

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 3



Our meeting at the Sizzler in Southcenter was quite well attended. We discussed upcoming events and meets, including our planned trip to the Museum of History and Industry (MOHAI) on Lake Union. This facility is continually changing and growing, and is very different from when it was housed in the University area. It is more spacious, and the exhibits more organized. I expect it will be different from the last time I was there (several years ago) just because they are continually adding new things. One of the gifts of his-

tory is that we can better appreciate where we are when we see where we have been. This should be a great meeting.

Also, do not forget that the Whatcom Chapter is hosting this year's Overdrive in Bellingham. Hazel and Russ Haggren and the Whatcom County group have worked hard to put together a great event to be held May 16-17. The Hampton Inn in Bellingham is the host hotel, phone 360-676-7700. Operators are standing by. Get your reservation in early. Be sure to mention the Studdebaker Club to get our special rate of \$99.

The International Meet is being held in St. Louis, Missouri this year. I have to admit that August is not my favorite time of year to be in Missouri, but there will be other compensations. This event is August 16-22, and you should just make it back in time for the Can-Am Zone Meet to be held in Kelso, Washington August 28-30. A cruise-in on Friday night, Can-Am show (people's choice only) on Saturday, and a tour to Mount St. Helen's on

Sunday. A chance to see the regenerative power of nature. Don't say you haven't had any place to show off your Studies!!

And to end on a sad note, a long-time member, Clifford Davidson, better known as Chip, has passed away. Chip had surgery in the beginning of December and seemed to be improving, but then a stroke wiped out all gains and he slipped away February 18. He just recently celebrated his 83rd birthday. His dedication, willingness to do whatever needed to be done, and unflinching cheerfulness will be sorely missed. A Celebration of Life will be held March 21 at 2pm at the Bothell Methodist Church, 18515 92nd Ave NE, Bothell, WA 98011, one block north of the Bothell High School.

Hope you are all enjoying this fantastic spring weather, and are properly grateful that we live here in the beautiful Pacific Northwest and NOT in Boston. Brrrrrrrrrr! And remember, in order to get a loan, you must first prove that you don't need it.

Greta Justad, President

DUES ARE DUE

This is your last issue –send your dues to: Treasurer.: Eric Larson 8317 189 Ave E Bonney Lake 98391

**March Meeting on the 15th at 1 pm
Museum Of History And Industry
860 Terry Avenue North .**

The Senior admission discount price is \$15. Lunch at Compass Café inside

Special parking for MOHAI patrons is available at the AGC Lot (1200 Westlake Avenue N). **Parking is \$5.** Tickets can be validated at the MOHAI front desk. No vehicles over 20 feet tall or 25 feet long. The AGC Lot is 0.36 miles from MOHAI, a flat and a paved 7-minute walk. Exclusive handicap accessible parking is available at a lot adjacent to MOHAI

Note: Across the street from the AGC parking lot is the KPG Architects building at 753 9th Ave North, which was the former home of The Studebaker Center, the largest Studebaker dealership in Washington state from 1958 to 1966.

SDC Internationals

August 16-22, 2015	51st SDC International, Sheraton Heights, (St. Louis), Mo. Hosts -Gateway Chapter @ Sheraton Westport Hotel Meet Center
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 & TIME	EVENT AND LOCATION	CONTACT
March 15 @1 PM	Meeting at the Museum Of History And Industry MOHAI	Bob Bryant
April 12	Tacoma, AOAI Special Event, Featuring Gary Johnson Seminar	info Al Basile alanba- sile@gmail.com
May 16-17	Bellingham, Northwest Overdrive at Hampton Inn, 3985 Bennett Dr.,	Brian curtiss bri- ankcurtis@yahoo.co m
June 13 @1 PM	Spanaway, Chapter Meeting at the LeMay Family Collection Mary- mount	Bob Bryant bbry- ant@hotmail.com
July 18 @11AM	Enumclaw, All Studebaker Picnic at Mud Mountain Dam Park host- ed by Greater Seattle Chapter	Bob Bryant bbry- ant@hotmail.com
August 8 @ 1PM	Chapter Meeting at the Museum of Flight	
August 16-22	St. Louis, Missouri, SDC 51 st International Meet	
August 28-30	Kelso, Pacific Can-Am Zone Meet at Red Lion Inn	
September 12-13	Bellingham, Drive Your Studebaker Day at James Bell's Museum	
October 11	Renton, Fall Colors Tour hosted by Greater Seattle Chapter	
November 14	Location TBD, Greater Seattle Chapter Elections Meeting	
December 13	Location TBD, All Studebaker Christmas Party	

