

## President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 7

### SECRETARY'S SCRABBLES

Our June meeting was on Sunday the 11th at the Hoebelheinrich's. 13 of us gathered there. There were 3 very nice Studebakers there that day. It was a "meet to eat" day with a wide range of very good food. The weather was good so many of us were on their new deck and viewing the Studebakers was enjoyable. No formal meeting was held.

I am now working on more fine points on my '32 President and still have hopes of driving it to the picnic next month. Our annual summer picnic will be July 15th and at the regular location at Mud Mountain Dam.

See you there. God Bless,

Don Andersen

Secretary

***The note below was also in the June issue, but since it was not brought up AT the June meeting. It is repeated below. Hopefully it will be brought up at the July meeting***

***Ed.***

### WEB SITE QUESTION

As you probably know, Tom Noller has been handling our Seattle Chapter website. What I was not aware of has been the cost of operating this website. He now has informed us that the cost is going up to \$20 a month, that is \$240 a year. Not sure if tax has to be added.

The question is if we can afford this. This cost should under no circumstances be subsidized by Tom. If the club pays for this, which it rightly should, it would wipe out just about all that is being paid by dues. If we increase our dues to pay for the cost, we will have to increase our dues by approximately \$10 a year for each member, going from the currently \$12 to \$22 as the yearly dues.

Another solution would be to keep the current dues and pay the website out of our savings account. We have presently a fairly substantial savings. We used to have higher dues, but when we cut out printing and mailing, we lowered it. Paying for a website is kind of replacing the printing and mailing with a website.

We should probably bring this up at our upcoming meeting to decide how to best handle this.

The Editor and the Treasurer

## JULY ALL CHAPTER MEETING , INCLUDING HCC

**WHEN:** Saturday, July 15th at 10:30 am, PICNIC @ 12:30

**WHERE** 30525 SE Mud Mountain Rd. Enumclaw, WA

RULES: The Corps of Engineers do not allow any pets on the premises\*\*\*

*\*\*Look for the sign where we can enter the grass lawn at the Shelter - this is the ONLY place we are allowed to drive on the grass!!*

~Good Food, Nice Cars and Great People----See you there!

Directions: From Hwy 167: Take the Hwy 410 east to Enumclaw. Mud Mtn Road is about 4 miles after the last stoplight in Enumclaw. You will see a special right-hand turn lane. That is Mud Mountain Road. Turn right and go 2.5 miles to Mud Mountain Dam Project.

The picnic shelter is the last one on the right - Look for sign

From Bellevue: Driving time 60 minutes Take I-405 South to Hwy 169 Renton/Maple Valley. Follow Hwy 169 South to Enumclaw. Follow signs to Hwy 410 East. Turn left onto Hwy 410 East. Go about 6 miles and you will see a special right-hand turn lane. That is Mud Mountain Road. Turn right on Mud Mtn Rd. Go 2.5 miles to the last shelter on right - Look for sign

## 2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
-------	------	-------	----------	------	-----------------------

JUL	15 Sat	Picnic	Mud Mountain		Mary <a href="tel:425-413-3958">425-413-3958</a>
AUG	5 Sat	Picnic	Tolt/MacDonald park	3 pm	Invited by HCCA
AUG	13 Sun	BBQ. Provided ham-burger, Hot Dogs, Salmon Burgers	At Durkees 14810 SE Jones Pl. Renton 98058	1:30 pm	425-351-2627 Kenny or 425-221-3172Kathy
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**

Odds 'N' Ends

- **Günter's Law of Problem Solving: It is better to solve problems than crises.**  
 \*It has often been said, that cats have 9 lives. Perhaps this can also be said about a Vancouver, B.C. resident's Honda.

The Vancouverite might hold the world's record not only for the number of accidents in 2 years,(Eight), — but also the insurance premium that he pays on his old Honda which is \$13,000 per year. The driver, a man in his forties seem to be quite consistent. He recently was involved with accident number nine, and his insurance underwriter, the Insurance Corporation of British Columbia, (ICBC) is raising his premiums again, and justly so. Whatever the insurance premiums may be, one would suspect that it would not be enough to cover the damages that this driver has the potential to do.

