

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 10



So International Drive Your Studebaker Day has come and gone. Did everyone drive a Studebaker? Remember, nothing says you can't drive one 365 days a year if you are so inclined. We had a trip into town with Honey Bun, (our '40 Champion business coupe) and even if she doesn't have a beautiful paint job, she does turn heads.

And speaking of turning heads, we will get another chance to show "the great unwashed," as our irreplaceable editor likes to call them, what a great marque we promote when we gather for our annual Fall Colors Tour on Sunday, October 11th, at 10:30AM at the XXX Root Beer Drive-In in Issaquah. (90 NE Gilman Blvd Issaquah). **SAVE THE DATE!!!! October 11.** We plan on having an awesome tour, including a stop at the lower observation platform at Snoqualmie Falls. Just hope the weather holds for us—it has been a very strange year for weather. In my area, some autumn foliage is already starting, and it should be spectacular by next month. Lots of stuff came early, like strawberries, and other things which should be producing nicely right now like squash and corn didn't do a thing for me. Really hope this isn't a sign of permanent things to come. I real-

ly like my corn (but my husband didn't mourn the loss of squash).

Must admit that I missed our annual Whatcom County Mini-Meet. Not attending Bell's Open House and pigging out on corn and hot dogs at Hovander Park was a loss, but sometimes we don't really appreciate what we have until suddenly we don't have it anymore. The lesson here, as I see it, is to be grateful for all that we have instead of complaining that we don't have more. That's my story and I'm sticking to it.

Looking forward to seeing everyone Sunday, October 11, 2015, preferably in a Studebaker, but you are welcome **NO MATTER WHAT YOU DRIVE.**

And a quote from Harry Truman. "If you want a real friend that you can trust in Washington, **GET A DOG!!!!**"

Yr. Prez, Greta Justad,

Ferrari to license Studebaker?

The source was the Spring 1964 issue of *Automobile Quarterly*, in an article about Egbert's proposed 1964 models.

At the time, I was researching the aborted '64 models -spoken of in *Less than They Promised* (which will come as a surprise to some that I actually do research).

A brief statement buried in a paragraph about how Sherwood Egbert, new President of Studebaker, had moved into the Colonial "Mansion" at the Proving Grounds. From this base he was testing a new car daily. These drives included the use of the track there and, per the article,

"whetted his enthusiasm for racing, a sincere interest later to bring an offer from Ferrari for Studebaker to produce domestic and competition engines under license".

Imagine the joy this brought to a Studebaker racing enthusiast! Imagine the market impact this could have had had it come to fruition. Nothing else was said about this tempting bit, leaving me wanting more.

The gist of the article was the canceled '64 Studebakers, still in business when the article was written, were based upon the Avanti, and asked the titled question

"Studebaker's Shattered Dream -The

1964 Designs that might have saved Studebaker"

The story is interesting enough to pursue for those who may not have ever read it, or who, like myself, have forgotten it.

In July of 1961, the small Avanti Palm Springs design team was reassembled by Lowey, this time based in Paris, in order to be inspired by the wealth of great auto's to be seen on the streets there.

The basic dimensions were outlined (probably to fit current chassis -Ed). A wheelbase of 113 inches, length of 198, a width of 70 and a height of 55-3/4 taken over the rear seat.

Overleaf

FALL COLOR TOUR

Sunday October 11 –2015

We will meet in Issaquah at XXX at 10:30, tour will leave at 10:45.

If anybody does not know where XXX is, it is off Exit 17 on I-90 at 98 NE Gilman Blvd. We will be touring on the East side of Lake Sammamish including Duval, Carnation, And lower Snoqualamie Falls. We are scheduled for lunch at -
IHOP in Issaquah at 2:15 PM

We have a separate room booked for us for that time.
 If anybody cannot for some reason make the tour but still want to join us for lunch, IHOP is located at 1433 NW Sammamish Rd just off Exit 15 on I-90, between the ARCO station and Motel 6.

