

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 43 NUMBER 7

## Steering Column



I was very pleased with our June meeting at Mary West's house. A lot of enthusiasm and participation regarding the 2014 Overdrive. Several venues had been considered and we have now narrowed consideration to three. A contingency will visit each of the three and gather more details as well as look at banquet rooms and hotel rooms, etc. At least two of the three will be visited before you receive this newsletter.

Selecting a site for Overdrive 2014 is the first step and a very important step. The Overdrive is really about a driving tour and that can only be developed if we know the start and finish point which will be the host hotel. Thank you to all who attended the

### Greenwood Car Show

Our activity for June was this annual show. Mary Dear coordinated with the Avanti club NW to secure some spots. I believe I saw just two club members there with them, and hope I didn't miss anyone. Visiting the mile and a half of cars is truly overwhelming, But –If you love cars of all kinds as I do, this event is a great one. I made some new Stude friends,

June meeting, your interest and participation is wonderful.

Our big event for the year is coming up this month. Our annual picnic will be on the 13th at Mud Mountain Dam in the Chinook shelter. This is the best shelter there because we can park Studebakers all around it on the grass. It has been agreed to call this picnic the Larry Parker Memorial Studebaker Picnic in memory of Larry who provided us a beautiful picnic location until his death about 2 years ago. Bring out those Studebakers!

I have 2 of my old cars for sale right now but neither of my 2 Studebakers. One of the "for sale" cars has taken a lot of my available time lately, so it will be a relief to have it sold. I am hoping to get time to get back to working on my '37 President. It needs a lot of body work, paint, glass and interior in addition to engine work. The transmission still doesn't shift properly and I have not been able to get the engine started. Sounds like a complete restoration doesn't it? Well, I am going to do it because I like that car. If I sell the other two I should have more time, right?

On another topic, I have gotten on my high horse about foreign cars be-

and unload ... er, sold some of my books, so I had a great day all round.

As a Stude lover I got close to overdose on Chevy, but nevertheless, I saw some club friends, Ed Gass and Lance Lambert, and made some new ones Avanti Bill Doyle of Cle Elum, and Wayne (something) of Everett –with of a magnificent '28 Dictator Coupe. A perfect and detailed restoration on the outside, did-

fore and I'm there again. Years ago when people started buying imports in larger quantities, they told me they were buying them because the American companies were not making the cars they wanted. They said they wanted small cars that were more fuel efficient and some of what they bought were smaller. Now, I am seeing very large Toyotas and Hondas, etc, on the road so people must have bought them. People are now saying those vehicles are made in the USA and they may well be. But that means they are made by the same USA workers but the best jobs (design, engineering, management) are either done in other countries or are held by foreigners. And, all profits go overseas. Chevrolet now has a dozen models that get over 30 miles per gallon of gas and has all electric models to choose from. I know from personal experience with our new Buick that the "fit and finish" is excellent and the gas mileage is great. We have gotten 37 miles per gallon in a full sized car and that is actual measured mileage, not some EPA test that can't be reproduced in actual driving. I guess people are not paying attention.

*God b Bless . . . Don Andersen*

n't at all detract from the Chev V8 under the hood. Without going, I'da missed this great and rare Stude.

Club NW was disappointed with our club's lack of attendance, I commiserated with that, and hoped we could do better next year. I can only add my usual whine –not enough Studebakers in this show!

*Up, Hmbl Ed*



# THE LARRY PARKER MEMORIAL

## STUDEBAKER PICNIC

**Saturday, July 13, 2013 at 11am**  
**Chinook Shelter at Mud Mountain Dam**

**30525 SE Mud Mountain Road, Enumclaw, WA.**

Arrive at 11, Eat at 12. We may park on the grass, and we are inviting all the Studebaker and Avanti Clubs to attend. Please bring a dish to share, your own utensils, plates, napkins and beverages. You may wish to bring a lawn chair, but it will not be necessary, as there are picnic tables at the Shelter. The Shelter also has running water, BBQ pits, electricity, and the restrooms are close by.

**Directions: From Tacoma:** Take Hwy 512 west and exit onto Hwy 410 East Continue on Hwy 410 through Enumclaw. About 3 miles out of town, look for the sign for "Mud Mountain Dam" There will be a right turn lane just for that turnoff.

**From the Valley Freeway, Hwy 167:** Head south past Sumner, and exit on Hwy 410 E. *Follow directions above*

### 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.



#### OVERDRIVE MEETING

Today (Saturday June 15), we had an Overdrive organizational meeting. Much was decided over pizza. and salad.

