THE WASHINGTON President

June 2013

GREATER SEATTLE CHAPTER SDC FOUNDED 1969 VOLUME 43 NUMBER 6

Steering Column

First, I need to apologize for giving you the wrong days for the 2014 Overdrive in last month's Steering Column. The correct dates are May 17 & 18, 2014. Mark your calendar! Our committee is still seeking a good location for this event. It will need to be a hotel or motel that has adequate parking for our cars (75?) and a banquet room that can seat 150 or more. Please, please let me know if you have any ideas about a place from Tacoma to Everett.

We just returned from 5 days on the southern Washington/northern Oregon coast. I went through several garage sales and antique stores looking for Studebaker parts. Found a few pictures (early street scenes) but only one part. The part I saw was a curved chrome piece with the name Studebaker in block letters. It is in an antique store in Long Beach, WA and appears to be for the front of a pickup hood ('47/'48?). They wanted quite a bit for it and it was not in real good condition or I would have bought it.

We did a volunteer construction project at Ocean Park, WA, on one of the days we were down there (that was the reason we went). It was outside and it rained all day, as it did every day we were there. We got soaked but got a lot done for them.

Thereafter, we visited 2 air museums; one at Tillamook, OR, and one at McMinneville, OR. The one at McMinneville has a B-17 as well as the Spruce Goose. Some or all of the B-17 engines may have been made by Studebaker so it is always interesting to see a B-17 and contemplate what life was like in the Studebaker factory at that time. Both of my Studebakers were made several years before WWII and life in the factory may have been somewhat different then.

I am pleased to report that I am moving into my A.C. (After Cancer) phase. I feel good and my PSA reading is below 0.1. So, I'm looking forward to more time to work on Studebakers and more time to golf. I see a rosy future.

God Bless .. Don Andersen

THE OVERDRIVE

Next May will be upon us quickly, and there is much to do. Many helping hands make the job go easier. This club has decided to host to an event that is unique to our SDC Region. It behooves us to be the best host we can possibly be.

To that end, each of us shouldn't need to be urged to take a part in the planning and staging of the Overdrive.

In truth, a dedicated few can actually "pull off" any event, large or small, but one wonders, if that is true, how much more inclusive it is if there are willing hands to share the load.

This would be as good a place as any to put in a plug for thinking about doing something "better" or perhaps "bigger" would fit. I'm referring to brother Hallett's idea that we combine a tour and show. Overdrive doesn't include any judging, but it doesn't *exclude* a show, purely to have a show. A car show is something everyone likes, especially other car nuts. By including the possibility of a car show in the agenda, we may, just may, have an added attraction for a host hotel.

As a test, I contacted a Casino (south of Tacoma, so outside our box), with the question about an event that included overnight stays, banquet, etc., and hinted about the possibility of a "car show". We can talk about that was the answer. "You don't get what you deserve, only what you negotiate" Hummm.

Worth pursuing? That's a question not mine to answer, but could be discussed in the Hallett framework.

Now, back to the subject at hand. Don't wait to be asked, volunteer. When the planning meeting is announced –plan on going, and plan on picking something you feel comfortable with –and raise your hand.

Noted with a chuckle; the motion at the Portland meeting that voted to do the Can-Am in 2014 –if you voted yes –you just volunteered! (Tag-you're it)

Yr Hmbl Ed

JUNE MEETING

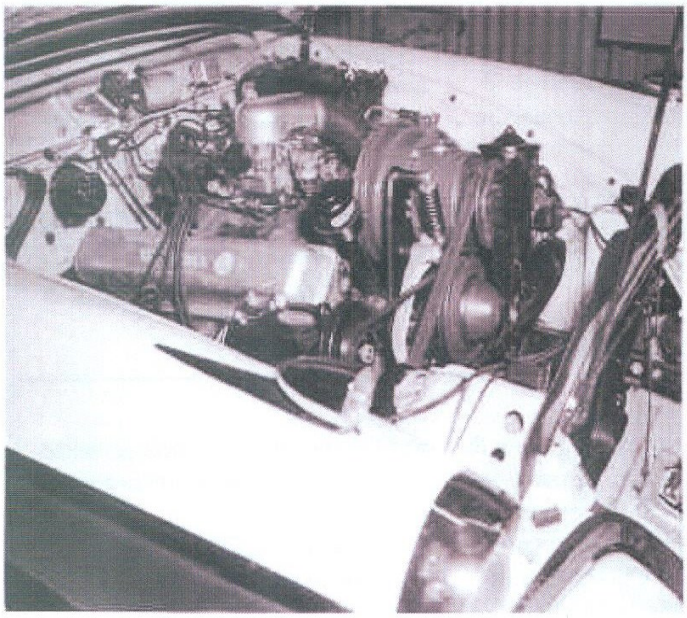
June 29: Greenwood Car Show with Club Avanti NW Check at: greenwoodcarshow.com $15 pre-registration

