

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 1

Steering Column



I've said many times that both physical and mental abilities are "USE OR LOSE". I don't claim to be the originator of that saying but I do firmly believe it. And, I think it applies to all vehicles as well. Those Studebakers need to be driven to keep them in good shape. It is difficult this time of the year with early darkness and inclement weather. So, what to do? Drive 'em! If you can't drive them, at least start and run them for more than a few minutes to get them warmed up and push out the moisture (from combustion).

This is a good time of year to change out the fluids, belts, hoses and to check those tires. And, it is a good time to make lists of things that need attention. Most importantly to drive 'em or at least start 'em. All that brings me to my point.

Our next meeting (Jan. 13th) is very important because it is where we decide what the Club will do during 2012. I always like to see what one club calls a tech day and yet another club calls a tune-up day. It is important that you have your Studebaker(s) in running condition so you can bring it (them) to that special day and get expert advice on making it run even bet-

ter. If you bring the parts, perhaps they can be installed and adjustments made for better operation. Such a day will, as always, be one of my suggestions for 2012.

Come to the January meeting and bring your ideas of what activities are important to you. We can't do your "thing" unless you come and tell us what it is.

I will also suggest that we do more short drives. We could, each month, have a couple of collection points (one north and one south) and from those, caravan to that month's activity. This might get more Studebakers out and get more exposure to the general public. What do you think?

On another subject, the February 2012 issue of Hemmings Classic Car magazine is giving Studebakers some more good press. One article is written by a fellow who worked at Studebaker from 1948 to 1953. There is one picture and one ad page included. The author is quite positive about the cars and his time there.

A second article is about a family's '41 Commander and "Grandpa's" '51 Starlite coupe. It strays a little from the cars but is positive about Studebakers. And a third article (6 pages) is about 1958 cars and has a picture of a Packard Hawk and a Studebaker Golden Hawk. Nice pictures.

Remember not to major in minor things.

God Bless .. Don Anderse

Dues News

Greetings!

As your Treasurer for 2012, I'd like to remind everyone that it's that time of year again...chapter dues are due! starting this month, we will print

a list of members who have already paid; since it's the beginning of the year, there aren't very many yet. We'll do the same for February, March, and only those on the list will get the April newsletter. sooo...while you're thinking about it, why not put that check in the mail now???

The members who've paid their 2012 dues are:

Ervin & Carolyn Berg	E-Mail
Scotty Parker	Both
Eric & Linda Larson	E-mail
Tony Lewis	Both
Walt Thompson	Both

For those of you who would like to contact or be contacted by other Stude chapter members, please include your phone number (with area code) & email address on the renewal form

Eric Larson

I would like to add my two cents to this good idea. That all renewals include the E-mail address whether you wish to get the President by e-mail or not. That way, we can build what we once called a "Telephone Tree", in this case, an E-mail tree.

It would allow the club to alert everybody to any change of plans or allow us to share information, in short, all the things once possible with a telephone Tree, only not requiring individual members to phone from a list. So please do include your E-mail address in your dues response.

Up Humbel Ed



JANUARY MEETING

Saturday, Jan 14th at 11am

Museum of Communications 7000 E Marginal Way, Seattle

We will have a Guided Tour which lasts about 2 hours. There is no entrance fee, but donations are welcome. After the Museum tour we will drive a short distance to a Restaurant where we can have our Planning Meeting. Bring your ideas for the New Year

DIRECTIONS:

1. From I-5 take Corson Ave S. exit #162.
 2. Continue on Corson until you reach E. Marginal Way 3. Turn left into the parking lot on the corner behind the concrete building. 4. The Museum is on the corner and is without windows. 5. Park behind the building and walk to the fence. 6. Go down the alley to the ramp 7. Open the door, take the elevator to the third floor to start the tour. NOTE: The door is down the alley on the left side of the building. If NOTE: The door is down the alley on the left side of the building. If the door is locked, you are at the wrong door. Look again.
- Mary's cell is 206-349-3958

