

# President

## SECRETARY'S SCRABBLES

Our July get-together was at the picnic area at Mud Mountain Dam on the 15th. A great place for cars and picnicking. Thank you to VP Mary for setting that up again this year. The weather was nice and warm, and I counted 37 people as the potluck started at about 12:30pm. There were about 10 cars and one Studebaker truck, a farm truck in very good condition. We had attendees from at least three SDC Chapters. The oldest car was Jeff Jennings' 1939 President sedan, and the newest car was a 2 seat, one off roadster that claimed to be a Duesenberg, but Milo, the owner/driver admitted it had no Duesenberg parts. Looked like a fun car to drive even though not a Studebaker. I had hoped to have my '32 President there but it just was not ready. Our chapter had no official meeting.

Our August get-together will be a picnic and car show at the Durkee's. Look for details elsewhere in this newsletter. See you there.

God Bless, Don Andersen, Secretary

## EDITOR'S CORNER

Time for a change?

This might not be the most welcoming news. But it is probably time for a change. Looking back about 8 years I took over the job as a temporary editor until we could find one after the passing of Bill Schiffer. I had worked quite abit with Bill previously, so it was kind of natural I would help with the newsletter while we could find a permanent editor. Now that 8 years have passed, it really is time to find a replacement. Also it is time to periodically replace different officer.. I also believe I have had nearly any officer job there is at one time or another.

So it is time to look around for a replacement. I am willing to serve as (temporary) editor to the end of the year, but it is time to start looking around now, not waiting around till the

end of the year. The President magazine for January is expected to be published by somebody else

Also I hear rumblings that the treasury job will be vacated at the same time.



### AUGUST BBQ MEETING ,

**WHEN:** Sunday, August 13th at 1:30 pm, PICNIC

**WHERE** At Durkees 14810 SE Jones Pl. Renton 98058

**WHAT:** BBQ. Provided hamburger, Hot Dogs, Salmon Burgers

**INFO:** 425-351-2627 Kenny or 425-221-3172 Kathy

### ALSO INVITATION MEETING FROM HCC

**WHEN:** Saturday, August 5th at 3:00 pm to dusk, PICNIC

**WHERE:** Tolt/MacDonald park, 31020 NE 40th St, Carnation, WA 98014

**WHAT:** Everyone brings a potluck item to serve 10-12 people. Hamburgers/ buns/ trimmings provided

## 2023 Greater Seattle Chapter Upcoming Events

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

AUG	5 Sat	Picnic	Tolt/MacDonald park	3 pm	Invited by HCCA
AUG	13 Sun	BBQ. Provided hamburger, 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 Maniwoc, WISCONSIN Upper Mississippi Valley Zone

## The Weasel A military vehicle made by Studebaker, WW2

**Credit:** *The SD Hawk, Dakotas Chapter- Source: VISTA, Vancouver Island Chapter*

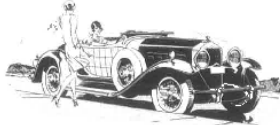
In 1941, the Allies, planning raids on German heavy water facilities in Norway, needed a fast, maneuverable all-purpose vehicle that could scamper quickly over snow. Soon the Studebaker Company in Indiana was producing the M29 Weasel, but not before the Norway plan was scrapped.

Luckily, the tracked Weasel could navigate not only snow, but also swamps, mud, and sand, catching the eye of U.S. military brass, who quickly pressed the M29 into action as a frontline cargo carrier, ambulance, mobile command center, and cable layer for Signal Corps units. Along with its drivability on winter battlefields, the Weasel's semi-amphibious abilities served it well crossing Europe's rivers and marshes, as well as in the landings at Sicily and Normandy. Though the spry vehicle, designed for arctic conditions, often overheated in more temperate battle zones. All the same, the M29's adeptness at negotiating sandy beaches made it a critical U.S. asset in the Pacific invasions of Iwo Jima and Okinawa. After the war, most M29s were sold off as surplus, often to winter sports resorts.



