

President

Greater Seattle Chapter SDC Founded in 1969

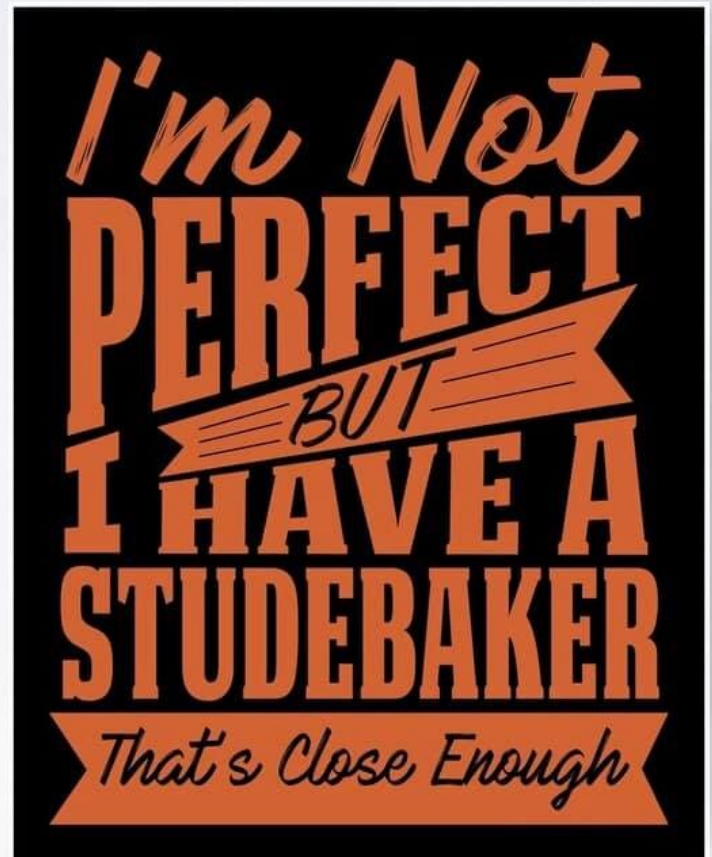
Volume 52 Number 3



EDITOR'S CORNER

For several reasons it was decided to skip a meeting this month as well. One part is that the Covid is still with us, and several of our officers for various other reasons will not be able to attend .

I really have nothing to report this month, club wise. And not on my car restoration either. But I could not resist inserting the "Inside Facts " story provided by Pete Yuen as it relates to the 1951 V8 engine I am presently restoring (page 4 and page 5).


Mary has promised to try to find an outside meeting place for April.





THE PACIFIC CAN-AM ZONE MEET IS BACK !!!

THE STUDEBAKER DRIVERS CLUB, NORTHWEST CHAPTER
WILL HOST THE 2022 PACIFIC CAN-AM ZONE MEET
ON FRIDAY AND SATURDAY, SEPTEMBER 9 AND 10, 2022
AT SPIRIT MOUNTAIN CASINO, GRAND RONDE, OREGON.



A FACT-FILLED BOOKLET ABOUT LODGING AT THE SPIRIT MOUNTAIN LODGE,
CAR SHOW AND SWAP MEET IN THE NEARBY PARKING,
BANQUET IN THE CASINO BALLROOM AND
THE SUNDAY RIDE ON THE SCENIC OREGON COAST RAILWAY
WILL BE PUBLISHED IN EARLY SPRING, 2022

MARCH MEETING

CANCELLED

Sorry, but there will not be a meeting for the month of March

Things In
Life Can Be
Simplified:

When in charge -----Ponder
When in Trouble -----Delegate
When in doubt -----Mumble



2022 Greater Seattle Chapter Upcoming Events

MONTH DATE EVENT LOCATION TIME INFORMATION & CONTACT

March		No meeting thins month			
Sept	9-11	CAN-AM zone meet	Grand Ronde, Oregon, Spirit Mountain Casino		Chuck Tubens. www.sdcnw.com

