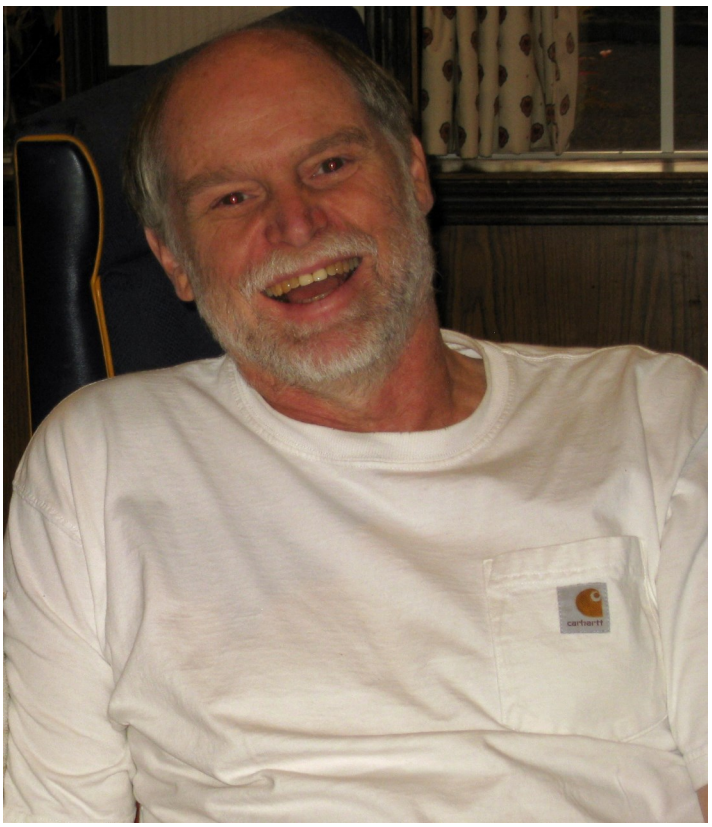
The Washington President

July 2019

Greater Seattle Chapter SDC Founded in 1969

Volume 49 Number 7

The President's *STEERING COLUMN*



We would like to thank Kathy and Kenny Durkee for hosting the meeting.
There were a lot of nice cars that showed up . Kenny picked up a nice 61 full size model Hawk. Everything is there except the instructions for how to put it together.

The Whatcom County SDC is looking for volunteers for the Pacific Can Am Zone Meet. I am sure Odd knows who to contact in case somebody is interested.

For the treasurer report, Greta said that we have some extra funds to donate to a good cause. I suggested that we give it to Northwest Harvest King 5 food drive. We could get the other clubs involved and show up at the food drive with our great cars and hand them a check. . This would give us some free TV Promo

Your President, Jerry Walker

Durkee's latest project

Gary Finch just sent me an interesting story from 1949 about the Commander Engine. This story starts on page 4. .Due to the length of this story, I am excluding my little '51 story in this edi-

JULY GSC MEETING

Is The 2019 Pacific Can Am Zone Meet in Bellingham WA July 5-7th

For details see pages 13 and 14.

2019 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Jul	5-7	Can Am	Bellingham		
Aug	3	All Chapter Picnic	Mud Mountain Dam		
Sep	15	Barbeque 1pm			Hoebelheinrich
Oct	13	Fall Tour		2 pm	Don Albrecht
Nov	9	Election Meeting	At Berry's	1 pm	
Dec		Christmas Party			NPS hosting

Internationals

September 11-14, 2019	**55th SDC International**	**Mansfield, OH**
August 5-8, 2020 ,	**56th SDC International**	**Chattanooga, Tenn.**

SECRETARY'S SCRIBBLES

The June outing was at the Durkee's and it was a beautiful day for a picnic! Kenny and Kathy have a perfect place for a picnic and also a Studebaker car show in their well-groomed pasture. There were about 16 Studebakers, many of which are Kenny's. There were about 20 people in attendance, so we had lots of car (and other) talk as well as good food. It was noted that the end of the 2019 Great Race will be at LeMay in Tacoma the end of June. There will also be a stop at the other LeMay in Parkland/Spanaway. We had an official meeting conducted by Jerry, our president. Greta, our treasurer, reported that we do have some money in the treasury. There was discussion of possibly donating money to a worthy cause. Jerry suggested Northwest Harvest and near Christmas. He also suggested a caravan of Studebakers to deliver the donation. Our July get-together will be the CAN-AM in Bellingham on July 5 to 7.