SDC INTERNATIONALS

July 29-August 4 2012

July 1-6 2013

June 28-July 5

48th SDC International, South Bend (Indiana) Michiana Chapter Hosts

49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts

50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts



A Very Merry GSC Studebaker Christmas Dinner, 2011

The Stude Christmas Dinner was held again at Buca de Pepo's Italian Restaurant up in Lynnwood. We live in Bonney Lake, and Scotty Parker lives in Kent, so the plan was to pick him up on our way up there. There was absolutely no rain that day, so we decided to drive ol' Bruiser, our '64 Cruiser...boy,

he was sure happy to be on the road again! He took us from Bonney Lake to Kent to Lynnwood, and back again without a single problem.

The food was good, as always, and we had cheesecake for dessert...which is always good.

We enjoyed seeing and talking to the people we know, like Mary West and Bill Hallett, Don and Helen Albrecht, Don and Joan Andersen, and Carol Cook and Pat Knappert of the NPS chapter, and meeting others for the

first time; but by far, the life of the party had to be Carol Cook.

Wherever she goes, she seems to light up the room with her mere presence, and, of

course, with her laughter...you don't even have to see her to know she's there. But the main thing we noticed was how many of the old timers weren't there, like Walt Thompson and Dorothy Abbott, Jerry Molitor, and Chip Davidson, to name a few.

We had a good time at the dinner, and we're glad we went, but we were just as happy to get home. And later, when we were snuggled up next to the wood-burning stove watching TV and discussing the dinner, it occurred to us that maybe that's the reason why a lot of the old timers were missing...they were home, snuggled up with family, friends, & food, celebrating a little part of their own Christmas season...and that's what it's all about.

Eric and Linda Larson



THE BELOVED BRUISER

About Those Studs

Having used up all my advance copy, and searching desperately for copy for this issue, I went on my daily walk to think about it. This time of year about half the traffic makes that scratching sound I've come to dislike –Studded tires!

Then it hit me, I can write about tire studs! But then I have to hew to a standard of very my making, the subject has to have some relationship to Studebaker.

In this case I won't be foisted on my own Petard, there *is* a connection between tire studs and Studebaker. Interested? Wanna hear more? I was hoping that was the case, so here goes.

In the early 50's, whilst searching for proper subjects for their planned vertical (all transportation companies) conglomerate, Studebaker bought up all the world-wide patents then existing for tire studs. All of them, world-wide. If one wished to make or install tire studs, anywhere in the world, one needed to do biz with Studebaker.

Then suddenly, the company gave up on all those patents. Gave them all up, and declared that they would not pursue any of them. The reason given was that they were sure that governments, local, state and national would ban their use due to their limited effectiveness on all but hard ice surface, and their proven damage to road surfaces which was a concern.

The news came by way to the company newspaper, the *Studebaker Spotlight*, I did not keep a copy, so I'm depending on recollection here. I do recall being nonplussed by this news. Having learned to drive on snow and ice covered roads, and on tires that were less than optimal for those conditions, I failed to get the big picture.

Looking back, I now wonder just how much research Studebaker put

into this issue. Did they fit studs to cars and drive them around to get their information? Did they consult with governmental agencies about their use? These are questions to which we'll probably never have answers, but I'm thinking that if it becomes an important issue, Andrew Beckman can find the data somewhere in the Archives he oversees.

Since I've personally never, ever used studded tires, I consulted with our resident Norseman, Odd Justad. I figured someone raised in the northern latitudes, and who drove a Studebaker in high school, would have some insight to studs, and I was right. To the question about their use in Norway, Odd said that they found out very quickly that studs on just two wheels is not good, so their regulations call for studs on all four wheels. Their use also requires a permit, and is limited to certain areas where need for studs can be proven, he thinks. As to road damage, there is some sort of fee or tax on the permit or the tires themselves to pay for road damage.