UPCOMING SWAP MEETS

MONTH DATE LOCATION INFORMATION & CONTACT

Internationals			
.May 4-7	2022	58th SDC International	South Bend, Ind

2022 GREAT RACE ROUTE

JUNE 18-26, 2022

Warwick, RI to Fargo, ND

GREATRACE.COM
@GREATRACERALLY
#THEGREATRACE

- SATURDAY, JUNE 18**
START: Rocky Point State Park, Warwick, RI - 8 a.m. to 1 p.m.
OVERNIGHT: New England Air Museum, Windsor Locks, CT - 4:30 p.m.
- SUNDAY, JUNE 19**
LUNCH: Clinton Street, downtown Montgomery, NY - 12:15 p.m.
OVERNIGHT: Court Street, downtown Binghamton, NY - 5 p.m.
- MONDAY, JUNE 20**
LUNCH: Alfred State College, Wellsville, NY - 12:15 p.m.
OVERNIGHT: Perry Square Park, downtown Erie, PA - 5 p.m.
- TUESDAY, JUNE 21**
LUNCH: Uptown Park, downtown Medina, OH - noon
OVERNIGHT: Louisiana Avenue, downtown Perrysburg, OH - 5 p.m.
- WEDNESDAY, JUNE 22**
LUNCH: Studebaker National Museum, South Bend, IN - noon
OVERNIGHT: Lockport Street, downtown Plainfield, IL - 5 p.m.
- THURSDAY, JUNE 23**
LUNCH: Angell Park Speedway, Sun Prairie, WI - 11:45 a.m.
OVERNIGHT: Chula Vista Resort, Wisconsin Dells, WI - 2:30 p.m.
- FRIDAY, JUNE 24**
LUNCH: North Bridge Street, downtown Chippewa Falls, WI - noon
OVERNIGHT: Bayfront Festival Park, Duluth, MN - 5 p.m.
- SATURDAY, JUNE 25**
LUNCH: Brainerd International Raceway, Brainerd, MN - 11:45 a.m.
OVERNIGHT: West Lake Drive, Detroit Lakes, MN - 4 p.m.
- SUNDAY, JUNE 26**
FINISH: Broadway Drive, Historic Fargo Theater, Fargo, ND - 1 p.m.

FOR MORE INFORMATION CALL 800-989-7223 OR EMAIL JEFF@GREATRACE.COM



“

*Copied and submitted by Pete Yuen***Studebaker's BRAND NEW ENGINE Commander V-8 Engine**

For 1951, Studebaker engineers have designed a great new Commander engine. This powerful new V-8 engine develops 120 horsepower --17.6 percent more power than the 6 cylinder engine used in the 1950 Commanders. And because this new engine is so efficient, this performance is obtained without sacrificing economy.

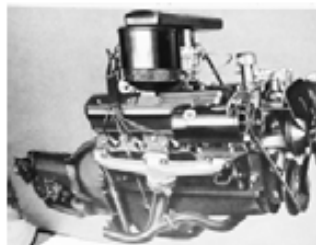
The horsepower developed per cubic inch of piston displacement is recognized by engineers as one of the definite measures of engine efficiency. The higher the horsepower per cubic inch, the greater the engine efficiency.

The new engine has a piston displacement of 232.6 cubic inches. It develops .516 horsepower per inch of piston displacement, which marks this engine as one of the most efficient in the industry.

The bore is 3 3/8 inches and the stroke is 3 1/4 inches -- actually less than the bore. Frictional wear is decreased because the pistons travel a shorter distance, and the rings and pistons last longer. With a shorter stroke, less cylinder wall area is exposed to flame-- meaning less heat loss and more effective use of fuel energy.”

“Top performance with regular gasoline

The high efficiency of the 7.0 to 1 compression ratio contributes much to the lively performance of the new V-8 engine. This premium performance is obtained with regular gasoline. Studebaker owners pay no extra fuel cost for top performance. The new Commander V- 8 engine is so designed that as high octane fuels are marketed, increased compression ratios may be used.