God Bless,
Don Andersen, Secretary

From our June Picnic at Durkee's

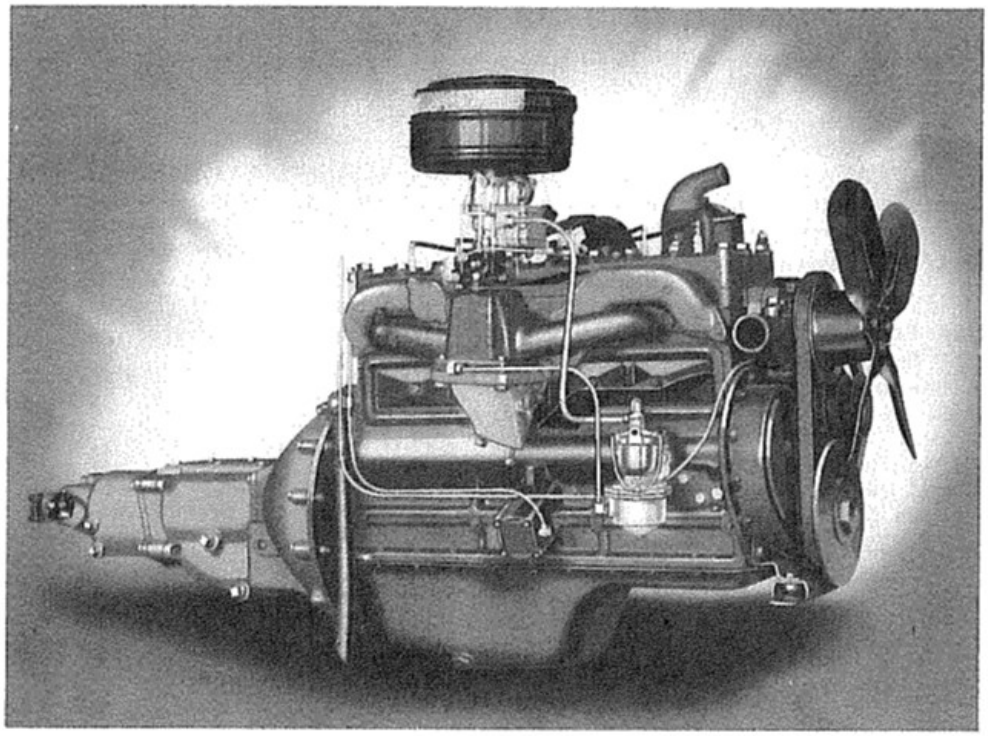
TRI-TOWER FACT SERVICE

PUBLISHED BY

THE STUDEBAKER CORPORATION · South Bend, Ind.

Vol. 5 JULY, 1949 No. 9

Commander or Pontiac 6?



DEVELOPING FULL 100 H. P. this great engine is the secret of Commander performance and the dependability of its power. Lightweight aluminum pistons and floating oil intake are typical of dozens of refinements that have a part in its high performance and long life. The combined fuel and vacuum booster pump (for unfailing operation of windshield wipers) and the replaceable cartridge oil filter are standard equipment.

A comparison of the Studebaker Commander with the Pontiac is typical of those cases where a price comparison falls far short of giving the basis for sound judgment of the relative values of the two cars.

Specific Extra Value

In the first place, comparing the lowest priced models of the two cars, at the factory delivered prices — the Pontiac Streamliner Six 4-door sedan ($1740) and the Commander Six deluxe 4-door sedan ($2019) — a cash value is easily established on some of the extra equipment which is *standard* on the Commander, but obtainable only at specified *extra cost* on the Pontiac:

	Pontiac's extra charge	Commander
Foam rubber seat cushions	$17.95	Standard
Vacuum booster pump, to insure continuous windshield wiper action	7.80	Standard
Hill-holder (called No-Rol by Pontiac)	17.20	Standard
Automatic glove box light	2.80	Standard
Automatic trunk light	2.00	Standard

The total extra cost of these five items that

are *standard* on the Commander is $47.75 on the Pontiac Streamliner.

There is also a specific $7.25 saving in one of the more essential accessories: Studebaker's superior Climatizer heater and defroster is priced at $61.00; and the Pontiac heater and defroster is $68.25. Both heaters are under-the-front-seat installations.

An additional item that is *standard* equipment on the Commander, but not offered at all by Pontiac is the cartridge-type oil filter. Assuming that the charge would be the same as has been established by Studebaker for putting an oil filter on the Champion, the extra value of this Commander standard equipment is $12.55.

A reasonable estimate of the extra value of the Commander's Select-O-Seat front cushions is about $10.

All together these items of visible, tangible extras add up to a total value of $70.30 in *standard* equipment on Commanders, which — if available at all on a Pontiac — may be obtained only by spending an *additional* $70.30.

Extra Value in Design

Putting a "dollar price" on various differences in engineering design of details common to both cars is hardly possible, but there are a number of points of superiority in the Commander where any owner can see unquestionable extra *"value."*

For example, car buyers know that there is additional value of the Commander's extra 10 H.P. over the Pontiac 6. The Commander 100 H.P. engine, producing 200 pound-feet of torque, propels 3240 pounds of vehicle; while the Pontiac 90 H.P. engine, producing only 178 pound-feet of torque has to handle a 3360 pound car. (Shipping weights shown for both cars.)

(Engine torque may be an unfamiliar term to most car owners. Yet torque — or turning effort — is the real measure of the engine's ability to move the car, rather than horsepower. Commander torque exceeds Pontiac engine torque by 22 pound-feet.)

PERFORMANCE COMPARISON

	Pontiac 6 Streamliner	Commander Deluxe
Engine type — No. of cylinders	L-head — 6	L-head — 6
Bore & stroke	3-9/16" x 4"	3-5/16" x 4-3/4"
Displacement	239.2 cu. in.	245.6 cu. in.
Engine torque (Max.)	178 lb. ft.	200 lb. ft.
Horsepower (Max.) R.P.M.	90/3400	100/3400
Horsepower (taxable)	30.4	26.33
H.P. per cu. in piston displacement	.376	.407
Pistons	Iron (chrome nickel)	Aluminum (Lynite)
Piston weight	27 oz.	14.6 oz.
Compression ratio — standard	6.5 to 1	6.5 to 1
Compression ratio — optional	7.5 to 1	7.0 to 1
Automatic overdrive	Not available	$97.85 extra
Hydramatic transmission	$185.00 extra	Not available
Weight 4-door sedan (Shipping)	3360 lbs.	3240 lbs.
Weight per brake H.P.	37.33 lbs.	32.40 lbs.

Note how high Commander engine efficiency is: For each cubic inch of piston displacement, .407 H. P. is produced, compared with but .376 H.P. per cubic inch in the Pontiac.

These engineering facts translate directly into *extra satisfaction* for the Commander owner. Ample horsepower and torque provide the important *extra* safety of superior acceleration, in addition to top road performance and high hill-climbing ability. Moreover, high engine efficiency means squeezing every ounce of power from each drop of gasoline. For each 1000 pounds of car (shipping) weight, the Commander has 30.8 H.P. compared to 26.8 H.P. for the Pontiac 6.