Two For the Show

Just last week two (count 'em 2), of our friends in the Collector Car Biz were written up in the Seattle Times.

On Friday, February 13th as part of the regular Friday Auto Section, there was a nice article about Lance Lambert and his Vintage Vehicle

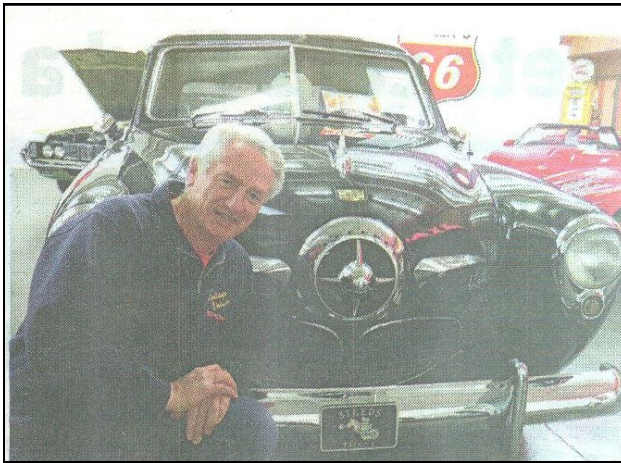
Show. The article included a very nice picture of Lance and his '50 Studebaker, both being very photogenic. Of course, we are pleased that Lance is a GS/SDC member.

Then on Sunday the 15th, as part of the Times NWauto section, the XXX owner Jose Enciso was fea-

tured in a piece regarding the many car events and shows put on at his A&W in Issaquah.

Congrats to both these guys who have done so much to further the cause of Collector and Vintage cars in their, and our, home town.

Ypr Almbld Ed



Vintage Vehicle Lance & his Vintage '50 Stude



Jose Enciso & Marv Nielsen –Car Show Guys of XXX

EVENTS OF INTEREST

DATE & TIME	EVENT AND LOCATION	CONTACT
March 14-15	A Coop Booth of GSSDC at <u>April or May</u> Swap Meet?? at either Fairground -Puyallup or Monroe	Bill Schiffer
April 10-12	Portland Swap Meet at West Delta Park and Portland Expo Center	YOYO
April 24-25	Portland Silver Auctions	YOYO
May 3.	Horseless Carriage Club Breakfast Tour, Puyallup Elks Club	Odd Justad stude21@juno.com
May 16-17	Monroe Swap Meet -Monroe Fairgrounds	YOYO
August 8 @ 1PM	Chapter Meeting at the Museum of Flight	Stay Tuned
August 16-22	St. Louis, Missouri, SDC 51 st International Meet	YOYO
August 28-30	Kelso, Pacific Can-Am Zone Meet at Red Lion Inn	Bob Williams Bwilli_cwilli@msn.com
September 12-13	Bellingham, Drive Your Studebaker Day, Mini-Meet & Open House at James Bell's Museum	Brian Curtiss: bri- ankcurtis@yahoo.com
September 12-13	Tacoma, Pacific Northwest Concours at LeMay's Car Museum	Bob Bryant bbryant@hotmail.com
Oct 9-11,	SW Zone Meet, Las Vegas	Odd Justad stude21@juno.com

SECRETARY'S SCRIBBLES

Saturday February 7th, fifteen adventurous Studebaker owners bucked the Southcenter crowds for our monthly meeting, which was held at the Sizzler.