SDC Internationals

June 26-July 2nd 2016 52nd SDC International -Warwick, Rhode Island
 June 18-24 2017 53rd SDC International -South Bend, Indiana
 September 2018 54th SDC International -Seattle Wa?

2015 SEATTLE SDC SCHEDULE OF EVENTS

DATE	EVENT TIME AND PLACE	CONTACT
October 11	Issaquah, Fall Colors Tour hosted by Odd Justad stude21@juno.com	Odd Justad 425-747-9196
November 14	Location TBD, Greater Seattle Chapter Elections Meeting	
December 5, 1 PM	All Studebaker Christmas Party -Club Avanti NW is hosting @ Buca di Beppo, 4301 Alderwood Mall Blvd, Lynnwood, WA	NEW -PLAN NOW

From Page 1

A front track of 61-1/2, rear track of 60-1/4.

Lowey specified a fastback, but a notchback was also rendered. I found Lowey's instructions to be of particular interest. All empty space inside the body, "Grotto's" in Lowey's words, were to be eliminated. Doors, hoods and trunk decks were to be thinner. The windows would be curved inside a thinner door to conform to the aerodynamic body. Trunk lid, doors and hood would be built without girders and cross members. Lowey wanted a smooth undercarriage, all extensions

would be flush or recessed. The grill would be eliminated. Air intake would be lowered and integral with an undercarriage pan.

Both fastback and notchback quarter sized clay models were photographed and presented to Egbert in full size. He immediately authorized a prototype of each.

Pichon-Parat of France was given the job of building the two prototypes. The article describes this firm as a carrozier in a 1591 farmyard with a set of hammers and a tree stump.

The notchback, favored by the Board, was finished in April '62, trucked to the Proving Grounds, and presented to an ailing Egbert. He approved it to go into full sized clay for development. Memos to engineering for tooling and new torsion suspension were sent along to Engineering. (Maybe the same torsion bar set-up designed for 1947? Ed.)

A competing new model in the hands of Brooks Stevens ran afoul of a strike in Italy and never became a viable alternative. It would have been interesting I'm sure.

SECRETARY'S SCRABBLES

September 12th was drive your Studebaker day, I trust that many of you enjoyed spending some time with your car! For me the choice of driving a Studebaker is a three hundred sixty five day a year choice. I love the idea that I can jump in one of my cars, weather permitting, and leave the present behind me. I look at everything that I do for the rest of that day in a different light. The day spent with the car, and the people with whom I share the day, now becomes an experience. Driving one of my cars is a special gift that I cherish more and more as the years go by. There are so many things that can jump up, at any time, that can suddenly sidetrack the privilege that I continue to enjoy.

It might be difficult, or even impossible, to drive that Stude that you share part of your life with, but I would like to encourage anyone owning one, to take some

time and spend it with your car. Maybe just dusting it off, or airing up the tires, or even just sitting in it in as you let your mind wander. Spending this peaceful time with the car is one of discovery for me. I always find out something new about the car that I never would have learned by driving it. I have often referred to this time as bonding, a reaffirmation of the relationship that I have had with the car

We did not make the trip to the Bell's. It was on then off and then on again, too much for me to process. Instead Mary and I took Humphrey (1960 wagon) about twenty five miles to the Burien cruise night. Seldom a huge turnout but as often happens Humphrey was the only Stude on the grass field where the event is held. If you made it to the Bell's, I hope that you had a good time. I am interested in finding out about the day in Bellingham.

I understand the Pacific NW has been granted the 2018 International meet. James Bell will have the major duty of selecting perspective meet venues, which will then be inspected by International Meet Officials

before a site is chosen. For those who hope to have the meet in the Seattle area, I suggested the Bellevue Hilton. The Hilton is the former Red Lion, but has been the site of two Classic Car Club of America, a Buick National in 2007 and a Hudson national while it was still the Red Lion. I have attended all of the meets that I mentioned, but I have never stayed in the hotel. I am not trying to push the place, but there are a number of reasons that it just seems the best. I personally believe that perspective sites outside the urban area might be better then settling on a Seattle area venue, good luck James!

