

President

Greater Seattle Chapter SDC Founded in 1969

Volume 50 Number 11

One more month of restrictions and no meeting or tour because of COVID 19.

I am getting lots of time to work on old cars, including 3 Studebakers, 1928 to 1937 and one Pierce Arrow, 1933. The '31 President parts car is now gone. I harvested several parts and then gave it to a distant relative. I have been doing some research on the '28. It is like most cars of the '20's and early '30's in that there never was a service manual made. I think I have found the next best thing which is a 500 plus page book of monthly publications called "Studebaker Service" covering from January 1926 to October 1928. All were originally published by the Studebaker Corp. They are principally articles for dealers on how to sell their service offerings, but each has some articles about actually servicing Studebak-



ers. There are some very good articles on setting timing and on carburetors of that time. The carb in my '28, a Ball and Ball SV-43, is well covered as is the one before that, the SV-33. There are several wiring diagrams as well. I think for me at least it is a book that is worthwhile. I would be happy to share the information if anyone is interested.

I still think the virus has become more political than medical. That leads me to believe that the threat will diminish greatly after the election.

God Bless
Don Andersen
Secretary

Good afternoon all,

Please make your members aware of this message from Clark Novak, the SDC Forum administrator with regard to using Internet explorer. Susan lusted, "What's Happening".

Recently, I have begun receiving a number of messages from Forum members who cannot log into the Forum. They tell me that, upon entering their credentials, the "Logging In" message is displayed and the circle below it turns - but the login never completes.

We have investigated and found that this problem is confined to members running Windows, and using the Microsoft Internet Explorer web browser.

Internet Explorer has been discontinued by Mi-

crosoft, and as a result many websites based on the latest code, including your SDC Forum, do not run properly within Internet Explorer.

If you are using Internet Explorer and experiencing the login problem described, we recommend upgrading to a Web browser that can run the newest sites without issue. Browsers we recommend include:

- Mozilla Firefox
- Google Chrome
- Microsoft Edge

Thank you for your participation in the SDC Forum. We hope to see you online soon.

Sincerely,

Clark Novak

NO Greater Seattle Chapter Upcoming Events

Internationals

57th SDC International

Indianapolis, Ind

58th SDC International

South Bend, Ind

Once in a while, there is something that comes down the pike that is of real importance.

What is the difference between http and https ?

Don't know how many of you are aware of this difference, but it is worth sending to any that do not.....

The main difference between <http://> and <https://> is it's all about keeping you secure. HTTP stands for Hyper Text Transfer Protocol.

The S (big surprise) stands for "Secure".. If you visit a website or web page, and look at the address in the web browser, it will likely begin with the following: <http://>.

This means that the website is talking to your browser, using the regular "unsecured" language. In other words, it is possible for someone to "eavesdrop" on your computer's conversation with the website. If you fill out a form on the website, someone might see the information you send to that site.

This is why you never, ever enter your credit card number in an http website!

But if the web address begins with <https://>, that basically means your computer is talking to the website in a secure code that no one can eavesdrop on.

You understand why this is so important, right?

If a website ever asks you to enter your credit card information, you should automatically look to see if the web address begins with <https://>.



EDITOR'S CORNER

Where should I start? Actually that is pretty simple. Everybody's mind is on election. So that is where we should start. (No, not that election, the club should stay far away from that one. It might even be over before I finish the newsletter.) We have our own election to take care of. Don't think we have anybody fighting to be elected president. But to continue our club we need a president and a few other officers. Without them we will no longer have a club.

In the last newsletter I asked for nominees for the different positions. We really need nominees in order to have an election. Well our search for nominees turned up exactly zero. Now as a backup, we got our officers to be willing to continue their present positions if nobody else got nominated. But we still need an election. So a few or all of our members should send in their "ballots" to make this legal. Here is a list of our existing officers, who are now our nominees.

- President: Jerry Walker
- Vice President: Mary West
- Treasurer.: Greta Justad
- Secretary: Don Anderson
- Web Master: Tom Noller
- Editor: (temp) Odd Justad
- Parts: Walt Thompson
- Scrap Book.: Donovan Albrecht

If you would like somebody else, a write in candidate is more than welcome.

To simplify sending in a "ballot", I will provide a simple e-mail with a list of the candidates and all you have to do is to write a YES behind each name and send it back. Or just write Yes to all of the above. Then just return the ballot by e-mail to the sender. (Do return to sender only, not everybody on the CC list if you want to keep your vote confidential). If you don't have e-mail give the treasurer a call on 425-747-9196.

