juno.com">dkelstrom@juno.com</a>

SDC NATIONAL OFFICERS:	Treasurer: Jane Stinson: Columbiaville, MI.
President: Tom Curtis, Elkhart, IN.	Director; Can-Am Zone, Art Unger , Kelowna, B.C.
Vice-Pres: Carl Thomason Corse Gold CA.	Zone Coordinator: Brian Curtis, Ferndale, WA.
Secretary: Nita Ketchum: Drasco, AR	Regional Manager: Ralph Kirby, Spokane, Wa

**STUDEBAKER WEB SITES**

**Greater Seattle Chapter: SDC Web:** -[www.StudebakerSeattle.com](http://www.StudebakerSeattle.com)  
**National Studebaker Drivers Club:** [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)  
**Antique Studebaker Home Page:** [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)  
**Studebaker Vendors:** <http://www.studebakervendors.com>  
**Studebaker Clubs of the World:** <http://studebakerclubs.com/>

**NATIONAL MEMBERSHIP**

Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

**LOCAL MEMBERSHIP**

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$25/year for club Newsletter in print, or \$13/year for e-mail version. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**, Mail check to : **Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** e-mail to: : [badcow1@comcast.net](mailto:badcow1@comcast.net)

**MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER**

NAME ; \_\_\_\_\_

SPOUSE ; \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_

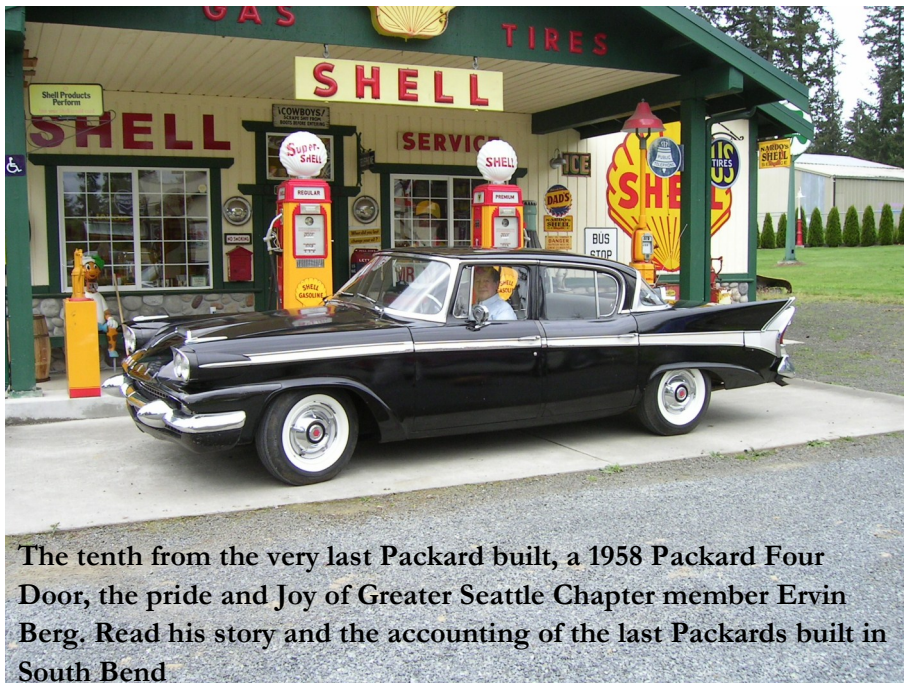
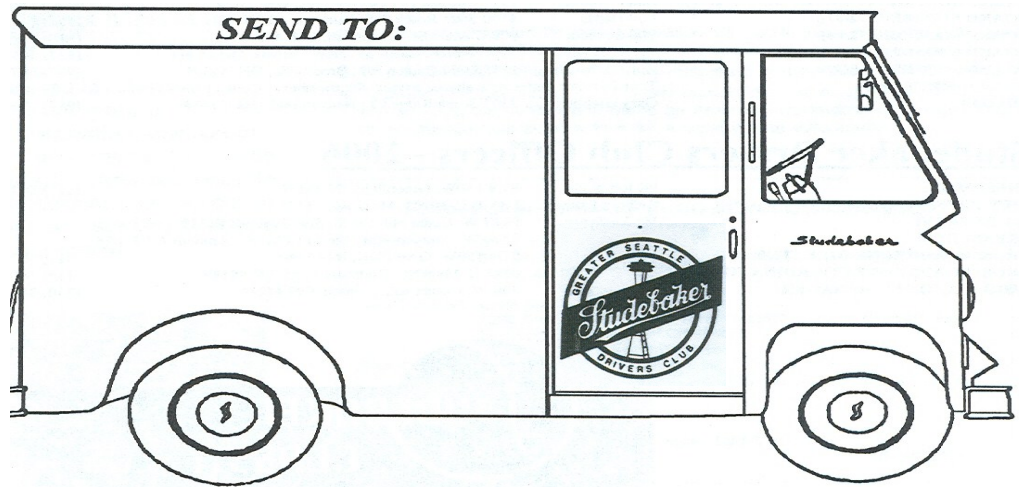
Studebakers Owned: 1 \_\_\_\_\_ 2. \_\_\_\_\_

3 \_\_\_\_\_ 4. \_\_\_\_\_

W.C. SCHIFFER, Editor  
813 217th Place N.E.  
Sammamish, Wa. 98074-6801

## THE WASHINGTON

# President



The tenth from the very last Packard built, a 1958 Packard Four Door, the pride and joy of Greater Seattle Chapter member Ervin Berg. Read his story and the accounting of the last Packards built in South Bend