The *light-weight pistons* used in Commander engines have much to do with acceleration, as well as with the reduction of engine bearing loads.

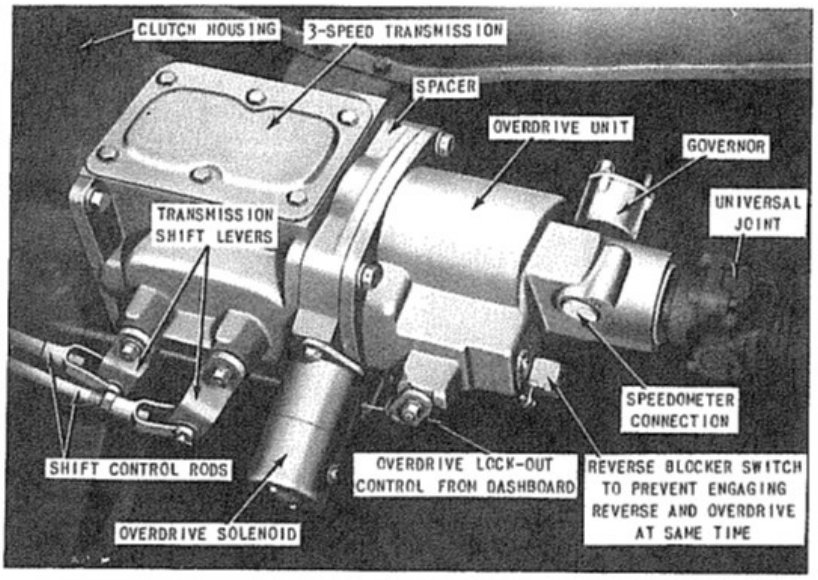
Commander license taxes are economical, too. The taxable horsepower is 26.33 — which means, in most states, the "under 30 H.P." bracket. Pontiac with 30.4 H.P. is taxed in a higher bracket. In states where car weight is a factor, Commander owners benefit with a 120-pound lower rating.

Commander Overdrive Advantages

Both Commander and Pontiac are regularly supplied with three-speed, synchromesh-type quiet transmissions, with the standard steering column shift lever.

Overdrive is available for under $100 on the Commander. With the Studebaker automatic overdrive, marked *additional* gasoline economy is gained, particularly at cruising speeds. Reduction in engine revolutions also means far *less wear and tear, and greater smoothness and quietness.*

Studebaker's overdrive is completely under the *driver's* control. It may be locked out of action when desired. A fast and powerful "passing gear" is available — automatically and instantly — simply by pressing the accelerator to the floorboard. When the need for an extra surge of power is over, a momentary accelerator release returns the overdrive to action automatically.



AUTOMATIC OVERDRIVE adds much to motoring pleasure, costs little extra. Overdrive reduces engine speed for even quieter operation, minimum wear, and decreased fuel and oil cost. The Studebaker overdrive is automatic in operation, yet always controlled by the driver.

Pontiac cars are available with the Hydramatic transmission, at nearly $200 extra. The Hydramatic transmission does not provide the gain in *fuel economy* that Commander owners get when they order their cars equipped with Studebaker's overdrive. As a matter of fact, owners of Hydramatic Pontiacs may expect to foot *higher* fuel bills, because of the slippage inherent in the Hydramatic drive.

COMFORT COMPARISON

	Pontiac 6	Studebaker Commander 6
Tires	7.10 x 15	6.50 x 15
Tire pressures — front and rear	24/24	26/22
Tire payload (*)	535 lbs.	540 lbs.
Rim width	5-1/2 inches	6 inches
Overall length	202-1/2 in.	205-7/16 in.
Overall width	75-3/4 in.	69-19/32 in.
Overall height (loaded)	63-1/4 in.	61-5/8 in.
Seat width — front	60 in.	59-1/4 in.
Seat width — rear	58-1/2 in.	58 in.
Headroom — front	36 in.	36-3/4 in.
Headroom — rear	35-1/2 in.	34-1/2 in.
Legroom — front	42-3/4 in.	40 in.
Legroom — rear	40-3/4 in.	39-1/2 in.
Distance — steering wheel to cushion	5-7/8 in.	7 in.
Foam rubber cushions	$17.95 extra	Standard
Select-O-Seat front cushions (adjustable)	Not available	Standard
Underseat heater, with defroster	$68.25	$61.00

(*) Arbitrary minimum rating established by Association of Tire and Rim Manufacturers.

Studebaker "Ride" Still Ahead

In 1946, Studebaker pioneered a revolutionary new ride, when the company introduced the now famous 1947 postwar models. The key to this ride was doing something that required the re-engineering of the whole car — i.e., by locating the entire passenger compartment between the axles. Here's what took place:

(1) Rear seat was placed nearly two feet in front of rear axle. This relocation was responsible for a *major reduction in "pitching" and jouncing* — especially noticeable in the rear seat.

(2) Central portion of frame was lowered. This contributed much to *lower the center of gravity.*

(3) The floor and seat level lowered. This placed the passengers where such roll as was left is *felt least.*

(4) The rear seat was widened. Wheel housings are no longer at the ends of the cushion. Now they're back in the trunk.

(5) Roof line lowered — for new styling and beauty.