And I sure hope you will answer. If we don't get anybody to vote, we will no longer have any officers. And with no officers, we no longer will have a club.

Enough about election. We see enough of that on TV and in newspapers.

Now for the 2021 dues. We proposed to make those free, if you are currently paid up. If you still have not paid for 2020, your name will be

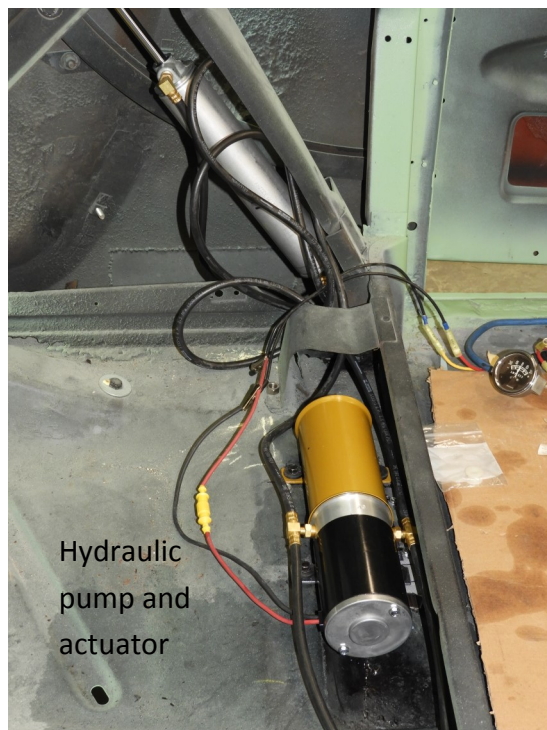
deleted from the membership list.

That should take care of all the formal stuff.

With the Covid-19 getting worse that ever, I don't think we should start planning future meetings yet. Personally I don't think we can start meetings again before the middle of next year at the earliest. Yes, the vaccine is coming soon, but getting enough people to take it will take a while. Getting the Presidential election over, no matter who wins, will not really change too much on the vaccination rate.

On a personal note, I am still struggling on my '51. I have been fighting the convertible top mechanism, I think, forever. I found one piece with a little twist in it, enough to make things bind up under operation and also off center. Luckily I had a spare piece. It seems to be straight now, but I will not really know until I get the windows and associated mechanism installed.

Since I never got the electrical driven mechanism for the top on the other '51 to work right, I decided to try to find hydraulic actuators for this car. My other set of electric actuators were in even worse shape than the first ones. Just plain worn out. I just lucked out on finding a hydraulic set. On the front cover of the August TW was a picture of a '51 convertible. And the notes on it inside indicated a change to hydraulic top. I was able to track down the owners phone number (internet is just great) and called him up and found out where he got his hydraulic system. Called them up and they could provide a setup for 6 volt

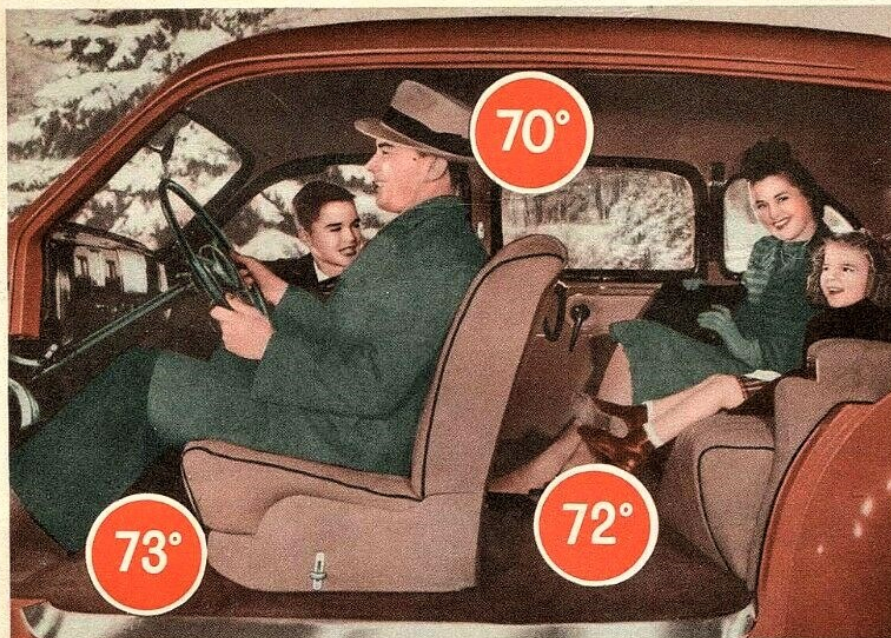


Hydraulic pump and actuator

pump, relay setup for the electrical part and a full set of hoses and actuator. They already had all the dimensions. All I had to do was find my credit card. The reason for the relay setup was because the electrical actuators had separate wires for up and down while the hydraulic pump need to reverse the polarity.

