

The President's *STEERING COLUMN*

Everyone,

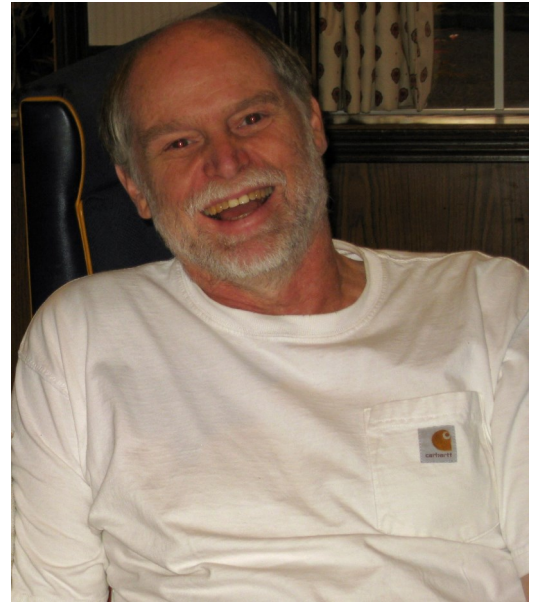
Hi Everyone

I want to thank Clayton & Evelyn Hobelheinrich for hosting the October meeting in their new house. Evelyn made some killer home made pizza.

There was no new business to talk about, just old cars .

We went to the Whatcom meeting at the Bell's museum. There was a good turnout . The Bell's just got an 1867 buggy . It was very nice. Myrna invited an old friend to come along and she had a great time looking at all the Studebakers She wants to own one if she can afford one.

Thanks,
Jerry Walker



HOT OFF THE PRESS TODAY (10/25)

ALL-CHAPTER CHRISTMAS PARTY

WHEN: Saturday, Dec. 10th at 1:00 pm

WHERE: Azteca Mexican Restaurant 17555 SOUTHCENTER PKWY,
TUKWILA, WA, 98188

***PLEASE RSVP TO MARY WEST no later than Dec.5th

studemary@comcast.net or 425-413-3958



DUES ARE DUE

Your dues are due, and for a mere \$12 you will continue to receive this marvelous magazine for another year. Greta will be happy to take your money. See page 11 for address.

(The two years of basically no dues are over and we are back to normal as far as dues go).

NOVEMBER 2022 STUDEBAKER ELECTION MEETING

WHEN: Sunday, November 6th at 2:00 pm

WHERE Shakey's Pizza Parlor

14300 SE Petrovitsky Rd. , Renton 98058

They have pizza and salad bar. We will meet in the back room.

We have the room until 4:30 pm.

2022 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Nov	6	Election meeting	Shakey's Pizza Parlor	2.00pm	Mary, 425-413-3958
Dec	10	Christmas party : Azteca Mexican Restaurant	17555 SOUTHCENTER PKWY, TUKWILA	1:00 pm	MARY WEST 425-413-3958 studemary@comcast.net

2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
Jan					
Feb					

Internationals

September 12-16, 2023 Manitowoc, WISCONSIN Upper Mississippi Valley Zone



COAL POWERED STUDEBAKER MILITARY TRUCK

Thanks to Bill Jackameit for permission to use/share this article.

<https://billstudepage.homestead.com/files/coaltrk.htm>

Steven Schultheis relates that his Grandfather, C. M. Schultheis, was an automotive engineer with Studebaker in the 1940's and 1950's. One of his projects was a coal powered 6X6 truck for the U.S. Army. The truck was used along the Alaskan Highway in the mid to late 1940's. These pictures were taken in South Bend in 1945. Steven indicates that the truck runs on coal, but he does not know if it has a steam engine, or if it uses a gasification process. Does anyone have additional information about this unusual truck?

An e-mail from Bill Skizik SKIZIK777@aol.com indicates that the truck was not steam powered. Rather, it used coal gas as fuel for the engine. Bituminous coal was roasted in a chamber, and then the gasses were extracted into the engine



EDITOR'S COMMENTS

Got this little article from Susan Lusted for newsletter publication. So I am adding my few words to this method of power for combustion engines.