*ED;* I remember them when I served in the Army in Norway. Used to tow skier behind them in the wintertime and used bicycles in the summertime. Believe they belonged to the cavalry

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**

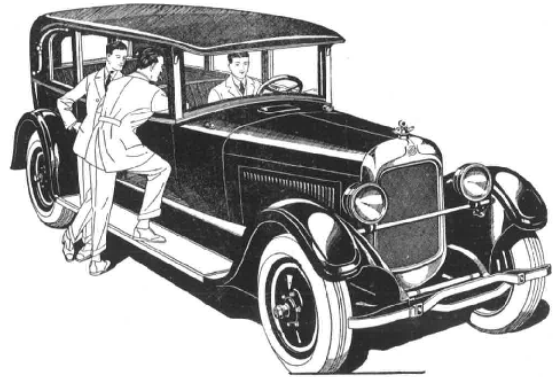
**WAGON MASTER FOR TOUR**

**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

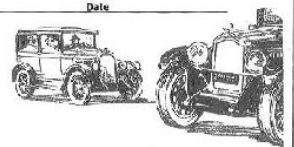
Make checks out to : PNW Chapter Antique Studebaker Club

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 \_\_\_\_\_



Further comments regarding oil for your Studebaker or Avanti for your consideration.

Thanks to Bob Zubkowski for taking time to comment on what is deemed as a desirable oil for our cars with flat tappets. He writes:

In Reply to, Odds N' Ends article "Getting More Out of Your Studebaker. I will start with my background. I am the President of Collector Automobile Motor Oil Ltd. of Calgary, Alberta Canada. CAM Oil was started in 2009 after reading "Our Oil Is Killing our Cars" by Keith Ansell. When CAM Oil started, I did not know the difference between a flat tappet engine, (as I called it Flat Bottom engine) and a roller engine. I soon learned that if you are going to be in business you better educate yourself.

So, in reply: Ask yourself these three questions."

Is my vehicle for passenger use?

Is my engine flat tappet?

Does my engine require American Petroleum Institute (AP) stands oil:

### **How do I choose the correct motor oil for a flat tappet engine?**

#### Understand your application.

Select a product that has the right viscosity, the right chemical characteristics for the application.

Pick the oil that you trust to deliver all of these requirements.

According to The Petroleum Quality Institute of America. "Some engine oils currently on the shelves can harm your engine. Read the labels!" Along with reading the label is understanding the information and to go to your oil brands website and read what it says.

Do I understand the two letters in the API donut? What is the difference between the donut? What does the "starburst" donut mean? What does "Energy Conserving" on a donut mean?

According to Comp Cams. "1450 ppm of ZDDP is bare minimum requirement for a flat tappet engine." The highest amount of ZDDP created by API standard for flat tappet engine oil is 1600ppm, SF oil.

### **I will start with synthetic oils.**

In July 1996, Consumer Report published the results of a two-year engine oil test involving a fleet of 75 New York taxi cabs and found no noticeable advantage of synthetic oils over regular mineral oil. In their article, the "Big-city cabs don't see many cold start-ups or long periods of high-speed driving in extreme heat. But our test results relate to the most common type of severe service, stop-and-go city driving." According to their study, synthetic oil is "worth considering for extreme driving conditions, ambient temperatures and high engine load, or very cold temperatures.

#### Taken from Wikipedia"

Flat tappets are not completely flat. They have a very slight crown ground into their face. Also, each cam lobe is slightly tapered toward the front, and the lifter bores is slightly off-centre on the cam lobe. These three things are done to make the lifter turn when the cam lobe slides on it. If the lifter stops turning, the cam lobe wears on the same area of the lifter and both wears down soon thereafter. Synthetic oils are so slippery that there is less force to turn the lifter. So, theoretically, synthetic oil could cause problems for the flat tappet cams.

This information was taken from the following article:

<https://www.suprechevy.com/how-to/corp-0808-worn-downengines/Flat-Tap-pet-Cams-and-Worn-Down-Engines-The-Perfect-Storm>. Brad Penn (now called DRIVEN) Grade 1 20W50 1350 ppm ZDDP Castrol GTX Classic Full Synthetic 20W50 1300 ppm of ZDDP Valvoline VR1 Racing 20W50 The Valvoline VR1 Racing and other racing oils not intended for passenger vehicles. Information taken from: <https://www.valvoline.com/about-us/faq/racing-oil-faq>.