Unfortunately our group was not large enough to take advantage of the meeting room which we have had in the past. The din made it vir-

conversation that we were having with the person next to us.

As for the substance of the short meeting, I am sure that our Greta our President will cover the issues in her letter. I would like to suggest that a Sunday, non-Seahawk, afternoon meeting be considered for any future get together. Although we

tually impossible for many of us old folks to hear anything but the

have been lucky with the Saturday meetings that we have had at the Sizzler in the past, I think that it was because an early afternoon time slot was chosen, like 2:00. This time slot allows for the lunch crowd to dissipate and still gives us enough time to finish prior to the dinner rush.

*Your Constantly Humbled Scribe
Bill Hallett*

Chip Davidson Remembered

Our friend and fellow enthusiast, Clifford Davidson, better known as Chip, has passed away. Chip had surgery in the beginning of December, and was recovering, albeit slowly, when he was felled by a stroke. That led to other complications, and he passed away on February 18. He had recently celebrated his 83rd birthday surrounded by family. Chip has been one of the lynch pins of our club, and will always be remembered for his honesty, his willingness to help wherever needed, his hospitality and generosity, and his unfailing good humor. A visit to his and Joan's "cabin" in Skykomish was always a special treat, Sitting with him in his beloved '47 Studebaker, Joe Louis, his eagle eye would find and identify every John Deere implement and apparatus

within a mile and a half as we drove past. I will miss his lop-sided grin and the positive attitude that made every problem an opportunity to make things better. Chip had many interests, Studebakers being one of them. He was also an accomplished pilot and had several airplanes. He had a marina business, and he was a good accountant. But of all the things that Chip was passionate about, his family was always at the top of the list. Our hearts go out to his wife, Joan, and his boys at this difficult time. A Celebration of Life service will be held on Saturday, March 21, 2015 at 2pm at:

Bothell United Methodist Church
18515 92nd Ave NE, Bothell, WA 98011
Located 1 block north of the Bothell High School.

Greta Justad,

Washington License Plates for Collector Cars

There is a move afoot nationally to reduce the license plate requirement to just the rear plate. Washington currently still requires two plates, one of them in front. No legislation has been introduced in the 2015 session.

Collector Car: Available for vehicles that are more than 30 years old, owned and operated as collector vehicles, and not used for general transportation. One Time purchase is good for life of auto, with limited mileage.

Horseless Carriage: – Available for vehicles that are more than 40 years old, owned and operated as collector vehicles, and not used for general transportation.

Good for life of auto with limited mileage.

Year of Manufacturer: Vehicles registered as "Collector" or "Horseless Carriage" may display YOM plates with DMV approval. Approval process involves taking the plate into DVM and having it approved against a color chart of Washington issued plates.

Note: Any Hot Rod show will reveal that the color of the license plate that matches the paint scheme of car and not original issued color scheme is "tolerated" by Law Enforcement. Also tolerated amongst the Collector Car crowd is the use of just one plate in the rear only, as long as it is one of the official ones described above.

TECH TIP

Climatizer Ducts

The "Climatizer" has always been Studebakers name for its passenger heating system. The Climatizer was often promoted within Studebaker advertising of the post war era.

The interesting feature of the early Climatizer was the placement of the heater core under the passenger side front seat. This provided a somewhat central location for heat distribution to the front and back seat passengers. (I do remember back in the days of having Hawks as my daily drivers that the area around the drivers feet was a little isolated and colder than desired.) This location of the heater core required separate heating coil/blower motor for the defroster system.

A familiar part of the early Climatizer system were the front fender vent doors. The drivers side was strictly a fresh air vent, while the passenger side supplied outside air to the heater core.