SDC INTERNATIONALS

July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts **NEXT!!**
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.

THE 1956 GOLDEN HAWK *SUPERCHARGED MODEL*

Courtesy of Don Kelstrom –arrived just in time to fill a large hole. Interesting stuff, hope you all enjoy.



One of the most frequently asked questions is, "does it have a supercharger?" Of course, for 1957 and 1958, the answer is yes. Those models were equipped with Studebaker's venerable 289 CID V-8 which included the McCulloch supercharger. The 1956 Golden Hawk with the 352 CID Packard V-8 did not come from the factory with a supercharger. A supercharger was available from McCulloch for the 1956 Golden Hawk with the Packard V-8. The photo at the left was submitted by member Brent Hagen of Portland, Oregon. With the fan shroud removed, the photo offers a good view of the installation. This car appears to be one of the rare manual transmission with overdrive units with power steering. You can see the overdrive relay located on the cowl, to the right of the windshield wiper motor. The power steering reservoir and pulley are on the right side just beyond the fan blade and peeking over the top of the supercharger pulley. It appears that the oil filler tube is slanted to the side and the oil filter canister, if present, is not visible at all. The oil bath is gone, but the carburetor appears to be the standard Carter WCFB 4 barrel. There appears to be a different arrangement for the water pump manifold (you can see the outline on the front of the cylinder head) and the generator adjustment arm. Everything else appears to be pretty much standard.

According to a price list that Brent sent, the supercharger kit for the 1956 Golden Hawk cost $318.75. The distributor for Oregon and Washington was Jim Flanagan's Automotive, Sales and Installation - McCulloch Superchargers, 1802 S. E. 7th Avenue, Portland 14, Oregon.

According to the McCulloch literature, the supercharger caused a 40% boost, kicking the 352 CID Packard V-8 from 275 hp to an astounding 385 hp. All this in a car that was already rated 2nd, only to the Chrysler 300-B, in horsepower per pound ratio for all cars in 1956 in stock form.

To learn more about McCulloch superchargers, take a look at Jim Moody's great web site at :

Jim Moody's McCulloch supercharger site:

Jim sent the following:

A couple of extracts from the McCulloch Tips series of adverts, which I'd guess were prepared up to a month before publication.

August 1956 -Here is one for Studebaker Golden Hawk fans! We've just completed development of our supercharger kit for this car and the results are certainly worthwhile! As this goes to press, we haven't had time to find space enough to really let this baby run! But I can tell you that this is one of the most responsive engines we have supercharged and the blower fits in like a glove – power steering, power brakes and all. Hope this satisfies all of you who have been writing to ask when a McCulloch kit would be available. It's ready now, so send in your orders!

September 1956 -Last month I told you about our McCulloch supercharger kit for the Golden Hawk. Well the car got up to 145 mph (speedo) and still had some pedal left. We also got a 0-100 mph time of 16 sec flat which compares with the stock time of 22.6 sec. (ohmygawd –Ed)

Miscellaneous Ramblings

-Odd & assorted thoughts from Yr Hmbl Ed

Like most of you I'm sure, I found Harold Churchill's view of his times at Studebaker (chatting with Churchill, May Turning Wheels) to be quite interesting.

Keeping in mind that he was President of S/P during my time there, so his view of things bears some import, to my mind anyway.

This is especially true when I find compatibility with views I already hold. (ok, that's typical). To my oft quoted view of UAW Local 5 "they didn't design cars, they didn't manage the plant" I can now add his exoneration of Labor as being the cause of Studebaker's downfall. A component perhaps, not the prime cause as some would have it. I find his reply a cogent response to all-too-common anti labor bias.

