

# President

Greater Seattle Chapter SDC Founded in 1969

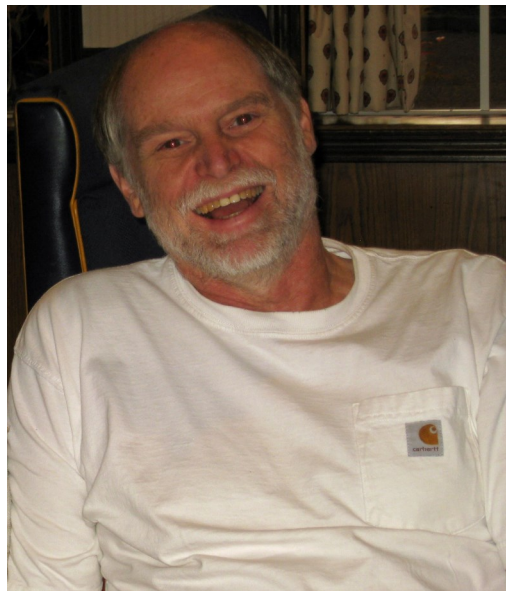
Volume 51 Number 2

## The President's *STEERING COLUMN*

Hi Everyone

It's a new year and time to start on a new Studebaker. I told myself I was going to get started on the 58 C-cab 4X4 I stole from my dad.

Here is the story about the truck. One weekend ski trip to Mt Hood in March of 1973, we came across this truck sitting in a tow company front yard. So, being Studebaker nuts, we had to stop and check it out. The owner had put it in the ditch and left it there 260 days ago and the tow company was going to send it to the junk yard at the end of the month. So I don't have to tell you what we did next. We bought it.



The next weekend Jerry Sr and Pete's towing went back to get the truck and tow it back to Mercer Island. We had to do some work on the front axle due to damage from the ditch. We got it drivable, but it was put on the back burner for years until now. It just sat for all those years, although in 1975 I did drive it around the block and in 2021 down my driveway with a little help.

The front end is off, and motor and transmission are out. Let the work begin.

Jerry Walker –President

# Remember NO dues this year







## SECRETARY'S SCRIBBLES

Another month without return to normal. I would hope that we can move that direction soon. Mary has set us up for our regular Mud Mountain Dam get together and I plan to be there. The new year has brought several jobs for my business so car progress has been slowed. I did promise 2 months ago to tell you about my first Studebaker, so here goes.

My dad was a Ford man and my uncle was a Chevy man, so there were few good words about Studebakers or other independents. My early cars were based strictly on low cost rather than brand name. When I graduated from college and got a real job, I was able to buy a newer more reliable car, a 1959 Buick. For many years I had to concentrate on family, house and job. When the kids were mostly grown, I wanted

to get an old car to putter with and see if I could make it work. I saw a 1941 Studebaker advertised in the paper. That is the way cars were sold way back then. When young I knew the brand name and year of all cars but at that time (over 50 years old) I had no idea what a '41 Studebaker would look like. More out of curiosity than anything else, I went to see that car. I liked the looks of it but decided to pass on it because I did not know how to do some of the repairs it needed. When I told the seller that I would pass, he dropped the price by one half and said he had a wrecker and would deliver for free. So, out of cheapness, I became a Studebaker owner!

God Bless, Don Andersen, Secretary

### *Thank You Letter from the Studebaker Museum*

Dear Greater Seattle Chapter SDC,

Thank you for your recurring contribution of \$300 to the Annual Fund. The Museum flourishes through the private support of individuals, foundations, and corporations.

Support from donors like you has helped us push through the first half of a difficult 2020. Now, your support will sustain our programs through the rest of the year and into 2021 as we look at how we can bring the Museum outside our walls and closer to you.

Your generosity allows the Museum to continue introducing engaging digital programming and stimulating events that spark the imagination and ignite passion for the design and innovation of the automobile in all of our Museum visitors.

We hope to see you into the Museum again very soon.