Since the insurance underwriter is publicly owned, any amounts of damages that the driver's insurance does not cover, the rest of the public has to subsidize it, like robbing Peter to pay Paul. This aside, there has been no report as to whether or not that the Honda managed to survive accident number 9. Apparently, the driver has and he must be considered "virtually indestructible."

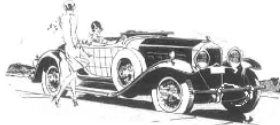
It is unfortunate that there isn't any public warning system that could alert other drivers and pedestrians of the impending danger that they are. In while the Honda owner/driver is on the road. It is not a perfect world that we live in. Hazardous drivers even make it less so.



Insights of Life

- True happiness is contentment with what we have.
- Time is a very precious commodity.
- Arms should be used for hugging, not war.
- Age is a very high price to pay for maturity.
- For every action, there is an equal and opposite government program.
- Middle age is when the broadness of the mind and the narrowness of the waist change places.
- Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.
- Someone who thinks logically provides a nice contrast to the real world.
- You have the right to remain silent. Anything that you say can, and may be used against you.

The info below is strictly information from the Antique Studebaker club



**MEMBERSHIP INFORMATION**

**WILLYS-OVERLAND-KNIGHT REGISTRY**  
 C/O : DAN ERNST  
 5844 INDEPENDENCE LANE  
 WEST BLOOMFIELD, MI 48322

**NATIONAL DUES: \$30.00**

**ALL PREWAR WILLYS-OVERLAND-KNIGHT CARS AND TRUCKS, 1942 OR OLDER**

**ANTIQUÉ STUDEBAKER CLUB**  
 P.O. BOX 1715  
 MAPLE GROVE, MN 55311-6715

**NATIONAL DUES: \$35.00**

**PREWAR STUDEBAKER CARS AND TRUCKS PLUS 1946 CHAMPION & 'M' SERIES TRUCKS**

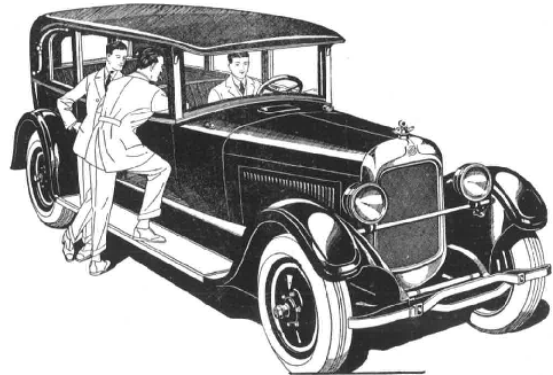
**WAGON MASTER FOR TOUR**

**GARY FINCH**  
 2618 S. EMPIRE WAY  
 SPOKANE, WA 99224-4544  
 (509) 624-9543  
 G.FINCH@COMCAST.NET



**STUDEBAKER OVERLAND TRAIL TOUR**

August 9 - 10 - 11, 2023 Post Falls & Coeur d'Alene Idaho



**Willys-Overland-Knight Registry Club & The Antique Studebaker Club**



**STUDEBAKER-OVERLAND TRAIL TOUR**

**REGISTRATION : THREE DAY FEE STRUCTURE**

Tuesday August 8 : Check-in and hospitality night 4 - 8 PM

Wednesday August 9 : Shop Tour and Tech Tip Evening with tail gate dinner at Hotel  
 Breakfast on your own \* Lunch on your own at a restaurant \* Tail rate dinner \$20.00

Thursday August 10 : Coeur d'Alene Lake Tour and evening banquet at the Red Lion Hotel  
 Breakfast on your own \* Box Lunch \$20.00 \* Evening dinner/banquet \$30.00

Friday August 11 : Gravel Roads Tour to Timbers Roadhouse, BBQ & Bluegrass Country Band  
 Breakfast on your own \* Lunch and live music \$20.00 \* Dancing Free! \* Dinner on your own

NOTE: Underlined items noted are covered by registration fee of \$90.00 per person

**RED LION HOTEL ~ TEMPLIN'S RESORT**

Lodging : Cut off date July 10, 2023 \* Special event group rate \$ 199.00 per night

Each individual guest must make their own reservation \* Reservation Line (208) 773-1611

Red Lion Hotel - Templin's on the River  
 414 E. 1<sup>st</sup> Street, Post Falls Idaho 83854

Dedicated parking lot for vintage cars and dedicated parking lot for trucks hauling trailers  
 Dedicated beach and dock for those staying at the Red Lion Hotel - Templin's on the River

**TOURING PROFILE**

Our three days of touring will avoid high speed roads and I90. Average speeds will be from 25 mph to 40 mph. Wednesday will be in town driving on local surface roads.

