

# President

We are skipping the President and Secretary's input this month. There really is not much to report. There are only so many ways we can say "CANCELLED".

However we got a nice little input from Gary Finch and also another "My first Studebaker" from Bob Bryant. Keep it up guys. Who will be next?

## Old Juice Brakes

It's always been so easy to stop by the local auto parts house and buy a set of wheel cylinders for the old car project. I just take it for granted that I can grab new Raybestos wheel cylinders brand new that are 'Made in America' that just work. Those days may be over.

That's right, nothing is made in America anymore, not even aspirin. I was in a friend's shop this evening who was bleeding a set of new wheel cylinders on a 1939 Ford brake system and the new cylinders were pouring out brake fluid. Looking at the new Raybestos wheel cylinders we measured the worn out original cylinder and compared it with the new cylinder. The brand new Raybestos cylinder was four thousandths of an inch larger than the old worn out cylinder. Examining the new out of the box Raybestos cylinder there were the words 'Made in China'.

My friend was shocked that even a great company like Raybestos had moved off-shore to build parts that fail right out of the box. This answered a question I was debating over last week regarding my brakes for my 1942 Champion. Now the answer is clear that I'm going to UPS my brake cylinders to White Post Restoration and have the cylinders sleeved. I've had White Post do a couple of cars in the past and I've always been very happy and even though I can get cheap across the counter parts I really want my Champion to hold pressure **and stop**.

So that's just a quick update and cautionary note for your next juice brake job. From now on, save those old original worn out wheel cylinders which can be easily sleeved.

Happy Motoring!

Gary Finch

## JULY MEETING

### CANCELLED

Mud Mountain Dam/Recreation Area is currently closed, and they will not be reopening until later in the year.

Unfortunately, we will not be having the Picnic this year. With the rise of Covid19 cases, it is not wise for us to congregate.

I trust you are all staying safe, and hopefully you have some nice projects to work on.

I am looking forward to the time we will all be together again.

Mary

## 2020 Greater Seattle Chapter Upcoming Events

**MONTH    DATE            EVENT                                    LOCATION                                    TIME    INFORMATION & CONTACT**

Jul	11	All Chapter Picnic	Mud Mountain Dam		CANCELLED
Aug	16	BBQ and car show	14810 SE Jones Pl, Renton		Durkees hosting
Sep	5	Cruise and Car show	Bickelton, WA		
Oct	11	Fall Color Tour			Don Albrecht 425-392-7611
Nov	15	Election Meeting	29902 176 Ave SE, Kent		Noller's hosting
Dec	6,	Christmas Party 1PM	Sizzler, South Center		GSC hosting

### UPCOMING SWAP MEETS

**MONTH    DATE                                    LOCATION                                    INFORMATION & CONTACT**

Sep	5	Bickleton, WA Flea market and car show	
Sep	25-26	Chehalis, WA Swap Meet	
Oct	10-11	Monroe Fall Swap meet	
Nov	7-8	Bremerton Swap meet	

### Internationals

<b>August 5-8, 2020 ,</b>	<b>56th SDC International</b>	<b>CANCELLED</b>	<b>Chattanooga, Tenn.</b>
	<b>57th SDC International</b>		<b>Indianapolis, Ind</b>
	<b>58th SDC International</b>		<b>South Bend, Ind</b>

# My First Studebaker

My First Studebaker (and other cars along the way)

By Bob Bryant

It all started when I drove a 1959 Lark VI station wagon to deliver prescriptions during my afterschool job at the local drug store. My favorite high school English teacher, Miss Ethel Evans, drove a 1951 Studebaker Champion coupe. When the new cars were announced in the Fall, I used to go down to the local Ford Mercury Lincoln Studebaker Packard dealer to check out the new cars and pick up a brochure or two. During a summer college break, I worked as an apprentice aircraft mechanic and my mentor owned a 1955 white, coral and gray President Speedster.

Despite all these Studebaker influences, my first car was a used 1960 Ford Falcon and my first new car was a 1965 Plymouth Barracuda. I remember driving my Barracuda thru the Boeing CXHLS mockup at McChord Air Force base in Tacoma. The Cargo Experimental High Logistic System airplane was the Boeing entry into the C-5 competition. Although Boeing lost the competition to Lockheed, the CXHLS became the basis for the Boeing 747.