Now I'm not being subtle when I know all of you can see the irony here. Our state makes no attempt to limit road damage from tire studs. Several years ago, legislation regulating use of studs passed into law, and was just as quickly rescinded due to public outcry. The only fee levied is sales tax, which goes to the General Fund. We are allowed their use for several months of the year for no good reason saving the fact we want 'em. I'll spare you my usual sermon about their being not needed 99% of the time by 99% of drivers, about road damage, and impact on the tax structure for road repair. I'll spare you all of that. I'll just close with a Bah Humbug.

Yr Hmbl Ed

Dues Paid Up ?

Prior to reading this, please consult Eric Larson's piece regarding dues on page 1.

WE, that is, This Club, to be precise, the Seattle Chapter of the SDC, and, corporately all of us therein, as decided by a correct and proper vote of those attending our November Meeting, are going to try and get the dues paying members correctly identified so that this newsletter will not get sent to those who did not pay dues for the year. Whew. That will start in April.

That being said, it is mostly an attempt to get Yr Hmbl Ed's notoriously erroneous records correct. OR, to paraphrase the soup Nazi "No more -letter for you!" -not past April anyway. That being said, a proper method for doing said action is notoriously difficult. Copious research reveals that various and sundry editors use varied and sundry methods to accomplish said goal of dues tracking.

So I'm borrowing a page from all of those other editors, and will be listing those who have paid dues for the year, and conversely, those who have *not*. I had tried a more subtle approach this last year with the year number appearing in the window of the Zip Van. Too subtle by a goodly mile, to paraphrase Mark Twain.

Starting in January the paid list will be published as a reminder. Last reminder will be the March issue, with April the final issue. Only the paid, not the not paid's so as to avoid embarrassment.

Using the old adage, Tell 'em what your going to tell 'em. Tell 'em. Then tell 'em what you told 'em.

The Fine Print follows:

We will print each month a list of who has paid their dues (if you're not on the list you haven't paid). This will be done in January, in February, in March, and only those on that list as of March will get the April issue.

.. Studebaker Production Numbers

Year/Sales Place/# Built/Gain-Loss

1930

Studebaker 4th @ 123,216

Pierce-Arrow 25th @ 9,865

1931

Studebaker 5th @ 96,173 (-27,043)

Pierce-Arrow 25th 4,522 (-5,343)

1932

Studebaker 13th@ 25,619 (-70,554)

Plus Rockne @ 22,715 = (-47,839)

Pierce-Arrow 25th @ 2,234 (-2,288)

1933

Studebaker 14th @ 12,531 (-13,087)

Pierce-Arrow 24th @ 2,298 (+64)

1934

Studebaker 8th @ 59,864 (+47,333)

Pierce Arrow 24th @ 1,735 (-563)

Studebaker Only

1935 9th @ 43,682 (-16,182)

1936 11th @ 55,960 (+12,287)

1937 10th @ 98,000 (+42,040)

1938 11th @ 46,787 (-51,213)

1939 8th @ 85,834 (+39,047)

1940 8th @ 107,185 (+21,351)

1941 9th @ 133,900 (+26,000)

1942 8th @ 50,678 (-83,222)

1946 15th @19,275 (-31,403)

1947 8th @ 161,496 (+142,221)

1948 7th @184,993 (+23,498)

1949 11th @ 129,298 (-56,695)

1950 8th @ 320,884 (+191,586)

1951 9th @ 246,195 (-74,689)

1952 9th @167,662 (-78,533)

1953 10th @151,576 (-16,586)

1954 13th @ 68,708 (-82,868)

1955 12th @ 116,333 (+47,625)

1956 13th @ 69,593 (-46,740)

1957 13th @ 63,101 (-6,492)

1958 14th @ 44,759 (-18,242)

1959 11th @ 126,156 (+81,379)

1960 11th @120,465 (-5,691)

1961 12th @ 59,715 (-60,752)

1962 12th 89,318 (+29,605)

1963 12th @ 69,555 (19,763)

1964 12th @ 36,697 (-32,859)

1965 13th @ 19,435 (-27,262)

1966 15th @ 8,947 (-10,488)

Playing the Numbers (Racket)

For lack of anything else to do, I was reading through an Auto Almanac that listed production numbers, naturally some things jumped out at me about Studebaker. To those of us interested in such stuff, these are none too surprising, and of some interest, I hope.

