

# President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 45 NUMBER 12

## Steering Column



Here we are to the changing of the guard. Greta Justad has been elected President for 2015. She did an excellent job when she was President before and I am certain she will again. I hope everyone will rally behind her to keep our Club going in grand fashion.

I will miss doing this column each month. It gave me a chance to give my opinion and to my surprise no one objected to my prattle. In writing these articles, I have come to realize that I am a "refurbisher" of old cars rather than a restorer. I get them ready for a restorer to take them to a higher level. Therefore, it is important to me to not do anything that changes the original design. Or at least anything that can't be changed back with little effort.

But, it is not the minor changes (for safety) that I make that makes

me a refurbisher; it is the level to which I do the work. I'm not a perfectionist, but do like to do as much as I can with my own little fingers and in my shop. That means that I can show my amateur status if you look at my painting, etc. I like it that way and will continue that same way. It makes me happy, thank you.

The last update on my '37 President is that it now has functioning brakes. Fuel system is next and then body work. In fact, I have started the body work as part of the fuel system update. I found that I had to remove the right rear fender in order to remove the gas tank. The gas fill pipe would not come out with that fender in place. Probably could have cut the fill pipe, but needed to remove the fender to make repairs. So, went ahead and removed it and then was able to turn the tank enough to get the fill pipe out from between the body and frame. Great fun!

Thank you Bill Schiffer for a very informative presentation at the November meeting. We had a good turn out that may have been because of your presentation. Also, at that meeting I asked how many would want the Seattle Chapter to sponsor an International Studebaker meet in 2018. There was little interest in

that, but greater interest in being a part of such a meet with other chapters. I relayed that back to James Bell as he was the one who made the original inquiry.

Lastly, I want to thank everyone who helped the Club during the time I have been your President. And, all those who helped with the 2014 Overdrive. It was a great show because of your work. The Overdrive workers and other workers are largely the same people, of course. So, Thank You to Kim and Julia, Mark (miss you), Bill & Iris, Eric, Helen and Donovan, Don K., Greta and Odd (couldn't have done the Overdrive without you), Bill H. (very good tour at Overdrive), Mary West (we probably wouldn't have a Club now without your tireless work) and if I missed anyone, I apologize.

A Special thank you to Bill Schiffer for our award winning newsletter. Bill puts a lot of effort into the newsletter and the end product is exceptional.

The Studebaker Drivers Club is a great club! Wonderful people and lots of Stude knowledge. Thanks for letting me be your President. See you at the Christmas party. *God Bless, Dan Andersen*

*Merry Christmas 2014...*

# Studebaker & Avanti - All Chapters

## "Jimmy Mac's Roadhouse Christmas Party"

December 14th at 2pm – Please Respond by December 6th

34902 Pacific Highway, Federal Way, WA 98003 - Phone (253) 874-6000

Contact Bob Bryant for questions - Call 253-742-6503 or email rbryant1942@hotmail.com

Menu – Choose One - \$20 per person -  
 Deserts Will Be Provided

- \_\_\_\_\_ 6 ounce Top Sirloin w/1 side
- \_\_\_\_\_ Cactus Creek Crab cakes (2) w/1 side
- \_\_\_\_\_ Campfire Chicken w/1 side

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NOTE THE FREE DESSERT!!  
 Not too late!-don't be a party poop!

SDC INTERNATIONALS	
<b>August 16-22, 2015</b>	51st SDC International, Sheraton Heights (St. Louis), Mo. Gateway Chapter, Hosts. Sheraton Westport Hotel Meet Center
<b>June 26-July 2nd 2016</b>	52nd SDC International -Warwick, Rhode Island
<b>June 18-24 2017</b>	53rd SDC International -South Bend, Indiana

### About Our November Meeting

We managed to gather together a few more than the Usual Suspects.

I thought the setting was nice, the food good, and the promised talk of things Studebaker was so-so. That said, it was a worthwhile meeting and a couple of good things got done along the way.

