

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 4

## Steering Column



The Overdrive in 2014! That is us! Yes, we are going to sponsor the Overdrive in 2014! We have over a year to get ready which is not much time, but we can do it. First a committee needs to be formed. Two people have already stated a willingness to be a part of that but we need more. They then will pick the location and date as first activities. The pieces will then start to come together.

er. I have one possible host hotel to offer but I am certain others will be offered too.

Helen Albrecht suggested the committee be 5 people and I would like to see 5 people in addition to myself. That will keep the load lighter for each person. We have lots of resources to call on for this work. We have experienced people in our own chapter and we have other chapters near by. Let me know if you are willing to help your fellow club members by being on this committee. As I recall, at the meeting in which this was first discussed almost every hand went up in response to my question of who would help. If you want to help in some other way than being on the committee, please let me know what you have in mind and how you want to help.

Even though there are several other

items I could write about in this months Steering Column, I will refrain from doing that because I don't want to dilute Overdrive 2014 in any way. It has to be our major focus until completed. We need to get the committee together and get moving right away. In this context I guess it would be appropriate to say "lets get this show on the road"! Call me (253-854-0678) or email me at: [djandersen@q.com](mailto:djandersen@q.com).

Because of the importance of this, let me point out that my last name ends in ...sen and not in the more common ...son. This is important now because it is part of my email address and I don't want to miss even one offer of help on the 2014 Overdrive. Please do call or email.

*God Bless ..Dan Andersen*

### A Second Interesting Meet in April

We will join the North Puget Sound Chapter on Sunday, April 14, 2013 12:00 PM. for a tour of the Western Heritage Museum, Evergreen State Fairgrounds, Building 611 (Far Southeast corner) Monroe, WA 98272

For those who have not visited this place, the Western Heritage Center is a historical museum located on the Monroe fairgrounds. It is operated by one-time dairy farmer Jerry Senner who has a great collection of farm, household and mining equipment. Much of it -- including a lot of tractors, a hay press and more -- actually run.

For the last few years the Center has been working with Snohomish County in order to acquire more land needed for their growing collection. Snohomish County has designated land for the museum. Senner and several volunteers are in the process of raising about \$900,000

needed for the expansion. If this happens, it would be the largest collection of farm equipment on the West Coast. Plans are to build in \$300,000 phases.

There is a potential collection to be added, once there is the space, that would include vintage cars. Senner will meet with us to show and explain. This is a small museum, packed to the walls and beyond, with interesting stuff. During fair days the Center is always packed.

There is no charge. NPSSDC will make a group contribution to the museum. See their website: <http://www.westernheritagecenter.org/>

We will meet at the museum at Noon and have our meeting and lunch about 1:30 at the nearby Sockeye restaurant in Monroe.

Please call or email me if you will attend so I can make reservations at Sockeye.

Randall Riddle: 425-355-7741- [theriddles@msn.com](mailto:theriddles@msn.com)



# APRIL MEETING

April 7: 11AM XXX in Issaquah. XX in Issaquah Park across Gilman Blvd. We will join the Emergency & Military Vehicle meet if there is space (also the Professional Car Society is part of this meet) We will have a meeting at 1PM, weather permitting.

## SDC INTERNATIONALS

July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts <b>NEXT!!</b>
June 28-July 5, 2014	50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts
August 16-22, 2015	51st SDC International, Sheraton Heights (St. Louis), Mo. Gateway Chapter, Hosts.

## SWAP MEET SCHEDULE

April 5-7	Portland Expo Ctr 503-678-2100	June 8 Yakima Wa. 509-453-2119
May 4	Kennewick Wa. 509-628-9662	June 8-9 Ferndale Wa. 360-671-3377
May 18-19	Monroe Wa. 800-645-4997	Sept 21 Chehalis Wa. 360-273-6961
		Oct 12-13 Monroe Wa. 360-738-4683



**The Museum of History and Industry** was very interesting. There were two cool old trucks. One is a 1920 Model T, UPS delivery van, and the other one was a 1924 Kenworth Logging truck. Both were used in this area. (See pictures)

We had a great turnout, which included Mark and Margaret Kaifer in their 1951 Business coupe, Pat Knappert and Carol Cook, Randall and Margaret Riddel, Gary Benham and Alice, Odd and Greta Justad, Randall Leitman, Walt Thompson and Dorothy Abbott, Dave Keister, Alan Basile, Lou Cote, Jim Neumann, Scott Parker, Eric Larson, Don and Joan Anderson, Laurel Berry, Mary West and Bill Hallett.

