

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 8

Steering Column



Summer is finally here and in plenty of time for our annual picnic. The park at Mud Mountain is a great place for a picnic. (Thank you VP Mary for the arranging). We had a reserved shelter, the cars were in sight the whole time, the weather was perfect and there was a good turnout. We even had some guests from the Rambler Club, and the Pontiac Club was meeting elsewhere in the park that day. Lots of older cars!

This month we will not have a separate meeting but can converge on Tacoma at the end of the month for the Can-Am. It is always a good show and I know the Tacoma Chapter is working hard to make this one exceptional. Let's be there in full force.

Much to my wife's consternation, I just purchased another old car, a 1941. As always, it is a basket case. It never ceases to amaze me that people take old cars apart and make no notes, take no pictures, identify none of the parts and put all fasteners together in a coffee

can. I brought home, in addition to the car, 20 boxes of parts and about 30 parts too large to be in boxes. I have consolidated the 20 boxes of parts into 14 boxes. Actually, I should be honest and admit there was one part that was identified; a horn. Yes, believe it, one of the few parts that needs no identification was the only one tagged. Three of the boxes are full of parts that I cannot identify and I still have the coffee can of nuts, bolts and other fasteners.

With all that said, I am very happy that people do their "restorations" in this fashion because it drives the value down to where I can afford to buy vehicles that otherwise would be out of reach. It also makes these cars available for purchase because the owners can no longer remember what the parts are and they get discouraged when confronted with those unidentified parts. I don't understand it but I do like it because it works to my advantage.

In addition to price, I also enjoy a challenge and this one is a large challenge. It looks like someone took the body off the frame, did a lot of frame clean up and painting as well as a new gas tank, fuel line, etc. The challenge in that is determining why the body is now high in the center (sitting on 4x4 blocks) and is not straight on the frame. That tells me what needs to be done first (that is after I identify and catalog all the parts). The identifying and cataloging is near completion, but working on the car is

off in the distance because I had to agree to sell a car to get permission to buy this one. Have decided to sell the '63 Corvair but it needs quite a bit of work before it is ready to sell. And, I still have a business to run.

When I consider buying another car, I always think about whether or not I have the right tools to fix the new one. One tool that I have purchased fairly recently and find to be very valuable when dealing with that coffee can of nuts and bolts is a thread checking set. After spending more money for my set, I see that Rocklers Woodworking (Tukwila and other locations) has what they call a Thread Detective for \$15.59 (14 SAE sizes). Looks good to me and even if you buy the metric set also (same price), you will be spending about what I paid. Rocklers also has black plastic knobs in various sizes and shapes. One is exactly the size and shape of the shifting knob for my '38 and it only costs \$3.19. I did have to drill it out and thread the brass insert to a larger size. I still think it was a bargain.

Enjoy the rest of summer, drive those cars and I'll see you in Tacoma at the end of the month.

God Bless .. Dan Anderse



AUGUST MEETING

August 17-19: Pacific Can-Am Zone Meet at La Quinta Hotel in Tacoma

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

GS/SDC 2012 STUDEBAKER EVENTS

August 17-19: Pacific Can-Am Zone Meet at La Quinta Hotel in Tacoma

Sept 7-9: Whatcom Mimi Meet and Whatcom Chapter's
40th Anniversary party at Bell's Museum

Oct 14: Fall Colors Tour, NPS Hosting this year -Thanks Pat!!

Nov 11: Election Meeting

Dec: ?? Christmas Party, Seattle Chapter Hosting

A Great Conspiracy Reveled

On Friday, June 29th, in an article , on the Auto page of the Seattle Times titled, Car Share, confirmed what had long been suspected. There is a plan afoot by an arm of the federal gummit to equip automobiles with the "ultimate safety device * "a vehicle that drives itself, the driverless car" *(a direct quote from the article).

This is just what many of us have suspected for a long time now, the slow advancement of various "safety" devices to "protect us from ourselves"

After reading the article, I couldn't help but compare their hoped for driverless car with last month's article by B'loved Prez Andersen on these pages about the rigors of driving his 81 year old '37 President. Much the same can be said for any year Studebaker, when

compared to present day transport, most of which can be called "Road Appliances". It is my belief that driving skills are a part of the old car hobby, the pleasure of putting these cars through their paces.

To those of us who really enjoy driving, (as opposed to simply operating), our cars, this news is part of the slow erosion of the skills required to put a vehicle over the road with reliability and safety. In our day, to be on the road, meant such knowledge was necessary, or we simply did not drive.

