

President

Greater Seattle Chapter SDC Founded in 1969

Volume 50 Number 8

Not much to report this month either. Cancelled seems to be the slogan these days

The editor is continuing on his 51 project, but going slow. Got the trunk lid straightened out and painted. I had a lot more small dents and imperfections than I realized. It is on the car but still having a hinge problem. It seems that is common with worn hinges. For now I put it aside to work on another day. Most of my time has been taken up with things around the house. Like fence repair to keep deer and rabbits out of the garden. We really prefer to eat the vegetables ourselves. And then there was pressure washing and painting decks and patios. Not any of my fun projects. The painting was hired out to Greta, and she did a good job on the deck. 4 Gallons worth.



Your editor (temporary that is)

**From Gary
Finch**

**The dealer that
Dad managed :
Packer's Corner,
owned by
Don Packer,
family owned
Studebaker
dealer since
1924**



PACKER'S CORNERS

(PACKER MOTOR CO., INC.)

1620-1623 SOUTH BRAND BOULEVARD — GLENDALE 4
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CI 1-3144
CH 5-3151

1952 STUDEBAKER

SEE IT !
TRY IT !
BUY IT !

GLENDALE STUDEBAKER DEALER FOR 35 YEARS

AUGUST MEETING

CANCELLED

2020 Greater Seattle Chapter Upcoming Events

MONTH DATE EVENT LOCATION TIME INFORMATION & CONTACT

Aug	16	BBQ and car show	14810 SE Jones Pl, Renton		CANCELLED
Sep	5	Cruise and Car show	Bickelton, WA		CANCELLED
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	CANCELLED
Sep	25-26	Chehalis, WA Swap Meet	
Oct	10-11	Monroe Fall Swap meet	
Nov	7-8	Bremerton Swap meet	

Internationals

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



(JUST CAME IN)

Many Studebaker enthusiasts in the northwest knew Al Ticknor. Al owned many Studebakers over the years and had some great stories about acquiring some of them. Al passed away a couple of years ago leaving his family with some very nice Studebakers as well as some that needed restoration. Because my fun is saving old cars from the crusher, I have acquired 2 of Al's cars that need "complete restoration". One is a 1928 Studebaker Commander sedan that is in the process of being converted to a pickup. I think it will be fun to complete that conversion. The other car I bought is a full classic, a 1931 President sedan, model 80. That car is missing several parts, but is in pretty good shape.

So now, I have the question of what to do with that car. At least one author (Richard Langworth), says that no early 30's President should be considered a

parts car. He feels that because these cars are considered full classics by the CCCA, very few were made and because they are great cars, all should be saved. I, on the other hand, already have 2 full classics from the early 30's as well as other cars that need restoration. So, what should I do with this car? Is there anyone interested in this car or conversely in parts from this car if I were to decide to go that route? I will not just let it sit and rust to no value.

Also, please be aware that Al Ticknor's family still have 2 beautiful Studebakers, a '41 and I think a '27. Both are in excellent condition. If interested, contact Don Kelstrom,. He has all the details.

God Bless, Don Andersen, Secretary

My First Studebaker

My First Studebaker

(The story of my Ex)

By Bob Bryant

Prologue -- I met Bill Tilden, automobile historian, author and car guy, at the 1983 Harrah's Swap Meet in Reno, Nevada. This was the start of an almost thirty-year friendship until his death in 2012 and many adventures with him in the automotive hobby. One of Bill's jobs was as a facility designer for Chrysler, and I found out after Gail and I were married that Bill designed the Black Horse Dodge dealership in New Jersey for my father-in-law.

Bill and I in 1992 were in the bar at the SDC International Meet hotel in Nashville listening to Bob Bourke tell us his stories working in the design group at Studebaker under Raymond Loewy. There we learned that in 1994, Brooks Stevens would be displaying his Studebaker prototypes at the SDC International Meet in the Minneapolis suburb of Bloomington.

In Bloomington, Bill Tilden got us an invite to visit the Brooks Stevens Museum in Mequon, Wisconsin, a Milwaukee suburb. We were treated to a personal tour of Mr. Stevens museum and dinner with him at the country club.