The older I get the more I find that I am the most comfortable surrounding myself with things of a his-

torical nature. History has a way of making the uncertainty of the present and the future make sense and the MOHAI, for me, is one of the best places to immerse myself in the history of the region. As a lifelong resident of the Seattle area I feel blessed to be able to call this beautiful area my home. At times rough and bawdy, especially early in it's life, Seattle has become a cultural center in my lifetime; truly one of the world's great cities and the MOHAI does a great job of following it's progression.

From the lumber mills in which I worked my way through college and which no longer exist in Seattle to the 1962 World's Fair to hydros on Lake Washington to Seattle's changing skyline to the sports teams that came, and in some cases went, to the Kalakala and its art deco styling which was a NW icon long before the Space Needle was ever consid-

ered, these are just some of my memories which the MOHAI helped me relive. After leaving the museum I took time to reflect on what the group had just seen and realized that in my almost 70 years I have been a part of and in some small way have contributed to almost half of Seattle's existence.

I will miss the old MOHAI with it's period streets and offices set up to show what life would have been like at about the turn of the 20th Century. The focus of the new museum, seems to me, to develop a 160 year timeline for the place we call home rather than pinpointing a moment in time as the old museum tried to do. To me the new museum's format has done a great job of doing what its designers intended. I love what they have done with the new museum and hope to go back often.



**Ode to Art**

We should all know by now that our esteemed *Turning Wheels* Co-Editor, Art Unger, has resigned as Director of our Pacific Can-Am Zone. He continues as best he is able to work on behalf of the magazine, but the outlook is not rosy.

I stand in awe of those who found Studebaker's to be worthwhile.

I am a Studebaker guy by birth. I was supported by the company from 1929 to 1947. My father had a job throughout the Depression thanks to company policy. I've always felt I owed them a lot. The company was virtually in the very air I breathed growing up, so I'm very aware of just why I'm a Studebaker guy.

That, somehow, is why I'm so impressed by men such as Art who didn't have similar incentives, who weren't born to it, and who are as staunch a fan of Studebaker as can

be found. There are many others of this caliber in the SDC, but this is about Art Unger and his near singular devotion to Studebaker and the SDC.

It is with great good pleasure I read that there will be a brick devoted to Art at the Studebaker National Museum. By way of his excellent editorship of our national magazine, he has touched all of us in this hobby. As we say at church –Go in Peace, to which I'll add; find some Stude guys to organize Art, we know they're all there. Well, enough of 'em to make a chapter probably.

*Up Humbl Ed*

**Calling All Cars**

You may have noticed that I like to put a nice picture of a Studebaker on the cover of this newsletter. I do that to celebrate what good looking cars

Studebaker produced over the years, and to introduce Studebaker to the Great Unwashed, and to help *them* better understand what great looking cars Studebaker turned out over the years. I visualize all the hands the newsletter passes through on its way. People who may never have heard of the name Studebaker.

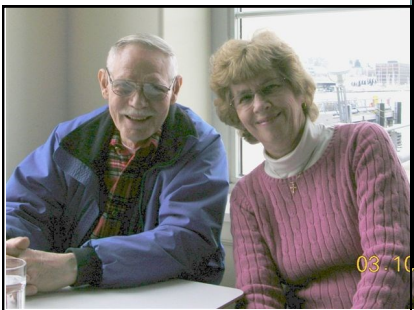
I'd like some pictures of members cars. In the past, I've been able to get some through directly asking a member, but I've neglected to put out a general call. I'm doing that now.

What I have in mind is like the feature in the Sunday Seattle Times, (cars they love and why they love them).

To summarize; a color pic of your car and a short note on why you like this model Studebaker.

The Editor

**Studebaker People at MOHAI. Making the Scene at MOHAI? Or just making a scene?**



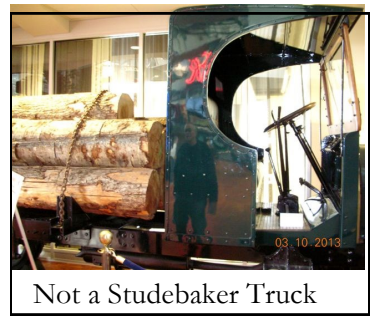
Don and Joan



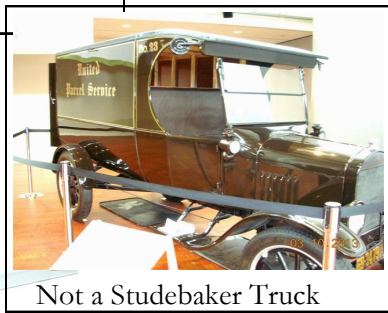
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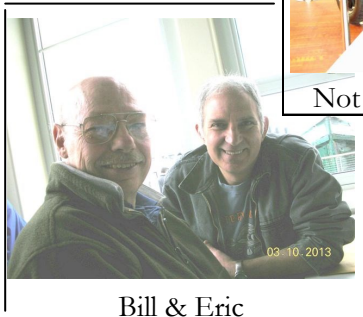
Margaret & Laurel