I remember these "wood-generators" well as a kid back in Norway. They were used during the war and usually were mounted on the rear bumper. Gasoline was strictly rationed and basically unavailable. You can also see the sacks of "fuel" carried on the roof. Top speed was pretty low and acceleration non existent. Not a good "getaway" car.. But the underground resistance often installed a hidden valve to switch to normal gas

After the war, somebody made up 50 of these generator to have in case we had a shortage of them in the future. (Maybe it is time to dig them out again?)

I found somebody in Norway that actually restored a truck he used during the war with this "wood generator". They called them "Knott generator" as the wood fuel was cut into small pieces, not much bigger than charcoal briquettes. The preferred wood was black alder. Some of the drawbacks with this generator was cost, range and performance. They would cost close to the price of the car. The range was 25-30 miles before you had to stop and restock the generator and get it warmed up again. And the engine performance was reduced considerably. Changing my '31 to this is would be fun but is probably out of the question.

Odd

Odds 'N' Ends

A short piece of hose is instrumental for the delivery of fuel from the tank to the engine. It is necessary to provide flexibility that is needed between the tank and the engine. It is a small item but it is a very important part of the car.



The picture shows hose/fuel line with SAE 30R7, rated for cars with carburetors. Also, pictures are hose clamps. My preference would be the screw clamp on the right. There are different hose clamps for fuel systems that exceed 50 psi.

The present-day fuel line hose is more commonly made of Neoprene or Nitrile.

Standard rubber hose should never be used **in fuel applications**. The hose will deteriorate from the inside out and can plug fuel filters and carburetors with rubber debris, long before it springs an external leak. Even hoses made for fuel transmission break down with time.

Standard neoprene fuel hose can be used for fuel, PCV and EEC systems on all vehicles where working pressures are under 50 psi.

Nitrile:

Fuel line is a petroleum-resistant nitrile tube with a covering that resists weathering, ozone and heat and can be used for ethanol-laced fuels and diesel fuel. It should, however, not be used on coolant systems, oil systems or fuel-injection systems that produce pressures higher than 50 psi. SAE ratings displayed on the hose should be 30R6 or 30R7.

If the car has a carburetor, such as in a Studebaker or an Avanti, the use of hoses/lines with a SAE 30R6 or 30R7 is recommended. The maximum pressure that these hoses are rated for is 50psi. This is not the hose that can be used with cars that have fuel injection adapted for their engines.

For the Avanti or the Studebaker vehicle that has been updated from the carburetor to the fuel injection fuel system, using an external fuel pump, the hose required is to have the SAE 30R9 rating that uses a fluoro elastomer inner liner that will withstand up to 180 psi and 300 degrees. It is approved for all fuel blends including straight methanol, and the outer coating is also ozone- and abrasion-resistant. High-pressure fuel-injection hose can also be used in low-pressure applications. You may not want to do this due to the extra cost.

In trying to figure out why the engine in my '88 Avanti got flooded with gas, I am now convinced that it was due to the breakdown of the hose between the steel line from the tank and the fuel pump. The fuel pump had been recently replaced but the hose wasn't. With the flexing of the hose to install the fuel pump, it caused the material that had deteriorated inside the hose to flow into the fuel pump and the carburetor. As the fuel in the Avanti tank can be higher than the fuel pump and carburetor, the gravity flow of the fuel to the engine happens when the hose particles jam the valves open.

The hose in the fuel line will, in time, deteriorate. If, for any reason you have to connect to or to connect from the hose, I would strongly suggest that it be replaced. It is cheap insurance as to the trouble that it can cause if you do not change it.

Note: The hoses break down from the inside and you will not notice it..

Written by: Pete Yuen



EDITOR'S CORNER

As you see on the front page, dues are coming due again. No longer a free ride. But not a price increase either.

I am still struggling with my '51. Slow progress. Finally got the first fender on the car and as I write, the second one is just about there also.

Actually, I hung the first one three times. Did not know it was that difficult (at least for me). The basic problem was the air ducting from the fender to the heater and fresh air. You could not assemble the ducting inside the fender before it is mounted on the car. But also you must place one part on the ducting inside the fender first as it cannot be placed with the fender on the car. Of course I found this out the hard way. Have a feeling that this will be my last restoration project,

Also, I started looking at my vehicle park and am coming to the conclusion that I have too many vehicles. Is it maybe time to think of selling something. Not sure which? We like them all. BUT?