I got the setup installed in the car and it seems to be working fine, although the actual cloth has yet to be in-

What will you drive this winter?



3—At zero temperature outside, the Climatizer warms your entire car interior comfortably—In fact, thermometer tests show that the front floor is 73 degrees warm, the rear floor 72 degrees and the head level, front and rear, an average of 70 degrees. This means that nobody's feet and ankles are ever chilled and that there is none of the head stuffiness encountered in cars that merely send out a blast of heat which warms the face and does nothing to keep the rest of the body comfortable. Moreover the fact that the warm air is constantly being refreshed means that you drive with clear-eyed alertness at all times. Your passengers don't get sleepy and logy.



4—You can smoke your favorite old pipe without annoying anyone when the Climatizer is on full, because there is no concentration of smoke or foul air at any point in the car. Fresh air is constantly coming in and stale air is steadily going out. No drafts, of course.



7—Your car gets rid of 2 carloads of used-up air a minute—That's why it's such a comfort to ride in a Climatizer-heated Studebaker in cold weather. Even though the windows are all closed, no one is re-breathing stale air. No vapor from melted snow on the floor or moist breath remains in the car to fog the windows or windshield. You ride mile after mile, feeling as fresh and alert as you would on a spring day in an open car. Yet you're comfortably warm, even though the temperature is sub-zero cold outside.



8—Scientific anemometer tests prove the high air capacity of the Climatizer—The accurate recording gauge of this remarkable air-measuring instrument shows that literally hundreds of cubic feet of new air are constantly coming into your car every 60 seconds when the Climatizer's air knob "A" is turned on full. And with heater off, on rainy days in mild weather, this keeps closed windows from fogging.

**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 problem. I've pulled a dozen of these DG automatics in both Studebakers and Jag sedans and they are a chore requiring a day's labor.

Gary Finch Spokane WA (509)624 9543

Don Anderson has a "few" antique Studebaker parts for sale. Pricing is "flexible" and he can be contacted on 253-854-0678 or djandersen@q.com

Below is a list of the parts, there may be more.

For '31, '32 and some '33 Presidents:

Battery Box,
Exhaust and intake manifold,
Water Outlet,
Oil fill with cover,
Fan Assembly, Fan Support
"Y", Water Inlet For Water Jacket,
Oil Pan,
Pair Side Mount Stand Offs,
Pair TiltRay Headlights.

For '32 Dictator: Side Mount Hold Down.

For '32 Pres.: Pair Side Mount Hold Downs.

For '31 Pres.: Inside Sun Visor.

For '28 Commander: Pair cowl Light Brackets.

Pair 1933 Restored License Plates.

For '30 '31 Luggage Rack. Unknown Year;

Windshield frame with new glass, 48" wide and 14" wide at center, 1930 Stude?.

Set Rear Bumpers For Cars With Rear Mounted Spare,
Dash Board 39" Wide With 12 3/4" Oval Hole For Gauges,
Eyebrow above Windshield 45 1/2" Wide,
Front Valance for '31 Pres. 29" Wide,
Headlight Brackets,
Older Gauges,
Brackets For Luggage Rack
Instrument Panel For '28 Commander.

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.

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

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

Hi, I got an Phone call from Roger Pfeff @ (509)595-0136 he has this 1952 Com. 2dr has not been driven since 1977. It has a 1953 engine he dose have the engine that came with it. 3 speed with overdrive he said he wanted \$5000.00

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.

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)

ATTENTION:

Don Albrecht is in the process of moving and is therefore reducing a considerable part of his vehicle and parts inventory. Too large to list here. Mostly Lark and Hawk cars and parts. Give him a call or e-mail if you are interested in any. parts or cars.

dhalbrecht@msn.com or : 425-392-7611

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

Also: 1964 R1 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)

I have a 3' X 5' Studebaker banner, brand new, for \$18.00 & free shipping. Is anyone interested?

Paul 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

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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	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 \$29.00 (1st yr only) \$36 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