Let's look at Shell Rotella synthetic blend 10W40 diesel.

The ZDDP that is generally used in diesel formulas is Primary ZDDP. This activates at higher temperatures since a diesel engine runs predominantly at operating temperature. The ZDDP in gasoline engine oil has Primary ZDDP for higher temperatures and Secondary ZDDP which activates at lower temperatures. Diesel engine oil has more additives per volume. The most prevalent are over base detergent additives. These additives have several jobs, but the main ones are to neutralize acids and clean. Diesel engines create a great deal more soot and combustion byproducts. Through blow-by, these find

their way into the crankcase, forcing the oil to deal with them. When you put this extra additive load in a gasoline engine, the effects can be devastating to performance. The detergent will work as it is designed and try to clean the cylinder walls. This can have an adverse effect on the seal between the rings and liner, resulting in lost compression and efficiency. This information was taken from Comparing Gasoline and Diesel Engine Oils by Jeremy Wright.

## Lucas Hot Rod and Classic Engine Oil 20W50.

Does my vehicle require API standard oil? Each vehicle manufactured for passenger car use comes with the owner's manual telling you what API oil you should use.

On each Lucas oil bottle on the back label, bottom right corner is a large red warning label. "NOT RECOMMENDED FOR USE IN PASSENGER CARS WITH CATALYTIC CONVERTERS REQUIRING API SERVICE OILS." On the Lucas website.

Not recommended for passenger car use. I think they make it very clear.

## Royal Purple HPS 20W50

When you look at the rear label in the top right corner you will see ACEA E9-16.

The European Automobile Manufacturers' Association (or Association des Constructeurs Européens d'Automobiles in French, hence the ACEA abbreviation) is an organization that represents the 15 most important Europe-a motor vehicle manufacturers. It's the successor of CCMC (Comité des Constructeurs du Marché Commun). According to their statement, ACEA is an advocate for the automobile industry in Europe, representing manufacturers of passenger cars, vans, trucks and buses with production sites in the EU.

This is Europe's equivalent of API. Engine oils in this category are heavy-duty oils. Based on their properties, they are further classified into.

E stands for category, 9 stands for type - diesel, 16 stands for year it came into production. E9 engine oils are designed for Euro 4, Euro 5, and Euro 6 emission diesel engines. It is suitable both for engines with and without the diesel particulate filter.

## Other factors relating to engine oils that are important are:

Total Base Number (TBN) Total Base Number (TBN) is the measurement of a lubricant's reserve alkalinity, which aids in the control of acids formed during the combustion process. The higher an engine oil's TBN, the more effective it is in suspending wear-causing contaminations and reducing the corrosive effect of acids over an extended period of time. High Temperature/High Shear - - The High Temperature/High Shear Test measures a lubricant's viscosity under severe high temperature and shear conditions that resemble highly loaded journal bearings in fired internal combustion engines. In order to prevent bearing wear, it is important for a lubricant to maintain its protective viscosity under severe operating conditions.

**CAM oil (Collector Automobile Motor Oil) is suited for all Studebaker powered vehicles including the Studebaker Avanti. Do not use the CAM oil in Avanti(s) that are equipped with catalytic converters as the zinc (ZDDP) will damage them. No Studebaker vehicle or Studebaker made Avanti(s) were factory equipped with catalytic converters.**

Catalytic converters have been installed in some cars since 1970. They became mandatory by 1975 for all cars made in the USA and Canada.

Collector Automobile Motor Oil is specifically formulated for flat tappet engines.

For more in-depth information on engine oil order the book. "The Mechanics Guide to Engine Oil For Flat Tappet engines In The 21st Century." \$25.00 plus shipping. From: [specialtyoils.com](http://specialtyoils.com)

Bob Zubkowski 1-403-828-7168

Email: [specialtyoils@gmail.com](mailto:specialtyoils@gmail.com)

Website: [www.camoils.com](http://www.camoils.com)

Facebook: <https://www.facebook.com/profile.php?id=100066372138708>

Look under Store Locations tab for dealers in the US and Canada (listed by province).