Thursday will be winding paved roads with sharp hairpin turns and scenic vistas along the wooded back side of Lake Coeur d'Alene. Watch for deer and wildlife on the roads at all times.

Friday's "Gravel Roads Tour" will leave Coeur d'Alene's downtown core for the east side of the Lake. We'll travel parts of the Old Yellowstone Highway and wooded back roads to our lunch stop. This area is well known for moose so watch for those antlers! The roads are in good shape and most are paved, but there are a few areas where the pavement has deteriorated to gravel. That being said, the road is smoother than most roads in Spokane WA.

Questions? --- Call Gary Finch (509) 624-9543 (PST) or email: g.finch@comcast.net



**STUDEBAKER-OVERLAND TRAIL TOUR POST FALLS & COEUR D'ALENE IDAHO AUGUST 9 - 10 - 11, 2023**

ANTIQUÉ STUDEBAKER CLUB ~ WILLYS-OVERLAND-KNIGHT REGISTRY  
 Registration - Please print clearly and sign \* Tour details and hotel info on back of form

Name \_\_\_\_\_ Passenger(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_ Postal Code \_\_\_\_\_

Email \_\_\_\_\_ Phone/Cell \_\_\_\_\_

Vehicle - Model & Year \_\_\_\_\_ Dedicated Trailer Parking? \_\_\_\_\_

**PLEASE REGISTER EARLY!**

Registration Fee: \$90.00 per person to cover meals as described on back of registration

NOTE! REGISTRATION DEADLINE \* REGISTRATIONS MUST BE POST MARKED BY JULY 10, 2023

Make checks out to : PNW Chapter Antique Studebaker Club

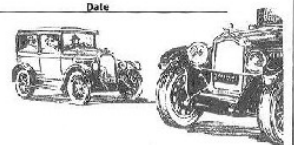
Mail to: Gary Finch, 2618 S. Inland Empire Way, Spokane WA 99224-4544 USA

Questions ? Gary Finch (509)624-9543 or g.finch@comcast.net

**OWNER DRIVER RELEASE STATEMENT :** I hereby agree to enter the vehicle described in this Antique Studebaker Club and Willys-Overland-Knight Registry Club event named the Studebaker-Overland Trail Tour. In consideration of the right to enter this event and for other valuable considerations, I (we) do hereby agree to indemnify, protect, and defend and hold harmless the Antique Studebaker Club and its Chapters, Regions, officers and representatives and the Willys-Overland-Knight Registry Club and its Chapters, Regions, officers and representatives from and against any claims, costs, liabilities, and attorneys' fees arising from damage or injury, actual or claimed, of any kind or nature, to property or persons, resulting from my (our) participation in the 2023 Studebaker-Overland Trail Tour. The owner/driver has proof of bodily injury and property damage liability insurance on the entered vehicle in the amount of at least \$100,000.00 per person, \$300,000.00 combined.

The owner/driver certifies that the described vehicle entered in this event has duly passed requirements of the motor vehicle authorities, or other governing bodies of the State/Province in which the vehicle is registered, and the vehicle shall be legally registered and licensed. The Antique Studebaker Club and the Willys-Overland-Knight Registry Club and its representatives will not, and cannot, be held responsible for the "safety certification" of any participating vehicle.

Owner/Driver Signature: \_\_\_\_\_ Date \_\_\_\_\_



## *Odds 'N' Ends*

### **Keep The Stude Cool . . .**

If you are inclined to use one of the many cooling system cleaners, be warned.

