

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 10

Steering Column



I see that gasoline prices are continuing to rise. They go down from time to time but rebound quickly and sometimes hit new highs. Most of us don't drive our older cars a lot but still it makes us reconsider some trips. My concern is broader than that and based on the realization that crude oil is a finite quantity.

In the USA we are developing more fuel efficient cars and do some conservation, however fuel usage in other parts of the world (India, China and others) is increasing at a rapid rate. Some day it is going to be gone!

Most of the world's crude oil reserves are in other parts of the

world. We don't have the best relations with some of the holders of those reserves and probably can't rely on their claims of remaining quantities. Much of our supply is continually in question and some is completely unreliable.

If we think about the consequences of losing all or a significant amount of our oil supply, it is scary at best. Even though our current unemployment rate of about 10% is a great problem, without oil it would go to 100%. We are not just dependent on oil for gasoline to get to the grocery store but all commerce is completely dependent as are all jobs.

For our very existence, our country needs to become energy independent. We need to spend every available tax dollar on developing alternative energy sources. Our entitlement programs might suffer, but if we are "out of gas" those programs will be gone completely. Wind, clean burning coal, nuclear, and other alternative energy sources need to be developed/expanded. Fuel cells sounded good a few years ago but little has been

said lately. Some of these forms of energy, like fuel cells (hydrogen fuel) will require that new distribution systems be designed and built. That takes time and money. Nuclear power is my favorite. It is the safest form of energy production we have but can not replace gasoline completely. It is limited by the availability of certain isotopes but can fill the gap for several decades.

As with solving any large problem, we need a plan. We need to determine how this problem is to be solved; what fuel types and processes will be followed and what it will take to get to energy independence with those fuels and processes. I believe this to be the biggest problem we have or will have in the foreseeable future; at least until it is solved.

In this election year, I suggest you seek out national leaders who are at least considering this to be a problem and if you find them, vote them in. If we don't do it now, it may be too late - we may be out of gas.

God Bless .. Don Andersen

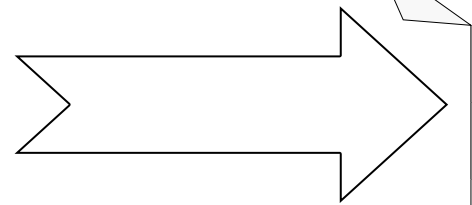
In This Issue

This stately 1950 Champion Four Door looks very much at home in the "Vintage Vehicle", Garage of Lance Lambert. Check it out –it's a Car Collector's Fantasy Garage. Then check out Lance's encounter with a like-minded car buff in an all-American setting. Check that out on Page 4. We also have Mary West's story of her 1946 Champion Business Coupe, the latest in our series on that iconic Studebaker Model.. There are also two pieces on tires, the ones that came standard, and some Radials you may want to consider. It's all inside.





October: Fall Colors Tour - See Next Page
 November: Election Meeting
 December: Christmas Party, -See Next Page



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

SECRETARY'S SCRABBLERS

It had been more than ten years since I had attended the Whatcom Co. Mini Meet, and Mary had never been to Ferndale at all. There have always been other things which, at the time, seemed to be more important. After attending this years event I had to wonder what had been so important that it had kept me away. The meet really is a fitting end to a productive Studebaker year.

The special draw this year for so many of us was the fortieth Anniversary of the forming of the Whatcom Co. Chapter of the Studebaker Drivers Club. The Saturday open house at the Bell's Museum followed by a short, but very scenic tour to the Frontier Village where we were served a fine meal. The get-together was really well attended by over fifty, happy and sometimes not unpleasantly rowdy Studebaker owners from as far away as BC, Alberta, Spokane and Oregon. We had a fine group from the Seattle Chapter, which was very gratifying since the Whatcom Chapter had been so gracious in their attendance at our own event several years ago.

Hazel Hagen spoke about the early days of the club in Whatcom Co

Chapter and how it was established as an offshoot of the Seattle Chapter. She helped us remember some of the members from those early days, some of whom are no longer with us, but are no less part of our Studebaker experience. Thank you Hazel for giving us the opportunity to relive some of those important days.

Sunday dawned cloudy but no uncomfortably chilly, really nice for a car show. A small swap meet was conducted on the grass field where anyone wanted to could spread their blanket with their display of parts for sale. Food was served in a covered facility, at a very reasonable price by the Chapter volunteers. The cars on display were a mix of different makes with our Studebakers being the predominant marque.