On another note. My temporary job as editor is still just temporary. So if anybody likes to play writer and publisher, I am quite willing to hand over the job.

Odd



SECRETARY'S SCRABBLIES

The Seattle Chapter of the Studebaker Drivers Club held the October meeting at the Hoebelheinrich's on Sunday the ninth at 2:00pm. There were 11 members in attendance. A meeting was held and after some discussion it was decided that we should invite other car clubs to our outings, particularly our annual picnic at Mud Mountain Dam. After the meeting we enjoyed some very good pizza hand crafted by Evelyn. There were other side dishes as well, but the pizza was central to the days events!

I am told that the November meeting will be on Sunday the 6th. That is the last day of daylight savings time.

See you then,

Don Andersen, Secretary

FROM FREE WHEELING TO OVERDRIVE

By, and Thanks to Dan Kuhl

Everyone has ridden a tricycle, right? Well, if you have, the only way to free wheel is to take your feet off the pedals while coasting down a hill.

With its invention in 1817 the bicycle recently celebrated its 200th Anniversary. Fifty-two years after its invention, free-wheeling became an integral part of the bicycle we know today. In 1869 in Poughkeepsie, N.Y., William Van Arden invented the freewheeling bicycle. His design placed a ratchet device in the hub of the front wheel where the pedals were located. A bicycle of this type was called a “velocipede”, which allowed the rider to ride without constantly pedaling as we did on our tricycles (See Photo).

In 1931 Studebaker incorporated a similar gismo into their line of automobiles. It was manufactured by Warner Gear Company that was established in Muncie, Indiana in 1901.

According to the March 1931 *Studebaker Wheel*, no innovation in all automobile history has so captured the interest of motorists.

Features of free-wheeling are many. A few of the most important include: When activated, at no time does the car drive the engine. Benefits include ease of gear shifting with and without the clutch and with the helical gears used in the transmission with free-wheeling, second gear is quieter and more able to take advantage of “breaks” in heavy traffic situations.

Free-wheeling was used by Studebaker until 1935 when it was incorporated into the new Borg-Warner overdrive system. Borg-Warner was part of the Warner Gear Company and was established in 1928. As a side note, my 1969 Ford pickup had overdrive/free-wheeling; it was quite the hoot to drive during my move to the Southwest in 1975.

Why was the addition of overdrive so important? Studebaker had low revving engines that were not suitable to drive at high speed for long periods of time. Not only did it permit the engine to propel the car down the road at a higher rate of speed, it improved gas mileage while saving the engine from unnecessary wear-and-tear.

What makes overdrive so special? It is ease of operation. The overdrive system has two controls. The first is a “T” handle mounted on the dash that is pushed in by the driver to engage the overdrive action. The second control is an electrically operated solenoid that initiates operation.

A car with overdrive would have to be traveling down a road at a minimum of 35 mph to imitate operation with the “T” handle. The car first goes into a free-wheeling mode so that a governor in the overdrive will close a switch that will power the solenoid which puts the car in overdrive.

A Borg-Warner overdrive has an overdrive speed ratio of 33.3%, which means a car in overdrive will travel 33.3% faster for the same engine rpm. However, to pass another car (accelerate rapidly) a kick-down switch under the accelerator temporarily takes the car out of overdrive so the car can easily accelerate. After passing is completed the driver eases up on the gas pedal allowing the car to automatically go back into overdrive.

In closing it is important to know that overdrive does not function in reverse— not many of us have a need to travel 35 mph in reverse, unless one is driving in the Joie Chitwood Thrill Show.



References:

Beckman, Andrew. "Off the Record" *Turning Wheels*. Volume 54, No. 5 (May 2022): pp. 6-8.

Endy, Tom. "The Borg Warner Overdrive" *The Restorer*. (March/ April 2005): pp. 12-16.

Fox, Fred K. "1935 Studebakers, The Cars with the Miracle Ride" *Turning Wheels*. Volume 26, No.

4 (April 1994): pp. 6-17.

Fox, Fred K. "1931 Studebaker Cars, Classic Beauty in the Early Thirties" *Turning Wheels*.

Volume 34, No. 12 (December 2002): pp.6-15.