While some are powerful and loosen up rust and scale, This debris will land up in the tubes of your radiator, making for more of a cooling problem than ever. If your car overheats or loses water often, check the soft plugs on the lower side of the engine. These lead to the water jackets. If they have a trail of water seeping past them, they are rusting out and need to be replaced. On a V8 engine, generally the rear plugs go first due to the build-up of mud and sludge there. You can replace only the one leaking if you wish, but if 2 or more are leaking, then replace the works. Pry them out with screwdriver or punch. Break up the sludge, and then flush with a garden hose. Remove top hose and the thermostat and run clean water from the engine top also. Install new plugs and have your radiator properly boiled out, pressure tested and all seams checked. When all is assembled install antifreeze to the recommended ratio to water to top off. This helps in heat transfer and raises the boiling point also. When that is done you should have one cooler running Stude!

It is said that the majority of problems on the road are cooling system related. If there are any hoses that are soft and appear to bulge, it is time to replace it. Check the belt that drives the fan and the water pump. If it shows any cracks, the belt needs to be replaced. If there is a squeal coming from the belt when the engine is suddenly revved up, the belt is too loose and needs to be tightened or it is worn and should be replaced.

When Studebaker went to pressurized radiator caps, they were 4 psi for models made in the '40's and 7 psi for the later models. The pressurized cooling system creates a higher boiling point for the coolant. For each pound per square inch of pressure of the cap, it allows for 3 degrees F increase of temperature of the water to boil. A 4 psi cap will increase the boiling temperature by 12 degrees F, meaning that the water will boil at 224 degrees F instead of 212 degrees F. If the engine runs hot without any apparent reason, it may be due to leakage of pressure due to a worn cap. Prior to taking a long road trip, get a qualified mechanic to test the radiator cap for the pressure sealing effectiveness. Replace the cap if necessary. If the cap is to be replaced, be careful to check to make sure that the new cap has same dimensions as the old cap. Some caps are shorter than others from the top of the cap to the sealing flange. If the sealing flange on the cap does not reach down to the lip in the rad filler neck, then it will not seal the pressure and not only that, when the car is driven in the city, there will likely be no loss of water because the motor is not revving up as fast as it would be while the car is on the highway. What will happen at highway speeds is that the water surge does not allow the water to enter the radiator core fast enough so it will take the route of least resistance and drain out through the overflow tube and a loss of water will result.

The Stude may encounter bugs as it is driven and some of them will be found on the radiator. A few bugs may not affect the cooling but if there are a lot of bugs on the radiator, it will affect the cooling as they are blocking the air flow through the radiator. To remove the majority of the bugs, use compressed air, blowing from the engine compartment, through the radiator.

Some car owners use a screen in front of the radiator to “catch” the bugs. If the screen can be easily removed, they can be cleared of the bugs by using a brush.

There are a number of coolant additives that claim to enable the reduction of the coolant temperature by 25 degrees F. one brand claims:

2-in-1 corrosion inhibitor and wetting agent enhanced protection of aluminum

Reduces surface tension of coolant allowing heat to transfer outside the radiator for more horsepower

Reduces hot spots in the engine and cylinder heads to help prevent failure of critical engine components

Maintains a cleaner system, prevents overheating and extends the life of the water pump

Safe to use in water or anti-freeze/water blends

**Note: If the coolant in the car has anti-freeze, twice as much additive is needed to be effective.**

## Safety Tip

**When the coolant is hot and under pressure, do not attempt to loosen or remove the radiator cap. If you do so, there is a very good chance that you will be painfully scalded. It is far less painful to wait for the temperature to go down than to be scalded.**

**The writer has personally seen a person removing the radiator on a hot/pressurized radiator to get scalded. . . . It is not a pleasant sight. The scald victim was in terrible agony.**

**Cooling system update by Dan Dobbins, AKA the World's Most Wonderful Mechanic**

**The following information may be of value in servicing Studebaker V8 engines.**

**The following information may be of value in servicing Studebaker V8 engines.**

Studebaker V8 engines offer an advantage that most modern motors lack. The Studebaker V8 block can be drained, as well as the radiator. This permits one to drain 99 % of the old antifreeze mixture from a cooling system without removing the freeze out plugs. In most of the vehicles manufactured today, only the radiator can be drained, leaving behind about half of the old antifreeze mixture in the cooling system.

Behind the starter on the driver's side and behind the oil filter on the passenger side of the lower block is a small, sometimes hard to see, pipe plug. Remove these plugs. Years of tired, old antifreeze and accumulated crud will cascade from the water jacket.