Sincerely,



Patrick Slebonick  
Executive Director

*EDITOR'S CORNER*

The meeting schedule has been updated

slightly with the date set for our yearly Mud Mountain Dam picnic in July. Hopefully it will take place. But with all the news about vaccine problems for the virus, who knows. The last I heard was that they did not expect the vaccination for the over 65 year group to be finished until June. Hope that is not the case.

Another month gone by. And another problem with my restoration project. I hate to admit it, but I have been kind of lazy this last month as far as car restoration goes. One excuse is temperature in the garage.

Spent most of the month trying to install the trunk lid. Should be simple. Not so. I found three trunk hinges (one left two right) in the boxes that came with the car when I bought it. I assumed they originally belonged to the car. But maybe not. First I disassembled them, sandblasted and painted them. After installing them, the trunk lid sat way to high. Could not find any way to lower the lid. Now installing and un-installing the hinges is a little tricky with the springs in the way. I finally gave up

and decided to try the hinges from my 1952

parts car. They have different part numbers than 51, but evidently they are interchangeable with 51. Going through clean up and painting, they installed fine, but on lowering the lid they were too far to the left and rubbing on the side. Height wise seemed to be ok. So the lid came off again and I started to do some measuring. It seems the studs on the underside of the trunk body on both side are a little too far too the left. The distance between the studs on the two sides is correct. I really cannot see any way to correct this. I reinstalled the hinges without the springs and made sure that the lid was installed as far to the right as possible. This time I could lower the lid very carefully, but it was all the way up to the edge on one side and nearly half an inch on the other side. In other words, the trunk lid has to be shifted another quarter of an inch to the right. But there are no more adjustments possible. Anybody got some ideas?

I also noticed a slight difference between the hinges. The attachment bracket for the springs is on top of the square hole on some and on the bottom of others. Any significance?





The following was written by Pete Yuen

## *Odds 'N' Ends*

### **Head Start on Studebaker/Avanti Spring Check-Up**

The year, 2020 had not been a great year for car club activities due to the Covid Virus. With optimistic views, we can look forward to things getting back to normal and we can enjoy the club functions once again.

To get the maximum enjoyment from your Studebaker or the original Studebaker Avanti which is at least 54 years old so a spring check-up would not be out of order as things can deteriorate with time, usage and in some cases, neglect. The spring check-up may be the difference of getting to your destination safely or being stranded en-route to your destination, so let's do it!

The check-up does not, however, guarantee that you will not have a problem with the car but it should reduce that possibility.

#### **Checks:**

- Specified fluids should be maintained to the proper level in the engine, transmission, radiator, brake master cylinder and the rear axle unit.
- Check for any sign(s) of leakage on the radiator core, hoses and repair or replace as necessary. Claims are that there are more cooling related problems than any other to spoil a road trip on the car. Hoses for water that have soft, bulgy spots on them show signs of weakness and should be replaced as they may rupture, causing loss of coolant.
- Brake Hose check: Check for signs of dampness on the brake hoses. Dampness indicates leakage and weakness in the hose. Unlike coolant hoses that are weak when they get soft, the brake hoses can be soft or they can harden after years of use. If the hoses seem to be hard and rigid, they should be replaced. The hoses should flex fairly easily.
- Fan Check: Check for flexing. If there is any flexing, fore and aft, that is towards the rad and then towards the engine, then further inspection is necessary, especially if the fan has rivets that are centered on the blades and on a ridge. The fan blade on this type is more prone to cracking at the rivet than fans that have rivets near the edge of the blade.
- Flexible Oil Hose Coupling: This is the short hose that is between the engine and the oil pressure gauge that is shown on 1959 – 1964 Parts Catalogue, page #4, item 0116-39. Description: Coupling- Gage pipe flexible and has several parts numbers that depend on the years and models that the hose is used on. This hose should be flexible. If there is any sign of oil wetness on the coupling (hose), it is time for a replacement. Rupture of this hose will have oil, under pressure spewing in the engine compartment. Not sure if the oil that lands on the exhaust manifold will reach the flash point or not to create a fire, it may. A ruptured

coupling (hose) will spew oil as long as the engine is operating and it will make a mess in the engine compartment.