**1960 Falcon. Not Bob's car. It actually was Greta's first car, back in 1964. (Her brother in front) (ed)**

I went thru many cars on the way to my first Studebaker, including a Corvair powered Fiberfab Avenger that I raced at a Puget Sound Sports Car Club Pacific Raceways event, a 1969 AMX that I used to set up Time Speed Distance and Pro rallies, a 1964 Chrysler 300K Hardtop that I bought for \$400 in West Seattle with a blown engine that a buddy of mine in Issaquah fixed and a couple of Mercedes, a 230 SL I bought from a soldier at Fort Lewis and a 220S sedan I bought from the former Studebaker dealer in Bellevue.

My first Studebaker-Packard product was a 1957 Packard station wagon that I bought in Napa, California and drove home to Reno, Nevada where I was living at the time. The next day, I replaced several hoses that were about to let go. That was the first of my daring adventures driving home a recently purchased car.

Finally, my first Studebaker was a 1963 GT Hawk, white with red interior, which I saw in an ad in an SDC Newsletter and was in Orange, California. I flew from Reno to John Wayne airport near Orange and was met by the seller in the GT. After briefly checking out the car, I bought it and made the five-hundred-mile trek back to Reno stopping for gas and oil once. This time the hoses were good, but shocks and springs needed to be replaced and the engine leaked oil badly through the timing gear cover.

A couple of weeks later, after things were fixed, I drove it from Reno to the North Lake Tahoe Car Show and won First in Class. On the way off the show field, I noticed that the transmission was slipping, and I barely made it back home. A trip to the local transmission shop solved the problem. Next, I drove it to the Pacific Southwest Zone Meet in Ventura and missed out on the long-distance award by a car from Oregon. The trip to Ventura was a one-way trip as I was starting a new job in southern California.

I owned the Gran Turismo Hawk for several years taking it to many car shows and zone meets. I had the en-

gine completely overhauled and the brakes redone. I sold the car to a couple from Las Vegas.

When I went back to work in the Seattle area, I sold all my cars except for a Lark convertible and my 1989 Avanti. I moved these cars around with me as I went back to Alaska, built our house and got married there. Went to South Carolina to take care of my wife's parents where I bought a 1934 836a Pierce-Arrow Club Brougham; went to Southern California where I then sold the Pierce-Arrow and bought a 1957 Packard sedan from a guy in Nebraska, who owned a pecan orchard. I dug out pecan shells and rat deposits nearly everywhere in the car during restoration. At the SDC International Meet in Glendale, Arizona, I sold the Lark to my longtime friend, Ed Reynolds, of Studebaker International.

Gail and I moved to Tacoma in 2014 to be near our kids and grandkids. I still drive my 1989 Avanti and occasionally my 1957 Packard sedan.

All my cars have stories, how I got them, what I did with them, where I went with them, and to whom I sold them. I am sure your cars do, too.



*EDITOR'S CORNER*

I have to admit that the club is just not the same without our regular meetings and get togethers. And frankly in our age group we will probably not get out of it before we have a vaccine. Don't think a miracle will suddenly happen.

Personally I am plugging away on my '51 convertible. "SLOWLY" I seem to have gotten my fisheye painting problem solved. Switching to a different air compressor seemed to do the trick. The rear gravel deflector got straightened, painted, and installed, as well as the rear bumper. The instrument panel (dashboard) got sand-blasted and painted. The instruments were all checked out and installed. But to install the wiring I must first install the various switches and controls. And they are all installed on the chrome moulding on the bottom of the instrument panel. And this is where I ran into a problem. My moulding is broken. And does not seem to be available anywhere. Not sure if my present one can be repaired. Getting in touch with plating shops seems to be difficult these days with the virus. Might just have to wait until we get back to normal. Open to any idea

anybody might have.



*SMALL TECH TIPS*

I also started in on my trunk lid. The first order of business was the hinges, which needed blasting and painting. Two of the springs were already off and I took the other two off as well. The question was how do I get them back on again. No way I could stretch those out by hand and pry them on. The only solution I could

come up with was to use my good old Norwegian wood working bench and hang the spring between the two dog ears and stretch the spring. To keep it stretched out I inserted a washer between each coil. After hanging the spring back on the hinge it was just a matter of prying each washer back out. It worked well.