Three distinct hotels were offered. The Emerald Queen Casino in Fife, The Holiday Inn in Everett where we had a Can-am a number of years ago, The Best Western Plus - Cotton Tree Inn in Mt. Vernon and the Lucky Eagle Casino in Rochester. Since the tour is the most important thing about the Overdrive, the tour possibilities of each site is important, any and all suggestions are welcomed.

All the sites offer facilities at (reasonably) comparable prices, all have dining facilities where we can

have our after tour sit-down dinner. Final details & price will have to be negotiated with the site we select.

It was decided that a group of us would have a planned visit to look things over and hopefully get a block room rate and arrangements for the dinner.

Any one member who wishes to go along on any or all of these visits may do so, but there should be a core group (like the Prez, VP, Treasurer etc), who go to each one of them.

These visits should take place in the next few weeks since we are talking May 2014, and that is now just 10 months away.

The visits will be arranged by the people who made the original Contact; Don Andersen in Fife, Mary West in Mt. Vernon, Bill Schiffer in

Rochester.

Attending: Donovan & Helen Albrecht, Dave Keister, Mark Kaifer, Mary West, Bill Hallett, Don Kelstrom, Eric Larsen, Walt Thompson, Dorothy Abbott, Bill Schiffer. and Don and Joan Anderson.

*As Bill indicated in his informational message, we need to have some of the same members go to all of these possible venues so that a comparison can be made.* This is, however, the week that a number of the people who have committed to go to these places will be traveling to the national meet. I suggest that we postpone the Rochester and the Mt. Vernon trip until those of us traveling can attend.

*Up Hmbd Sec'y,  
Bill Hallett*

## OVERDRIVE REPORTS

The three we have looks at or contacted so far.

### Lucky Eagle Hotel

June 27th, I went ahead with the planned visit to the Lucky Eagle Casino because it was easier than canceling. The person I was to meet had arranged her schedule to accommodate me,

The understanding I have is that we will visit again with a full delegation sometime later in July.

What I have learned for starters. Rooms: Our rate will be a manager discount per room of \$89 with two Queens. Other, larger rooms are available.

For a May date, reservations will be needed by January. The number of rooms may be added to, or deleted from our reserved block at any time. We can cancel any number of rooms up to one week prior to date with no penalty.

A Breakfast room is available to groups. The room may be used for meetings and group breakfast, etc., by ordering food brought in. The Hotel has no eating establishment, per se, food may be ordered however. The Casino has three restaurants; A Steak House, a Buffet, and a Grill. The buffet is \$8.95 for seniors, and is very complete as to menu. There is a large, separate dining area that could possibly meet our need for a sit-down meal.

Tours: I remain optimistic that a good tour could be planned on the roads in that part of the state. US12 runs through Rochester, and there are connecting state roads to Rainbow Falls. I tried an easily ran, 126 mile, light traffic route via US 12, US 101 and State 6 via Elma, Willapa, South Bend, Pe El, Rainbow Falls State Park and return to

hotel. Many other routes are possible, both south and east of the site.

I am looking toward a date when a full bunch of us can visit and get an idea of the Hotel and Restaurants as well as the roads for the tour.

Bill Schiffer

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### Emerald Queen Casino/Hotel, Fife, WA

Four of us (Mary West, Bill Hallett, Joan Andersen and myself) visited the Emerald Queen Hotel to scope it out as a possible host hotel for the 2014 Overdrive. We were quite impressed with their representative, Doreen Vitek. She showed us hotel rooms, possible hospitality rooms and restaurants (in the Casino) She could not show us the banquet room as the previous one is being converted to another gaming area. A replacement banquet room will be available well before our need for the Overdrive. Doreen told us we would have a roped off area of covered parking for our cars and that they have walking guards as well as security cameras 24 hours a day. They can provide any food service we would want, but we could not bring in any significant amount of food for the hospitality room or meals. She did say we can get special permission for food items if arrangements are made in advance. Hotel rooms would be reduced to \$89 per night for those making advanced reservations. Banquet room would be free based on food purchased from them, buffet or sit-down meal. We sampled the food in their buffet restaurant at lunch and found it quite good (with a wide selection) even though Joan said the cheesecake was not the best she has had. Overall we were well impressed. And, one of our mem-

bers, Bob LeCoque, has given us a good recommendation for this facility based on the Cadillac and LaSalle Club holding their national driving tour from there last year. He also gave me the write-up for the Mt. Rainier tour that their club drove from the Emerald Queen. That sure would make the tour easy.