The front fender vent doors were used on all sedan models (meaning except Hawks) through 1957 models. 1958 sedan models continued using the under seat heater core, but the outside air supply came from the front grille area.

Then - 1959 - came the Lark. I have always considered the Lark to be brilliantly executed, creating a newly proportioned car from the length of the '58 sedan models.

There was much more to the new Lark than reduced length. The heater core was moved from the passenger floor to the passenger side front fender apron. This location allowed a heat distribution duct under the dashboard, providing heated air to both the driver and passenger sides.

It also allowed an integrated defroster system. Defroster ducting

was attached to the under dash distribution duct and the flow amount was controlled by inner diverters. The new under dash distribution system allowed much better defrost control than before.

This seemingly incidental improvement in '59 Larks brought a whole new level of function to the Climatizer system.

The Hawk models, in their niche market, continued with the previous generation passenger side floor mounted heater core. To improve drivers side heating, an optional self contained heater core/blower motor assembly was offered as an accessory. This fit under the drivers seat. I remember seeing more of these on '62 Gran Turismo Hawks than on earlier models, but then it became obvious. The floor mounted console between the bucket seats was first used on '62 Hawks. That would have been quite a barrier to heat distribution to the driver. Then, in '63, the '59 - '60 Lark style fender mounted heater core and under dash distribution duct was adapted to the Hawk models.

Champ pickups used the same system as the '59 - '60 Larks, since that was the base for the Champ cabs.

Heater core location evolved in the Lark models. In 1961 it was placed in the cowl, with outside air admitted through new grillwork in front of the windshield.

The point of all this background is for a couple of technical tips regarding flexible defroster ducting. Two diameters were used: 1-3/4" and 2". The 1-3/4" was said to be used for '49 - '58 models, and the 2" was for '59 - '66 models.

This was the information that a major Studebaker parts wholesaler had in his catalog, and I think that was what the retailers picked up for their listings.

However, it is not correct. 1-3/4" was indeed used up through '58 sedan models, but also all Hawk models through 1964 - including the '63 - '64 Hawks with under dash distribution ducts. (The under dash defroster outlets were sized for 2" defroster ducting, but used 2 of 1558783 adapters since the upper ducting was sized for 1-3/4") Then, of course, the application for 2" ducting should read '59 - '66 models all EXCEPT Hawks.

The wholesaler has since changed the applications on his price sheets. He and I talk regularly and he said no one in 30 years had noted the error.

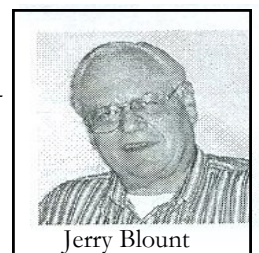
The second tip is regarding firmly attaching the flexible defroster ducting to the outlets in the under dash distribution duct. The '59 - '60 Lark, '60 - '64 Champ pickup, and '63 - '64 Hawk had the outlet pointing straight up so the path of the flexible ducting was fairly direct.

With the heater core relocation beginning in the '61 Lark models, the features on the under dash duct were rotated 90 degrees. Thus the defroster tubing had to make an immediate 90 degree turn to reach the upper ducts at the windshield.

There is a very simple and effective method to keep the two flexible ducts attached to the under dash duct.

Cut a piece of 1/4" diameter vacuum hose about 3/4" long - place it over the end of a small Phillips screwdriver and wedge the tubing between the two flexible ducts - locked on securely!

Again we are indebted to Jerry Blount, writing the B.S. "bout Studebakers column in the Northwest Newsletter, Bob Williams, Editor



Jerry Blount

Close Encounters of the Studebaker Kind

Part One by Bob Bryant

While searching the Puyallup Early Bird Swap Meet for Studebaker literature, I came across a 1959 Studebaker brochure that had a Studebaker Center dealer stamp on it. Perfect for our March trek to the Museum of History and Industry, I thought, as the dealership offices were located near MOHAI and their "salon" was located close by at 6th and Lenora, now home of a high rise apartment building.