From Page 2

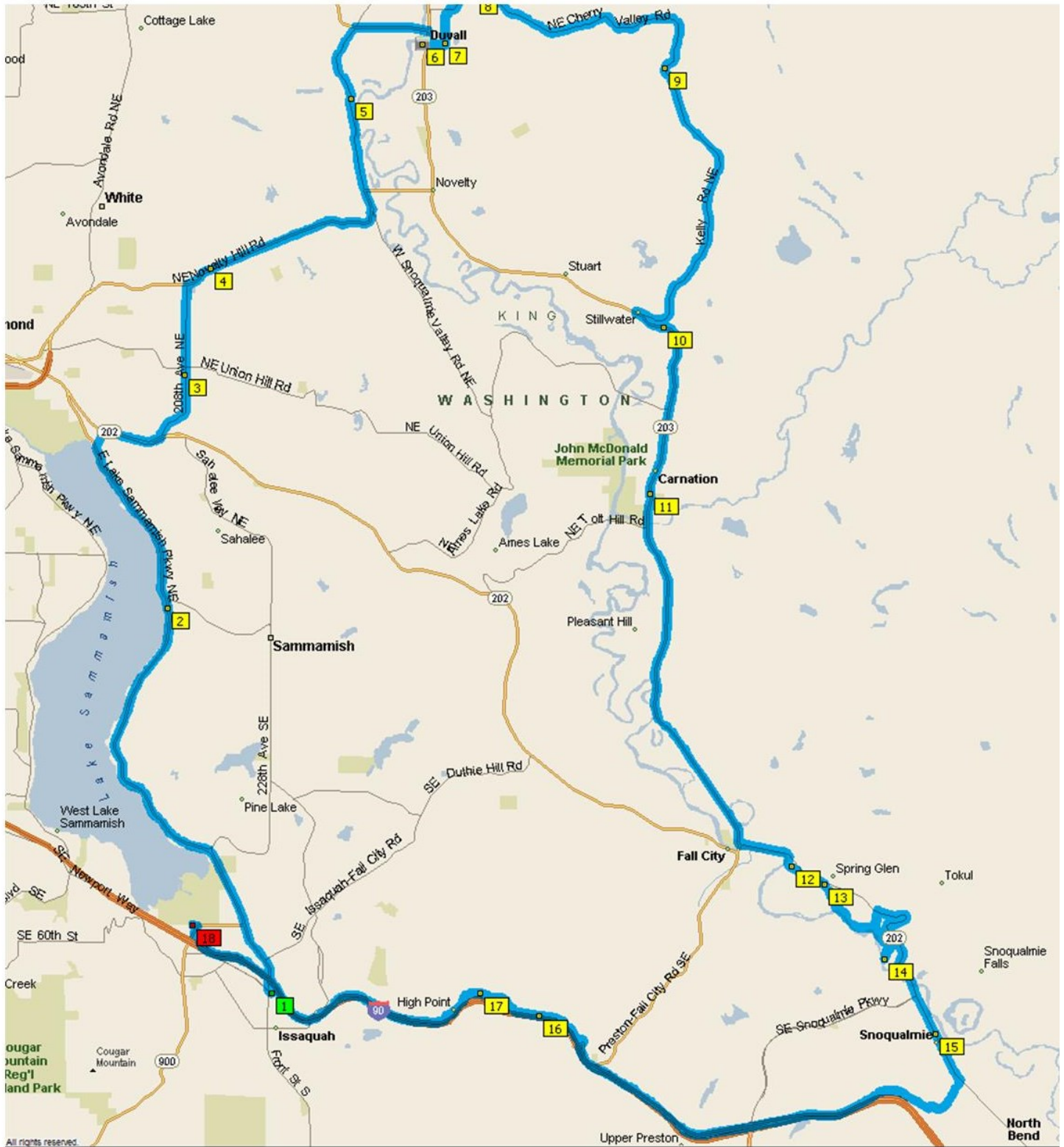
That is as far as the 1964 "Egbert" models ever went. By now we all know how the story turned out. By now most of us have seen the photo of Lowey standing next to the Avanti II four door his team created.