Don Andersen

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### Holiday Inn –Everett

*A letter to Mary West outlining details.*

Mary, thank you for your interest in Holiday Inn downtown Everett. After reviewing the new dates I am still able to offer you the pricing we discussed.

The guest rate of \$102/night +tax. The Sunday banquet will still be a Food & beverage minimum of \$1500 subject to a 20% service charge and 9.2% Washington State Sales tax with a \$150 set-up fee subject to a 20% service charge and 9.2% Washington state Sales tax. I was able to include a complimentary Hospitality suite when both attached guest room are booked by members of the group. This is a good place to socialize on your down time. We will reserve parking space in the parking lot for your swap meet on a day and time that best fits the club's needs. Guests staying the night will have access to a secured underground parking garage that is accessible with guest room passes. I have attached our banquet menu for your review. Please note that we will be coming out with a new menu in coming months. I have also attached a contract for you to share with the club. I am happy to go over details with should you have any questions. I look forward To hearing from you.



## Studebaker Fuel Injection

On the general subject of fuel induction, I have always been enamored with multiple carburation. Back in the day, I thought that an array of Webber DCOE's or Stromberg 97's, and their ilk on Indy engines were a sight to behold. I still do. Early on, I was struck by the overly simple details of carbs on Hilborn and Winfield carbs on Offy race cars. The wide open throttle mode in racing do not demand too much in the way of complexity, but were easy to understand as to basic principals of Bernoulli's Law. Carbs for street engines are much more complex.

I have been known to marvel at the absolute genius of a double-choke Webber DCOE. I share that with good company. Enzo Ferrari, when asked why he stayed with carburetors when injection was the wave of the future, replied something like "just look at them –aren't they marvelous! And so simple too!"

However, while tracking down a problem having to do with a modern injection system, I recalled that I had some insight into Studebaker's research into the subject the 1950's.

My exposure was a peripheral one (as was all my work), but I do remember one engineer asking about a direct injector proposed to be aimed at the inlet valve tulip area "Do we still need intake valves? -I thought injectors took their place" Air was still needed, I told him, injectors squirt fuel only. With fuel injection, air/fuel mixing, or carburizing, in engineering parlance, takes place in the cylinder during the intake stroke. While this is also true of carbureted engines, it is the sole form when injection is used.

Studebaker, circa 1958, was actively looking at fuel injection, and had been for awhile. They were testing several different types and makes.

I sure I'm right in remembering that all of the units tested were installed on the V8 engine only. That shouldn't surprise anyone, at the time, the "other two" engines at hand were both flat head sixes. Ever hear of a flat head with fuel injection? That's not because it can't be done, it's because there's not much point to it.

Back to the subject, some of the names that come to mind are Bendix, Lucas, Bosch and oddly enough, a company called Stone-Kamco.

We were looking at both port injection and direct cylinder injection (ergo the comment above).

The agreement with Mercedes-Benz allowed the use of any of their engineering patents and devices. M-B in 1955 had successfully raced a Formula One engine having both Desromodic valves and direct fuel injection. M-B also had in production the 220SE sedan and the 300SL sport car that used port injection. Since Mercedes had both of the major types already tested, had them in operation and available to Studebaker, so why were they testing several other types when we had, at hand, proven units with little or no cost to us? . . . a bird in hand so to speak? We tested because we could, which is a Murphy's Law corollary; "We do because we can". Actually, it made good sense engineering-wise, and gained state-of-the-art information as well.

The Bendix unit was used by American Motors a short while later, and was based on electronics, which proved to be temperamental and was quickly dropped. Farsighted by Bendix as today's units are all controlled by computers.

Conversely, both the port and direct injection types used by M-B, were entirely mechanical, and traced their roots and working style to the

Bosh diesel units successfully developed years before.

As I recall, the Lucas system was based on a high pressure electric pump and a mechanical shuttle design as the principal injection device.

All these designs used camshaft drive for correct timing of direct cylinder injection, something that port injection doesn't necessarily need.

All of them used some type of a simple, small injection spay unit (a smaller version of a garden hose-nozzle), to deliver fuel, whether in the inlet port or cylinder itself.

We all know by now what wonders of engineering the modern engine/drive train has become. Power and fuel economy surpass anything we could dream of back in that day. As a matter of fact, they surpass what the charts and graphs we used *said* was possible from any given displacement. Modern engines produce much more power on much less fuel.

The above uses up pretty much all that's left in my memory bank on the subject. There is one proviso left however.