It turns out that Don Andersen is not the "President for Life" that many hoped he'd be (saves actually having elections and all that don't cha know) because . . .well . . . he resigned!

The usual suspects in the room managed to recover however, and did ourselves proud. We elected us a new President *and* a new Vice President! Also, a few of us Usual Suspects will

stay on as well. Eric Larson agreed to continue as Treasurer, Walt remains the go-to Parts Guy, Donovan Albrecht wasn't there and so elected *in absentia* at his present post. Via e-mail Tom Noller agreed to be our Web Master again. Nobody asked if Yrs Trly wanted to stay on as Editor, (-talk about a fill in the for life!) I may have overcooked it by automatically shooting my hand up at every election, every year. Deal with it.

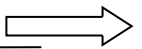
Here I'll give a shout out to our soon to be Past Prez Don Andersen. I would like to submit his name to be our very first President Emeritus. I plan to do that soon . . . sometime real soon. It's a title I believe he's earned. Salute! -Good job Don.

### An International –In Seattle?

At our November meeting, it was heartening, to this old soul anyway, to hear that someone is willing to take the lead in bringing the 54th SDC International to Seattle in 2018.

To tell the truth, when I first heard the words "Seattle Chapter" and "International" in the same sentence, I swallowed hard. Our Overdrive experience came to mind While I believe it was a very successful event at every level, there was no denying that there were a precious few (the usual suspects) doing the heavy lifting. With that in mind I was dubious of our (this Chapter's) ability to pull off what was needed to do an SDC International.

Here I should say that I *like* the



## SECRETARY'S SCRABBLES

The weatherman couldn't have planned it any better for our Studebaker get together at the Panera Bread Restaurant in Redmond on the fifteenth of November. The weather was good enough in fact that Alan Basile drove his beautiful "new" blue 1964 Avanti for all of us to drool over. The car had just arrived from New England, New Hampshire, I believe, and was the culmination of a very lengthy search to find a car exactly like the one he had owned many years ago. When he told me a year ago about what was his quest, I thought that his chances of finding a car exactly like his was a thousand to one longshot, congratulations All!

About twenty people showed up for our election meeting, but with something very special added, our editor Bill Schiffer discussed his years of service working for Studebaker from the late forties through 1957. The many things that Bill experienced about the working environment, operation locations, the production process and day to day the lifelong experience of living in the Studebaker company town that was South Bend, is only remembered by a few people today. We are blessed to have Bill as our bridge to the past. The son of Studebaker employee that worked in the engine plant, Bill is

a ready resource, and a constant reminder that it wasn't really so long ago that the last

surviving independent car manufacturer in the US was Studebaker. Thanks Bill for all that you do for all of us!

The election part of the meeting went smoothly as Greta Justad kindly volunteered to take the Presidency for the next year. Don Andersen, our lame duck President, had served for at least the last five years, and was more than ready to ride off into the sunset. Thank you Don for all that you have done. Your steadying influence helped to keep us focused, the club simply wouldn't have been able to achieve what we did without you!

Mary West has served as our Vice President for the last five years has been our guiding light. Her attention to detail is like nobody else that I know. She has simply been the reason that everything has worked during her two long stints as VP, but she has been much more, she is the real essence of the club. We all have within us the energy to sustain the needed activity of the group, but without the spark there is nothing, Mary has been that spark. Thank you Mary, you are one of a kind! Bob Bryant eagerly to the job of VP, he has served in a like capacity previously. The best of luck to Bob, he has some big shoes to fill, but his dedication and energy are obvious.

Eric Larson graciously agreed to con-

tinue to serve as Treasurer. He then gave the Treasurer's report. Thanks to the NW Overdrive, that we hosted in May, we have about three thousand dollars in the club's coffers. Although the enjoyment that the event garnered was the most important part of the event, it's still nice to know that there was a positive bottom line to all the had work that went into it.

Without a willing volunteer, I agreed to continue as your constantly humbled scribe for another year. So read it and weep, because it doesn't get any better than this, but I just hope that it doesn't get any worse!