The numbers began in 1930, which is a good place to see what went on with how the company fared during not only the Great Depression, but during their own receivership and recovery.

Pierce-Arrow numbers in the early years reflect their being a subsidiary and a continuing burden through the early depression years until sold off.

1933 of course reflect the continuing problems of the 1929 crash, but for Studebaker, the expansion policies in acquiring White Motors, and the receivership.

The ups and downs of the years of the depression, roughly 1930 to 1938, reflect the pangs of the country as a whole as well as those of the Auto Industry. Studebaker's 4th Place in sales in 1930 however, would never be seen again. The early post-war years were one of great sales gains, profits and engineering advances. A planned, but short 1946 model year cost some sales.

The 1947 models were revolutionary in the industry with huge sales gains. While the drive train and chassis reflected pre-war design, the bodies set the bar for the entire industry. In order to "keep up", Studebaker had to make a choice, improve the factory, or develop new products.

Hoping for continued success, the company now up-dated the mechanicals, new engineering advances were introduced. No other independent had ever managed to: 1. develop their own automatic transmission, 2. design and build their own V8 engine, and 3. design an entirely new IFS chassis (and modify it), in the space of just five

years. Such investment was deemed overdue for a basic drive train design introduced in 1935. Overlooked but just as important in an industry that thrived on mass production was the factory itself. The peak years of production (1950/51), were achieved in a plant largely unchanged from the 1930 factory that had seen just over a third of those numbers.

As was said of post-war Studebaker, they had the highest paid workers, and the most man-hours per vehicle of any manufacturer. A deadly combination.

While the GM strike of

As a collector, I'm glad they improved the product. As a fan of the company I'm sorry that in the long run, they didn't manage to keep up, and the tired old factory was a major component of the failure equation.

Starting in 1951, there were only three plus years on the list, 1955, 1959 and 1962. We know the '59 Lark was a winner, and made Studebaker's last profit. It's been said that the break-even point for the '59 production was just over 100K units. That should mean that 1955 was close to break-even. That 1955 sales increase I can't explain since it was the same old-same old body that didn't sell well the previous two years. The wrap-around windshield, a costly mistake, may have made the difference, but there was a bunch of people let go prior to the Lark., so the break-even point would have been lower than in '55.

This look into Studebakers production numbers is only one way of looking at success or failure. It ignores the financial side of the equation, and entire books have been dedicated to that subject. The 1950/51 numbers prove only that sales numbers alone are no guarantee of success or failure.

Yr Humbl Ed

The Road Trip –An Essay

Travel by car, whether for business or pleasure, has always been called a Road Trip. I have made both kinds, both before and after the completion of the Interstate Hiway System.

The '59 Lark trip on U.S. 66 (May 2011 President), was a good example of the first.

I'm sure everyone of my age has memorable trips prior to the Interstate. Miles and miles of two lane hiway with no passing zones, hills, curves and slow traffic. Hiways that passed through large and small towns. Driving was a challenge, a day's hard driving that netted 500 miles was doable, but just barely. Travel by Interstate avoids all that. But what is avoided in traffic becomes a search for appropriate eating, fueling and sleeping places adjacent to the I-XX. Whatever efficiency is gained in MPG and MPH, is a loss of local color. Of not talking to the guy who owns the gas station as he fills the tank and tells you the best place to eat, or which road is best, not to mention coffee at places with great local color, with waitresses named Flo (mind yer grits).