Studebaker's postwar chassis design has been widely copied, because it is such an obvious and simple solution for the problem of ride improvement. Some call it "cradled ride" — some, the "center-poised ride" — some, the 'transluxe ride" — but the engineering fundamental employed in each case was to try to match what Studebaker had already done with *scientific weight distribution.*

SAFETY AND ROADABILITY

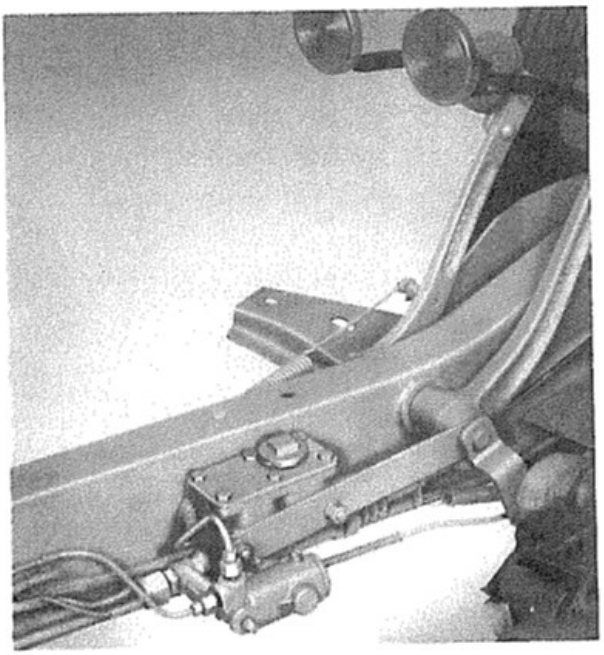
	Pontiac	Commander
Front wheel suspension	Independent coil	Independent leaf
Rear suspension	7-leaf springs	7-leaf springs
Front stabilizer	Standard	Standard
Final drive	Hotchkiss	Hotchkiss
Steering linkage	Parallelogram type	Symmetrical double parallelogram type
Steering ratio	Fixed 19:1	**Variable 17-15-17:1**
Anti-friction bearings in steering knuckles	2	**5**
Brakes	Self-energizing	**Foot regulated**
Brake adjustment	Manual	**Automatic**
Brake lining area	171 sq. in.	**178 sq. in.**
Brake load: Lbs. wgt. per sq. in. of lining	19.6	**18.2**
Brake drum rims	Spun cast iron	**Solid cast iron**
Shock absorbers	Non-adjustable, non-fillable	**Adjustable, refillable**
Windshield wiper vacuum booster pump	$7.80 extra	**Standard**
Hill-holder (NoRol)	$17.20	**Standard**
Clutch-pedal starting	Not available	**Standard**

(With clutch-pedal starting, it is impossible to start the engine unless clutch pedal is depressed — disconnecting the engine from the transmission. *Accidental starting in gear just isn't done with a Studebaker.*

It will be noticed that the above important specification details show that the Commander and Pontiac are similar in some respects in their suspensions, and in employing the Hotchkiss drive. But in other safety and comfort characteristics the Commander is importantly different.

Studebaker Brakes Self-Adjusting, Self-Centering

With the exclusive Studebaker self-adjusting brakes, owners are concerned with neither "major" nor the "minor" adjustments of the sort that must be made with conventionally-adjusted Pontiac brakes. Commander brakes "take up" automatically for each .004 inch of lining wear. Throughout the life of the lining they have the same pedal feel, because they have the same pedal travel as when the linings are new.



FOR GREATER SAFETY and more pleasant driving, Studebaker equips all Commanders with the hill-holder. An integral part of the hydraulic brake system, the hill-holder works automatically. After using the brakes to stop on an upgrade, the hill-holder keeps the brakes "on" as long as the clutch pedal is depressed. This frees the right foot — to operate the accelerator when starting again. Then as the clutch pedal is released, the brakes are released simultaneously so that no roll-back may occur.

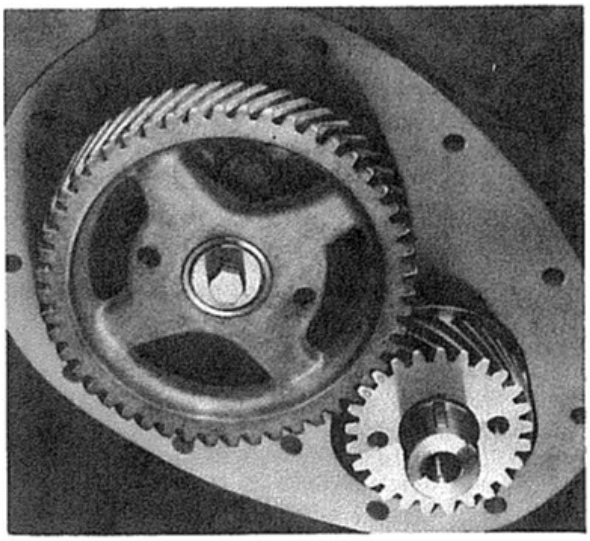
By centering brake shoes in relation to the brake drum, Studebaker's exclusive self-centering design results in uniform drum contact, hence *uniform* lining wear. The ends of the brake shoes are not pinned down, but are free to rock on the hardened steel anchor block.

Commander brakes are *foot*-regulated. Pontiac brakes are the self-energized (duo-servo) type. Principal difference is the maximum control of braking action inherent in Studebaker's foot-regulated brakes. Even under adverse conditions, such as wetness or overheating, foot-regulated brakes show little tendency to cause swerving or unequal action.

Despite the Studebaker advantage of lower car weight, Commander brakes have 178 square inches of lining, compared to 171 square inches for the Pontiac. The "brake loading factor" contributes importantly to *safety* and *long life* for linings.