If nothing drains out when the pipe plugs are removed, poke inside the drain hole with a wire coat hanger. The old coolant will pour out then. Be prepared, as this is the messiest, grimeiest job there is in maintaining a Studebaker. You can recycle this dirty coolant by selling it to Chevrolet owners. They will use it and love it.

Install the pipe plugs, fill with clean water and run the engine for a couple of minutes. Shut off the engine, remove the pipe plugs and drain the block and radiator a 2nd time. This will flush the entire cooling system. Replace the pipe plugs and add about four gallons of a 50/50 mix of new coolant. Any name brand coolant will be fine. Orange, green, blue, red, white, it doesn't matter.

On my three daily driven Studebakers, this cooling system maintenance is routinely performed every two or three years, along with the installation of new upper and lower radiator hoses. For Larks, use a Gates hose # 21953 (upper) and a Dayco hose # 70507 (lower). For Hawks, use a Gates # 20406 (upper) and a Gates # 20603 (lower). The Hawk's upper hose will require some trimming on the radiator end to secure a proper fit.

Always use a brown handled, sharp knife to make this cut. If possible, see that the lower hose has a coil spring inside it to avoid the possibility of the lower hose collapsing from the suction created by the water pump pulling the coolant out of the bottom of the radiator.

If your local parts dealer doesn't stock these brand numbers, he can interchange these brands and numbers with ones he can obtain.

*Thanks to Dan Dobbins*

\*\*\*\*\*\

**PLEASE HIRE THIS EMPLOYEE AS A LAST RESORT**

A Lehigh University Professor has come up with a system of risk-free doublespeak to describe unworthy job applicants in an era of open records and ready lawsuits:

Under the system, dubbed "Liar", or "Lexicon of Inconspicuously Ambiguous Recommendations" by an economics professor.

Managers and teachers can hide behind ambiguity when asked to write recommendation suffering from the problem of how to write a letter of recommendation for a person who isn't really qualified", the professor said.

To describe a lack-luster employee: In my opinion, you will be very fortunate to get this person to work for you.

For a woeful inept candidate: "I most enthusiastically recommend this candidate with no qualification whatsoever."

"Whether perceived correctly or not by the candidate, the phrases are virtually litigation-proof", the professor said.

Other LAIR Samples: "I can assure you that no person would be better for the job."

And: "I would urge you to waste no time in offering this candidate an offer of employment."



It Pays To Read The Instructions – True Story!

NASA, the space shuttle people developed a gun to shoot chickens at the wind shields of space craft and other aircraft to test the effects of a bird hitting it at a

high speed. It uses compressed air to shoot a dead chicken at the velocity of about 500 MPH. The English and French train operators heard about the gun and wanted to test it on their high-speed trains due to the increased speeds they were trying to achieve. After much paperwork and red tape, the arrangements were finally made and the gun was shipped to Europe for testing. The test commenced and the test engineers were horrified to find that the chicken went through the windshield, smashed the train engineer's seat back and lodged itself in the back wall of the cabin. They sent off a quick letter to the NASA engineers to see if maybe they could explain why their results were so bad, was it the design of their trains?

NASA sent back a one - line response. THAW THE CHICKEN.

Sometimes it does pay to read the instructions.

*Gleaned from the S'Coupe Express,  
Willamette Chapter Newsletter. Thanks to Jean Lasseter, Editor*

**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'm 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**

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](mailto: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!!

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](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

Complete 1951 Commander engine Free Engine. Complete 1951 located in Pacific. Has been cleaned and checked over and looks good. David Hancock 818-669-2806.

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.

### 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

## AUTO MACHINE

Machine Shop Services

Specializing in Block & Head Rebuilding  
Family Owned & Operated Since 1960



# 425-226-0930



333a Sunset Boulevard North · Renton, WA 98057

www.PacificAutoMachine.com

**2021 Greater Seattle SDC Chapter Officers**

<b>President: Jerry Walker</b>	<b>11813 SE 5 St. Bellevue, , WA 98005</b>	<b>425-646-9034</b>
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	Jack Gregory , jackgregory@shaw.ca
Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058 kendurkee@gmail.com

**Studebaker on the Web**

**Greater Seattle SDC:** www./studebakerseattle.com

**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:**

**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