This got me interested in having an Excalibur of my own, especially an early one with the Studebaker Lark convertible chassis. I checked out one at the AACA Hershey Swap Meet and another at a Los Angeles area swap meet, but I could not find the right car.

The Story -- It was an ad in Hemmings Motor News where I found my Excalibur, a 1966 SSK convertible red with black interior, Corvette engine and four speed transmission and a center spotlight that turned with the front wheels. It was located on the other side of Los Angeles from where I lived, but close enough for me to go look at it. I looked at it and bought it. I picked up the car in Anaheim, California where the owner's office was located and drove it home to Thousand Oaks seventy some miles away. Things were fine, except the adjustable windshield was adjusted such that the wind hit me right in the eyes. Even though I was wearing glasses, I could hardly see by the time

I got home. Therefore, the first thing on my list was to fix the angle of the windshield. The next day, I took my 2500-pound car with the 300 plus horsepower engine out for a test drive, where it picked up the "Scares the heck out of me in all four gears" nickname.

The windshield wiper mechanism needed to be rebuilt and I discovered that the parts were from a MG TD, as were



the taillights and some of the gages. Fortunately, the British Motor Cars parts warehouse was in Santa Barbara, not too far away. Some of the later Excaliburs used Volkswagen parts.

I took my Excalibur to shows at Santa Monica Pier, Getty Museum, and Riviera Country Club and won trophies at the Simi Valley Car Show (where I made the front page of the local paper) and at the MUFON (Mutual Unidentified Flying Object Network) Car Show in Thousand Oaks, among others.

Epilogue -- The Excalibur was one of the cars I sold when I moved from Thousand Oaks to Tukwila to go back to work at Boeing. The Brooks Stevens Museum in Wisconsin bought it.

ROTO BEARING KITS FOR PLANAR SPRINGS

My Dad was a Parts and Service Department Manager at a Glendale California Studebaker dealer from 1947 to 1957 and a Spokane dealer from 1957 to late 1961. His first new Studebaker was a 1948 Champion convertible painted in a beautiful metallic root beer color that Studebaker called Gala Brown. The bright red wheels really set off the rich metallic brown paint job and tan top. The car was sold and wandered off to Kansas and my Dad heard the car was still surviving in the mid-seventies so it's probably around today.

When the car was new, he visited a local SoCal wrecking yard and bought a 1947 Plymouth stabilizer bar. That helped the body roll but some guys used a Buick anti-sway bar which was stiffer and the four hole Champ wheels cracked at the lug nut holes. Dad was careful about not pushing his Champ too hard after cracking one of his own wheels. The Champion did great in LA freeway traffic and my parents loved the little convertible so much that my Mom bought a new 1952 Champion Starlight Coupe.

Another modification that was done on the '48 Planar front spring was to add Studebaker Roto-Bearings. These were small metal discs that were installed between the springs to ensure that the front spring would flex easily. Greasing the spring was recommended for many years but the problem with adding grease between the springs was that the grease would attract dirt and grit which would act like cement turning the front spring into a 2 X 4. In contrast, the Roto-Bearings would allow the spring stack to slip and slide remaining able to flex.

I recall when I first bought my 1949 Commander in 1975 that the front spring was a greased up 2 X 4. That original spring would not flex. I would go around a corner and the Commander would lean to one side but when completing the corner the old sedan would remain tilted, stuck in the extreme tilted attitude of the turn. It was then that I would look for one of the many Spokane pot holes to hit hard. The shock of the pot hole would knock the front spring lose and the car would then level out. The joys of Planar maintenance. Really, I'm a fan of the Planar suspension but that spring needs to be clean and flexible.