Our efforts at bringing all the Studebaker related clubs back to a unified forum seems to be working. Mary and I were asked to be members in the Club Avanti NW to try to help with some issues and most importantly because Mary has made a special effort to keep them informed of what is going on and to invite them to the Studebaker events that the Seattle Chapter puts on. It took forty years for us to get where we are today, things will not come together

in one season. A suggestion was made by someone that a great way to bring this together would be with the help of a web page aimed at coordinating the events. It might be something as simple as listing of all the yearly events put on by the chapters and clubs in the NW or as comprehensive as a regular monthly cronicle of events and changes. What do you think, any volunteers?

Mary West observed the following members in attendance: Chip Davidson flying solo; Gary Hansen in his nice pickup; (Gary has also built an electric Studebaker P/U and we saw the pictures he brought along - very cool, Gary!), Ray and Carol Keehner in their '46 Champ Coupe (they won an award for the car); Tom and Sally Joy in their '46 Champ Coupe; Odd and Greta Justad in "Honeybun", their 1940 Champ Coupe; Don and Helen Albrecht in their '56 Commander; Laurel and Rick Berry in their '54 Commander; Don Kelstrom and Cindy Torkelson, Dave Keister, Walt Thompson and Dorothy Abbott; Don and Joan Anderson, and Bill Hallett.

Bill Hallett
-Up Hmbd Sec'y

October Fall Colors Tour

When: October 21 at 11am

Where Meet at Smokey Point Rest Stop

I-5 Northbound, just after Exit 206. The tour will depart no later than 11:30 am.

For anyone in the southend of Seattle, meet at XXX Restaurant at 9:45 am. We will leave XXX at 10 am sharp, and proceed on I-405N to Smokey Pt. Rest Stop, where we will join all the Studes/Avantis from the North.

This will be a very special tour, hosted by NPS Chapter of SDC in conjunction with Club Avanti NW. We will tour around Camano Island, with many scenic views, and will end at a restaurant

Hope to see you there! Mary

Lost? my cell is 206.349.3958

P.S. Brand X is very much welcome!!

2012 STUDEBAKER CHRISTMAS HOLIDAY PARTY

Date: Saturday, December 15th at 1:00 pm

Place: Buca di Beppo; 4301 Alderwood Mall Blvd., Lynnwood, WA

We have the large Vince Lombardi room this year, and a great menu which includes the following: Mixed Green Salad, Apple Gorgonzola Salad, House Bread, Penne San Remo, Chicken Parmigiana, Homemade Cheesecake. Unlimited soft drinks, coffee, tea.

Price per person is \$24.00

Make checks payable to: GSCSDC. Note on bottom of check "Xmas Party"

Please mail checks to

Eric Larson, Treasurer

8317 189th Ave E.

Bonney Lake, WA 98391

We will need an RSVP no later than December 10th to:

Mary West 425.413.3958 or 206.349.3958 or studemary@comcast.net

New Member

It pleases me no end to announce that we have a new Member. Jeff Klein of Seabeck. If memory serves, he will be our only member on the other side of the Sound, making for a tough commute for meetings, but I for one am looking forward to seeing any part of his flock.

Jeff describes his Studebakers as a "24-27 Rat Rod, a '59 V8/AT pickup, a '59 4X4 Pickup and a '64 R2 Avanti.

Hopefully, tough commute or not, we can look forward to meeting him and one of his fleet at a meeting.

Welcome to GSSDC chapter Jeff.

DRIVE-IN DELIGHT

By Lance Lambert

Special to the Washington President

Last evening I again experienced one of life's simple pleasures; the local drive-in restaurant.

It was a warm summer evening and I decided to take full advantage of this quickly diminishing circumstance. Combining the setting sun's warmth with a ride in my 1950 Studebaker Champion seemed like the perfect way to top off my day.

Stately Lambert Manor is located about two miles from the Holman Road Dick's Drive-in. This popular burger palace is always busy, always fun and frequently the destination for collector car enthusiasts. The place looks the same as it did when many of the old cars parked in the lot were new. The first of several Dick's drive-ins opened on January 28th, 1954 and I'm sure the various locations have been the brief home to many Studebakers over the years.

My high school years were filled with many afternoons and evenings parked at Tacoma's Frisko Freeze drive-in. Opened in 1950 by Perry Smith, Frisko Freeze looks exactly the same as it did when my 1954 Oldsmobile leaked oil in the parking lot 45 years ago. This was the place to be seen for me and my fellow Stadium High School classmates. The Steeds Car Club, an organization of ne'er-do-wells that I still belong to, gathered there nightly to meet girls and figure out how to score some beer for the weekend. I still consume a burger from "The Freeze" a couple of times a year and the location has always been included in Stadium

High School's reunion weekends.