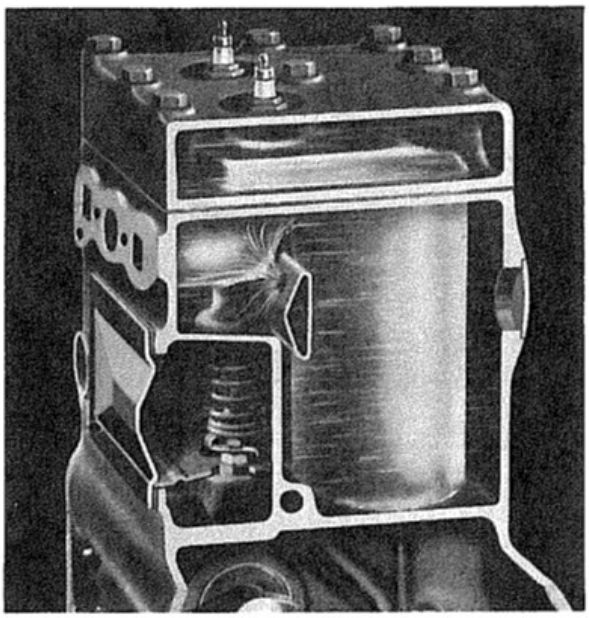
ECONOMY AND LONG LIFE

	Pontiac	Commander
Choke	Automatic	Automatic
Manifold heat control (carburetor)	Automatic	Automatic
Generator regulation	Automatic current and voltage	Automatic current and voltage
Ignition	Automatic centrifugal and vacuum control	Automatic centrifugal and vacuum control
Camshaft gear	Iron	**Non-metallic (Celeron)**
Timing drive	Chain	**Gear**
Engine lubrication	Full pressure, except to tappets	Full pressure, except to piston pins
Oil pump intake screen	Fixed	**Floating**
Oil filter	"Precipitation" type. Engine oil pan must be removed to clean filter.	**Fram heavy duty renewable cartridge type.**
Cooling system:		
Capacity	18-1/2 qts.	**13 qts.**
Bi-pass for recirculation	Standard	Standard
Chassis anti-friction bearings:		
Tapered roller	6	**10 (Timken)**
Needle roller	11	22
Ball	18	12
	35	44



SIMPLICITY AND RUGGEDNESS are characteristic of Studebaker's camshaft drive. The large gear made of celeron non-metalic insures quiet, long-lived operation. Teeth are cut helically for extra-long tooth contact. Long ago Studebaker abandoned the chain drive, with its many wearing surfaces.

Automatic controls serve two important purposes — to regulate some device so the driver won't forget; and, in most cases, to regulate engine operation *more accurately* than even highly skilled drivers can do it.



FULL-LENGTH WATER JACKETING on Studebaker engines insures excellent cylinder cooling. In addition, engine oil temperature is reduced about 50 degrees which promotes economy and lengthens engine life. Uniform valve seat cooling is provided on Commander engines by the distributor tube (triangular cross-section) which meters the flow of cooling water to all valve seats.

Both Commander and Pontiac have the automatic choke, automatic manifold heat control, automatic spark control and full generator regulation.

Full-pressure engine lubrication is used for both cars, but an important difference exists in the oil cleaning system. The Commander engine is equipped with the *floating oil screen* — which floats just under the surface out of the "bubble-zone," and above the pan bottom where dirt precipitates.

The *higher-priced* General Motors cars (Buick, Cadillac), Packard and highest priced Chrysler all use similar floating oil screens. But like Chevrolet's, Pontiac's oil screen is fixed.

Pontiac oil *cleaning* is called the "precipitation" type. In addition to the floating oil screen, Commander engines are equipped with *easily renewable* cartridge-type Fram oil filters.

ANTI-FRICTION BEARINGS— A MEASURE OF QUALITY

Pontiac uses two anti-friction bearings in the steering knuckles, compared to *five* in the Commander.

ECONOMY AND LONG LIFE

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Choke	Automatic	Automatic
Manifold heat control (carburetor)	Automatic	Automatic
Generator regulation	Automatic current and voltage	Automatic current and voltage
Ignition	Automatic centrifugal and vacuum control	Automatic centrifugal and vacuum control
Camshaft gear	Iron	**Non-metallic (Celeron)**
Timing drive	Chain	**Gear**
Engine lubrication	Full pressure, except to tappets	Full pressure, except to piston pins
Oil pump intake screen	Fixed	**Floating**
Oil filter	"Precipitation" type. Engine oil pan must be removed to clean filter.	**Fram heavy duty renewable cartridge type.**
Cooling system:		
Capacity	18-1/2 qts.	**13 qts.**
Bi-pass for recirculation	Standard	Standard
Chassis anti-friction bearings:		
Tapered roller	6	**10 (Timken)**
Needle roller	11	22
Ball	18	12
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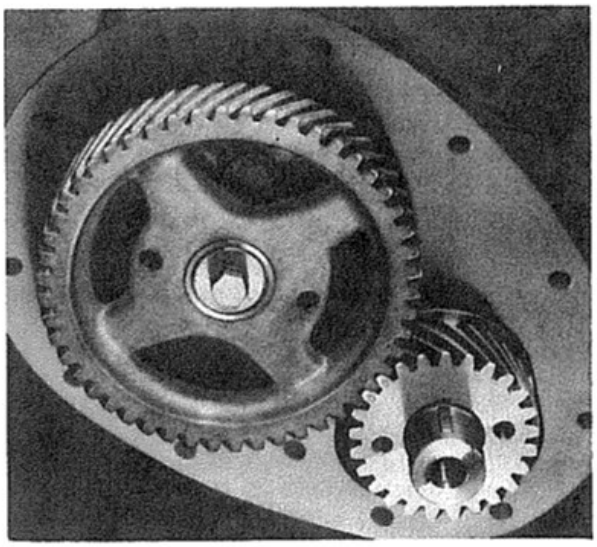