To those who monitor such things, I among them, it started with the assumed "Right" for everyone to obtain an Operators License. With this right in mind, requirements to pass the test were kept low, concentrated on a few safety items, and in no way required

the operator to understand the machine they were using or how to operate it at normal speeds with ability or anything approaching skill. (refer to 'road appliance above')

In one remembered discussion with a friend about his lack of driving ability, he indicated that he did not need racing skills to drive in everyday traffic. I pointed out that such *was* my point; that racing was simply going fast on a one-way street where everyone knew the rules, and that such knowledge & ability were missing in the usual everyday traffic.

If you missed the article, Yr Hmbl Ed kept it and would be glad to send it along via e-mail -if only to cover my backside. *Yr Hmbl Ed*

SECRETARY'S SCRIBBLES

THE MUD MOUNTIAN PICNIC IN PICTURES

The Annual Studebaker Picnic at Mud Mountain Dam was a great success. We had members of the Tacoma Chapter, NPS Chapter, Club Avanti NW, Antique Studebaker Club, GEAA Club, and the AMC Club. We had too many people to count and about 15 Studebakers! The other Shelter at the park was having a Pontiac Picnic, so the whole park had tons of old cars - just like someone rolled-back time!

Don Anderson held a short meeting, which opened with a report from Eric Larson, the Treasurer. We have \$1700+ in the bank. and most members have paid their dues for this year. Don Anderson then asked for a vote for the club to approve partially subsidizing the Christmas Party this year, and the majority approved the motion. The Christmas Party will be held at Bucca Di Beppo in Lynnwood again this year. We will have a larger room with windows to the outside. The date is set for Dec. 15th, 1 PM.

Mary will invite the Tacoma Chapter, NPS Chapter, Club Avanti NW and the Pacific NW Antique Studebaker Club. The room holds 90 people, so we will have plenty of space to move around and mingle Studebaker-style.

*Mary West
for Bill Hallett
-Up Hmbl Sec'y*



Walt's 1941 Business Coupe

—third in a series

Walt Thompson's 1941 Champion Business Coupe is nearly as original as one could expect for a 71 year old car.

The dark blue paint is (mostly) original, the spare tire and jack in the trunk are verifiably original, the wool mohair upholstery is definitely original. The car has plenty of documentation, not only to trace the first two owners, but verify that the spare tire is the one supplied new, and that the odometer reading of 51,071 is believable, given all the records that came with the car.

Walt is the 3rd owner of a car that spent all of its first 60 + years in Eastern Washington-Oregon in an arid, dry and low-rust climate.

Walt's desire to own a Champ Coupe led to a tip from Don Kelstrom about a '41 Coupe in The Dalles, Oregon.

Ed's Note; This repeats a line from Ray Keebner's coupe story, where Kelstrom played bird dog for that one as well —the go-to guy for pre-war Stude's

The tip quickly led to a trip to The Dalles, where the little coupe was found sitting in a garage. Upon first inspection, Walt was heard to mutter "I'm not going home with out this *** car".

Among the papers is a Passenger Order & Inspection record from Yakima Valley Motors, that an Alpine Blue/Blue-Med Canda



Herb Zutz and his Champ Coupe he bought new in 1941

(whatever that is) Serial #G819005, Engine #157188, Body # 2337, Model 3G-Q2 was delivered on May 26, 1941.

That first owner, Herb Zutz, is to be thanked that the car survived in such excellent mechanical shape. Copious records attest to the fact the car was attended to regularly, always at either Standard Stations or at S&R Auto Repair in The Dalles.

Two of them are revealing; Herb took the Coupe to S&R on July 8th, 1983 for ignition cap & rotor, and a fuel pump cleaning at mileage 50,426. On August 2, 1983, Herb had the car at Urness Motors in Seattle for a Lube, oil change & radiator work at mileage

50,438. That's 12 miles in about one month, and proof that it is only 12 miles between The Dalles and Seattle. Whatever that indicates, Herb, 42 years after he bought it new, was still "lubing it 'cause he loved it" Mileage under Herb's ownership show that the final service under his name was at Urness Motors, Seattle, in August of 1983.

Owner Two was Rick & Sandra Bernards, also of The Dalles, and who continued to have it serviced at S&R, when, as late as October 1996 when it showed 50,997 on the odometer. They didn't drive it much either, putting on some 600 miles since 1983.



The Dalles Oregon —the Champ Coupe's home town and second garage since 1941

Loading the Champ Coupe on the trailer Walt had the foresight to bring along proved to be without major fuss or bother.