Full disclosure: Wishing to augment a shaky recollection with anything helpful, I contacted Andrew Beckman of the Studebaker Museum, and Curator of the Archives. He answered that the Engineering Department's records did not survive. More's the pity, but I couldn't afford the cost of searching in a vain hope. *But . . .* can I now look upon my memory as perhaps historically significant? (ahem).

If proven to be in error, I can always claim, well that's the way I remember it! A variation on "That's my story and I'm sticking to it!"

*Yr Humbl Ed*

## Racing Stripes Explained

A recent on-line auto quiz set me off (again). It was an obscure line of Auto Trivia having to do with racing stripes.

The specific question was; who did the race stripes on the Cobra? The answer named a staff designer, but, what he did was decide where to put them on the car, how wide they'd be, etc.; not the colors themselves.

Racing Colors were originally assigned (circa 1910), by an international committee to avoid duplication amongst open wheel race cars from different nations. A primary color for the body of the car, and a secondary for the chassis. They became the historic colors of each nation involved in racing, notably European.

Germany: Silver body with Black chassis. France: Light Blue/ White; Britain: Dark Green /Yellow; Italy: Red/White. USA: White /Dark Blue.

As race car bodies became more enclosed, and the chassis no longer shown, body color became primary and strips the secondary color.

This arrangement morphed into sport cars, where a reversal of the two was allowed. When the body was the secondary color, the primary color became the stripe.

If Studebaker ever raced their cars internationally, they would be White with a blue chassis, or later, White with blue stripes; or, the reverse, blue with white stripes.

And there you have it, sport fans, something you've always wondered about, something that perhaps kept you up at night wondering about.

The history and rationale of Racing stripes. Well, the short version anyway.

*Up Humbl Ed*

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### The Overworked Champion

Even a casual glance at automobile specifications can bring to light some idea of how a given model will perform. After all, the recipe for a hot rod can be: "stuff a big engine into a small car". We've all seen some good examples of that I know. Why I've seen a Chevy V8 stuffed into a frog-eye Sprite . . .but that's another story.

The base idea is power to weight ratio, with some common sense issues having to do with overall vehicle "balance", and space allotment when it comes to family cars.

That is; we shouldn't compare an MG roadster to a Pontiac Chieftain four door regardless of any similar power to weight ratio.

I have long been of the opinion that Studebaker extended the beloved little Champion engine into way too many models it didn't fit.

The half ton pickup is probably the best example. Even if it was called upon for light haul duty, it struggled. A larger case is how it continued to be the low price leader, while the curb weight kept rising, while displacement did not. As the price leader, it was often the public's introduction to Studebaker.

By way of comparison, the 1939 introductory model's published weight is 2,330 pounds, horsepower at 78, for a power to weight ratio of 29:1. Not exactly a sport car ratio,

but it had decent performance and was a car that was priced right and sold well.

Slowly the power/weight ratio crept up, and up. By the 1954 model year, Champion Wagons were listed at 2,950 pounds, horsepower at 85, for a ratio of near 35:1.

The Champion had gone from sprightly to pudgy.

Starting with the 1947 models, it had gone from a completely separate model, designed from the first blank sheet of paper in 1935 to be a smaller, lighter car, to simply the "lighter" of the two models offered.

By 1951, and the introduction of the 120 HP V8, the Commander made a huge leap in performance, and an even bigger leap in *potential*, or future, performance. The Champion continued to push around the same basic package, with no possibility of more.

The fact that it was a good basic design was best shown by the OHV conversion. In the compact and lighter Lark models, 2,660 lb @ 112 HP=24:1, it was again sprightly.

It was too little and too late.

I count myself as a fan of this engine, and count, as a benefit to a collector, the fact that the engine had so few iterations in its long lifetime that parts are easy to find and it is both economical and DIY possible to overhaul. The last two full rebuild and overhauls I have done were a flat head and an OHV Champion. Both gave long and dependable miles of good performance, both before and after the overhaul.

*Up Humbl Ed*

## TECH TIP

### Clutch Covers

There was a time, if you needed a rebuilt clutch pressure plate, that you could readily buy a rebuilt part from a re-manufacturer, or have one locally rebuilt. Now, clutch rebuilders have almost disappeared. The replacement market today is small Asian cars, and the former rebuilders now import containers full of new China built clutch assemblies, and most no longer do any rebuilding.

If you needed a clutch for, say, a '55 to '64 Studebaker V-8 car, you would only find a 10 - 1/2" assembly available - since it happens to fit MoPars, AMC cars, Jeeps, etc. It, however is rated around 2200 lbs.