**Fuel intake system intake system**

A new dual barrel, down-draft carburetor has been designed for the Commander V- 8. Each barrel supplies only 4 cylinders, balancing the load as it meters the gasoline and mixes it with just the right amount of air to meet all load and speed conditions. When a driver presses down on the accelerator, he get a prompt smooth flow of power.

This new carburetor is equipped with a fully automatic choke. It enriches the mixture for cold starting and automatically returns the mixture to normal as the engine warms up. This control saves gasoline and prevents gasoline from washing the vital film of oil from the cylinder walls.

The” “free-breathing” intake manifold -- the “pipe line” that brings the fuel and air to the combustion

"chambers -- carries equal portions of the mixture from the carburetor to each cylinder. This even distribution of fuel means quick, easy starting and smooth, efficient operation.

The intake manifold "hot spot," heated by exhaust gas, naturally aids in vaporizing the air-gasoline mixture. This insures fast, complete combustion --- more power, more mileage out of every gallon of gas.

Smooth, vibration - free performance

The smoothness of this great new engine over the entire speed range is assured because of precautions taken--- in production, as well as in design -- to control and absorb vibration. The rugged Commander V-8 heat treated crankshaft --- drop- forged from alloy steel -- has built-in counterweights that offset the weight of connecting rods and pistons. The crankshaft and the flywheel are balanced both statically and dynamically.

Connecting rods, pistons, piston pins and piston rings are assembled as matched-weight sets. Due to the compactness of the V-8 design, the short, rigid crankshaft is subject to a minimum of deflection caused by the impact of power impulses. Two extra precautions are taken to further control vibration,. First, this new engine has five main bearings, instead of the conventional three bearings. This places a main bearing between each pair of connecting rods, insuring positive alignment and full support of the crankshaft. Then, as they have done in the past, Studebaker engineers go a step further and equip the crankshaft of this new engine with a rubber-mounted damper that soaks up torsional vibration.

All these engineering precautions result in smoother, quieter operation and long, trouble-free engine life.



1951 Studebaker --- Thanks to Robert Dudeck for the artwork

WHAT'S IN YOUR TOOLBOX?

The following is a report about this latest crescent wrench from the company of the same name. It was developed in 1908 and the crescent wrench name patented.



Crescent 10" Locking Adjustable Dual Material Wrench - ACL10VS
Versatility of an adjustable wrench and gripping power of a locking pliers. Delivers 2x gripping power on rounded fastener. Anti-slip adjustable jaw for a wide variety of fasteners. Crescent Innovation then and Now. Did you know that there is limited lifetime warranty? Over 100 year performance, quality, and innovation. Cost \$\$29.72 Available at Lowes, Home Depot and KMS Tools.

Mark Carson editor of the Studebaker Packard Post features new tools several times a year.



NORTHWEST OVER- DRIVE 2022

The Inland Northwest Chapter, SDC Invites You!

May 22nd, 2022, Spokane, WA.

Host Hotel: Ramada Inn, 8909 W. Airport Way
Spokane, WA. 99219

For Reservations: Ph: 509-777-3053 or 509-777-3054 between 9am and 5pm Mon thru Fri.

Mention Studebaker Group!

Join us for a fun cruise through the Eastern Wa.
Backroads, for approximately 65 miles, all on paved
roads. Trophies, dash plaques and T-shirts,
Sunday evening banquet

INLAND NORTHWEST CHAPTER STUDEBAKER DRIVERS CLUB

NORTHWEST OVERDRIVE MAY 21-22, 2022

Host hotel: Ramada Inn, 8909 W. Airport Way, Spokane, WA 99219

For reservations, phone 509-777-3053 or 3054 between 9AM-5PM Mon.-Fri.

Room special \$90.00 per night including breakfast. Mention Studebaker Group

Rooms booked after 05/07/22 will be on a space available basis.