The road trip this summer was some of both. The Interstate for the best use of time and money, and thankfully, some U.S. and State two lanes for the Full Monty driving experience.

My June hiatus was a long planned road trip to Iowa. The itinerary called for a two night stay in Sun Valley Idaho and Steamboat Springs Colorado, making for a reasonably leisurely first two legs. Ketchum, Idaho proved to be nice but upscale, where a best find was a locally brewed Root Beer.

A Mustang Roundup in Steamboat Springs was fun. The town was choc-a-block full of all sorts and years of Mustangs. I had the great fun of telling the owner of a brand new, uber \$\$ Roush "Speedster" that Studebaker, (heh heh),

had that name back in the twenties, and again in 1955, hinting that it too was supercharged (fudging on the exact year of course).

We had a *good* time in Steamboat Springs. Besides the cars, the town has life-sized bronze sculptures all over town, a recognition of being an art colony.

The third leg would be a run through Denver. The best route was south on US and State routes intersecting with I-70 at a point that took us through the Eisenhower Tunnel over Loveland Pass. It so happens that I've never been on this interstate before, and it was some fun. A 60 mile downgrade that was akin to a rollercoaster. Locals were doing 80+, and it took a while for me to get with that program, but with it I got, and it was sure fun I must say. Roadside signs every few miles warning Truckers that there were still some more miles of downgrade to go, save your brakes, and a turnoff was just ahead! The fun was over when we reached Denver, it was becoming flat and our route was all interstate-with a lone stop in central Nebraska, then on to Iowa in quick time. Interstate, efficient, but boring.

Ten days later we were pointed west toward home. Returning route was left open-ended. Approaching Cheyenne, I opted for home via I-25, and the Montana route home, rather than the suggested California loop.

Wifey *then sez* ? "Why not Yellowstone???? we haven't been there in years!" "Ture, I replied"

That route included an overnight in Sheridan and a perfectly wonderful drive on Alt U.S. 14 to the Park. A drive that included towns like Grey Bull, and Cody, and wound through both the Bighorn and Absoraka ranges and hundreds of miles of wonderful Wyoming driving. Eight thousand foot passes with lots of snow still there in

late June. The only downside I found to those mountain roads were the other tourists with flatland state plates who are not comfortable with mountain driving, and tend to become moving road blocks. The well placed turnouts provided some relief from them.

For the complete car nut, these sort of road trips offer one other car nut option not available on the Interstate; Car Spotting.

The Rural West has a dearth of Junk Yards, so people seemingly park old cars wherever they last ran.

A running commentary would start in Sun Valley where I spotted a very nice Lark Convert, perhaps on its way to Springfield? A wonderful junk yard scattered around a steep hillside just east of Steamboat Springs. Had it not been for a tight schedule, I could have spent a full day there. There's more car spotting, in no particular order. A salvageable generic 30's coupe in racing colors and a '67 Cougar just a mile apart in eastside Vernal, Utah. North of Cheyenne there was an abandoned building surrounded by Tri-five Chevys, lots of them. Those were the easiest to recall, and probably the ones spotted from the shotgun seat, roughly half the time. At Yellowstone, we just missed another iconic event, an annual Rod run, but a few still hung around for some occasional sightings.

There were too many otherwise single "collectable" spotting's to remember or put down here.

It was a good trip, setting off a fantasy about how much joy there is on the open road, of doing it again next summer and recalling all the places in the country I haven't seen or would like to see again. Then there is the pure Studebaker one, driving the Hawk on a similar road trip to South Bend, in the summer of 2012.

Up Humbel Ed

TECH TIP

Float Adjustment for Ethanol Fuel on WW Carburetors

Taken from www.studebakerforum.com by Ray Fichtborn Nov. '09

The biggest reason for a Stromberg WW to “dump gas” into the intake is a Misadjusted float. It’s not that they aren’t adjusted correctly per the Manual, it’s because modern gasoline formulations. Ethanol fuel is not nearly as dense as the old-time leaded regular fuel the Studebaker Manual was based upon. That means you must get a lot more fuel into the fuel bowls to raise the float level to shut off the needle/seat. This is what creates the dumping of fuel into the air horn.