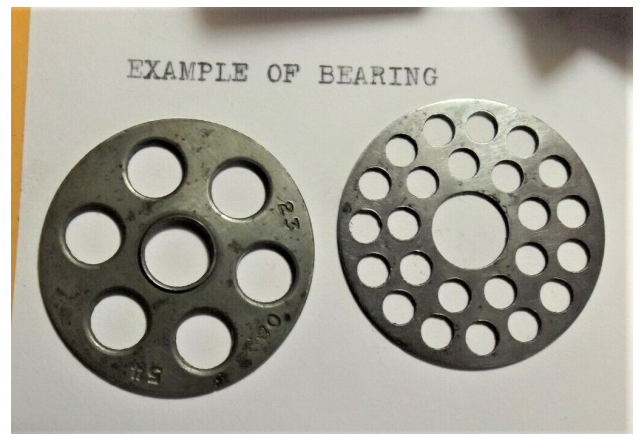
For years I looked for Roto-Bearings. Many Studebaker owners said there's no such thing but if you check your parts manual, they are listed. My Father would stock Roto-Bearings at the two dealers he managed and recommended them to many 1947 – 1949 Studebaker owners.

Just last week I did my relentless search of Roto-Bearings

on eBay and was rewarded with a complete Roto-Bearing kit, which I've never seen before. If other members in our Chapter has Roto-Bearing experiences I challenge you to contribute an article. As for me, I'm talking to a guy that has a lazar cutter. It sure would be fun to repop these for Studebaker owners who want to enhance their vintage ride.

Happy Motoring!

Gary Finch



Gary Finch's 1955 Studebaker President four door sedan for sale

Note – This is a late production car with the wrap around window

V8 Engine – Runs but original and a bit tired, but runs OK

Detroit Gears DG250M Automatic – The lockup torque converter has been rebuilt and the transmission is rebuilt with a NOS governor and many rebuilt and new parts

PROBLEM: When in N or P there is a banging noise. When driving in gear there is no noise.

Twenty years ago, when the man who wrote post-war shop manuals for Studebaker was alive, I asked him about this odd condition. At first, I thought the lockup converter was the problem so I had another converter rebuilt and still the same condition was occurring. What I was told was that the factory was made aware of the issue during the 1955 model year and some cars with this problem were purchased from owners and the cars were shipped from the dealers to the test track and engineering building in South Bend Indiana. The engineers were mystified and never could figure out what was wrong. The corporate decision at Studebaker was to simply move on and ignore the problem as the new B-W automatic was soon to be introduced and if the problem was spotted by a dealer the factory would simply buy back the car or make the customer a deal on a new 1956 car and scrap the transmission and replace it for the used car market. That was a much cheaper solution than fixing the problem with weeks of time invested by the engineering staff.

My Dad, who was a Studebaker Parts & Service Department manager from 1947 – 1961 never ran on to this problem but he was suspicious of a cracked or defective cast valve body. I think he may be correct. With that said, I have a spare transmission case and misc. parts so the first task is to once again pull the transmission and scrap what's there but gut it for all the NOS parts to blend it with another case. That should solve the



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)

1961 Lark 2 dr Sedan, good running, Low mileage, 6/AT—good body, interior, brakes, tires. \$3,500

Also: 1964 parts Manifold and (large) Weber carb. R3 exhaust manifolds. Delco Distributor. Fuel pump & Power steering pump. Air conditioning compressor & radiators.

Christopher Woodsum. 360-357-8078.
Avanti1947@aol.com (Olympia)

FOR SALE >> 1956 Studebaker Transtar 2E5 ½-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.

FOR SALE: 1955 President 4dr Sedan (late production) V8 Auto PB in storage many years \$ 2,400.00 Gary Finch Spokane WA (509)624 9543

Car has a NOS rear dif, repop huncaps & headlight bezels plus replacement front fenders and loads of extra parts.

Note – See previous page for a photo of Jack's car that many remember as this was a car from the Greater Seattle Chapter, a twin to my car. Also what Gary's car looks like today and a more thorough Description of the condition of the car today

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

PARTS FOR SALE

FOR SALE: Custom machined Borg-Warner Detroit Gears alignment tool / special tool to align the torque converter to factory specs \$ 350.00 firm + shipping

Gary Finch. g.finch@comcast.net 509-624-9543

Free new ATF dexron /mercon3 I have 50 gal ATF
Jerry(425) 6526692

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.

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 special 1956 Passenger car shop manuals (also used '57 &'58. supplements \$15 Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com

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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