Not a Studebaker Truck



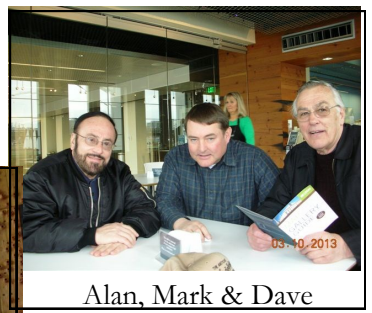
Not a Studebaker Truck



Bill & Eric



The MOHAI



Alan, Mark & Dave

*All Photos by Mary West*

## Easy Maintenance

I'm pretty sure I'm not alone when I say that I am lost when I open the hood of our modern ride and just take a look. I'm pretty sure I can't change the spark plugs, since I'm pretty sure there aren't any spark plugs in there anymore. Something called a Coil Pack does that now.

I'm also pretty sure I'm not alone in saying I miss getting under the hood and "tuning 'er up". "Well", wifie says, "you got the Stude for that didn't you?" Well, yes and no. Yes I did figure there would be some maintenance with a 60 year old bus, and no, I don't do much of that anymore. And before she can ask, I say that I don't drive it all that much, and it's not that much fun anymore anyway. (recall that she is the one who says the Stude "keeps me off the streets" and "take out the trash" and when I say I did -she says "go keep an eye on it")

You know what they say, sex is the second thing to go, but I forget what's first. Maybe with us car nuts it's the desire to get under a car and change the oil. Or, we could just take a nap under there and avoid the Wife altogether.

All this is brought on by an article in the Sunday paper advising one of the ways to save money is on DIY car maintenance. While covering some of the ground about modern cars and mysteries therein, they do go on to talk about what can be done easily. Listed are air filters, wiper blades and light bulbs (while ignoring LED's), and changing the battery. They do stop short of changing the oil, for reasons that don't include the mess of taking the old oil someplace for disposal..

All in all, pretty mundane stuff, especially when given under the heading of "DIY and Save"

Here's my solution to all of their suggestions. Each one of their items is an easy replacement, and parts stores are eager to please. I know they'll do the wiper blades (cause I've always found them puzzling and they will install). I'm pretty sure they will also do that for the air filter and battery, and if you have any doubts, send in your pretty daughter, or in a pinch, the wife. Y'knowho



### Vic and Jan Anderson and their 1927 Studebaker Dictator Victoria

This car was purchased from the factory by Vic's Great Uncle, who passed it down to Vic's Grandfather, who passed it down to Vic's Dad.

Vic and Jan were High School Sweethearts, and one time Vic picked Jan up for a date in this car!

The Victoria is an all original and is well loved by Vic and Jan. They will be celebrating their 50th Wedding Anniversary in April. Congratulations you two!!

For those unaware, Vic was diagnosed with ALS. We need to keep him in our prayers, along with Jan. We cherish them both very much!

*Mary West*

### Right Back at Ya

*These glorious insults are from an era before the English language boiled down to four-letter words:*

A member of Parliament to Disraeli: "Sir, you will either die on the gallows or of some unspeakable disease." "That depends, Sir," said Disraeli, "whether I embrace your policies or your mistress."

"He had delusions of adequacy."

- Walter Kerr

"I have never killed a man, but I have read many obituaries with great pleasure." - Clarence Darrow

"He has never been known to use a word that might send a reader to the dictionary." - William Faulkner (about Ernest Hemingway)

I didn't attend the funeral, but I sent a nice letter saying I approved of it." - Mark Twain

"He has no enemies, but is intensely disliked by his friends.."

- Oscar Wilde

"I am enclosing two tickets to the first night of my new play ... bring a friend, if you have one." - George Bernard Shaw to Winston Churchill

"Cannot possibly attend first night, will attend second ... if there is one."

Some cause happiness wherever they go; others, whenever they go."

- Oscar Wilde

Winston Churchill, in response.

*Thanks to Bill McKivor for these gems of history.*

## The Champion OHV

*-One take on how & why it came about*

One advantage of being interested in engines, is actually having worked in a place where they actually built engines.