Bill Schiffer will continue with his newsletter. As a matter of fact I don't think that anyone asked whether he was will to continue as Editor. I guess that we just recognize the newsletter as his so there was no reason to ask if he wanted out. By the way I think that I forgot to mention that Bill's President newsletter grabbed another award in it's ascribed class which was awarded at the national meet in Dover. This time a third place. All that I could think of when I saw the third place award, was that must be two great newsletters out there to place in front of his. Congratulations Bill!

*Yr. Consatly Humbled Scribe  
Bill Hallett*

idea of an International in Seattle, it is exciting to think about showing our fair city to a host of folks who share our passion for Studebaker.

Lou Cote quickly spoke up as being willing and eager to lead a group to explore the idea. This was followed just as quickly by Alan Baisle, Randy Riddle, Bill Hallett, et al (there were others) as being willing to join the effort to explore the idea with an eye toward actually doing the deed! In fact, there was more enthusiasm for

the idea than I originally thought possible.

I am happy to note that in Lou and Alan we have the interest of the Avanti Club in the project, and that signals a blessed co-operation between sectors of the Puget Sound Studebaker world. A cooperative effort between the clubs is to be explored by the committee. We voted to accept the offer and will report to Zone Coordinator Jim Bell that we're thinkin' about it! I now believe an Internation-

al in 2018 is quite doable.

Bravo and Right on Lou, Alan et al!

### Getting Gassed

I continue to believe that, long term, the old car hobby will need an alternate fuel to keep older gasoline engines working and on the road.

I have previously hailed conversion to compressed natural gas (CNG) as the most viable and easily made conversion, with decades of CNG conversions of gasoline engines, so the hard-



ware is proven.

This fuel has the additional advantage of being cleaner burning that is kinder to engine internals, needing less maintenance and longer mileage between overhauls.

There is recent good news on this front. There are now two manufacturers offering 2015 models with engines set-up to use CNG, and a third set to offer a model with an easy conversion to that fuel. The good news here is that, with more CNG vehicles on the road, there will be more places to fill up available. By the time this fuel is the single best option for the old car hobby, there should be adequate places to find it.

Given that "proper gasoline" for our older engines is getting hard to find, and in the future will probably get even harder, a conversion to CNG may be a smart move.

### A Drone with a Back-Up

Kinda-sorta related to the above is the news that Mercedes-Benz, you may recall them -they were a former Studebaker partner? Well, they have decided that they are going to leave the steering wheel and brake pedals in their version of the driverless automobile. They have been using the technology in a "drone" truck in the neighborhood, complete with a driver behind the wheel. This in contrast to the Google version of a car without the usual controls for real person operators. The news kinda-sorta warms the cockles of my heart. Actual driving a car may become lost to the point that when we drive our Stude's down the street, we can do it hands-off since everybody else will be equipped with avoidance devices.

### Some Random Thoughts

At our meeting it was reported that the local AMC Rambler club was probably disbanding due to lack of anyone willing to lead and low attendance. Even though we have some similar woe's, we are in better

shape than that, thanks to the Usual Suspects.

Then there is the news that AMC Rambler will no longer have a National Meet, ever. While the SDC is holding yearly Meets, they are attended by declining numbers.

In an allied piece (Hemmings Classic Car #124), Pat Foster first speaks to a national trend declining auto show attendance, then tells of a large; 700 car, 7,000 attendee AMC gathering in Kenosha, Wisconsin, AMC's home town.

What does all this mean for us? Our chapter membership is down, as are other locals and the SDC overall, per the snapshot report in the August 2014 Turning Wheels. It's not a time to panic just yet.

In taking the Snapshot and digesting the info, we at least have an early heads-up.

Foster tells how the City of Kenosha did it. Make it extra special; Make it interesting; Make it inexpensive; Get the City on Board; Keep it friendly.