I find it ironic that a story I read some fifty years ago has legs, and that one obscure line that included the magically linked names Studebaker and Ferrari had escaped me.

I can only wonder how that came to be, and why Enzo Ferrari, reput-



One Great Looking Studebaker



This is the route we will be taking on the Fall Color Tour. Yr Hmbl Ed. would encourage all of you to Join us at XXX for the start. Having done a ride-along on this route, I can tell you it is a nice, traffic friendly that I'm sure you will enjoy. Baring that, if for some lousy and unforeseen reason, you cannot join us, consider arriving at the IHOP at 2:15PM and join the tour group for a sit down. There will be no music or dancing, but they will be in a mellow mood and ready for some jovial Stude Talk or bench racing, or whatever. You'll be glad you did.

Top Ten Reasons -Studebakers are Great Collector Cars

1. Rarer than Chevy's and Fords (yet easy to find).
2. No Parts Problems
3. Classic Styling –usually years ahead
4. Built Tougher than most
5. Good Club Support
6. Great Parts After Market
7. Body on Frame construction
8. Many Stock performance Models
9. Cost of Entry
10. Studebaker People

#1. Rarer than, - but easy to find.

Studebaker was the largest of the independents. This means that there are thousands more built each year than the other Independents like Packard, Hudson, Nash, AM, et.al. In the early post WWII years, Studebaker sold quite well due to advanced design, and large demand. Studebaker's peak years occurred in 1950-51 with over 200 thousand of the "Bullet-Nose" models. Recall the old saw "Chevy's are like belly-buttons, everybody's got one".

#2. No Parts Problems.

Thanks to a few things that have coincided, Studebaker collectors have very few parts problems. Studebaker stayed with basic drive trains longer than the typical big three models. This means that components can be (fairly) easy to find, and there is year to year interchangeability. This same goes for many body panels. Doors fenders etc. often need only trim changes to be useable. One example is the Lowey Coupe. This basic body was produced as a two door coupe or hardtop from 1953 until 1964, with only a few sheet metal changes. One can interchange different hoods, trunk deck, fins, even interiors and dashes to mix and match to one's hearts content. A modest roof change in 1962 was the only major body change in it's eleven year run.

#3 Classic styling –usually years ahead.

This is a very subjective area, All I ask is to compare car years side by side. At your next car show, check out the Chevy and Ford to the same year Studebaker. Lacking a car show, page through any auto almanac and do the same. If pressed by an expert in the car

styling field, I would limit my comparison to the 1930's and up Studebaker-Lowey designs.

#4 Built tougher than most.

Humor is often based on fact, in the case of Studebaker I use a humorism I heard often at the factory. "We make the fastest 4-door tractors in the world!" The normal Studebaker design principal for parts that accumulate into cars; Build it strong enough not to brake. The example I use most often is the forged crank Studebaker used in every engine they ever built, 1913 to 1966. That includes the "McKinnon", supposedly chosen because it was an industrial engine and had a forged crank. The advantage of this overbuilt to the Studebaker owner/restorer/mechanic is that we inherit all this durability.

#Good Club Support

This is one area where owning a Studebaker, and looking for a club is on a par with, or better than, most any other auto make in the world. The Studebaker Drivers Club, the Antique Studebaker Club, The Avanti Owners Association. All have you covered with any Studebaker model from 1902 to 1966. All are national and international in scope, each of them have excellent publications that are worth the membership.

#6. Great Parts After Market

With the large number of Studebakers built, and the pool of a large international club, aftermarket suppliers with Studebaker products are more than adequate. They are too numerous to mention here, several specializing in specific areas. Most, if not all, can be found in the SDC monthly magazines so that they are no secret to Studebaker club members.