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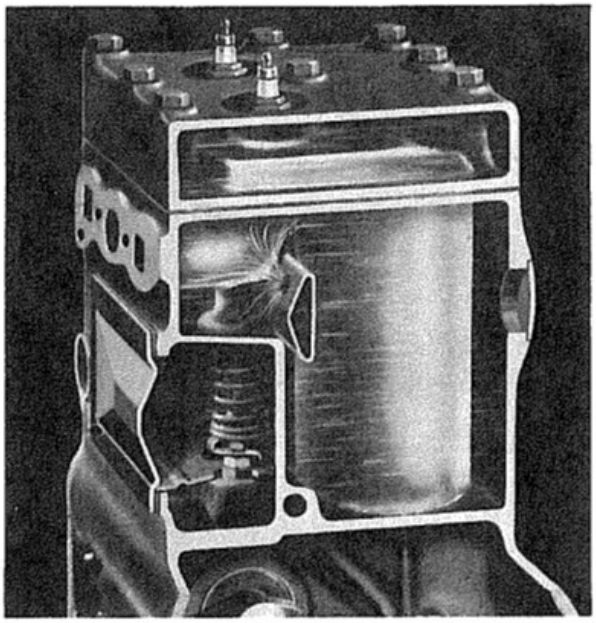

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ANTI-FRICTION BEARINGS— A MEASURE OF QUALITY

Pontiac uses two anti-friction bearings in the steering knuckles, compared to *five* in the Commander.

The *total* number of anti-friction bearings throughout the chassis — including needle roller, tapered roll and ball bearings — is a good clue to the intrinsic quality of a car. There are 44 anti-friction bearings in the Commander; 35 anti-friction bearings in the Pontiac.

Because of the small amount of fluid needed for the Commander cooling system, it requires a comparatively small amount of anti-freeze; and winter warm-up is more rapid.

STUDEBAKER'S BAKED ENAMEL FINISH is tested for thickness and evenness by body inspectors. Accurate to a ten-thousandth of an inch, this electronic gauge measures flat and curved surface finishes without marring.

"CONVENIENCE" COMPARISON

	Pontiac	Commander
Rotary door latches ..	No	**Standard**
Automatic map light ..	None	**All models**
Automatic dome light..	Standard	Standard
Counter-balanced trunk lid	Standard	Standard
Glove compartment light (automatic) ..	$2.80	**Standard**
Trunk light (automatic)	$2.00	**Standard**
Rear compartment floor	Tunnel "hump"	**Practically flat**
Instrument lighting	Conventional	**Black lighting**
Parking brake release..	Conventional	**Push button for safety**
Lock and latch on glove compartment door	Push button	**Handi-grip rotary type**
Door handles	Pull-type with button control	**Pull-type (no button used)**

Commander rotary door latches have long rated high in the scale of conveniences. These latches click home quietly and easily. No latch-rattle. The internal cam-and-spring mechanism compensates for wind-lacing wear; shaking actually tends to "work" the door tightly closed. New Pontiac latches are an improvement over the old bolt-and-striker type, but still not as effective as rotary latches.

LONG-LASTING FINISH

Studebaker has gone to great lengths to make their gleaming baked enamel finishes tough. Unlike lacquer finishes (used by Pontiac) which are simply heat dried, Studebaker finishes are *baked on* in high temperature ovens. The resistance of the hard baked enamel to "chalking" and weathering is a direct result of the chemical change that occurs in the baking process. Baked enamel finishes are brilliant; and, even after long use, the surface brightness is easily restored.

Underneath the durable baked enamel, Studebaker provides a bonderized "foundation." Used since 1932 this process bonds the baked enamel finish to the sheet metal body parts. This bonding is so tenacious that even deep scratches into the metal itself cause no spreading of rust. "Rusting out" of sheet metal parts is rare indeed, even under tropical or sea-coast conditions.

BEAUTY AND STYLING

Studebaker's high dollar-value on used-car lots is due, in a large measure, to public recognition of Studebaker *styling* acceptance. That Studebaker styling (a manifestation of the distinguished talent of Raymond Loewy, recognized as the world's leader in industrial designing) is pacing the industry is evident by glancing at almost any other postwar cars on the street.

But the attitude of the public shows that Studebaker's interpretation of the style trend (exterior and interior) is still well ahead of the parade.

BUMPER-HEIGHT LOADING makes Studebaker touring more fun and less work. All this luggage fits in easily with extra space, left and right, for smaller pieces, fishing tackle or golf gear.

OH-IO

Welcome to 'Beautiful Ohio'!

Mansfield is on the Lincoln Highway and the National Road is just south of Mansfield. The city is serviced with direct flights by three airports—Columbus, Cleveland, Akron-Canton — within 1 hour and 15 minutes driving-time (under 75 miles away).

OHIO is home to the National Packard Museum (Warren) Museum of the U.S. Air Force (Dayton) seven Ohio-born U.S. Presidents and the birthplace of aviation (Wright Brothers, John Glenn, Neil

Heart of Ohio STUDEBAKER Drivers Club

55th Studebaker Drivers Club International Meet
Mansfield, Ohio 44906
Richland County Fairgrounds
750 North Home Road

Wednesday thru Saturday
SEPTEMBER 11 — 14
2019

The International Meet has not visited Ohio since 1977 (Cincinnati). Ohio has been a big supporter of the International Meet with the number of attendees ranking in the top 12 states no matter where the meet is held across the country. Ohio has four chapters and the fourth most populous state with SDC members (behind California, Pennsylvania, Indiana).