We have all of those items in our Internationals. The parallels between Kenosha and South Bend are remarkable. SDC and South Bend are stronger, thanks principally to the National Museum. We do lack the Get the city on board.

The SDC does hold International Meets in South Bend, but it doesn't appear the dates are set in stone. Kenosha's "Every three or four years" would seem to me as appropriate to hold a regular International there, hosted by the City; in partnership with the SDC, partnered with the Studebaker National Museum.

There is no doubt in my mind that South Bend is special to the Studebaker community world wide At Internationals there I have met folks from Australia, Sweden, South Africa, Belgium and other

places too numerous. Them mostly tell when I ask that they come to South Bend -because it *is* South Bend. That's very good for this native son to hear.

With a four year South Bend anchor, a rotating calendar with geographical areas; East, West and Central could be set.

We have a very good thing going for us that AMC apparently didn't have, a strong and numerous base. All we need do is use it before we lose it.

*Up Humbl Ed*

**Ah, the good old days before Political Correctness!**

WHAT A GREAT AD! TIMES HAVE CHANGED!

A 1960's Ad for WD40 - just what every man needs



### Studebaker Civil War Artillery Vehicles .

I have been of the opinion that the Limber and Caisson used for the funeral parade of dignitaries, such as Presidents, are, or most probably *could* be, built by Studebaker.

My reasoning; Of all the suppliers of Gun Carriages, and the attendant Limber and Caisson during the Civil War, Studebaker was by most accounts, the largest. At best, it is an educated guess, all such gear were built to Army specifications, and so all look alike, and, as far as I can find, no makers identification was used.

That said, there are many references, by both North and South, to Studebaker wagons in Civil War literature.

Artillery gear are built as three, two-wheeled vehicles; the gun carriage, the limber, and the caisson. Caissons are used to carry the shot and ammunition needed. One Caisson per battery is also fitted with the equipment needed to make a blacksmith forge.

In Civil War service, they called for a two or four horse limber length. Six wheels are needed for a full unit.

Prior to the time of their Civil war contract, Henry and Clem demonstrated an ability to not only to build Army Wagons, but build them quickly. As a subcontractor in 1857, the brothers delivered 100 Army wagons in 90 days. This contract had necessitated building a lumber drying kiln, several forges and additional sheds and work facilities. The most important thing this experience had rendered was the proven ability to build wagons, especially the wheels, at a quick rate.

By the time J.M. came back from the gold fields in 1858, they were experienced Army wagon builders. They had a facility for making more than just one wagon at a time. They had mastered serial production, and had a small factory, and 14 workmen besides themselves.

In 1862 they signed a large Civil War contract for freight wagons and ambulances. Now the Studebaker Brothers Company, they would also supply gun carriages, limbers and caissons for that war. By the war's end, they would claim to be the largest manufacturers of wheeled vehicles in the world.

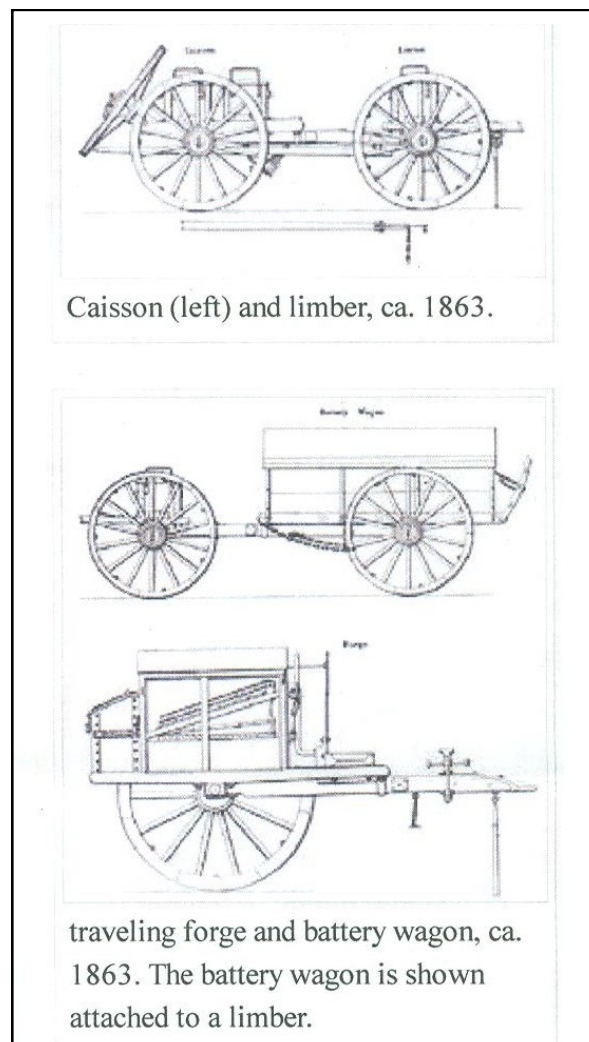
Shown at upper right is the two-vehicle combination that consists of the Limber, plus the Caisson (shown with a Continental type spare). In the middle is full box Caisson as used by an artillery battery.