Churchill's talking about labor includes this response "*It just burns me up that people make that accusation (about labor's part in the demise), because they don't know what the hell they're talking about"*.

Another gem I found in the interview was the statement about the "Engine Plant". When asked "If you had to put your finger on the most efficient operations at Studebaker, where would you say was the greatest efficiency in the Studebaker plant?" Churchill's answer that *". . .our engine plant was modern . . ."* is a statement that may be a lot larger than most realize. The Engine Plant, aggregately, includes the Foundry, the Machine Shop, and Engine Assembly. A large and complicated part of any auto manufacturer's facility. It is possible to be an auto manufacturer without even building an engine, as Studebaker did in Canada.

It was also good to hear, not only because I have a personal tie to that part of the factory, but that we all depend on the state of those engines in the cars we drive. Quite incidentally, it also lends some credence to a Core Shift discussion, elsewhere in this issue.

Of the three main points author Pennington covers, the most nebulous is part 3, Dealer Organization. All of us who bought Studebakers new (is that most of us in SDC?), have some experience with one or more Studebaker Dealers. Here Churchill is cognizant of just how tough it was for the local dealerships, yet realizes it was a basic fault line in Studebakers viability. A major factor in being able to stay in the auto business.

Tough as it was to compete against the Big Three, were the added factor that each one of those dealers took only the cars he believed he could sell. There was no inventory quota from the factory, as with the Big 3. Where would Studebaker to find another franchisee to replace them?

Of course it's more complicated than that. As Churchill points out, most were loyal, but limited in what they could do.

A large part of most Studebaker dealers problem had to do with a lower trade-in value for any independent, and of course this hurt Studebaker the most, being the largest. This was a consistent, and some claim, a deliberate practice of Big 3 dealers. Planned or not, it did hurt, and was industry wide. It became part of the cost of owning a Studebaker.

This became most obvious to me when attempting to trade in a '51 4-Door Commander for a Coupe. The dealer pleaded the "lower value" of my trade-in was something he had to live with, which was true enough. He also claimed that the Lowey coupe's were in high demand and he had to have his mark-up, also true. It placed me beyond ownership.

The dealer was reacting to the factory's edict of Sedan to Coupe ratio. When first introduced, dealers ordered the Lowey models in large numbers. The factory cited the fact that production was scheduled for only 30%, and to get a Coupe the dealer had to order two other models. They later relented and upped Coupe production, but never to the numbers dealers wanted.

The coupe's *were* in high demand, and the dealers simply couldn't get enough of them to sell at any sort of volume. The dealer had been historically "protected" by being able to order only what he felt he could sell, but was now limited in *what* he could order by company edict as to ratio of models. Hardly a win-win. Add that to the problems Churchill points out they had as small auto dealers.

One last point about the two Churchill interviews, a personal one if I may be allowed. It was pointed out in Part One that Churchill lived on a farm near Bremen, Indiana. My dad lived a few miles from Bremen, and I can't help but wish the two near-neighbor Harold's would have met each other. From the sounds of the interview, they would have a good time talking Studebaker.

. . . *Yr Hmbl Ed*

Curious about Core Shift?

The April ***Turning Wheels*** Co-Operator had an interesting side bar article titled; "***Advisor Jim Pepper's Sawzall Adventure".***

It so happens that I have been curious about foundry and casting practices since a very interesting college course on it. At one time I was denied work in the Studebaker foundry due to a size limit I did not meet (only the husky need apply). I did not then know how lucky my size made me, but that's another story.

The following is my e-mail to Art Pepper on the subject, in response to the April article, and his reply. I think anyone with a Studebaker V8 of any vintage and size would find this interesting.

Here you may wish to open April Turning Wheels to page 16, and note the picture of the sawed off block.

My Questions to Art.

By indicating core shift in late model engines, are you saying that the foundry molds are old, worn, and unable to assure the close tolerances had with previous years castings, . . .and

Q. -Can that be assumed?

Q Am I correct that any core shift would not be limited to any one cylinder, or pair of cylinders, but to the entire core positioning within the mold?. *That is; water jacket coring, main bearing webs, cam bearing webs, et al.*

In building an engine we are left to assume that the castings met foundry standards, that they met machining standards, and that assembly of the parts to a working engine all met established standards.