Some of the members of the chapter remember their experiences at the Studebaker Center. Don Kelstrom said "I worked part time for the Scotts at Studebaker Center in 1964. Father and son were both good to work for. I didn't work long enough or hard enough to sell a car, but I did learn the tricks of selling cars. A couple of things I remember are 1. Taking a test drive with a friend in a R2 Avanti with 4 speed and hanging on when he wound it up to 8,000 RPM. 2. I was offered a beautiful red Avanti demo with around 1,500 miles for only \$3,000 and didn't buy it."

" In the early 70's I went thru the Studebaker parts at the Studebaker Center , located near Lake Union and DOXON Motors in Auburn , the former Studebaker Dealer and bought some of there parts, also got a few framed pictures . One of those parts happened to be a left front fender which is now part of Odd Justad's beautiful 1954 Commander Starliner," Donovan Albrecht commented.

Getting back to the 1959 brochure, it reminded me of the first Studebaker I drove.

During my Junior year in high school, I had an evening

and weekend job at the downtown branch of the local drug store, where I stocked shelves, washed windows and made deliveries to the west end branch and to the

customers who could not make it in to pick up their medication or supplies. My boss bought a new 1959 Tahitian Coral Lark station wagon, bare bones model with six cylinder engine, 3 speed on the column and radio delete, from a local gas station dealership who also sold Simca, Renault, Peugeot, and Volkswagen. I remember making deliveries in the Lark, which I nicknamed "the gutless wonder". It was great on the flat land but when going up hills, I thought I was going to have to get out and push.

I was born and raised in Ketchikan, Alaska, sometimes called "the City by the sea that was seven miles long and two blocks up the side of the mountain". In the 50s and early 60s, many of the streets were not paved and some of them were made of wooden planks. It tends to rain a lot in Ketchikan, making the planks very slippery and dirt roads very muddy.

So when it was raining, I drove the Lark around in first gear a lot, and even took detours to get around some of the steepest hills and slippery streets.

In later years, I owned many Studebakers

--- All of them vee eights! *Bob Bryant*



As an admirer of the "Little 6", I do agree with Bob's "Gutless Wonder" tag. I have written of how Studebaker misused the Champion engine over the years. How it was used in the Lark is one example.

Ask why the standard engine had to be the 170 flathead. What was so compelling about that displacement that was worth retooling a crankshaft in order to go back to an engine that had proven to be too small for the market just five years before?

Fuel economy dominated Studebaker thinking then, and had for decades. The 185 Flathead of '55 to '60 had proven to be overmatched in a bigger, heavier car.

It could be projected to perform better in a compact, even get decent fuel mileage, one would think.

An OHV version was in the works, just a test year or two away, so why spend scarce money on a new crank?

While it is easy to have 20-20 hindsight, I know that there were these same engineering type questions being asked in the days leading up to the Lark.

Regarding Bob's gutless wonder, a 185 flathead would have been a better performing car, maybe not good enough for a High School Junior, but better.

Yr. Humbl Ed

2015 Greater Seattle SDC Chapter Officers

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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, below.
National Member # _____

NATIONAL MEMBERSHIP

For information e-mail: sdccornerstonereg.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. _____