I came of automotive age with the Champion engine. They were still one of the “newer” engines on the scene when I was cutting my automotive eye teeth. My father worked on the Champ assembly line, an advantage when my first car busted its engine, and got a surplus Weasel engine as a replacement. Later on, I had a chance to study the engine up close during the initial design phase when the “little six” was being considered for an OHV conversion.

There were several items of importance that fed into the decision to do the conversion. First was the condition of the foundry molding equipment, it was worn out on the “Big Six” and still ok, but iffy, for the Champ. Second was the decision (maybe it was actually first), the decision NOT to use the Mercedes Benz OHC six, which was near to free to Studebaker.

Once the decision of what to do, ie; convert the 185ci engine, HOW to do it came to engineering with a list of parameters, all of which had to do with money. It was deemed that the accessories (Carburetor , Exhaust etc.), would remain on the same side of the engine. This was presumably so as not to upset other engineering and assembly parameters, there would be no domino effect.

We know that the resulting design made clever use of the existing block. Intake and exhaust ports were moved to the new head, which was only a matter of changing some coring when the block was cast, there was to be new molds anyway. The camshaft was left in situ, valve guides in the block were used for push rods. The new rocker shafts were “splayed” in order to gain space for the new, larger valves.

All good engine design relies on a solid foundation, that is, the bottom end; the mains and crank. Like all Studebaker engines, the Champion was solid in that regard, there was no need to bulk them up.

The approach decided upon was a very clever re-do, given the dictated parameters, but it was no clean sheet of paper design by any stretch.

Now I'll delve into something that has bugged me a bit for over fifty years.

There was a proposal put forth by engineering personnel that called for a fresh approach to the need for a new engine, an engineering Paper,

It asked that the Mercedes OHC engine be considered. We were then testing many Mercedes components with an eye to future use, as the deal with M/B allowed. Second, it urged that IF we stuck with a re-do of the Champion engine, it would take no more engineering or other costs, to make it an Overhead Cam engine.

Thirdly, if corporate stayed with a re-do on the 185, it should also consider either an F-head conversion, along with a cross-flow head on any final design. Much of this rationale was due to the long ports needed with a design that used existing valve guides for pushrods, moving the valves and passages far to the left. Why not just take the inlet port out the other side and use the known efficiency of a cross-flow (hemi?) head? This could be true of either an OHC, OHV or F-head design.

In hindsight, it could also easily have been the basis of a four-valve arrangement, but that was not in the proposal.

At the time of the engineering proposal, strong numbers were available that the cost of foundry molds, machining etc. would have made it cost competitive to produce the M-B engine in South Bend simply by duplicating the available tooling and equipment from

Mercedes. Why was it written into the contract, and why were we testing all those Mercedes components (engines, transmissions and independent rear axles), if we didn't intend to use them? We all know now that we never did use any M-B stuff except Avanti door locks (big deal).

The last Studebaker I bought new was a 1963 with the OHV 6. There was a national sales drive on when I bought it. “Forth of July Patriotic Sale –for \$1776 you can have a 2-Door 6 in your choice of Red, White or Blue”

It gave excellent service over many years, even after an overhaul at 100K, it was still strong at near 200K when it left my garage for the last time. I cannot help but wonder how much better it could have been for a struggling Studebaker to offer any one of those proposed engines. Think about it; the lowest price Studebaker, in that same 1963 model year, could have been driven by an OHC Mercedes engine with a four speed transmission. Probably not for a flag-waving \$1776, but at a very competitive price I'm sure. In the lean sales era of the late 80's, it may have been as good a sales leader as the Lark proved to be a few years later.

The same argument could be made for any of the other engines offered by the proposal, OHC, OHV F-head, and cross flow mix and match options. Any of them would offer a modern, high performance engine with the standard Studebaker durability

As I've said before, we Studebaker fans love to deal in what-ifs (or is it just me?)

Full disclosure; I had a very small part in the cited Engineering Paper, which went absolutely nowhere, not even a sit-down and talk it through, even though some fairly heavy engineering types had signed on.

*Yr Humbl Ed*

## TECH TIP

### Steering Pivot Info

1951 to 1966 Studebaker cars are known to have very sturdy front suspension components. The various parts have been changed and improved over the years, but the concept of a center steering pivot with equal length tie rods is the same for model years '51 through '66 (including Avanti & Avanti II)

With proper and regular lubrication, the components would last indefinitely.

What we Studebaker lovers have to realize, though, is our Studebakers were at one time someone's daily driver - driven on all kinds of road surfaces in all kinds of weather, and may not have received chassis lubrication at proper intervals - probably more so as they became "old" cars.