In my younger days, it was a bragging point regarding your clutch rating. I had a '57 Silver Hawk in which I installed a beefed-up 2900 lb. clutch. Of course, this made my left leg tired waiting for stop lights, and required occasional replacement of clutch linkage pieces. However, no more heavy duty clutches for me!

Note the following listing for Studebaker clutches from a 1983 Rayloc catalog.

CA 1371: 10", 1575 lbs. '55 - '56 Commander

CA 1555: 10", 1710 lbs. '57 - '58 Commander, '59 - '64 V-8 Lark

CA 1614: 10-1/8" 1545 lbs. '63 Avanti 3 speed, '63 - '64 Hawk 3 and 4 speed

CA 1505: 10-1/4" 1860 lbs. '61 - '62 Hawk 4 speed, '63 Avanti 4 speed

CA 1354: 10-1/4" 1800 lbs. '56 - '58

President, Silver Hawk, '60 Hawk

CA 1658: 10-1/2" 1830 lbs. '64 Avanti

CA 1506: 10-1/2" 2055 lbs. '63 Avanti 4 speed

Fortunately, in Portland - Ott's Friction Supply can still rebuild clutch pressure plates. They have limited cores, so you may have to supply yours to be rebuilt. Pick a suitable pound rating and don't be tempted to make it "Heavy Duty." Unless you are drag racing or always pulling a trailer, you don't need a heavy clutch.

And - save those Studebaker clutch cores!

*Thanks once again to Jerry Blount & 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](tel:425-822-9716).

My **1967 Avanti II** is for sale. I am asking \$7,500 or best offer. I drove it to Centralia and parked it over ten years ago and it has not been run in many years. It needs brake work, exhaust, and probably a tune up to get back on the road. I'm attaching a copy of the original pricing for this car. Don Kelstrom

**1962 Lark Daytona hardtop** - as originally equipped - 289 V-8, 4 barrel carb, dual exhaust, 4 speed transmission, 3.31 Twin Traction rear end. Ermine white with blue bucket seat interior. Purchased by me in 2005 - since then has had new: exhaust system, shocks, Dunlop whitewalls, total brake system, hoses, water pump, fuel pump, distributor rebuild, heater blower motor replaced, etc. Added power brakes using all correct parts including rebuilt booster. Seats redone in blue vinyl in 2006 in correct color, texture and pleat style. Very nice bumpers. Runs and drives fine but engine smokes some. (Valve seals were replaced.) Rust in rocker panels and trunk floor corner, and headliner needs replacing. \$3750.00 Jerry Blount 503-658-6914 Damascus, OR

**1963 Cruiser - 289 V-8**, 2 barrel carb, automatic transmission, power disc brakes. Front brakes rebuilt including 4 new caliper assemblies. Near new Kumho Solus KR-21 whitewall tires. Color is Rose

Mist, although it has been repainted and some areas are peeling, showing original Rose Mist. All 4 doors have new window channeling, including window regulator cleaning and lubrication. Rebuilt alternator and distributor. New water pump, fuel pump, muffler & tail pipe, hoses, etc. Seats and carpets have been re-done and look good. Straight body - all panels fit well. Slight rust in lower front fenders but the car is generally quite free of rust. \$3750.00 Jerry Blount 503-658-6914 Damascus, OR