Room reservation special rate is valid Friday through Sunday nights.

Name: _____ spouse/guest(s) _____

Address: _____

City: _____ State/Prov: _____ Zip/Code: _____

Phone: _____ Email: _____

Registration: \$25.00 per person by _____ # of people = \$ _____ TTL

The registration fee includes tours and lunch during the overdrive.

Will you have a Studebaker on tour? _____ If So what car? _____

Lunch options for the tour to be determined. Number of lunches required during tour _____.

The banquet is at the Ramada Sunday evening and will be their Western Buffet.

Banquet: \$35.00 per person by _____ # of people = \$ _____ TTL

T shirts are available for purchase. Please indicate sizes and quantity.

___ Small ___ Medium ___ Large ___ XL ___ 2XL ___ 3XL. **\$15.00 x _____ # of shirts = \$ _____ TTL**

TOTAL \$ ENCLOSED: _____

Make checks payable to Inland Northwest Chapter SDC. Canadian entries please use US funds.

Mail funds along with your registration to: Barbara Curtis, 710 13th St, Davenport, WA 99122.

Phone 360-312-0758. Email at briankcurtis@yahoo.com or barbarathefiddler@yahoo.com

Signature: _____ Date: _____

AXLES HEAT AND RPM'S

Most of the Studebakers that we are driving today were built in the 1950's or 1960's and with a few exceptions they were designed to run on roads with a speed limit of 50 mph.

Champion sixes usually had a rear axle of 4.56 with overdrive which gave reasonable standing start acceleration but still were limited to travelling no more that 65mph even with OD. Axle ratios play a big part in our vehicles. Without overdrive a 1956 Studebaker Champion came from the factory with a 4.10 rear axle and as a result the engine was turning almost 4000 rpm at 70 mph. This causes excessive engine wear but mainly it produces heat. The faster you go the more the heat gauge will head towards

the hot side. This is the reality of the beast.

Similarly V8 engines can also overheat when asked to travel at constant speeds over 70 mph.

The cure for this is a trade off. Find an axle with a lower numerical number such as 3.07 ratio or if you can find an overdrive transmission with a 4.10 or 4.09 ratio axles you can get by with travel around 70 mph

The heat starts to build when your engine be it six or eight exceeds 3000 rpm. Try to keep your engine rpm below 3000 by any means available. You will lose performance i.e. standing start acceleration, but your power plant will last a bit longer and will give you confidence that you are not seriously overheating.

Peter Sant

STUDE STUFF FOR SALE or wanted

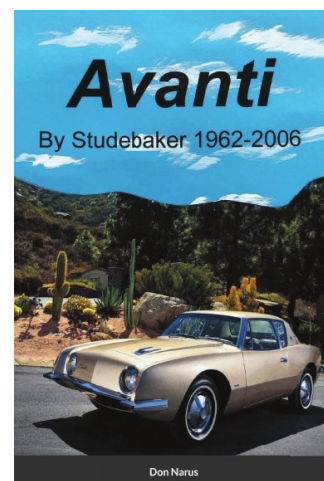
In cleaning out his old place to get re- settled in his new place, Don Albrecht wants all Studebaker fans to come look through his extensive collection for anything you might need. Most of his parts are for 60s vintage cars and pickups but there's also stuff for 50s era Studebakers. Please call him at 425.522.4294 at his place, or his cell, at 425.417.7644. Seriously, these parts have to go!

Tom

P.S. please pass this onto any Stude fans you know!