Reading, Hugh A. "Free Wheeling , What It Does—and How" *The Wheel*. (march 1931): pp. 4-5,16.

Reference for Joie Chitwood is from the web.

STUDE STUFF FOR SALE or wanted

CARS AND PARTS FOR SALE: De Ann Hochhalter 509-840-3781 Sunnyside Wa.

My Husband Ron and I had 53 studes as our first cars---it was love from the start! Ron died last year of cancer and did not get to restore cars and sell parts like he wanted when he retired.

Now I own by myself: ADVANCED COLLISION REPAIR CENTER INC. AT 225 N. 1ST St. Sunnyside, Wa. 98944

By myself and do not need all these cars and parts. Please if you are interested let me know!

SEVERAL 53 STUDEBAKER BODIES HARDTOPS AND COUPES

53 HARD TOP STUDEBAKER COMPLETE BODY INTERIOR , ENGINE , TRANS AND TRIM EXTERIOR

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88 AVANTI II GOLD CONVERTIBLE COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

WHITE AVANTI COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

1990 AVANTI II CINNAMON COLOR COMPLETE - RON AND I BOUGHT IT IN CALIFORNIA AND DROVE IT BACK TO WASHINGTON

STUDE STUFF FOR SALE or wanted

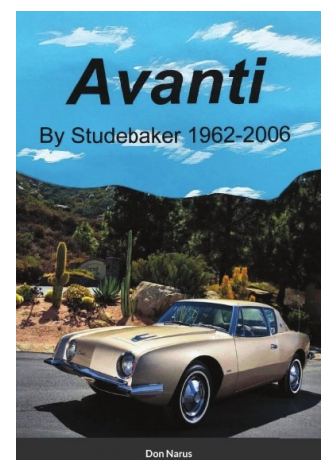
For Sale: Make offer, want to find someone that can use these. Complete front sheet metal forward of firewall ("doghouse") off 62 GT hawk, no trim, solid, \$150. Front sheet metal with trim/grille, '61 Champ truck, \$200. Also fits 59-60 Lark, very straight. Front sheet metal with trim/grille, '64 Commander, straight, \$200. Prices are you-pull in Lake Stevens (hawk doghouse is already off). Other parts for these vehicles are also available cheap or free. John DePrey, 425-293-2985, retrostude@yahoo.com .

For Sale: Complete full flow 259 2bbl drivetrain from a '64 Commander, including T86 overdrive, clutch linkage, pedals, dash bracket, driveshaft, radiator, hardware. Ran engine before pulling, had good compression and no smoke. Pulled for a "ditch the six" project on the '64 that we subsequently sold, buyer has not picked it up. \$350 obo takes all. Have a non-TT Dana 44 with v8 brakes for \$100, I believe 3.54 ratio. John DePrey 425-293-2985

1963 Studebaker GT Hawk serial #63V29933. 289 V8 4-barrel WCFB carb. Engine completely rebuilt less than 10,000 miles ago. 4 Speed T10 transmission re-bearinged. Dana 44 rear end, 331 ratio non-TT. Tires are in good shape but old, chrome rims. Full instrumentation including tac and clock; everything in working condition. Seats, headliner, carpets, and other trim are in good shape. The car has Alberta registration. I have never registered it in B.C. as the body is in very rough condition. The car needs new kingpins. The rest of the mechanical is good. Front suspension has Duralon upper and lower bushings; the clutch pressure plate and disc were rebuilt, and it has a new throw-out bearing. The engine was completely rebuilt, new pistons .020 o/s, crank turned mains .010 and throws are .010. The heads had hardened seat and new valves, R1 camshaft was reground. Rebuilt water pump. Starter and alternator were gone though. The car has not had a lot of miles in the last 11 years. When the Alberta insurance ran out, I only used it a couple of times a year around the neighborhood. Located in 108 Mile Ranch, B.C. Call Chuck Douglas at 250-791-5505 or email doug108@telus.net. Asking \$6000.00 OBO

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; laidr@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

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Treasurer.: Greta Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196
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Editor: (temp) Odd Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196

Can Am Zone National Officers

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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 _____

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Studebakers Owned: 1 _____ 2. _____

3 _____ . _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington

President