At Arlington National Cemetery, Caisson, Limber, four horse rig, mounted riders and walking Guard are used. The Caisson bears the coffin. Other Armies, notably the British, use the Gun Carriage as a bier and omit the Caisson.



A special Army unit, The Old Guard Caisson Platoon, shown here, performs this duty nearly every day. I have written to them to determine if there are any means to know who manufactured the limber and caisson they use. I have not yet had a reply, but I shall continue to believe that it was built by Studebaker. Of course I am hoping their reply is a confirmation.

*Yr. Humbl Ed*



Caisson (left) and limber, ca. 1863.

traveling forge and battery wagon, ca. 1863. The battery wagon is shown attached to a limber.



## TECH TIP

### Crank Seals

Front crankshaft seals used in Studebaker engines are a felt seal that has been used for many years. If you are familiar with the Studebaker part number system, you know this to be a very old number. In fact, earlier applications for this same number are various Rockne, Dictator, Coupe Express, Commander 6, Commander & President 8, etc.

The felt seal works in combination with a hub that has oil return grooves incorporated. The felt can get worn to the point of not being an effective seal, but before we condemn the basic design we need to recognize the seal may be 50 or more years old!

A major manufacturer of automotive aftermarket gaskets and seals is Fel-Pro. (Felt Products). In my High School years-some time ago-I worked in the local Fel-Pro warehouse, so I knew their product line

well. Over my many years of Studebaker ownership, I have replaced several front seals using Fel-Pro products exclusively.

The Studebaker Shop Manual instructs you to not remove the steel retainer that is attached to the inside of the timing cover with 4 screws, but to work the new felt seal into the groove. The felt seal that has always been supplied with the Fel-Pro Timing Cover is about 1/2 inch thick. The width of the groove in which it is to be installed is about 1/4 inch. Believe me, it is impossible to install without removing the seal retainer in spite of the instructions not to. I would soak the felt seal in oil and compress it to thin it some. Then, I would carefully install the seal and retainer and evenly tighten the 4 screws. I have done this procedure many times and the results were always good.

There is a Studebaker parts wholesaler that I have done business with for many years, and he and I will have technical discussions. One of

his customers sent him a #167156 felt seal in original Studebaker packaging. The customer asked why the factory Studebaker seal was 1/4 inch thick, and the one supplied by Fel-Pro for many decades was 1/2 inch thick. Good Question!

My wholesaler had conversations with Fel-Pro about this –and guess what? Fifty some years after the last Studebaker was assembled, Fel-Pro is now supplying a 1/4 inch thick felt seal in their timing cover sets.

Studebaker timing seal trivia. . . the '39-'64 Champion 6 uses a different felt seat #197591. This very same part number is used as a rear wheel outer seal on '38-'50 cars, except Champion, and '41 and later 1/2-ton trucks.