The haul back to Seattle went smoothly and without any major drama. A brief stop for one last look at the Columbia River where the little coupe had spent its

buyers of Champ Coupe's.

Of special interest, to this writer at least, is the overall condition of the paint. There is evidence of some respray on the right rear, and some marring on the RR fender, the rest of the paint is most certainly original and still of good quality. This is not the first time

I have seen pre-war Studebakers with this level of paint durability. The problem with enamels and the orange-peel is well own.

In the Studebaker case, it seems to date from the installation of the automated Ransburg ovens of the late forties/early fifties.

There are no plans to repaint the car, do any body work, nor redo the interior. "she will stay just as she is -any warts stay warts" Walt says.

Although the car is now drivable, it will probably not go on any major road trips.



One last look at the Columbia



Three Champions -A man, his Dog, his car

entire life was worthwhile.

Since then, Walt has gone through the mechanical systems one by one. The engine starts easily and runs well, so the first order of business was the brakes. New shoes, wheel cylinders and refurbished drums were included in an overhaul. Next will be the wheels and tires. Radials are planned, and to that end, '49 or '50 Champ four-lug wheels will be used for the 14-inch radials that will replace the 600X16 on the car now.

Plans include keeping the body and interior completely as is now. Some minor rust in the trunk surround will be easy to fix, and new rubber has already been ordered from Studebaker International and is ready to install. The grey mohair upholstery on the bench seat and door panels is intact and the only sign of age is on the door kick panels and some rear window water leakage that has been repaired.

The Business Coupe came new with a pass-through from trunk to the rear of the bench seat. Since then, the Coupe has been "converted" to a four passenger. A small bench seat and plywood trunk partition have been added to echo the popular "Double Dater" that had proven to be popular with



The Champ's third Garage Home in Seventy-One years

TECH TIP

Preventive Maintenance 101

By *Brian Curtis* –

Out of sight, out of mind . . . You've heard it over and over again. I preach preventative maintenance and, sometimes, I even listen to myself.

Two instances that underscored the importance of preventive maintenance happened recently.

A local was having issues with his front end vibrating, especially when braking. He took the car to a service shop to have the brakes inspected, quite sure he had warped rotors. The Brake Shop said yes and gave him an

estimate for the repair. He drove home and decided to get a brake upgrade instead. In the meantime, he drove the car, being mindful of the vibration and was careful when braking. Just as he arrived home from a trip to town, the car lurched and collapsed on the right side. Luckily he was in his own driveway. Jacking the car up, he found that only one of the lower control arm bolts was holding the A-arm on the frame, the other three had let go. Someone was watching over him. He had just come off the freeway where 60 mph was the speed.

The other instance happened to me. I was under my car preparing for a five day journey and happened

to notice that two of my lower control arm inner bolts were loose. I know this is a Studebaker weak point, and know enough to check them regularly. Somehow, out of sight, out of mind, they had worked themselves loose. Please check your car's front end suspension. If the control arm bolts are loose, do not reuse the old bolts, they will be damaged. Install new Grade 8 bolts (the original's are Grade 5), and use locking nuts. If they are still in place, consider changing them out, one at a time and the job will go smoothly. Torque the nuts to spec, and keep an eye on them regularly.

Just because . . . *From the Studebaker Times Post, Tom Robins, Editor*

STUDE STUFF FOR SALE/TRADE/WANTED

CARS FOR SALE

1928 President Model FB-W3

4-Dr Sedan. Running gear very nice, wood wheels very solid. Straight 8 engines turns freely. Body sat outside for 20 years, needs new wood sills and roof repair. Have most of the major parts. Photo's on request. Asking \$3,000. OBO. Ernie Loga, 5399 Old Town Hall Road, Eau Claire, Wi. 54701 PH: 715-832-7302 or logaaent1@clearwire.net.

1925 Studebaker Duplex Phaeton

Model ER. Car is nearly complete but needs restoration. Starts and runs. New set of tires installed. \$4,300. Contact: Mari Tipps, Sumner Wa. Ph: 253-863-6560

1951 R-2 Pickup. Bodywork complete Needs paint and mechanical restore. Currently not running but all there. \$3,500 Doug, Monroe Wa.