**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 -[dkelstrom@juno.com](mailto:dkelstrom@juno.com)

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

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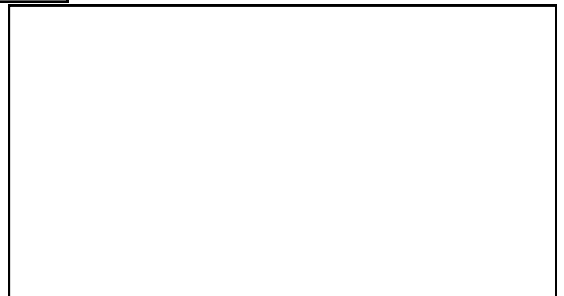
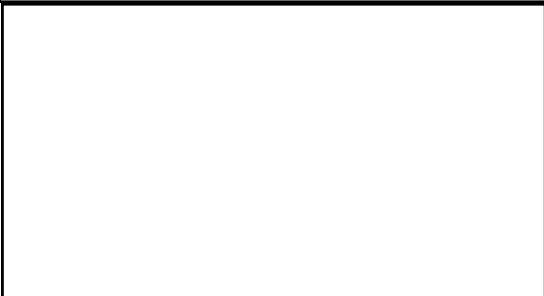
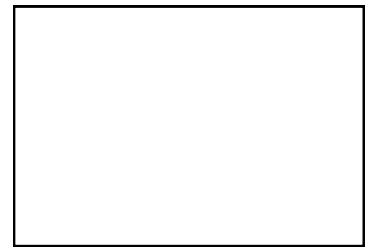
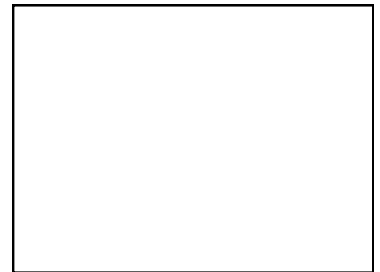
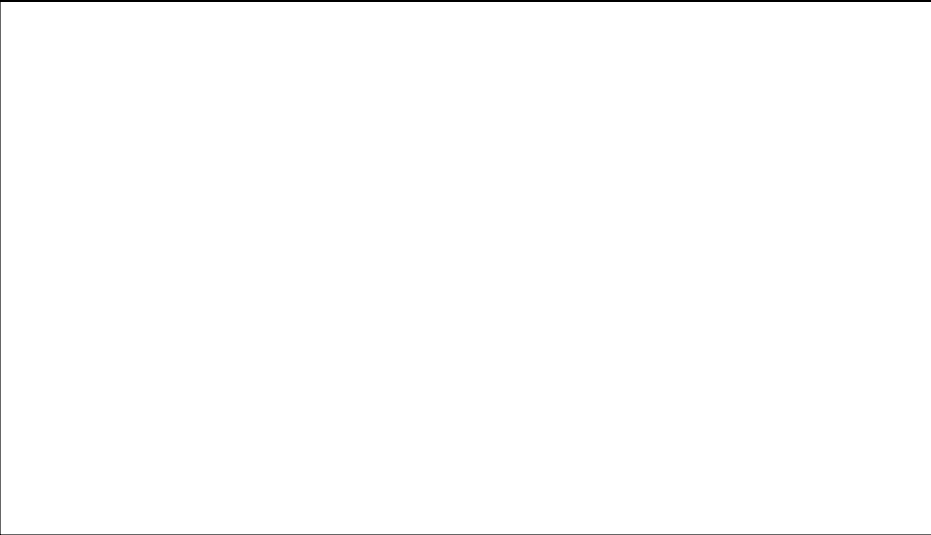
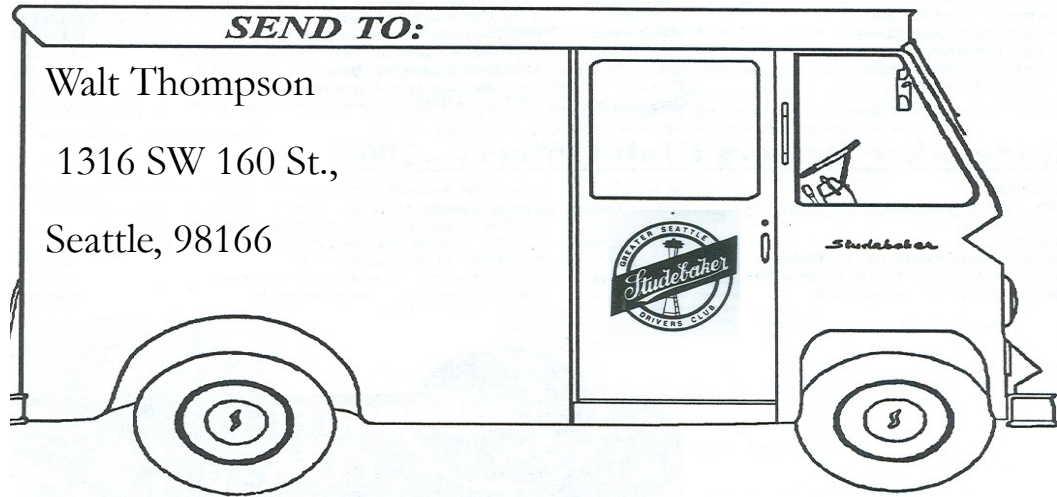
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W.C. SCHIFFER, Editor  
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# THE WASHINGTON

# President



Don Kelstrom's Magnificent 1933 Studebaker Roadster. The Editor's request for pictures was so overwhelming I couldn't decide . . .so I used all five of them. Enjoy