British Columbia customers, contact Chuck Douglas, email: [doug108@telus.net](mailto:doug108@telus.net)

USA customers, contact Brian Curtis, Davenport WA Call: 1-360-312-0758

## Studebaker Concept Cars

(By Jack Gregory)



I've been doing a little research on Studebaker with regard to concept cars for an article, so here is what I've found so far: Personally, I get the impression Studebaker wasn't that "engaged" in the idea of putting one out for people to wonder about what could be... they appeared to just do it. That is, come up with a great concept car and then immediately put it into production (the Lowey coupe and the Avanti both come to mind). I started my quest by asking the "Chat GPT" thingy its artificial intelligence's opinion of Studebaker's concept cars was. I firmly believe that someday artificial intelligence will identify humanity as the true destructive virus endangering the earth and then kill us all. If you don't believe me watch a bunch of movies, they never lie (do they?) ... I digress. Here is what that nasty little robot had to say:

*Studebaker was an American automobile manufacturer that operated from the mid-19th century until the early 1960s. Although Studebaker is known for its production vehicles, the company also created several concept cars that showcased innovative designs and futuristic ideas. While I can't directly show you pictures as a text-based AI, I can describe some notable Studebaker concept cars that were produced over the years. You can easily find images of these concept cars online.*

- 1. Studebaker Starlight Coupe (1953): While not a traditional concept car, the Starlight Coupe featured a unique design with a wraparound rear window. Its sleek and futuristic appearance made it stand out from other vehicles of its time.*
- 2. Studebaker Starliner (1953): This concept car was based on the Studebaker Starlight Coupe and shared its distinctive rear window design. The Starliner had a low, sleek profile and was considered ahead of its time in terms of styling.*
- 3. Studebaker-Packard Astral (1958): The Astral was a concept car designed by Studebaker in collaboration with the Packard Motor Car Company. It featured a bubble-top canopy with a futuristic appearance and a streamlined shape. The car also had a unique rotating front seat that swiveled out to ease passenger entry and exit.*
- 4. Studebaker Avanti (1961): The Avanti was not originally intended as a concept car, but rather as a production vehicle. However, due to financial difficulties faced by Studebaker, it became a limited-production model. The Avanti featured a radical design with a fiberglass body and a sleek, aerodynamic shape. It was one of the first American cars to incorporate a "Coke bottle" waistline and pop-up headlights.*

## *Odds 'N' Ends*

### *Getting More Out of Your Studebaker*

As it has been said, "The best gift for a child is for the father to love and care for his mother."  
In thinking along the same line, "The best thing for your Studebaker is to love and care for it as well."

The well-being and longevity of your car depends upon your attitude towards the car and the care with which you drive it. As the car ages, it needs care, there are only a few things in life that gets better with age, and the car is not one of them. Even as you are reading this, your car, whether it is in use or not, is slowly deteriorating. The rate of deterioration of a car is accelerated if abusive driving and using the car when there is salt present on the roads adds to the natural deterioration though time. Neglect of regular maintenance takes a toll on the life of the car too.

First on the list is to drive your Studebaker carefully, then make sure that everything that turns, pushes, pulls or exerts any force gets lubricated if there is provision for it to have oil or grease as often as called for by the car manufacturer.

Generally, the car manufacturer will suggest a specific grade of oil for the engine, be it 10W-30, or another oil of a different viscosity that they feel will be the best for the engine to perform well and last. The oil in the motor should be changed at the intervals recommended by the manufacturer along with the filter.

Through use, high mileage engines may operate better with multi-grade oils having a higher viscosity. Still, the oil should be changed at the suggested intervals as the effectiveness of the chemical compounds that makes the oil perform as a multi-grade oil diminishes. In time, the 10W-30 oil may become like a single viscosity oil and only have the lubrication properties of a grade 10 oil, not what you want in your Studebaker. However — — — it has been suggested that "Synthetic" oils can be used for up to 25,000 miles and need only be changed once per year. This, supposedly, is that it tends not to form acids when condensation occurs during the heating and cooling of the engine. **Synthetic oil should not be used for a new or newly overhauled engine during the "Break-in" period due to its' slipperiness.**

Superiority of the "Synthetic" oils have been proven with tests, showing that the regular petroleum under pressure squeezes out at 400 to 700 psi, whereas the "Synthetic" oil will be squeezed out at or about 3,000 psi. "Synthetic" blend oils contain only a small proportion of "Synthetic" oil. The increase of performance achieved by blending may be termed as somewhat insignificant.