Dave Hamblin, chair
419.947.1360 or
daveh2949@centurylink.net
Jim Thompson, JoAnne Hamblin co-chairs
614.235.6682 or jet1649@att.net
419.947.1360 or jlh6225@centurylink.net

Pacific Can Am Zone Meet

July 5-7, 2019

Sponsored by Whatcom County Studebaker Drivers Club and North Puget Sound Studebaker Drivers Club

Host Hotel: Best Western Plus Bellingham Airport Hotel
Call Hotel direct for reservation (360) 676-7700 (press 2 for reservations)
Mention "Studebaker Group"
Hotel room rate $100 **if reserved by May 31, 2019**

REGISTRATION FORM

Fill out completely and make checks/money orders payable in US Dollars to **WCSDC**.
Mail to: Janet DePrey, 15021 75th Street NE, Lake Stevens, WA. 98258
(425) 238-5483

Name _____ Spouse/Guest _____

Address _____ City/State/Province _____ Postal/Zip _____

Phone ( ) _____ Email: _____

Miles driven to the Can Am Zone Meet in a Studebaker _____ Will you be staying at host hotel? _____

General Registration: Includes your first car entered and first swap meet space $30.00

Entries postmarked **after June 1, 2019 Add $10.00** $ _____

Number of vehicles attending Friday 5pm cruise to Grants Drive-In _____ No charge

Sunday 9am Cars & Coffee event at Bells Studebaker Diner & Museum

Number of people attending _____ No charge

Swap Meet Space First 10'x10' area wanted Yes/No _____ First space free

Additional spaces @ $10.00 each _____ = $ _____

Trophy Sponsor

$25.00 each includes sponsor name listed in meet info. Number of sponsors _____ @$25.OO each = $ _____

Name as you would like to appear as sponsor _____

Saturday Show Vehicle - Year _____ Make/Model _____ 1st Vehicle free

Additional Vehicle- Year _____ Make/Model _____ $ _____

Additional vehicles $10 each

Banquet Registration:

Buffett Banquet at Bellingham Country Club Saturday Evening. Number of tickets _____ @ $37.OO each = $ _____

2019 Can Am Zone Meet T-Shirts $16ea SM _____ Med _____ Large _____ XL _____

$18ea 2XL _____ $ _____

Meet Info Contact:
John DePrey (425) 293-2985 retrostude@yahoo.com
Tami Robins, (360) 733-7748 tlibbyrobins@hotmail.com

Check or Money Order **Total Enclosed** **$** _____ USD

Studebaker Drivers Club

The 2019 Pacific Can Am Zone Meet welcomes you to join us in Bellingham WA July 5-7th

A great gathering you won't want to miss!

As historic Studebaker's throughout this zone (Oregon, Idaho, Montana, Alaska, Washington and BC Canada) descend upon Bellingham, we also invite anyone to come from far and wide by planes, trains and automobiles. The newly remodeled Bellingham headquarters hotel (Best Western Plus Bellingham Airport Hotel) will have a shuttle van from the Bellingham Airport and Amtrak Train Station.

Whether you plan a scenic drive, a train ride, or fly in, the Hotel is very conveniently located off I-5, just 20 miles south of the border in Bellingham, WA and provides a free buffet breakfast for their hotel guests.

There will be plenty of reserved Studebaker parking, space for car trailers, a large Swap Meet area and a Hospitality Room with refreshments waiting for you.

Friday night will begin with a Cruise to Grants Burger Drive Inn. The Saturday Show and Swap Meet will be followed by a Banquet, Raffle and Awards Presentation. Sunday will be an optional visit to Bell's Studebaker Diner & Museum.

Show registration includes:

- Friday Night Cruise to Grants Drive Inn.
- Entry of your 1st vehicle for display and judging.
- 1st swap meet space free.
- Hospitality refreshments..
- Sunday Cars & Coffee event at Bell's Studebaker Diner & Museum

Banquet and Raffle tickets available to purchase. Special Edition T Shirts are also available to purchase.

Bellingham Area Information **http://www.bellingham.org/**
Amtrak Train Info **www.amtrak.com**
Bellingham Flight info (Alaska Air) **www.alaskaair.com**
Bellingham Flight Info (Allegiant Air) **www.allegiantair.com**

For more information on the the 2019 Pacific Can Am Zone Meet:
http://wcstudebakerclub.wixsite.com/studebaker-club
John DePrey (425) 293-2985 retrostude@yahoo.com
Tami Robins, (360) 733-7748 tlibbyrobins@hotmail.com

STUDE STUFF FOR SALE

Most ads having run for more than 6 months have been removed. If you want to reinstate an ad, please notify the editor (stude21@juno.com)

1960 Hawk, 289 V-8 (only 20 miles on rebuild) auto trans. Low mileage car, restored recently. $20,000.00

: 1960 Lark convertible, 6 cyl., yellow exterior. $20,000.00.

Contact: Frank Sherman, Stanwood, WA. - Ph: 360-420-3782.

PARTS FOR SALE

1958 SILVER HAWK ALL OR PARTS
Granite Falls (close to downtown)
See ad/photos on Craigslist
Sell it all $800.00 or best offer-have title You pull all parts
Turn signal each $30.00
Rear seat red needs re-upholstered $30.00
Doors some rust on bottom skin is clean no glass each $150.00
Front fenders each $225.00
Fins each $100.00
Trunk lid (has been repaired along bottom) $150.00
Quarter panel passenger side only $100.00
Front and rear bumpers need re-chromed but fairly straight each $50.00
Hub caps $20.00 each
Center grill (clean) $75.00
Side grill (pitted need re-chromed) driver side only $100.00
Head light trim each (pitted) $30.00
Tail light chrome each (pitted) $30.00
Rear fin chrome each $30.00
Side rear glass each$40.00
Rear end not a possi $75.00
Radiator $40.00
Also have another set of fins with minor surface rust on some parts and pitting **Wes 425 330 1658 (4/18)**