My favorite drive-in for the past 20 years has been the Triple X drive-in located in Issaquah. They host car shows on 25 weekends a year and there is no other place in the northwest that can compare when it comes to '50s & '60's memorabilia. The interior is literally overflowing with items from the past, the plates are overflowing with the embarrassingly huge hamburgers and the parking lot on Saturday evenings and Sunday afternoons is frequently overflowing with hot rods, customs and classics. The past few years have shown that the younger "tuner car" crowd also appreciates the XXX's charms.

So here I am, driving the "Studey" to Dick's and wondering what I'll find waiting for me besides a strawberry milk shake. Much to my surprise there is a 1950 Studebaker pickup parked under the Dick's giant neon sign. It's not unusual to find a classic vehicle parked there but it is rare to find another Studebaker utilizing some of the well traveled asphalt real estate. Sitting in the truck's bed and consuming some fries is a teenager named Jacob. There are two unlikely things happening; two Studebakers parked in the lot and one of them is owned by a teenager. Most teenagers are driving foreign cars that outperform old Studebakers and are cheaper. Why did Jacob choose to own a truck that is difficult to drive, expensive to maintain and not likely to appeal to his peers?

"I love old trucks and especially old Studebakers" he replied after we introduced ourselves and did the secret Studebaker owner's handshake. He was as surprised as I was to see another Studey glowing under the neon sign and it didn't matter to either of us that I'm old enough to be his grandfather. What mattered is that we shared the traditional American activity of stopping off at the burger joint to show off our cars, enjoy some high cholesterol bliss and admire the other cars parked nearby.

On this evening we were joined by a battalion of BMWs piloted by guys about the right age to be Jacob's big brothers.

These times are trying for all of us and we should find diversions from all of life's challenges.

My recommendation is to jump in your car, new or old, drive to the nearest drive-in and perpetuate the American tradition of biting a burger or consuming a cone, making new friends and seeing the neon splendor reflecting on antique chrome bumpers.

Do you want fries with that?

Sidebar

Although I don't feel that he needs any introduction, Lance is the host of The Vintage Vehicle Show, and the MC of many of the premier auto shows in the Seattle Area. Check out his garage, a tribute to his vision, and with a bullet-nose '50 in it, to our mutual Studebaker hobby.

Thank's Lance.
The Editor

Mary West's 1946 Champion Business Coupe

This 1946 Studebaker Champion Business Coupe was purchased in 1980 by Clayton and Evelyn Hoebelheinrich from a family in Bremerton, WA. They enjoyed the car, and Evelyn sometimes drove it to their florist business.

In 2007, Mary West bought the car. It has 3 speed with overdrive, and instead of a back seat, or jump seats, it is fitted with a package shelf with curtain to the trunk. It is a true Businessman's Coupe. It is radio delete, and is all original, showing 50,000 miles on the odometer.

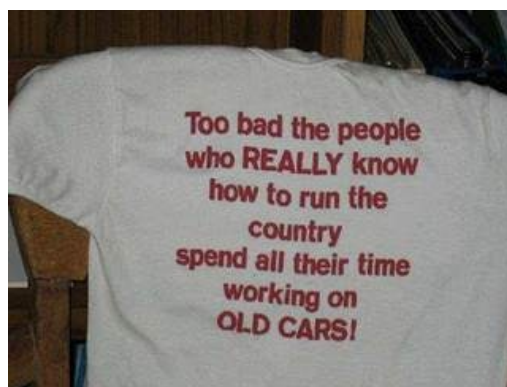
Mary named the car "Heinrich" after Clayton and Evelyn, and Mary's Great-Grandfather.

As you can see in the photo, Mary's dog, Moka, wanted to go for a ride, but Mary can't let him drive the car alone since he's a teen.



Then there's this –sent along by friend Pat of the NPS Chapter.

Now I want to know, Pat -where can I get one?



TECH TIP

Radial Tires for Classic Cars.

If it is your intention to keep your Studebaker as near to “production” as possible for judging purposes, you will not be engaged in the following exercise of finding a tire size to replace the original factory bias-built tire with modern Radial tires.

For some, there is only one good reason to install radials on a classic-era car; to improve handling.

Studebakers were originally equipped with tires sizes such as 6.40X15 and 6.70X15, which specified section width and wheel diameter only. They had aspect ratio's of either 82 or 92 (where 100 equals round), which weren't part of tire size number.

Designations changed in the 60's to a code shown in the block below. Where D is load & height, 70 is aspect ratio, and wheel size. It is shown for comparison, and for those who remember them fondly.

Finally we come to current radial size code, as in 215/70 S RS15. Where 215 is section width (in millimeters), 70 is aspect ratio, S is the speed rating, R is

radial, then the wheel diameter.