The steering Bellcrank center pivot is a cast iron housing with a precision ground steel shaft, rotating in either caged needle roller bearings or bronze steel backed bushings. It is located in the front crossmember -

and the only possible disadvantage of this is that it is greased through an access hole, facing rearward out the crossmember. Thus, the grease fitting was easy to overlook if your Studebaker was having its chassis lubed at the local corner service station.

The caged needle roller bearings were used '51 to '62, and partial in '63. The bronze bushings were used partial '63 and then '64 to '66. It would be easy to assume that the partial '63 coverage was "early" and "late." But no - the bushings were used before car serial numbers 63S-2098, 63V-1773 and again after 63S-6108, 63V-5141. Bearings were used on and between these serial numbers.

There are Studebaker owners that feel that the needle roller bearings are superior to the bronze bushings. They may look more interesting when you hold them in your hand, but assembled and packed with heavy chassis grease I doubt there is any noticeable difference in the feel.

In the days when chassis lubrication was lacking, the caged needle roller bearings would not tolerate

lack of grease and would break apart and damage the ground shaft. The bronze bushings had a natural lubricity and could survive better without grease.

So, which style do I prefer? Easy - the one that is already in your car. No need to think the needle roller bearings are superior. At this point in the existence of our Studebakers - they have an easy life. Driven occasionally, in good weather on smooth roads and lubricated properly.

Replacement bearings, bushings, and pivot shafts are readily available. The shaft is the same in that the bushings and bearings have the same inner diameter. The bearings have a thicker wall and thus have a larger outer diameter. The housing (or Bracket, in Studebaker language) is thus different for each type - bearing or bushing.

*Reprinted from B.S. 'Bout Studebakers Column by Jerry Blount; Northwest Newsletter, Bob Williams, Editor*

### CARS FOR SALE

**1950 Champion Starlight Coupe (9G-C5)**  
with Overdrive. Ern Anderson, [425-822-9716](tel:425-822-9716).

It is nearly time for the Really big one - the Portland swap Meet. Don't forget the allied AUTO meet at Portland raceway. Here below is the vital info:

PORTLAND INTL. RACEWAY AUTO SWAP MEET  
Thu-Sat, April 4-6, 2013 7:00 am  
Portland International Raceway  
Portland, OR (503) 307-5420  
[www.portlandraceway.com](http://www.portlandraceway.com)



PORTLAND SWAP MEET  
Fri-Sun, April 5-7, 2013 7:00 am  
Portland Expo Center  
Portland, OR (503) 678-2100  
[www.pdxswap.org](http://www.pdxswap.org)



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**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 : [badcow@w-link.net](mailto:badcow@w-link.net)

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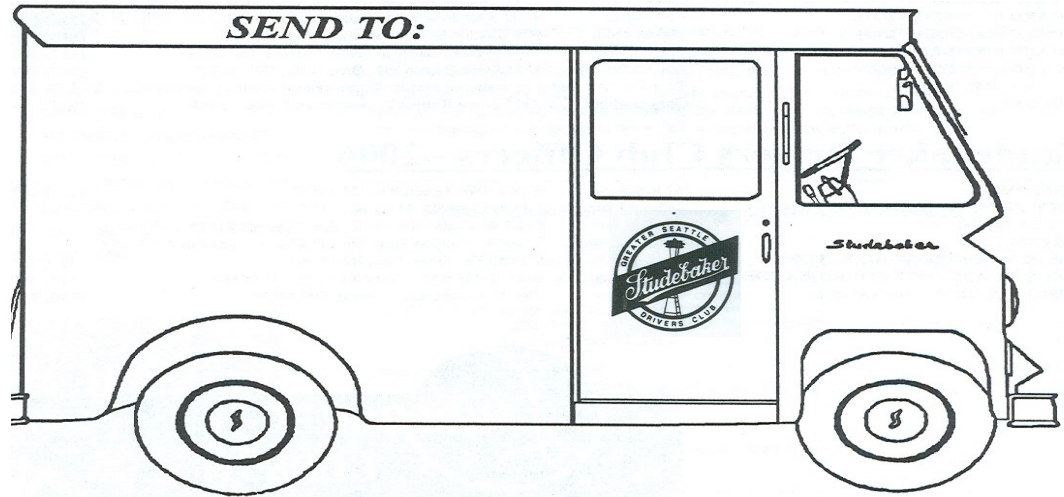
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National Member # \_\_\_\_\_ **Note:** It is a prerequisite that all local members also belong

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## THE WASHINGTON

# President



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