*Once again our thanks to Jerry Blount for his 'bout Studebakers Column in Northwest Newsletter, Bob Williams Editor.*



Jerry Blount

## STUDE STUFF FOR SALE

### CARS FOR SALE

**Gold 1963 Avanti R2** for sale for \$17,000 or best offer. It is in nice condition with rebuilt supercharger, new upholstery and newer paint. The steering column was converted to a Chevrolet tilt column. I would consider partial trade in of a Studebaker Station Wagon with V-8 and automatic. We are starting restoration of my 1967 Avanti II which I have owned for over 40 years and I only need one Avanti. Don Kelstrom  
[dlkelstrom@aol.com](mailto:dlkelstrom@aol.com) 425-686-2931

### PARTS

1 – left front fiberglass fender- fits GT Hawk, new  
1 – Right front fiberglass fender- fits GT Hawk, new  
\$550 for the pair -As is, where is: No reasonable offer refused! Come and get them!

Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248. Email: [briankcurtis@yahoo.com](mailto:briankcurtis@yahoo.com)

### And More Parts

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'53-'55 C/K Radiator HD-4 row #200  
'49-'54 C-Cab Hood \$100  
'49-'53 C-Cab Grill \$75  
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R2 Heads \$300  
37 Coupe Express Trans. \$150  
'54 Champion 3 spd/OD Tran \$50  
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**National Studebaker Drivers Club: [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)**  
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**Studebaker Vendors: <http://www.studebakervendors.com>**  
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**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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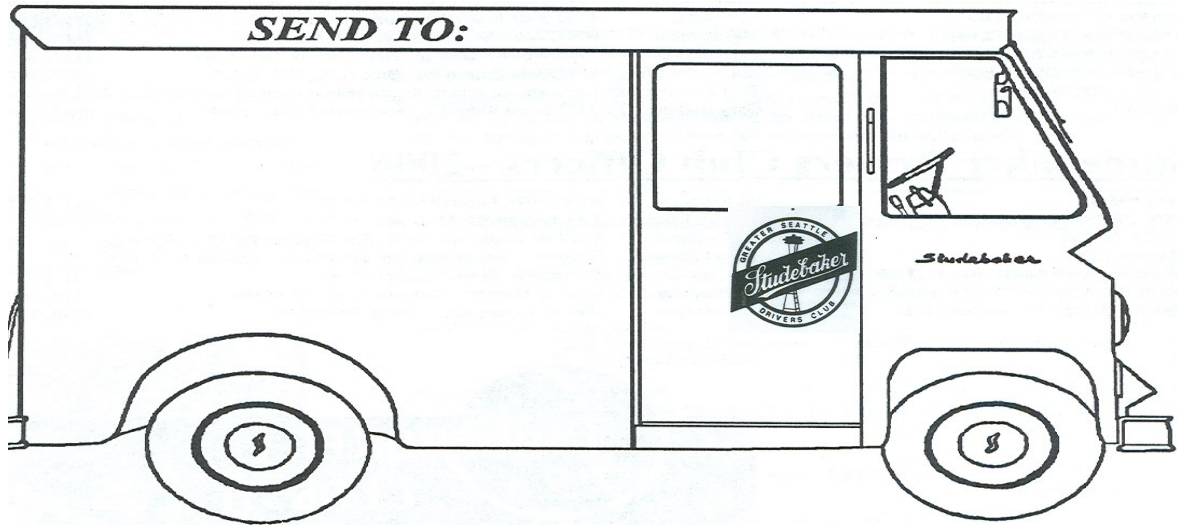
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3 \_\_\_\_\_ 4. \_\_\_\_\_

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## THE WASHINGTON

# President



Ann Potter Photo

A friend who knows I like anything that is Studebaker found this at the Arizona State Museum in Tucson –A Studebaker Chuck Wagon.

I would date it somewhere after the Civil war –late 1800's or so. This makes it the oldest verified Studebaker to ever grace these pages. If I can't authenticate those Civil War Caissons, that is.

Since form follows function –she is Beautiful isn't she?