To cut through all these differing formulations for tire sizes and install a replacement radial tire, it is necessary to do some math to determine the Overall Wheel Diameter, shown in the example.

Diameter of the Wheel	+ 2X	<u>Aspect Ratio</u>	X	<u>Section Width</u>	=	Overall Wheel Diameter
<u>Example:</u> 6.70x15	(+2X)	<u>0.92</u>	X 2 = 1.84	(X 6.70)	= 12.328 + 15 =	<u>27.328</u>
		100				

Code	Section	Overall Dia.	Radial Eq.
D70-14	7.9 (201mm)	25.4	200/70*R14
E70-15	8.3(211mm)	26.6	215/70*R15
F70-15	8.3(211mm)	26.9	215/70*R15
G70-15	8.5(216mm)	27.5	215/70*R15
F60-15	8.8(224mm)	25.9	225/60*R15

Speed Rating: S = 112 mph, T = 118 mph, U = 124 mph, H = 130 mph. V, W, Y & Z go up to 186 mph.

Studebakers at the Whatcom Mini Meet

Photo's by Mary West



Right: Club Avanti NW showed up in big numbers - What's not to like?

Left: Who doesn't like Lark Wagons?



Who doesn't like hot Champ engines?



Who doesn't like Studebaker styling? '31 Dictator sporting some heavy Mod's, Still, one good lookin' Stude.

PARTS FOR SALE

I am selling 3 garages full of 50 'n 60's Stude parts. Let me know if u r looking for anything

A '62 lark wagon hot rod
2 '53 Commanders -\$850 the pair- worth thousands
2 '77-6.9 Benzes (\$4,000-the pair)
Motors -Transmissions
Carbs—Distributors
Water pump cores
Trim
C n K parts

Ben Keith
206 932 1694 W
888 815 3727 TF
206 954 4481 Cell

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Can-Am Zone Director: Art Unger, Kelowna, B.C. **Zone Coordinator:** Brian Curtis, Ferndale, WA.
Regional Manager: Ralph Kirby, Spokane, Wa

STUDEBAKER WEB SITES

Greater Seattle Chapter: SDC Web: -
www.StudebakerSeattle.com
National Studebaker Drivers Club:
www.studebakerdriversclub.com

Antique Studebaker Home Page:

www.dochemp.com/9stude.html
Studebaker Vendors: 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 _____

Studebakers Owned:

1 _____ 2. _____

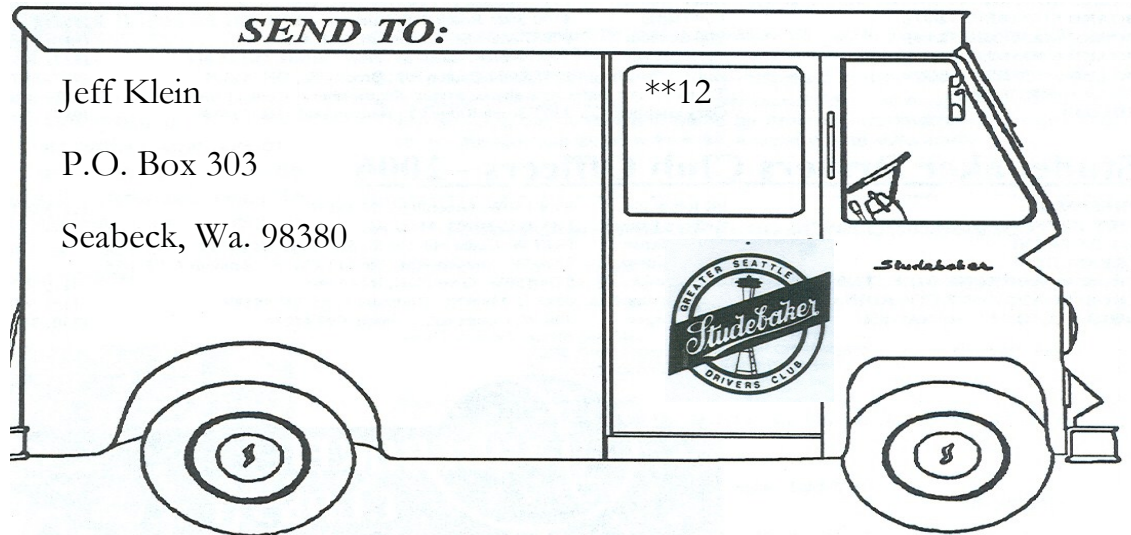
3 _____ 4. _____

National Member # _____ **Note:** It is a prerequisite that all local members also belong to the International Club. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information.

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

THE WASHINGTON

President



Mary West admires her 1946 Champion Business Coupe while Moka hopes they are going for a ride.