Spare Tire check: This is easy. Take a moment to check the pressure in the spare tire as sometimes it is the case of neglect to check periodically and the tire is very low on pressure to a point that it is useless. If this is the case, a person can have 2 "Flat" tires on the car. A flat tire on a car is no fun. A car with a flat tire and an unusable spare is no fun, 100 times over at least if you are on the highway, far from home and a shop that will repair tires. Remember, most if not all gas stations do not fix flat tires anymore.

- Wiper Blades: If they don't wipe clean, change them
- Lighting: If the lights are not as bright as they should be, it may have a poor ground.
- Engine ground: Make sure that the ground cable is in good condition and that it is well secured to the engine. The battery posts and cable connections on the battery should be clean.
- Batteries and tires: These have a life span of about 6 or 7 years. Beyond that, one is taking a chance. Driving around town or close to home might be okay but they may give trouble on the highway far from home.
- Clean Windshields: For better visibility clean inside as well as the outside.
- Drive Line: If there is any squeak, rattle or thunk noise coming from the drive line when the gear is engaged and the car is in motion, the universal may need to be changed. Many universals do not have grease fittings now.
- Wheel Check: The wheels do flex a bit while the car is driven. Over time, the flexing takes a toll on the steel and it crystalizes and cracks. If cracks do appear, it likely will be at the holes where the wheel nuts are. Remove hub cap, check to see if there is any rust spot(s) in the wheel nut area. If there is, the wheel may have a crack or the wheel nut is loose. Wheel nuts should be tightened to 75 -80 Ft pounds of torque on Studebakers and Avanti's. A car, driven with loose wheel nuts will wreck the wheel as the holes will wear and the nuts will no longer secure the wheel. Loose wheel nuts on a car will have noise being emitted when driven. The noise can be heard by someone outside of the car but it may not be audible to the person inside of the car. If a wheel had previously been tightened by someone using an impact wrench, check to see it is not over-tightened to a point that you cannot remove it. Better to know this when you are at home than finding out on the highway somewhere and need to change a tire.
- Studebakers and Studebaker Avanti's used the Dana differential units. These units while being sturdy are not like the differentials used in the Avanti's that have GM/Chevrolet differential units. The Dana rear axle units require cleaning, greasing and repacking of the bearings at 25,000 mile intervals according to the 1959-1964 Studebaker shop manual, pages 4, 4A and 4D, Fig 2 in the Lubrication section. I suspect that many Studebakers do not get this servicing done. Wheel bearing grease is to be used. I believe that it has a higher melting point than the chassis grease. The difference between the Dana differential units and the GM units is that the GM units are self-lubricating with the differential gear lube. Dana differential units may have been used on Avanti's until the late 1980's. The Avanti's that used wheels with the Studebaker/Ford/Chrysler/AMC wheel patterns used Dana rear axles. The Avanti's in the late

1980's that used the Chev/GM pattern wheels have the GM rear axle unit that likely was made by Eaton.

- Uneven wear on Tires: Wheel alignment needs to be checked.
  - Vibration: Check tires/wheels for balance. Vibration can also be caused by bent driveshaft
  - Steering: Check for excessive slack on steering wheel while driving. The excessive slack may possibly be reduced with adjustment on the steering box.
- Also check ball joints/ tie-rods for wear.

- An effective cooling system on a car is essential. If overheating occurs, It may be a simple thing like the tightening of the water pump drive belt to solve the problem. On some newer model cars (Not Studebakers) the plastic water pump impeller may become loose on the shaft. When this happens, the impeller that should be rotating with the shaft is not doing so, and therefore not pumping the hot water out of the motor into the radiator resulting in the motor running hot. A visual inspection will not reveal the problem with the water pump as the shaft is rotating as the motor is running. The impeller on water pumps cannot be seen until the water pump has been taken off the car. After much usage, the water pump on Studebakers or Avanti's may have water seepage past the seal but I do not know of any pump impeller ever coming loose on the water pumps