1962 Daytona: Both doors, both quarter panels, hood, inst. Panel with speedo, much glass with chrome, door handles-ext, wiper motor
1955-6: Horn button—very good, Commander trunk handle, H.T. pass door with regulator & ext. handle—very good, back up lights, 2 hoods—no damage but surface rust, 279? V8 engine complete
1956 Hawk clock—needs cleaning
1957 Golden Hawk quarter windows R & L, pass. Door window with great chrome & glass.
These and a variety of other parts were in the estate of former club member Verne Ivy of Eugene, OR. I am trying to help his wife sell these items.
If you are interested I will send you a complete list or drop me a line:
Vince Neuman, 4372 Thunderbird st, Eugene, OR 97404.
vinceneuman@comcast.net

1958 SILVER HAWK ALL OR PARTS
Granite Falls (close to downtown)
See ad/photos on Craigslist
Sell it all $800.00 or best offer-have title You pull all parts
Turn signal each $30.00
Rear seat red needs re-upholstered $30.00
Doors some rust on bottom skin is clean no glass each

STUDEBAKER LITERATURE

Owners Manuals, Shop Manuals, Parts Books, Sales Catalogs & folders, Paint Chip books, Salesman's data books for 1914 to 1966 cars & trucks. Have 1,000's of original Studebaker literature., history and phots books and back issues of Turning Wheels $2 @. Special prices for SDC members. Overstock special1956 Passenger car shop manuals (also used '57 &'58. supplements $15

Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com

WANTED

Looking for a pair of door latches for '39 Coupe Express, 37-46 sedan front door, 41-48 M-Series truck, 49-64 C-Cab (non-Lark-based) truck ALL fit. Easy to identify...shaft on door handle passes through the latch. Contact Denny at studeguy54@verizon.net or Bob at avantibob1@gmail.com

WANTED : 4 lug 15" 1947 – 1952 Champion Wheels

Gary Finch – Spokane WA (509) 624-9543 g.finch@comcast.net

Any request for ads can be emailed to

stude21@comcast.net

Or by phone: 425-747-9196

Any other material you have for the newsletter can be sent to the same address.

STUDE STUFF FOR SALE con't

Good morning,
I have an old Studebaker that I am trying to get rid of.
Please let me know if anyone you know of what be interested. $800 obo!
Thank you, **Carrie Klemetsen** <carrie@dimensionre.com The car is located in Seatac.

Steve Grinols would like to sell his 1941 Studebaker President Skyway Landccruiser Sedan for $3,500 or best offer. It needs a full restoration, but I believe everything is there. I have some pictures I can e-mail if you are interested. The car is stored at my place in Centralia. This car really deserves to be restored. Contact me at dlkel-

FREE

Free new ATF dexron / mercon3

I have 50 gal ATF

Jerry(425) 6526692

From Pete Yuen

Hi, I'm looking for 1941 Champion Parts.

1941 Champion 2 door : Wanted Left Front Fender , Left fender to cowl panel, Left grille, Left Headlight assy, Left headlight bezel. Right door upper moulding, Left Quarter panel upper moulding, Tailight bezels, Deck-lid. This was wrecked and the original parts were lost! Some work was started and things were taken off. May be interested in other parts for this car What is available? .

Thanks! Mike hotwheels63r2@hotmail.com

2019 Greater Seattle SDC Chapter Officers

President: Jerry Walker	**11813 SE 5 St. Bellevue, , WA 98005**	**425-646-9034**
Vice President: Mary West	21707 290 Ave SE, Maple Valley, WA 98038	425-413-3958
Treasurer.: Greta Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196
Secretary: Don Anderson	11406 SE 223 St, Kent, WA 98031	253-854-0678
Web Master: Tom Noller	29902 176th Ave SE, Kent, WA 98042	206-779-0268
Editor: (temp) Odd Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196
Parts: Walt Thompson	1316 SW 160 St., Seattle, 98166	206-243-0149
Scrap Book.: Donovan Albrecht	22605 SE 4th. Samammish 98074	425-392-7611

Can Am Zone National Officers

National Director	James Bell, 3951 Wynn Rd. Bellingham WA.	studenut@comcast.net
Zone Coordinator	Brian Curtis, 710 13th St, Davenport, WA 98122	briancurtis22@yahoo.com
Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058	kendurkee@gmail.com

Studebaker on the Web

Greater Seattle SDC: www.seattlesdchypermart.net

North Puget Sound: www.northpugetsoundsdc.com

National Studebaker SDC: studebakerdriversclub.com

Studebaker Clubs of the World:studebakerclubs.com/

Studebaker Vendors: http://studebakervendors.com/

Antique Studebaker Home Page: www.theantiquestudebakerclub.com

MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP

Note: It is a prerequisite that all local members also belong to SDC International. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information (given below). **National Member # _____**

NATIONAL MEMBERSHIP

For information e-mail: sdc@cornerstonereg.com Payment may be made by check or money order (make payable to SDC) in U.S. funds or: new members may use Visa or Master card by calling : **763-420-7829**. Send payment to **SDC C/O Cornerstone Registration, Ltd, P.O. BOX 1715 , Maple Grove, MN. 55311-6715** Annual dues are $24.00 (1st yr only) $31 renewal

GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are $12/year and includes a monthly email newsletter. If you do not have an email address and exception may be made for a printed newsletter for an additional $12. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**

Mail check to**: SDC GSC c/o Greta Justad , 6302 164 Ave SE, Bellevue, WA 98006. Info 425-747-9196**

NAME:_____

SPOUSE:_____ **ADDRESS**_____

CITY_____**STATE**_____**Zip 98**_____

E-mail_____ **SIGNATURE**_____

Studebakers Owned: 1_____**2.**_____

3_____.____**4.**_____

More? 5 _____ 6_____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington President