

# President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 3



No meeting in February, so no sec report

HAGERTY PRESENTS THE  
50th ANNUAL MONROE AUTO  
**SWAP MEET**  
EVERGREEN STATE FAIRGROUNDS, MONROE, WA  
MAY 20th - 21st, 2023

MAY 20th AND 21st, 2023  
EVERGREEN STATE FAIRGROUNDS  
FOR RESERVATIONS VISIT [WWW.MONROESWAPMEET.COM](http://WWW.MONROESWAPMEET.COM)

## THE DUES ARE OVERDUE

*Your dues are overdue, but 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).*

*Also don't be surprised if you should not receive this flyer. If it happens, it is probably due to no dues.*

## MARCH MEETING

**WHEN: Saturday March 11 at 11:00am**

**WHERE National Nordic Museum**

**2655 NW Market St, Seattle, WA 98107**

**Parking is just south of the museum. Enter parking at 28th and Market St..**

**Parking is \$2.00 for 2 hours.**

**\*\*After visiting the Museum, we will have lunch at "Mike's Chili Parlor" located at**

**1447 NW Ballard Way, Seattle, WA 98107**

**Mike's has been open since 1922, and celebrated their 100th Birthday Dec. 14th 2022!!**

## 2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
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MAR	11 Sat	Nordic Museum	2665 NW Market st	11:00	
APR	8 Sat	Thunderdome	1920 Garrett St. Enumclaw,	10:00	Mary
MAY	6 Sat	HCCA bkfast tour	Puyallup		See ad
JUNE		Naval Museum			
JUL	15 Sat	Picnic	Mud Mountain		
AUG	5 Sat	Picnic	Tolt/MacDonald park	3 pm	Invited by HCCA
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**

# ***Portland Swap Meet***

**Hosted annually by six Portland Oregon area antique car clubs, The Portland Swap Meet is the largest auto parts swap meet on the west coast with approximately 3,500 vendor stalls and over 50,000 shoppers each April at the Portland Expo Center.**

## **Next Portland Swap Meet**

**March 31 and April 1, 2 2023**

### *Vendors Only -- Setup*

Thursday

8:00 am - 7:00 pm

### *General Admission*

Friday 7:00am - 7:00pm

Saturday 7:00am - 5:00pm

Sunday 8:00am - 1:00pm

## **General Admission**

Friday and Saturday -- \$10.00 per day

Sunday -- \$5.00 (Ladies are FREE)

All days - (Children under 12 are FREE)

## **Location**

### **Portland Exposition Center**

2060 N Marine Drive, Portland OR

Take I-5 exit 306-B and follow signs to parking at Portland International Raceway. A **FREE shuttle bus** visits off-site parking areas.

**2020 NOTE: THERE IS NO PARKING AT THE MEADOWS LOT ANY MORE. ALL PARKING (AND FREE SHUTTLES) ARE FROM THE INTERNATIONAL RACEWAY.**

## ***Annual May Tour / Breakfast Opener***

Saturday May 6th at 9:30 am

We will be meeting at the Puyallup Elk's Lodge for our annual May breakfast. Cost is \$17 payable to the Elks Lodge day of. We are inviting lots of clubs in the area.

After breakfast we will be going on a drive.

Please RSVP with Andrew by April 20th. 360-961-1706

Just got this from Gary Finch

I'm still helping my sister with Dad's old

No meeting in February ,so so no see report

1956 President that he bought new when he ran the Glendale California Studebaker service-parts department. He bought a yellow and white 1956 President Classic 4dr but then the dealership took delivery of a convoy truck full of new 1956 cars that included the two door. Dad had a change of heart and ditched the big 4dr sedan for the Emerald green 2dr. My Dad (Frank Finch) managed the Parts & Service department at a Studebaker dealer from 1947 - 1962. He bought three new Studebakers including a 1948 Champion conv., 1952 Champion Starlight Coupe and the 1956 President 2dr.

The trunk is now done and the Shrock Brothers reproduction steering wheel is installed. [see attached]

Happy Motoring!

Gary



**By, and Thanks to  
Dan Kuhl**

We, in the Studebaker world are celebrating the 60th Anniversary of the Avanti debut. I believe this celebration should include all aspects of this car's great history, including a little-known achievement by Raymond Loewy.

In my search for material concerning the anniversary, I chose a subject that was in its infancy in the 1950's and became one of the dominate features on the cars manufactured today. This feature is automobile safety.

With the rising death toll from auto accidents the Liberty Mutual Insurance Company and Cornell University embarked on a joint project in 1957, the first "research based" safety car.

Ford was responsible for the engineering and Raymond Loewy the esthetic design aspects of the safety car. According to media hype the car would allow its occupants to walk away, unharmed from a 50 mph collision.

Features of the Cornell-Liberty safety car included a rollover bar, shock absorbing bumpers, and side protection to protect the occupants during a side crash. Other features included seat belts that would protect the occupants from the "second collision" with the dash/steering wheel or the windshield.

For those that are interested the original 13- page manual describing the features of this car, it is available at the Henry Ford Museum web site. This car clearly demonstrated that safety can be achieved without destroying the cars aesthetic aspects.

Somebody at Studebaker was paying attention. The Avanti designed by Raymond Loewy's team in Palm Springs just four years later clearly demonstrates that safety and design can go hand-in-hand. The Avanti came with a padded dash, rollbar, seat belts, bucket seats, and special door locks, all of which were to keep the driver and occupants secure in the Avanti. And, to prevent accidents the Avanti came with disc brakes, very much ahead of other American manufacturers at the time of its debut. The Avanti was truly ahead of its time, and a real example of the Cornell-Liberty safety car. In closing the Cornell-Liberty safety car is on display at the Henry Ford Museum.

References:

Jacobus, John L. And Evelyn Jacobus, Contributor (Spring 2022). U.S. Automobile Safety Principles and Strategies of the 1950s and 1960s. *Automotive History Review*, No. 63, pp. 24-43.

The Henry Ford Museum at:

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/368754#slide=gs-226103>

Points to Ponder. . . *Submitted by Pete Yuen*

\* "You only need two tools": WD40 and duct tape.

If it doesn't move and it should, use WD40. If it moves and it shouldn't, use duct tape.

\* Everyone seems normal until you get to know them.

\* Be really nice to your friends. You will never know when you are going to need them to empty your bed pan and hold your hand.

\* Being happy doesn't mean that everything's perfect. It just means that you have decided to see beyond the imperfections.

My Beliefs:

\* I believe that sometimes when I'm angry, I have the right to be angry but that doesn't give me the right to be cruel.

\* I believe that we do not leave to change friends if we understand that friends change.

\* I believe that you can do something in an instant that will give you heartache for life.

\* I believe that you should always leave loved ones with loving words. It may be the last time that you will see them.

\* I believe that we are responsible for what we do, no matter how we feel.

\* I believe that no matter how hot and steamy a relationship is at first, the passion fades and there had better be something else to take its' place.

\* I believe that heroes are the people who do what has to be done when it needs to be done, regardless of the consequences.

\* I believe that money is a lousy way of keeping score.

\* I believe that my best friend and I can do anything or nothing and still have a good time.

\* I believe that just because someone doesn't love you the way you want them to doesn't mean that they don't love you with all that they have.

\* I believe that maturity has more to do with what types of experiences you've had and what you have learned from them, and less to do with how many birthdays you've celebrated.

\* I believe that it isn't always enough to be forgiven by others. Sometimes, you have to learn to forgive yourself.

\* I believe that no matter how bad your heart is broken; the world does not stop for your grief.

\* I believe our background and circumstances may have influence who we are, but we are responsible for who we become.

\* I believe that just because two people argue, it doesn't mean that they don't love each other. And, just because a couple doesn't argue, it does not mean that they love each other.

\* I believe that two people can look at the exact same thing and see something totally different.

\* I believe that your life can change in a matter of moments by people who don't even know you.

\* I believe that when you think that you have no more to give, when a friend cries out to you, you will find the strength to help.

\* I believe that credentials on the wall do not make you a decent human being.

\* I believe that the people that you care for most in life are taken from you too soon.

## THE STUDEBAKER CHAMPION, THIRD TIME IS THE CHARM.

By, and Thanks to Dan Kuhl (Member, Grand Canyon State Chapter)

In the 1920's the Studebaker Corporation attempted to emulate what Ford, GM, and Chrysler were doing, to offer automobiles at all price points. Albert Erskine, president of Studebaker, decided that remaining in the mid-price field did not bode well for the company's future. He purchased the Pierce Arrow brand to fill the luxury gap and developed a new low-priced car, the Erskine.

As mentioned in a previous article, He kept Pierce Arrow alive for a few more years to produce some of the most iconic cars of the classic period, and sadly wasted time and money on the Little Aristocrat (Erskine), a car that wasn't really a Studebaker. Quoted from the reference: "The Erskine was not really a Studebaker car of the kind which the car buyer was accustomed. The body was designed by Dietrich Company of Detroit. Production of the bodies was done by the Budd Company of Philadelphia, and the small flathead six was supplied by the Continental Motor Corporation of Chicago. The Erskine was a car assembled by Studebaker, but was not a Studebaker in the traditional sense."

By the end of 1931 A.R. Erskine was wanting another new low price product line. The new car would be the Rockne. It began production in 1932 and ended in 1933. With the White Motor Car debacle that year, the company was forced into receivership. Note: The 1931 Studebaker Company Annual Report boasted of products in all three passenger car price fields with a line of trucks from White in their stable.

### Odds 'N' Ends

It seems like eons ago since I have seen a car that smokes badly. This leads me to wondering as to why that is.

Before we get to what is, let's go back to what was: ----- Smoke Signals-

An experienced mechanic can easily tell by looking at the exhaust, the condition of the engine and the problems. In general:

**White Smoke:** Excessive visible white smoke in the exhaust results from moisture entering the combustion chamber or chambers. Usually, this means that there is a coolant leak. The mechanic will likely check for a "blown" head gasket or a cracked cylinder head.

**Black Smoke:** Black smoke is usually caused by overly rich fuel mixture going into the engine and the incomplete burning of the said mixture. Check for a closed choke, flooded carburetor or the float level in the carburetor being set too high.

**Blue or Blue-Grey Smoke:** Smoke of this colour is caused by oil being able to enter the combustion chamber of the engine when it is operating or oil getting into the exhaust system. If blue smoke is seen during the wide-open throttle operation, worn or stuck piston rings may be the cause. If the bluish smoke is seen during a deceleration, the cause would likely be due to worn valve stem seals or worn valve guides.

During the 1920's to the early 1960's, the valve stem seal material in Studebakers were not as good as seals made of present-day material that is used. The original valve stem seals used in Studebakers worked fine, for a time but they were not very durable. The original type of valve stem seal can be replaced with seals made of better material for the application. It seems that someone mentioned seals for a Chev Vega would interchange with the Studebaker seals. I cannot verify this to be true but it is worth checking out. Go to the Studebaker Forum to check for the "updates."

## Odds 'N' Ends cont'

The "What is" –

"White Smoke" – For most part, the "white smoke" today and especially in cold weather, is likely to be water vapor as the moisture in the exhaust system is heated when the engine is operating. After the engine operation is shut down, the heated exhaust system cools and as it does, condensation is formed. When this condensation is heated, it turns into water vapor.

Black Smoke: Black smoke is a rarity now due to computers and fuel injection. The computer is continually working to provide the best fuel to air ratio to maximize the use of the fuel so we do not get overly rich fuel mixtures going to the engine anymore in computer- controlled fuel systems.

Blue or Blue-Grey-Smoke: This type of smoke is also a rarity these days due to the discovery and use of better materials that are used in the modern-day seals. I also believe that the modern oils used in cars, keep the engine cleaner, especially the piston rings to restrict excessive oil from the crankcase to get pass the piston to be exhausted as the blue or blue-grey smoke. Credit also to the computer to constantly monitor the fuel to air ratio to enable more effective burning of the fuel supplied to the engine. This, in turn reduces the carbon build-up in the piston rings so that they can function as they should.

### 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

John Coleman

**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](mailto:studenut@comcast.net) (Bellingham)**





## 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. 1<sup>ST</sup> 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!!

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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](http://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 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  
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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	<b>29902 176th Ave SE, Kent, WA 98042</b>	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. \_\_\_\_\_

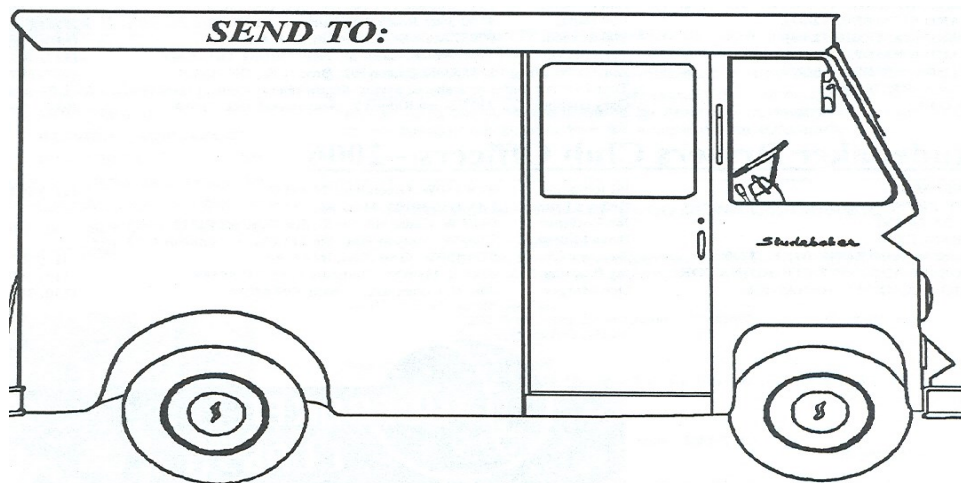
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More? 5 \_\_\_\_\_ 6 \_\_\_\_\_

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The Washington

President



1956  
President  
that  
Gary Finch  
just helped  
finishing  
the  
restoration  
for his  
sister  
  
(see  
page 7)