**STUDE STUFF FOR SALE**



FOR SALE >> 1956 Studebaker Transtar 2E5 1/2-ton short-bed pickup. 185ci 6-cylinder flathead rebuilt mid-1980's during mild restoration, only 10K aprx miles since. 3-speed "on the tree" manual transmission. Original 12-volt electrical system & oil-bath air cleaner. \$15K OBO. Contact Kevin @ inthetreez@comcast.net or 206-953-1612.

**Deal of the month: 1941 Commander**

\$6,500. Body off Restoration by Al Ticknor Been sitting in garage for a number of years. Runs good but needs brake work. Missing title so it will probably take two years to get clear title.. It originally came from a wrecking yard auction in Wenatchee . Contact Don Kelstrom at 425-686-2931

**PARTS FOR SALE**

1962-63 Lark sedan rear fenders \$35 each, 1962-63 Lark trunk lid \$35, 1'950s bumpers \$50 each, 1964-66 Lark front fenders n.o.s. \$75 each, 1941 Commander front fenders \$50 each. Two 27 3.07 rear ends make offer. Lots of bell housings and used distributors - cheap  
Contact me at [dlkelstrom@aol.com](mailto:dlkelstrom@aol.com) or Steve at [grinolssteven@yahoo.com](mailto:grinolssteven@yahoo.com)

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Any request for ads can be emailed to [stude21@comcast.net](mailto:stude21@comcast.net)

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

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](mailto:stude21@juno.com))

Hubcaps \$5 to \$15 each ,Brake drum puller ot rod mag \$10  
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8 bumpers 2 Lark rear fenders, 2 Lark new front fenders, grills - \$350 buys all.

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Still have a '57 Hawk hood, black and straight if anyone needs one....

Gary Smithers  
Ph 425-773-1114

I have a 3' X 5' Studebaker banner, brand new, for \$18.00 & free shipping. Is anyone interested?  
Paul [ppaul51@aol.com](mailto:ppaul51@aol.com)

**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](mailto:brucekerslake@gmail.com)

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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	<b>29902 176th Ave SE, Kent, WA 98042</b>	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	Mark Carson, 4-320 Decaire Street Coquitlam, BC V3K7C3	markcarson007@hotmail.com
Zone Coordinator	Mark Hayden, 2423 Timbercrest Drive, Duncan, B.C. Canada V9L 5E8	250-748- 4643 haydenmj@shaw.ca
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**

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SPOUSE: \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ Zip 98 \_\_\_\_\_

E-mail \_\_\_\_\_ SIGNATURE \_\_\_\_\_

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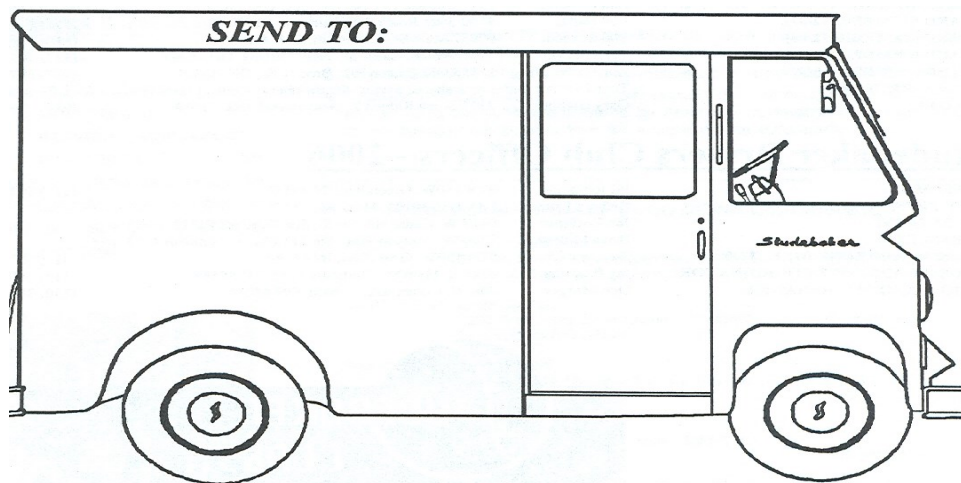
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O. Justad  
6302 164 Ave SE  
Bellevue WA 98006

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