#7 Body on Frame Construction

For the average low buck car guy who does his own work, or would like to give it a try, the Studebaker with its no-welded quarter panels or unitized chassis, the ability to unbolt a fender, work on it and bolt it back on is a big advantage. Studebaker drive trains were built to be shop-mechanic friendly when new, and that is a big help when

self-restoring-or when paying for professional labor by the hour.

#8 Many stock Performance Models

One of the great unknowns about Studebaker were the fact they were –or could be –fast. To many car nuts, familiar only with group think, the independents were all econo-boxes and not real performance cars. That myth should have been busted at the Muscle Car Drags of the last ten years. Many Stude's had performance numbers unknown to the great unwashed. A good performing Studebaker could be found on the spec sheets, but you had to know to look. The hindering factor was both dealers and factory. Dealers didn't (or wouldn't) stock them, and there was no Race on Sunday from South Bend. A hot Stude's was an oxi-moron. The big three had performance models in stock for immediate sale, and muscle car sales went to them.

#9 Cost of Entry

Due to a lot of factors, some of which have been stated above, the price of most Studebakers are lower than other collector cars. This is a great advantage to the Studebaker collector for all the reasons cited above; more durable, better styling, etc. this makes the average collector's Studebaker a real bargain.

#10. Studebaker People

OK, this could be a cliché, since like minded folks pair up with like minded, and then feel comfortable. So the Chevy guy joins the Bow-Tie Club, etc. We all understand that, and Studebaker people are no different on that score. Many Studebaker club members today drove them when new, and so are a great source of knowledge about all things Studebaker. One more good reason to choose a Studebaker for your collector car experience.

Up. Humbl. Ed.

TECH TIP

Since I do not have a supplied Tech Tip for this month, I visited the SDC web site and checked out the Tech conversation there. Once there, an interesting interchange about something that is universal to Studebaker Repair and Restoration caught my eye.

Question -Is the seal that prevents air leakage at the floor around the steering column replaced from inside the car or from underneath?

Is there a proper procedure to follow in doing so?

Same question with the gas pedal. My seals are on the way from SI. getting here later.

Answer -The large steel/rubber panel is replaced from the inside, just like the original.

To do it correctly, you need to remove the steering wheel, shifter arm and turn signal arm and the upper mast parts to slide the cover down the mast to the fire-wall.

The brake/clutch is under a panel screwed to the floor. The gas pedal linkage seal is the easiest...just pull the pedal off the rod and slide the seal to the floor.

STUDE STUFF FOR SALE

Beautiful '32 Regal Commander Rebuilt & Balanced 8 cyl. w/6,000 miles. New Upholstery. Low 20K 509-783-9205 Kennewick

'42 Champion 4 Dr. Ambitious project. Completely disassembled Engine/trans & all glass and chrome, door seals etc. Will consider reasonable offer. Bernie Harris 1-406-248-5515 Montana

'50 Champ 4 dr. Parts car. Good sheet metal \$400 obo Tom Robbins 1-360-733-7748 Bellingham

Modest custom '53 Commander for sale. Asking price is \$28,000 OBO. It is an It's a 1953 commander with the 232 v8 auto trans. All original parts. New paint and wheels. And interior was redone. If you or anyone you know are looking for a nice Stude, you can call Tyler McEwen at 253-569-1556 or mcewen23@live.com.

'54 Coupe w/no engine or trans. Body & glass good. Has Ford 9" Diff. \$2,500

Don Story 1-509-366-0636 Eastern Wa.