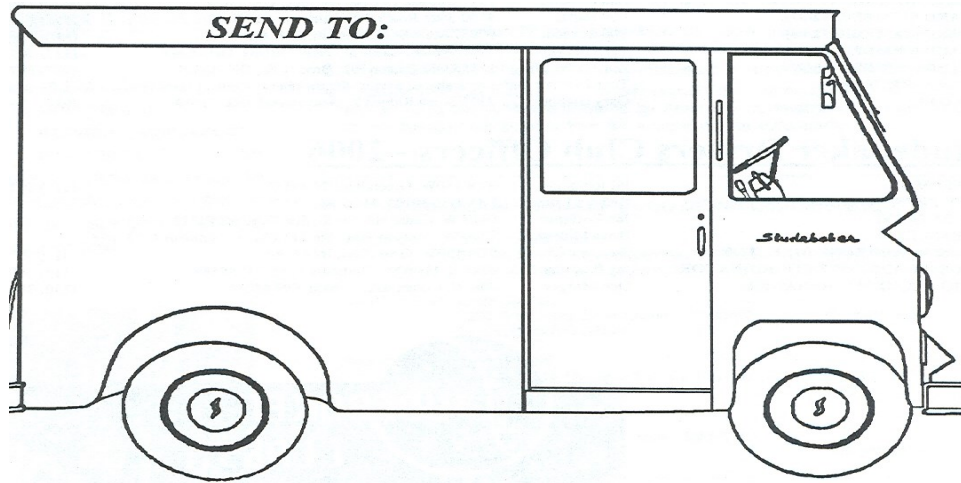
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More? 5 _____ 6 _____

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

The Washington

President



1957 STUDEBAKER GOLDEN HAWK

275 HP 289 cubic Inch Supercharged Studebaker V8

Studebaker Drivers Club NORTHWEST OVERDRIVE TOUR

Hosted by: the Whatcom County Chapter, SDC



MAY 16TH, 17TH, 2015
BELLINGHAM, WA.



HOST HOTEL:

Hampton Inn, 3985 Bennett Dr., Bellingham, WA

\$99/night Studebaker rate includes continental breakfast.

Ph: 360-676-7700 or 1-800-426-7866.

Limited SDC rooms (reserve early) Cut off date is April 24, 2015

Saturday May 16th

12pm to 8pm and (Sunday May 17th 7am—9am)

Registration and Sign In at Hampton Inn Hotel

5pm to 7pm (eats and treats provided)

Welcome Party at Bell's Studebaker Diner and Museum

Sunday May 17th

OVERDRIVE TOUR AND BANQUET

NAME: _____ Spouse/Guest: _____

ADDRESS: _____

CITY: _____ State/Prov. _____ Zip: _____

Registration fee includes Welcome Party, Tour, Lunch & Evening Banquet

Number of persons: _____ \$50.00 (U.S. funds) per person \$ _____

Late fee if mailed after 5/1/2015 is \$10.00 \$ _____

Make checks (US \$\$) payable to Whatcom County SDC Total: \$ _____

Mail to: Virginia Teker, PO Box 1616, Oak Harbor, WA. 98277

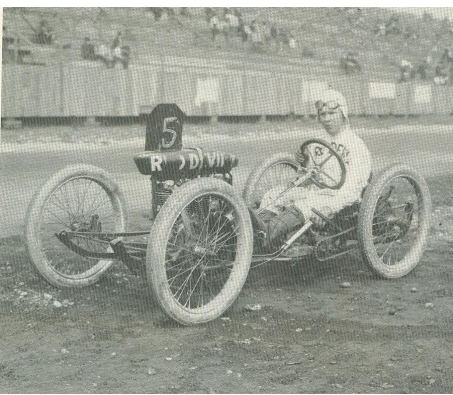
Contact ph: Virginia—206-498-9358. Hazel—360-733-5741

*** Limited Banquet Seating Count Needed Early ****

Good Times there are not forgotten. Well . . . (in Tacoma anyway)

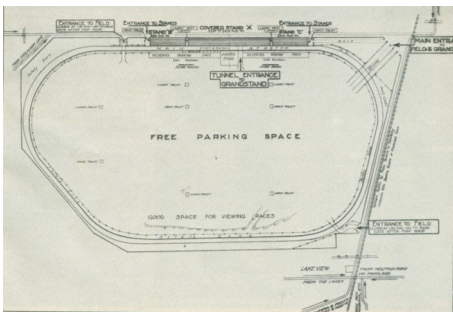
While going through a bunch (ie; a whole lot), of old car magazines, I ran into an article about the Tacoma Speedway and wondered if anybody around here remembered the place. Since the place was active from 1912 to 1922, probably not. But the piece had such a nice bunch of pictures of the track. the cars and men who raced there I couldn't resist.

