

President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 2



Our an-

nual planning meeting was a great success! It was held on January 7th and was at Myrna and Jerry Walker's home. We had 20 people in attendance! The food was excellent with the main dishes prepared by Myrna. Thank you, Myrna!!

Activities for most months of 2023 were set. The yearly calendar will be reported elsewhere in this newsletter. VP Mary reported that she has been able to set our annual picnic for Saturday, July 15th at Mud Mountain Dam picnic area. Thank you, Mary!! We know this is a project each year. Mary also reported

that our February meeting will be February 11th at the Thunder Dome in Enumclaw. And, near and dear to me, it was stated that there will be a February Swap Meet in Puyallup, at the Fair Grounds, on the 18th and 19th of February.

And, it should be included that dues are due. The annual dues are \$12/couple.

See you at the Thunder Dome on February 11th. God Bless,

Don Andersen
Secretary

ED' We are sorry to tell you that the Thunder Dome is presently closed.

55th Annual

EARLY BIRD

AUTO & COLLECTIBLE SWAP MEET

All Makes, Models & Years Cars & Parts

BUY • SELL • TRADE
Cars & Parts • New • Used • Antiques & Collectibles

FEBRUARY 18 & 19, 2023

8 A.M. TO 5 P.M. SATURDAY • 9 A.M. TO 3 P.M. SUNDAY

Washington State Fair Events Center
PUYALLUP, WASHINGTON

Exit #127 from I-5, Follow SR 512 Ten Miles to Fairgrounds

Adult Admission **\$10⁰⁰** Daily
Free Parking
The Oldest Swap Meet In Washington
No Firearms Allowed • No Pets Allowed
Children Under 12 **FREE**

DO NOT WRITE IN THIS SPACE

BOOTH SPACE RESERVATION REQUEST

Name (Please Print Clearly) _____ Reverse Side Must Be Signed

Business Name (If Applicable) _____

Address _____

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 next to last page for address.

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

FEBRUARY MEETING

Due to the closure of the Thunderdome, our regular February meeting is cancelled.

SO THERE WILL BE NO FORMAL MEETING THIS MONTH

Instead let us meet at the Puyallup Fairgrounds and have fun looking for Stude parts

WHERE and WHEN: See page 1

2023 Greater Seattle Chapter Upcoming Events

MONTH DATE EVENT LOCATION TIME INFORMATION & CONTACT

FEB					
MAR		Nordic Museum	2665 NW Market st		
APR		tbd			
MAY		HCCA bkfast tour	Puyallup		
JUNE		Naval Museum			
JUL	15	Picnic	Mud Mountain		
AUG		BBQ	At Durkees		
SEP		Drive your Stude day	Nursing home		
OCT		TBD			
NOV		Election Meet	Boarding House restaurant, Issaquah		
DEC		Christmas party			NPS hosting

Internationals

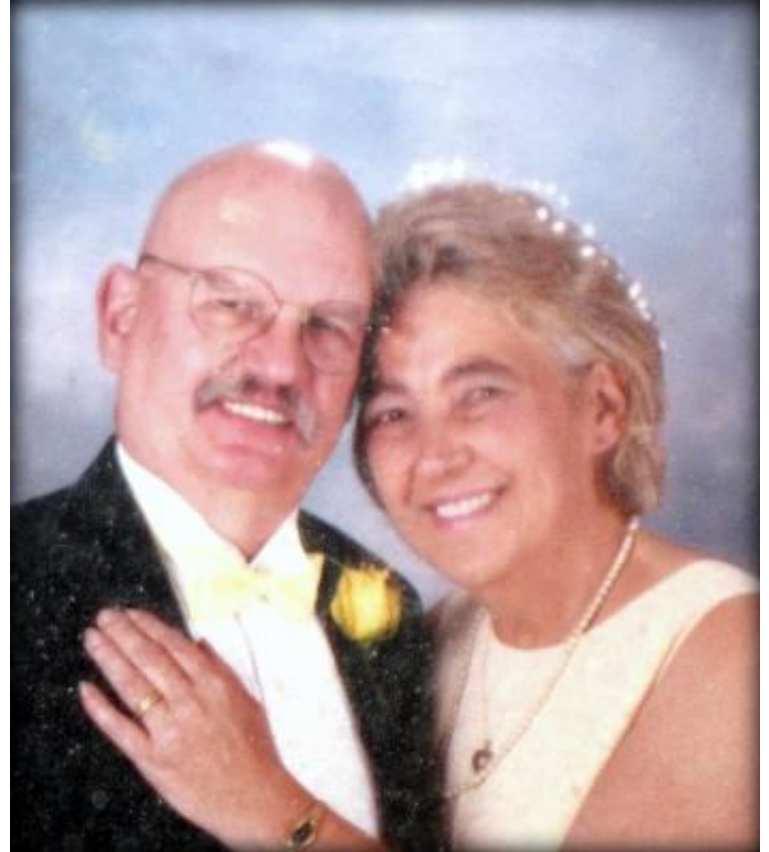
September 12-16, 2023 Manitowoc, WISCONSIN Upper Mississippi Valley Zone

Sad news...

We are so saddened to hear of the passing of Bob Bryant on November 17, 2022. He was 80 years old and has been a very active member of the Studebaker community for many years. He had lost his wife, Gail, earlier last year.

The following was posted on his Robert Bryant Facebook page by Michelle Robeson:

To those of you that knew Bob and loved him as much as his family, I wanted to take the time to let you all know that he passed away a few days ago. I don't have any information as to why or how at this moment. It's been really hard for our family, but I felt that he would like all his friends and any distant relatives to know. He will be buried up in Ketchikan Alaska with my mom. He will be deeply missed, but I know that he will be happy since he is reunited with my mother and his wife and his parents. At this time we're not sure if he'll have a service or Celebration of Life. If you wish to leave some memories you had with him or Gail Bryant our family would love to know how much he meant to everyone. I know he and my mom touched a lot of lives



In honor of Bob Bryant, we decided to re-print two stories that Bob wrote about his first cars. They were published earlier in this news letter.

My First Studebaker

My First Studebaker (and other cars along the way)

By Bob Bryant

It all started when I drove a 1959 Lark VI station wagon to deliver prescriptions during my afterschool job at the local drug store. My favorite high school English teacher, Miss Ethel Evans, drove a 1951 Studebaker Champion coupe. When the new cars were announced in the Fall, I used to go down to the local Ford Mercury Lincoln Studebaker Packard dealer to check out the new cars and pick up a brochure or two. During a summer college break, I worked as an apprentice aircraft mechanic and my mentor owned a 1955 white, coral and gray President Speedster.

Despite all these Studebaker influences, my first car was a used 1960 Ford Falcon and my first new car was a 1965 Plymouth Barracuda. I remember driving my Barracuda thru the Boeing CXHLS mockup at McChord Air

Force base in Tacoma. The Cargo Experimental High Logistic System airplane was the Boeing entry into the C-5 competition. Although Boeing lost the competition to Lockheed, the CXHLS became the basis for the Boeing 747.

I went thru many cars on the way to my first Studebaker, including a Corvair powered Fiberfab Avenger that I raced at a Puget Sound Sports Car Club Pacific Raceways event, a 1969 AMX that I used to set up Time Speed Distance and Pro rallies, a 1964 Chrysler 300K Hardtop that I bought for \$400 in West Seattle with a blown engine that a buddy of mine in Issaquah fixed and a couple of Mercedes, a 230 SL I bought from a soldier at Fort Lewis and a 220S sedan I bought from the former Studebaker dealer in Bellevue.

My first Studebaker-Packard product was a 1957 Packard station wagon that I bought in Napa, California and drove home to Reno, Nevada where I was living at the time. The next day, I replaced several hoses that were about to let go. That was the first of my daring adventures driving home a recently purchased car.

Finally, my first Studebaker was a 1963 GT Hawk, white with red interior, which I saw in an ad in an SDC Newsletter and was in Orange, California. I flew from Reno to John Wayne airport near Orange and was met by the seller in the GT. After briefly checking out the car, I bought it and made the five-hundred-mile trek back to Reno stopping for gas and oil once. This time the hoses were good, but shocks and springs needed to be replaced and the engine leaked oil badly through the timing gear cover.

A couple of weeks later, after things were fixed, I drove it from Reno to the North Lake Tahoe Car Show and won First in Class. On the way off the show field, I noticed that the transmission was slipping, and I barely made it back home. A trip to the local transmission shop solved the problem. Next, I drove it to the Pacific Southwest Zone Meet in Ventura and missed out on the long-distance award by a car from Oregon. The trip to Ventura was a one-way trip as I was starting a new job in southern California.

I owned the Gran Turismo Hawk for several years taking it to many car shows and zone meets. I had the engine completely overhauled and the brakes redone. I sold the car to a couple from Las Vegas.

When I went back to work in the Seattle area, I sold all my cars except for a Lark convertible and my 1989 Avanti. I moved these cars around with me as I went back to Alaska, built our house and got married there. Went to South Carolina to take care of my wife's parents where I bought a 1934 836a Pierce-Arrow Club Brougham; went to Southern California where I then sold the Pierce-Arrow and bought a 1957 Packard sedan from a guy in Nebraska, who owned a pecan orchard. I dug out pecan shells and rat deposits nearly everywhere in the car during restoration. At the SDC International Meet in Glendale, Arizona, I sold the Lark to my longtime friend, Ed Reynolds, of Studebaker International.

Gail and I moved to Tacoma in 2014 to be near our kids and grandkids. I still drive my 1989 Avanti and occasionally my 1957 Packard sedan.

All my cars have stories, how I got them, what I did with them, where I went with them, and to whom I sold them. I am sure your cars do, too.



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.



Studebaker Myths and Misconceptions

Studebakers have not been made since 1966. Over the passing years, many myths and misconceptions have persisted. Here are ten myths that are often repeated and the facts to hopefully set the record straight , once and for all.

Myth # 1 – Studebaker was owned/made by Hudson/AMC/Ford/Chrysler, etc.

Fact: From 1852 through 1966, 1954-1962 were the only years in which Studebaker was a division of a larger corporation. The Packard Motor Car Company purchased the Studebaker Corporation in 1954 and formed the Studebaker-Packard Corporation. The company manufactured, both Packard and Studebaker automobiles and trucks through the 1958 year, when Packard production ceased. The corporation dropped Packard from the name in 1962 and became the Studebaker Corporation until Studebaker production was terminated during the 1966 model year.

More Studebaker company history at <http://en.wikipedia.org/wiki/Studebaker>

Myth # 2 - Studebaker V8 motors were designed by and/or made by Ford/ Cadillac/AMC/Chev, etc.

Fact: Studebaker designed, cast, machined and built it's own V-8 motors beginning in 1951 model year through 1964. The Studebaker 289 ci . V-8 was introduced in the 1956 model year, seven years before Ford introduced their 289 during the 1963 model year. It is true that the Cadillac intake manifold can be modified to fit a Studebaker V-8, but there are no ties between the Cadillac Division and Studebaker. For the 1965-1966 model years only, all Studebakers were manufactured in its' Hamilton, Ontario, Canada Plant with V-8s and sixes sourced from General Motors' McKinnon engine plant.

Myth #3 – The famous 1953 Studebaker Starlight (Not Starlite) coupe and Starliner hardtop were designed by Raymond Lowey.

Fact: The actual design of the '53 Studebaker was done by Bob Bourke, who worked for the Raymond Lowey design firm.

Myth #4 – The Avanti was made in Canada.

Fact: Avantis were never built in Canada. 1963 and 1964 were built in the Studebaker Plant in South Bend, Indiana. After Studebaker closed its' South Bend (U.S.) manufacturing, the Avanti (name, molds, parts, etc) was sold to private individuals who produced the Avanti II and other Avanti configurations. The post Studebaker Avantis are not officially "Studebakers", but the cars and their owners are welcomed and appreciated by the Studebaker Drivers club. More Avanti facts: www.waoai.org

Myth #5 – My buddy/relative had a 1955 Golden Hawk (or 1961 Silver Hawk)

Fact: Golden Hawks were only produced I '56, '57 and '58. The '56 G.H. had a Packard 352 engine (but never supercharged and never with two -4 bbl carbs) '57 and '58 G.H. had a McCulloch supercharged 289 c.i. Studebaker V-8. Hawks included Other '56 Hawks included Sky Hawk, Power Hawk and Flight Hawk. Silver Hawk were ONLY produced in '57 '58 and '59. All 1960 and 1961 Hawks were simply Hawks, with no other identifiers.'62-'64 had the Gran Turismo Hawk (not Grand Torino which was a Ford). '63-'64 GT Hawks could be ordered with a Paxton supercharged engine.

Myth #6 – Parts for Studebakers are impossible to get.

Fact: Of course, there are a few exceptions but by and large, parts are plentiful and easy to get from a large number of Studebaker Parts vendors. For NOS, used and reproduction parts sources, visit

www.studebakervendors.com

Myth #7 – Studebakers were built for Grandpas and Grandmas with flathead 6 cylinder engines.

Fact: Studebaker was famous for its' economical sixes. BUT Studebaker also built a number of sporty, **HIGH PERFORMANCE cars**. Powerful, stock-block Studebaker straight-8's competed favorably in the Indianapolis 500 -mile Race during the 1930s. The 1953 model was declared a work of art. In 1955, it was the sporty Speedster, and then became the basis for the entire Hawk line through the 1964 model year. High performance R-1, R2 R3 and R4 Avanti engines that could be (and were) factory available in any Studebaker car model in '63 and '64, as were 4 speed transmissions. The Avanti was famous on the Bonneville salt flats and Ted Harbit and his '51 Stude-powered, CHICKEN HAWK is a 7 times NHRA champion and a member of the NHRA hall of fame. For more performance info, check out www.racingstudebaker.com

Myth #8 – Studebaker didn't build "big" trucks

Fact ; Not true. Studebaker did build heavy trucks, including diesel powered until truck production ended in 1964 model year. Studebaker also built the highly-regarded "US-6," the 6x6 military trucks that helped win WWII

Myth #9 – All Studebakers were built in South Bend, IN.

Fact: While South Bend is the revered ancestral home of Studebakers, the company also had manufacturing plants in Hamilton, Ontario, Canada and Los Angeles (Vernon) California. In addition, Studebakers were assembled in a number of countries around the world including Australia.

Myth #10 – It is hard to find anyone that knows how to fix or advise on Studebakers.

Fact: There are many Studebaker repair people in different parts of the country. The 12,000 member Studebaker Drivers Club (SDC) has a magazine, "TURNING WHEELS" with a huge technical section each month and the SDC Forum offers incredible expertise on all things Studebaker, 24/7.

Credit and Thanks to: Author unknown

1966 Studebaker Station Wagon - RARE! 1 of only 940 built. - \$1,600

283 Chevy V8 – Auto Transmission – Black primer over red with red interior.

There are various rust areas but is a good restoration candidate. The car is complete, non-running and will need to be trailered. The engine turns freely by hand.

The Wagonaire has been sitting since 2002. We haven't done anything to it. It will be needing a complete restoration before it will run or drive. Has a clear title.

It comes with extra parts: extra tailgate, starter, headliner rods, sun visors, tailgate crank and others. Call James Bell PH: 360-738-0103 Email: studenut@comcast.net (Bellingham)

STUDE STUFF FOR SALE or wanted



Hi, 1965 Studebaker, Excellent exterior, needs interior work. Runs & stops Great ..

Please give me a call at 206.683.6412 to discuss Price I'd interested.

Thank

True Cost of a Classic Car Restoration

Balance Sheet

Hours on the toilet searching the Internet	\$0.00
Purchase of a ton of rust on four wheels	\$5,000.00
Flowers for wife to break the news	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Restoration cost - engine and transmission rebuild	\$8,000.00
Restoration cost - chassis rebuild	\$5,000.00
Parts and endless trips to Swap Meets	\$1,600.00
New Lounge suite to balance ledger and keep wife happy	\$3,500.00
Restoration cost - bodywork and paint	\$7,000.00
Flowers for wife to save buying new kitchen suite	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Family trip to Tropical Island to offset 1000 hours spent in the workshop	\$4,000.00
Restoration cost - new upholstery and soft top	\$6,300.00
New out fit for wife to save another argument	\$450.00
Dinner at restaurant after argument with wife	\$120.00
Inspection, Registration and other on-road costs	\$1,200.00
Dinner at restaurant to celebrate completion	\$120.00
Hairdressing cost after wife's first ride in a open top tourer	\$60.00
BBQ to have neighbours over to see the finished project	\$90.00
Paint touch up after neighbour's son drew on the car	\$150.00
Settled out of court cost for clobbering neighbour's son	\$600.00
New outfit for wife to go out rallying	\$450.00
New shoes to go with the new outfit for wife to go out rallying	\$150.00
New hand bag to go with new shoes and outfit for wife to go out rallying	\$100.00
Dinner at restaurant after asking wife to economise	\$120.00
New clutch after teaching wife to drive a classic car	\$400.00
Dinner at restaurant after shouting at wife while teaching wife to drive a classic car	\$120.00
Repairs to front guard after wife's second lesson	\$600.00
Candlelight dinner at home (can no longer afford restaurant) after shouting at wife to watch where she is going	\$20.00
Advert on line for Classic Car For Sale	\$20.00
Total	\$45,390.00
Proceeds from sale of Classic Car	\$29,500
Balance added to mortgage	\$15,890

Thanks Alan Roper.....

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

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

GREAT FOR RESTORING!!

3 STUDEBAKER DEALERSHIP NEW OLD STOCK PARTS

53 STUDEBAKER COUPE COMPLETE MODIFIED

62 STUDEBAKER LARK CONVERTIBLE TO RESTORE WITH SOME NEW PARTS INCLUDING A TOP

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

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. Bjorneby .
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 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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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. _____

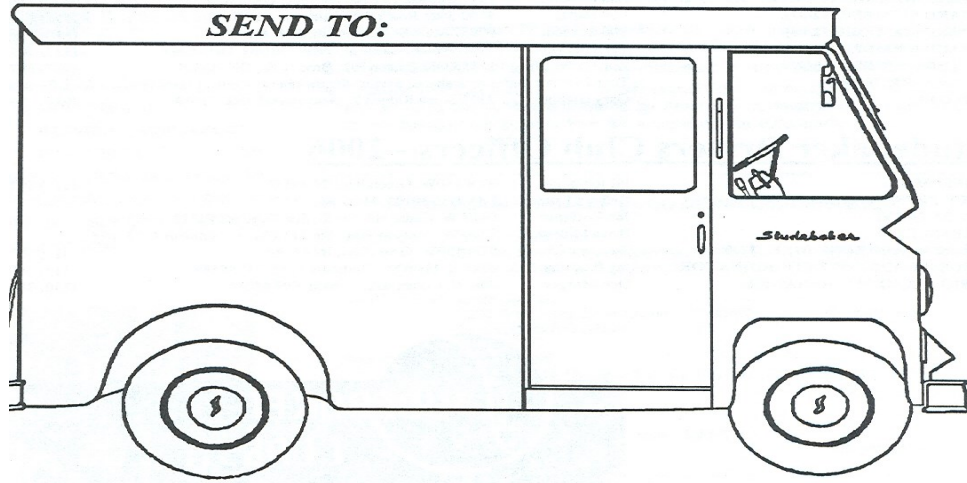
3 _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
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The Washington

President



*The treasurer is in
the driver's seat*