'59 Lark Wagon. Chassis/drivetrain completely rebuilt. Flathead high performance 6, Al head, dual carbs& headers. Bodywork complete, needs paint & assembly. Upholstery needs only headliner & carpet. Chroming done. Lots of extras \$15, K Mark Carson 1-604-939-0556

'60 Hawk Good Drive Train Dave Chisholm 1-360-856-4483 chisholmdn@wavecable.com

'60 Hawk Purchased by me in 1963 now at 146,000 miles. Needs paint, engine overhaul and seat re-upholstering. Not driven since stored in my garage in 1987. Includes many uninstalled NOS parts and matching seat fabric. \$7000. Ern Anderson, 425-822-9716

4 Champion Wheels -47 & up Nice whitewall Akuret P195-60R15 Tires 20's-30's style Studebaker tractor on shortened 48 truck frame, antique Stude front end 63 Champ 6 engine. Used for launching boats \$650 Bell's 1-360-738-0103

4 '63 Lark wheels, 5 bolt 15". \$15@ or make offer. Call Virginia at: (425)-214-2065. If no answer, please leave a message.

This Just In

Today I had a FedEx delivery -three (count 'em 3), award plaques for the SDC Newsletter Competition. There were some surprises.

I knew that the judging format had changed, but I really didn't keep track of the new categories.

The first plaque is awarded for *Best Chapter Newsletter Article -Space*, with

Bob Bryant's name on it as the author of, *"Close Encounters of the Studebaker Kind, Part 1"* (March 2015). The second was titled *"Best Chapter Newsletter Article - Politics"*, for *"The Studebaker Brothers & Their Politics"* (July 2015) by Yr Hmbl Ed.

Third, and certainly not last, was for Senior 2nd Place, Internet Newsletter. I have commented before I share the belief that all competition is good, and

serves to improve everybody. I believe that, and have also been heard to say "those 1st Place Editors must really be good" (or some such). I still believe that, and it has nothing at all to do with the fact this is my fifth 2nd place. I still say "Those first placers must really be good!"

Yr Hmbl Ed.



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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: <http://studebakerclubs.com/>
Studebaker Vendors: <http://studebakervendors.com/>
Antique Studebaker Home Page:
<http://dochemp.com/9stude>

MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP I

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**. Complete this application and send with payment to: **SDC C/O K.R.I.S. P.O. BOX 1743, Maple Grove, MN. 55311-6715** Annual dues are \$24.00 (1st yr only) \$31 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 \$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: **SDC gsc Eric Larson 8317 189 Ave E Bonney Lake, Wa. 98391** **Info @ E-mail: : badcow@w-link.net**

NAME: _____

SPOUSE: _____ ADDRESS _____

CITY _____ STATE _____ Zip 98 _____

E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

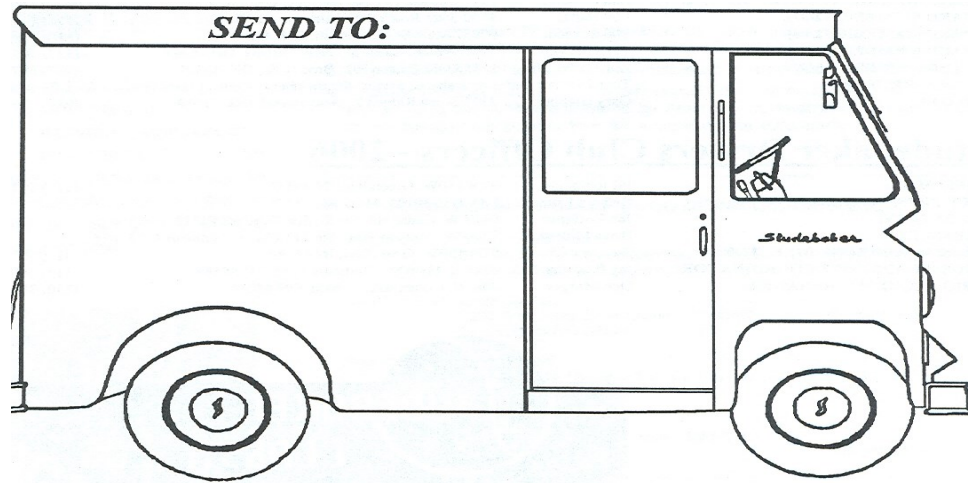
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More? 5 _____ 6 _____

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The Washington

President



1951 Studebaker