The Fix –readjust the float level –Refer to the Photo’s

Remove the Accelerator pump arm retaining screw **A***

*Caution: -Left Hand thread

Remove the arm from the pump and the linkage rod **B**.

Remove the spring clip (cotter) from Choke Linkage **C**.

Remove the spring clip (cotter) from the Hi-idle cam rod **D**.

Remove the (6) air-horn screws **E**, lift off cover -

Caution: -watch for accelerator pump spring

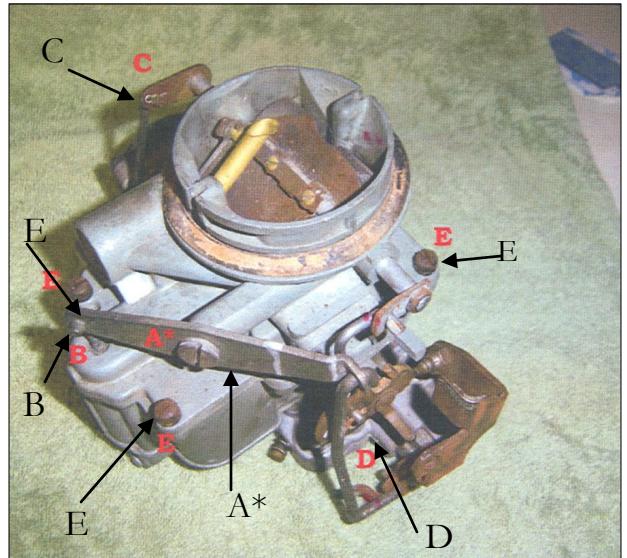
Remove the brass “baffle” between the float **F** and the tang **G**.

To LOWER the float level, Hold the float tang against the needle/seat (firm but not hard enough to distort the neoprene)

Bend the lip of the tang (not the tang) to lower the level.

Set the level 1/32” LOWER that book specification (3/16”), so the NEW float level is 7/32”, measured at the CENTER of the float, using a straight-edge placed across the air horn body.

Editors Note: I ran across this tip and figured it may be one more thing to help in our on-going battle with Ethanol-based fuel. I tried it on a WCFB 4-barrell; not sure yet, but and it seems to help. * Letters in black are for those who are Red-Green color blind like Yr Hmbl Ed.



STUDE STUFF FOR SALE/TRADE/WANTED

1956 Sky Hawk 289 AT, PS, Duals, w/crossover, 1963 Engine/AT, Prop shaft. All white w/Red Leather Interior. Recent replacement: ww radials, wiring harness, K & N air filter, Optima Battery (moved to trunk), Elec Tach, full interior carpet & rubber front floor mats, Head liner, Dash clock & new chrome trim pieces. Have original tube radio, and all original trim pieces Car is driven regularly. Needs and is a good candidate for full restoration, which I can't do. Seeking swap for

turn key Studebaker, what have you, or cash money offer. Call for full details and recent history. Bill 425-868-0895 bischiffer@frontier.com

Don Kelstrom has these items left to sell:

1950 Studebaker Small Sales Brochure - \$10

Production Figure Book for U. S. Cars - \$5

1936 Studebaker Sales Brochure - \$20

1937 Studebaker Paint Chips - \$8

1938 Studebaker Paint Chips - \$8
1950 Driver's Side Gravel Guard for 2 Door Cars (rubber/metal in great condition) \$30

There are still more fuel pumps and carburetors available.

And much more-Call for details.