On the second, third and fourth generation Avanti's that have the GM/Chev drive that have air condition conditioners, there is about a 1 inch- gap between the air conditioning condenser and the radiator. During the fall, I had noticed that there was slight dampness on the top left corner of the radiator so it was removed for a new core. This was when I had noticed that some maple leaves had been drawn in between the radiator and the air conditioner condenser. These leaves were effectively limiting the air flow through the radiator. Since these leaves were caught between the air conditioning condenser and the radiator, they could not be seen but seen or unseen they were reducing the amount of heat to be emitted and therefore an overheating could occur on a relatively hot day. The thing to do is to eliminate the chance that the leaves be drawn in between the radiator and the condenser. As a suggestion, some door screen could be placed and secure in front of the condenser that is closest to the front of the car. Wrap the screen under the condenser and the radiator and secure it. Check the screen periodically and if it looks laden with leaves or bugs on it, remove the screen to clean it or blow compress air through it from the motor side of the radiator. If this does not clean the screen enough, then it will have to be taken off to clean. When the screen has been cleaned, secure it back on to the car.

I do not know the proximity of the radiator to the air conditioning condenser is spaced on Studebaker made Avanti's. It is likely a good idea to have screen placed in front and below the radiator anyway.

To remove the radiator on a non-Studebaker Avanti, it is a fairly big job. The fan shroud has to be removed. To be able to do that, the fan had to be removed, the bolts that secure the radiator has to be removed. After that, it needs 2 people to lift the radiator out so as not to scratch the paint on the car. Removal of the fan is not as difficult as putting it back on due to limited working space.

**STUDE STUFF FOR SALE**

1940 President engine for sale includes block, head, crank, cam, some pistons and rods. Not sure what else is missing. \$100. Also I have some teens or twenties headlight lenses for sale. \$20 each. Two 8 1/2", two 9" and one 8 1/8".

Contact Don Kelstrom at 425-686-2931  
[dkelstrom@aol.com](mailto:dkelstrom@aol.com)

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](mailto: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.

Pair of headlights for '30, '31 and some '32, \$400 for the pair as well as a Radiator for '31 President, \$100.

Don Andersen, 253-854-0678 or [djandersen@q.com](mailto:djandersen@q.com)

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](mailto: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](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))

**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](mailto: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](mailto: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](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 special 1956 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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**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**

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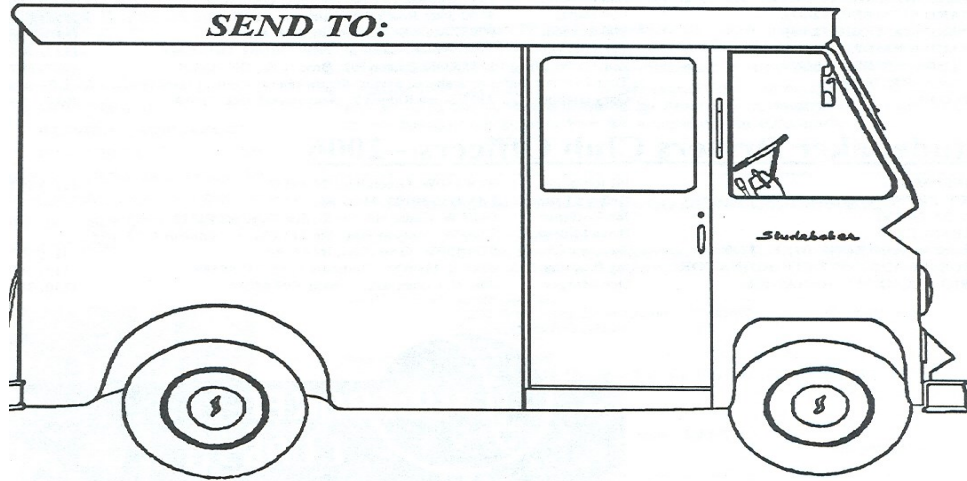
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O. Justad  
6302 164 Ave SE  
Bellevue WA 98006

## The Washington

# President



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Surrey is  
114 years  
old,  
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