Q. Is the problem of core shift that of boring and reassembly for R engines only?

Q. Am I safe in rebuilding a 289 if I don't overbore it?

Art Pepper's Reply.

All manufactures had some degree of core shift in their castings. The design tolerance on castings is broad. It is much tighter today compared to 50 years ago. Core shift means that when the cores that form the coolant passages in the block were set in the mold, they were not positioned accurately. This can cause the cylinder wall thickness to vary. Core size can also affect wall thickness. The small block Chevy was the first somewhat thin wall casting. The early 283's could be bored 0.125" to make a 301. You could not do that with a 1965 283. Better and more accurate casting techniques allowed GM to change coring (size) thereby making the cylinder wall thinner.

Studebaker also thinned the cylinder liner as time passed but not due to improved processes. They were just making them very thick initially and was trying to save some money by using less material. The early blocks had some shift in them but there was so much material in them it did not matter. For performance applications the rule of thumb is you want the cylinder wall about .200' thick minimum on the major thrust side from the top to about halfway down. GM and Ford violate this general guideline quite often. In regular passenger use it is not much of an issue. When Chrysler started developing the 426 Hemi, they started cracking cylinder walls. The fix for Chrysler was adding material to the cylinder wall. Most late full flow Studebaker blocks that I have measured sonically show fore and aft shift of the right bank. This usually does not affect the thrust side thickness much. Wall thickness seems to be more consistent at the front of the block versus the rear of the block.

I assume that the equipment for setting the water jacket cores was getting sloppy by the early 60's. It was in use for ten years already in a very harsh environment. This particular block would have been fine if a general rebuild would have been undertaken. An .030 overbore is only .015 per side. I would not have hesitated to bore this engine .060 for normal street duty. There would have been some less than perfect thinner spots, but it would have worked fine. R3 applications require boring the block .093, which is .046 per side. Add in the fact that an R3 will probably see a tougher duty cycle use than a 259, and then this block would not have been a good candidate as a base for an R3.

Remember that these castings are over 50 years old and corrosion has removed some material as well. Cylinder wall thickness is something to pay attention to when boring beyond .060 and/or you are building a racing engine.

Even in R1 trim, normal driving does not exert the same loads on a cylinder wall as does running at wide open throttle at 6,500 RPM. Joe Granetelli told me in 1969 that block castings intended for R3/R4 applications had thicker cylinder walls and the cores were hand set insuring accuracy. I do not know how accurate that statement is, but I am sure there was some truth to it.

Today if you want to build an R3 or bigger you should use the best block you can find. It may mean measuring several candidates.

When I Inspect any block regardless of brand, I generally look at the relationship of machining to the rough casting.

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Continued From Page 4

- Are the main cap tapped holes in the center of the web.
- Are the freeze plug holes somewhat in the center of the boss.
- Is the timing cover pattern in the center of the boss for it.
- Is the camshaft location in the center of that boss.

These are all telltale signs of how good the block is. It is no guarantee that the cylinder coring is accurate but it is still a good reference.

Sonic checking/measurement is the only reliable way to determine cylinder wall thickness on a block. I hope this clarifies things for you. Jim Pepper.

Meeting Schedule –A reminder

July 1-6: International Meet at Colorado Springs, CO

July: 13, Saturday 11 am Annual Picnic at Mud Mtn Dam, Enumclaw:

July ?? Tour hosted by Eric Larson

August 24: Le May Open House at Marymount in Parkland

Sept: Whatcom Mimi Meet at Bell's Museum

Oct : Fall Colors Tour - Albrechts Hosting

Nov : Election Meeting

Dec: Christmas Party, NPS hosting

A BRIEF CHRONOLOGY OF STUDEBAKER V8 ENGINES

Year	Size	HP	Bore	Stroke	Model(s) Used	Comments
1951-54	232	120	3- 3/8	3-1/4	Commander	One Gallon displacement!
1955 (early)	224	140	3 - 9/16	2-13/16	Commander	Used in Trucks thru '58
1955 (& on)	259	175*	3- 9/16	3-1/4	'55 President	Speedster =185 HP *grew to 180 & 195 w/4BBL
1956 (& on)	289	190	3-9/16	3 -5/8	President	HP to 240 w/4 BBL by '64
1957/58	289	275*	3-9/16	3 - 5/8	Golden Hawk	*Supercharged
					Clipper *	4Dr & Wagon (* in '57 only)
1963/64	289R1	250	3-9/16	3-5/8	Avanti	Standard Engine
1963/64	89R2	290*	3-9/16	3 - 5/8	Avanti/Lark	Granetelli & Supercharged (1)
Granetelli Bonneville engines						
304R3	304	350(est)	-	3-5/8	Avanti	4BBL/Supercharged
304R4	304	280(est)	-	3-5/8	Avanti	12:1 Comp ratio
304R5	304	475(est)	-	3-5/8	Avanti	Dual Supercharger & FI

(1) Engines shipped to Granetelli Los Angeles for modification and assembly-returned to South Bend for installation

TECH TIP

Studebaker Pickup Bushings

Studebaker pickups of the '50's and '60's, like most other pickups of the era, used a forged I-beam front axle with leaf springs - simple, rugged, and reliable. The king pins were like-wise simple and rugged - a precision ground steel shaft.

The steering knuckles had bronze bushings pressed into them. These bushings are possible wear points after a lifetime of heavy truck use. Fortunately, a king pin repair kit is available, and because of the simplicity of the overall design, is inexpensive and fairly easy to install.

The kit consists of a pair of king pins, a thrust bearing for each side, 4 steel backed bronze bushings (upper and lower for each side) and some shims, expansion plugs, and other hardware.

The dis-assembly of the steering knuckles from the axle is fairly easy and covered by instructions in the Studebaker Shop Manual.

Then, to reassemble - the first step is to press the bronze bushings into the steering knuckle. Then, according to the '56 - '64 Studebaker Truck Shop Manual - "After installation of the bushings, fit the king pin to the bushings."

Sounds fairly easy - but, note the word "fit."

It should be noted that the bushings are intentionally undersized and must be reamed to final fit. But - what is important is not merely the final inside diameter, but the alignment of the two bushings, since they are spaced about 4 inches apart.

The reaming operation must be done not just with an adjustable reamer, but with a special piloted reamer to locate the bushings to one another. There was a time when most automotive machine shops would have a selection of piloted reamers, but not so much any more. I myself do own such a reamer for the most common .803 diameter king pin. This diameter is the most common in the Studebaker light truck world - used on:

- 2R-2E 5-7, 10-12 ('49 thru '56 1/2 ton and 3/4 ton)
- 3E-6E 1-3, 5-7 ('57 thru '61 1/2 ton)
- 3E-4E 10-12 ('57 thru '59 3/4 ton)
- 7E-8E 5-7 ('62 thru '64 1/2 ton).

There is an exception on 8E models in that the very late 1964 models used a different front axle. The early type - Clark front axle with the identification embossed on the I-beam, used the common kin pin as above.

The 2nd type - late production - Rockwell axle with the identification plate screwed to the front center of the axle - used a different king pin.

This king pin kit, besides fitting a broad range of years of Studebaker light trucks, also fit many models of 2 wheel drive Jeeps over a similar span of years, so the kit is readily available.

Thanks once again the Jerry Blount and his B.S Column "bout Studebakers in the Northwest Newsletter, Bob Williams, Editor.

STUDE STUFF FOR SALE

CARS FOR SALE

1950 Champion Starlight Coupe (9G-C5) with Overdrive.
Ern Anderson, 425-822-9716.

For Sale: 283 V-8 out of 1965 Cruiser. Needs Rebuilding - $50 Located in West Seattle
100s of Turning Wheels going back to 70s - $20 for all
Located in Snohomish. Don Kelstrom
dlkelstrom@aol.com

Ben Kieth -This is a Hamilton V8 , it is a lot heavier duty than a standard Chevy 283, as it has the stronger Pontiac rods and pistons (and crank??) in it. -crank should be forged –Bill S.

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Greater Seattle Chapter: SDC Web: -wwwStudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: //www.dochemp.com/9stude.html
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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.

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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

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3_____**.**_____**4.**_____ _____

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