Don Kelstrom 206-938-1267
4534 SW Concord, Seattle, Wa. 98136

President

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Greater Seattle Chapter: SDC Web: -www.StudebakerSeattle.com
National Studebaker Drivers Club: www.studebakerdriversclub.com
Antique Studebaker Home Page: [//www.dochemp.com/9stude.html](http://www.dochemp.com/9stude.html)
Studebaker Vendors: <http://www.studebakervendors.com>
Studebaker Clubs of the World: <http://studebakerclubs.com/>

NATIONAL MEMBERSHIP

Payment may be made by check or money order (make payable to SDC) or: new members may use Visa or Master card by calling : **763-420-7829**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311** Annual dues are \$27.50/ \$40 overseas. Payments must be made in U.S. funds.

LOCAL MEMBERSHIP

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$25/year for club Newsletter in print, or \$13/year for e-mail version. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**, Mail check to : **Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** e-mail to : badcow@w-link.net

MEMBERSHIP APPLICATION –GREATER SEATTLE CHAPTER

NAME ; _____

SPOUSE ; _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____

E-mail _____ SIGNATURE _____ Stu-
 debakers Owned: 1 _____ 2. _____

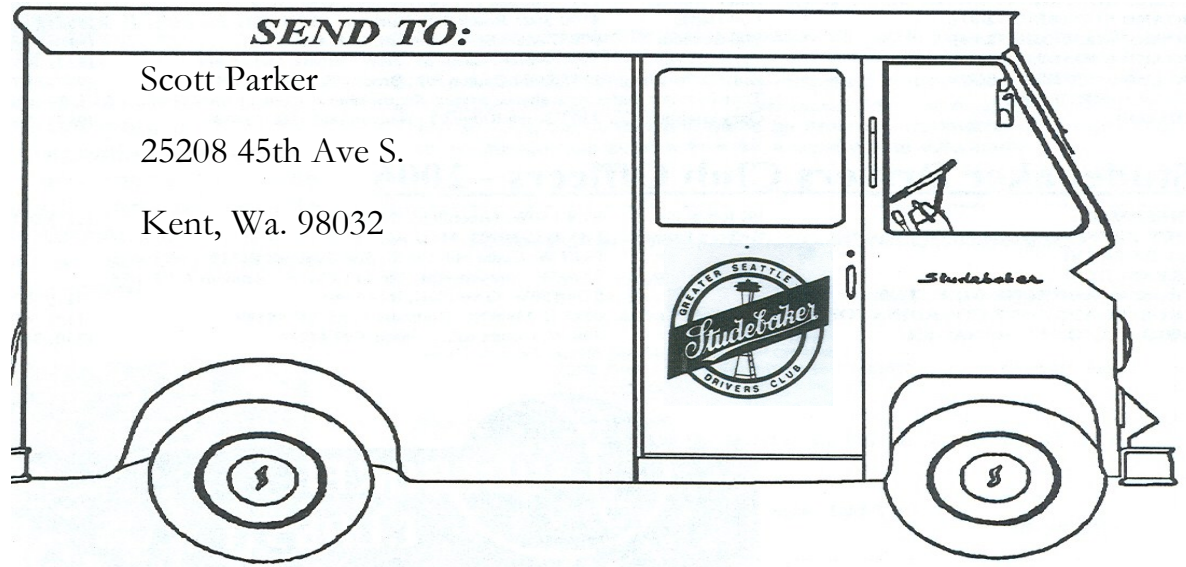
3 _____ 4. _____

National Member # _____ **Note:** It is a prerequisite that all local members also belong

W.C. SCHIFFER, Editor
813 217th Place N.E.
Sammamish, Wa. 98074-6801

THE WASHINGTON

President



1955 Studebaker Speedster "Lemon & Lime"

Here we have Studebaker's first attempt at a Muscle car with a 185 HP, 259 ci V8. The color scheme was used for a mass dealer mid-year introduction and became an iconic model among Studebaker fans. With only a total of 2,215 Speedsters produced, they are rare today. Every Lemon-Lime introduction model was reportedly sold on opening day.