Oils that should work well for our old cars from the internet:

Lucas Oil – 20W50

Castrol GTX Classic 20W50

Brad Penn Grade 1 20W50

Royal Purple HPS 20W50

Valvoline VRI Racing 20W50

Shell Rotella synthetic blend 15W40 diesel

***"LEAVE A LOT OF HAPPY TRACKS"***



**B.S. Column ('bout Studebakers)**  
**Whitewall Tires – Where to Find them**

By, and thanks to Jerry Blount

Tires for our Studebakers...

Many of us, particularly with daily driver Larks, like the look of a whitewall tire on our cars. The narrow “inch wall” tires have been available for decades - but like everything else, that is now changing. Without going into a debate about tire sizes, I will say that a P205/75R15 is a fairly universal replacement tire for our Studebakers. This replaces the “old” 6.70 X 15 size that would have been on our cars when they left the factory.

”P” (may or may not be present) means passenger car, 205 is the tire cross section width in millimeters (approx. 8.07 inches), 75 is the aspect ratio (%) of the section height to width - in this case about 6.05 inches. “R” means radial construction, and of course 15 is the wheel diameter in inches.

For years, tire manufacturers made this size with a narrow whitewall. But as time went by, with new cars having much different diameters and aspect ratios, not to mention white side walls no longer being used on current production cars - the market was disappearing. Most recently, Cooper Tires had their “Trendsetter” line on tires that had our desired size and whitewalls available, but now these have been discontinued. (As of June 2021, Cooper became a subsidiary of Goodyear.)

Larry Coleman of Industrial Tire Service did find a couple of current sources for suitable whitewalls, which are:

- • Uniroyal Tiger Paw AWP II; and
- • Nexen AH5.

Larry Coleman can be reached at:

Industrial Tire Service  
7331 NE Killingsworth  
Portland, OR 97218  
503-256-1016

(They did run an ad in our Zone Meet booklet.)

There are also some nonstandard brands found on the internet (but, these are brands with an unknown history).





**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. \_\_\_\_\_

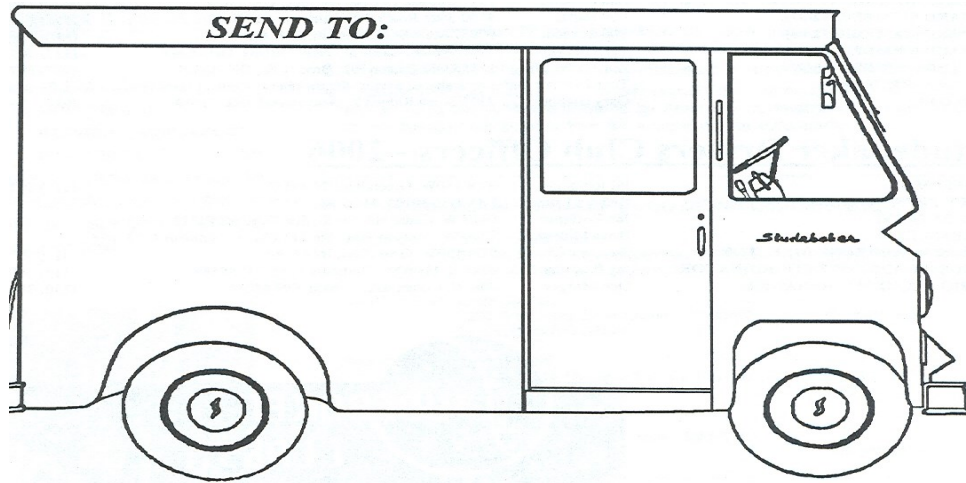
3 \_\_\_\_\_ 4. \_\_\_\_\_

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

O. Justad  
6302 164 Ave SE  
Bellevue WA 98006

The Washington

*President*



*Studebaker-Italia*

Lark  
Two Dr. Coupé  
prototype  
by Pietro Frua

This two Dr. Coupé by Pietro Frua first shown at the 1960 Turin Auto Salon. is currently under restoration by a private collector.