AVANTI BY STUDEBAKER 1962 – 2006

Quick, name a book that covers the history of the Avanti from 1962 to 2006 in an easy to read format? *Avanti By Studebaker* is such a title by auto historian Don Narus. This primer is great for new to the hobby or for someone seeking to bone up on what the Avanti was all about. Seven chapters cover Loewy, the Studebaker years, Altman-Newman, Stephen Blake, Michael Kelly, John Cafaro, and Bunting-Kelly. Detail-rich 88 black & white photos as well as 7 period advertisements generously highlight front and tail ends, dashboards, seats, and interesting details. Narus' accessible writing style offers expertly intriguing observations and insights. Order a copy from www.LULU.com for \$12.95 plus shipping. Michael Petti



STUDE STUFF FOR SALE or wanted

Anybody in need of NOS lifters (tappets) for steel type camshaft for in a 232 engine ('51-'54)?
Contact the editor

I am putting this ad out there as the owner would like to sell his collection. The "stuff" is in the interior of British Columbia.
Studebaker Collection For Sale 1966 Daytona 2-door, V-8, auto. \$4,700 1960 Lark, 4-door, V-8, auto., new floors, \$4,500 1957 Silver Hawk, V-8, \$7,900 1950 Pickup, \$13,900 1947 Champion Starlight Coupe, \$8,900 All were Runners when parked, most have been recently licensed. Interested? For photos, more info, contact Laird at Email; lairdr@telus.net phone, 250-306-4666

A friend of mine who lives in Victoria BC is looking for '53/54 front fenders. He is helping a friend restore a 54 Starliner. If you know of any for sale, contact Jim Renfrew at renfrewj@jamesrenfrew.com
He said they can ship via aircraft cargo to get around the closed border.
Thanks, Mary

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

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

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 does 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.

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

59 Studebaker pickup: I

I have a 59 4E1-112 Ser E1203-8 complete except for engine and trans. I have the v8 engine I believe came out of it though it is seized up. There are Chevy motor mounts. It is a solid specimen with small rust spots in normal places. Grill and tailgate are perfect.

I think it might be worth \$4000. My friend paid just shy of \$3000 in 2010. If someone is interested in correct numbers I'm pretty sure the engine is the one that came out of it. I also have the name of the guy he bought it from who was, I am sure, a Stude club member. But I will consider any reasonable offer. I am in Des Moines just South of SeaTac airport if anyone wants to look at it.

Bj. Bjerneby .
206-571-5569

See April issue for pictures

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 photo 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

Pacific

Mon-Fri 8:30 - 5:30
Closed for Lunch 12:30 - 1:30

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2021 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 Andersen	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

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.

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. _____

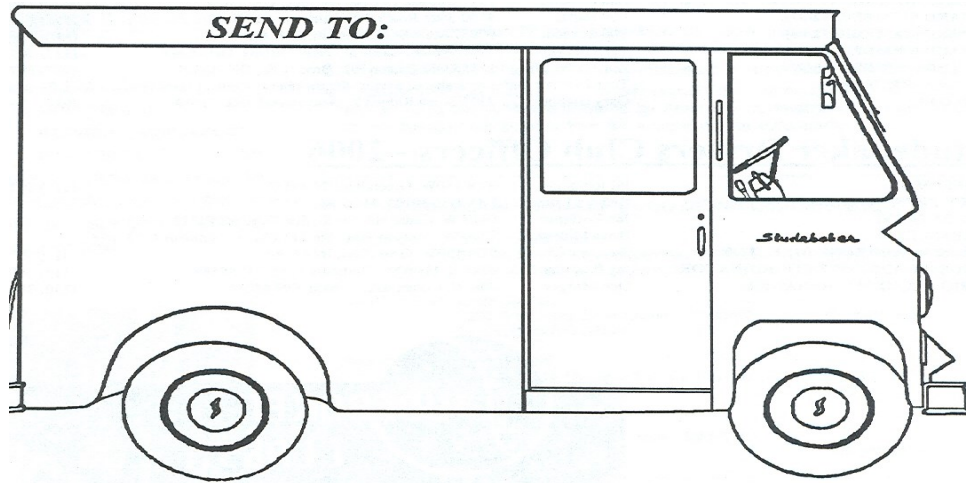
3 _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington

President



1935 Studebaker President Landcruiser