360-794-6436

1960 Lark Convertible. Light Yellow W/white top. V8/AT. Car is in great condition. \$12,500. Jim Wenger 425-334-2563

1963 & 1964 Station Wagon. Both have sliding roof. Asking \$650 for either car. Also **'64 Commander 2Dr**, body in pretty good shape. All trim is good, glass is very good. No engine/trans. \$450 James Tefft. jrtefft@yahoo.com 208-843-5886

PARTS FOR SALE

The following car, trucks and parts for sale. '63 GT Hawk with original R1 Avanti engine –needs restoration \$4,600. Several transmissions conditions unknown \$50 each. '55 Sedan hood \$50. '53-55 C&K trunk lid \$1000. T86E –1A 3 spd/OD for a '51-56 V8, \$50. James Bell 360-220-229, Bellingham

Parting out a 1963 Cruiser 90K 289 engine starts & runs. Parting due to usual rust. Car is in Shoreline. Paul Staley 425-582-1490

I have a lot of bumpers I have been hanging on to for years and it's time to say goodbye. I believe two of them are for a 1949 or 1950 Commander a couple for a 1955 or maybe 1956 and a couple more still in Centralia. I'm asking \$50 each as they are pretty straight and just need plating. Don Kelstrom 26-938– 1267 dkelstrom@juno.com



2011 Greater Seattle Studebaker Chapter Officers

PRESIDENT: Don Andersen	253-854-0678 11406 SE 223rd St. Kent 98031	djandersen@q.com
VICE PRESIDENT: Mary West	425-413-3958 21707 290 Ave SE Maple Valley	studemary@comcast.net
TREASURER.: Eric Larson	8317 189 Ave E Bonney Lake 98391	badcow1@comcast.net
SECRETARY: Bill Hallett	22620 10 Ave S. Seattle, Wa. 98198	
WEB-MASTER: Tom Noller	253-458-0141 22707 SE 329th St, Black Diamond, 98010	tmoller@comcast.net
EDITOR: Bill Schiffer	425-868-0895 813_217 Pl NE, Sammamish, 98074	bischifer@frontier.com
CO-EDITOR :Linda Larson	8317 189 Ave E Bonney Lake 98391	cow@comcast.net
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	dkelstrom@juno.com

SDC NATIONAL OFFICERS:	Treasurer: Jane Stinson: Columbiaville, MI.
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STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: 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 : badcow@w-link.net

MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER

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E-mail _____ SIGNATURE _____ Stu-
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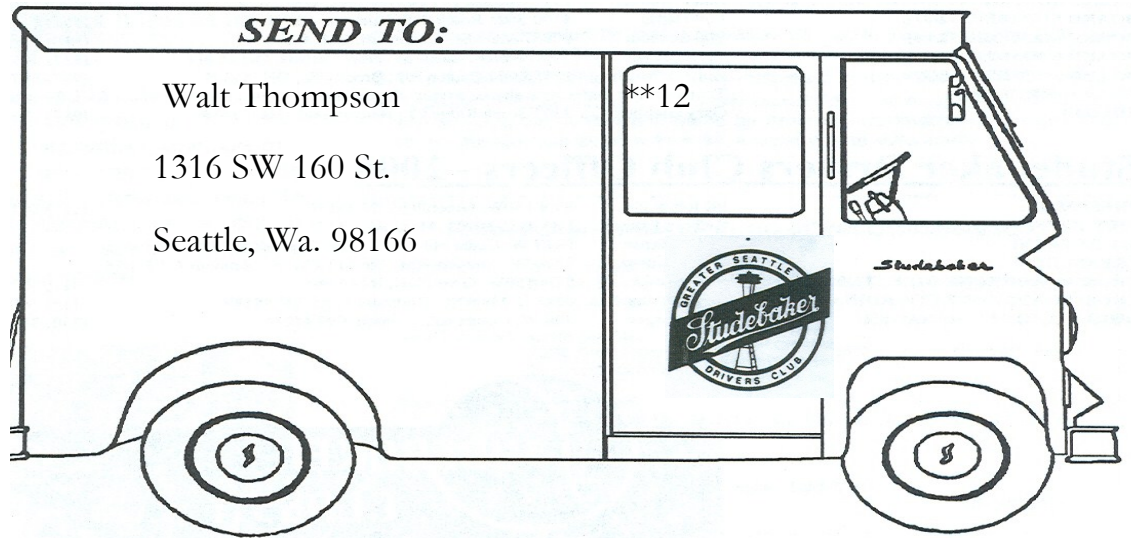
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National Member # _____ **Note:** It is a prerequisite that all local members also be-

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

THE WASHINGTON

President



WALT THOMPSON'S 1941 BUSINESS COUPE