A five mile track was laid out and the first race day was held on July 5th 1912 over a dirt course.



The earliest dated picture was of a cycle engine race car in front of the original stands in 1912. I like this picture because it reminds me of the urge many car nuts have of wanting to build a race car while short of money. Check it out, four wheels, cycle engine w/chain drive, bare chassis, no body and a seat! It screams "Let's go racing!"

By 1914, the track was deemed to be too long and was shortened to two miles and paved with 2X4's laid on edge to make it a board track. It was unusual, not the usual large oval (see below). A legend on the right



Wooden Track, Pits & Judges Stand-1920

reads "Northern Pacific RR – connects with Seattle Boats at Municipal Docks" also "from Roy & points west & north" and "from mountain road via Parkland" at lower right. This may tell those of you familiar with Tacoma where the track was located.

A fire in 1920 destroyed the grandstand and it was rebuilt with a covered grandstand. The main race date that year saw 40,000 watch a 225 mile race where Tommy Milton in a Duesenberg took home \$10,000

The following two years were not as successful however, probably due to the need for large purses to attract the cars and drivers this far west.

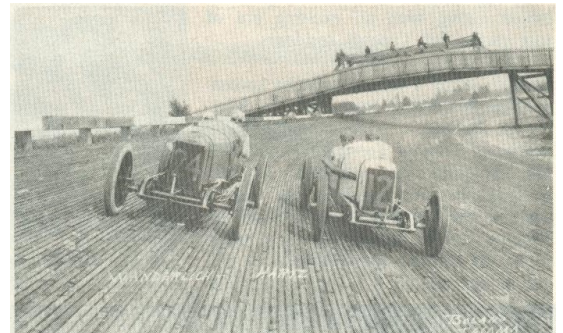
The track was closed in 1922.

Some of the famous names who raced and won at the Tacoma Speedway included drivers such as stars as Harry Hartz, Roscoe Sears, Eddie Rickenbacker, Barney Oldfield, Ralph

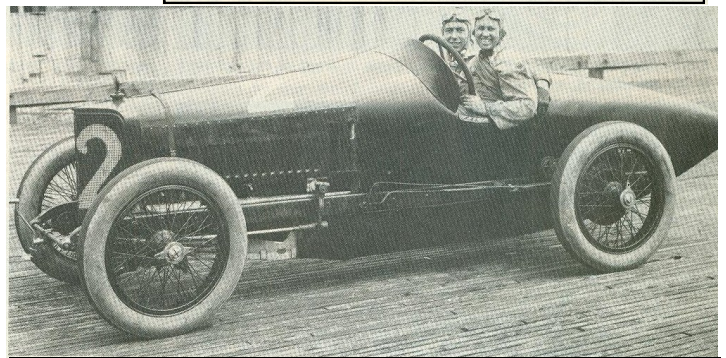
Mulford, Jimmy Murphy.

Race cars included Maxwell, Duesenberg, Frontenac and Monroe(both of these two built by Gaston & Louis Chevrolet), Alco, Hudson, Stutz, many others.

All photo credits to Marvin D. Boland



Duesenberg team member Jerry Wonderlick and Harry Hartz pose on a banked turn, just beyond the infield bridge.



Ralph Mulford & the Frontenac in 1919

*Above Right: Marmon race car, Eddie Rickenbacker & Eddie Foy in front of covered Speedway Grandstands, circa 1920 & later
Right Duesenberg with driver Jimmy Murphy -wearing a necktie!
Left: Tacoma Speedway board track layout circa 1914 & on.*

