

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969

VOLUME 42 NUMBER 7

Steering Column



It has been said that summer in the Greater Seattle area starts promptly on July 5th. Looks like this year is going to prove that rule. Then again it might be the 6th or 7th or the 8th....

In any event, we got a beautiful day for our June driving tour. Donovan promised good weather and delivered on the weather as well as a great tour. Thank you Donovan (and Helen, too!)

The June driving tour was well done and well attended but like all driving tours reminded me of the fact that driving a 73 year old car is not the same as driving a contemporary car. I didn't know it at the time, but during that drive I lost a hubcap. Not knowing that I lost a hubcap has nothing to do with the car being 73 years old, but has everything to do with the driver being as old as the car. My wife (she is younger) heard something and eventually decided it was a hubcap departing the right rear wheel. Studebaker people being exceptional people retrieved the hubcap for me

and returned it at one of our stops along the way. It sustained very little damage and is now back where it belongs. It does seem like loosing a hubcap was more common when now old cars, were new. In those early years (for me) I spent a lot of summer days riding my bicycle and exploring road side ditches south of Tacoma. I saw a ton of hubcaps but had no interest in them because no one was interested in paying money for them. Beer bottles, on the other hand, were a different story. Clean ones would bring a penny at any grocery store. So 5 of them meant I could get a candy bar.

Other differences in driving old cars include driving "ahead of where you are". You have to speed up when approaching a hill and sometimes even then shift down to make it to the top. You have to start braking sooner for stop signs. In an emergency you need to literally "stand on the brake pedal". Many drivers would shift down to second gear on approaching a stop sign or going down a long hill. Engine compression would then slow your forward movement. All this meant you had to "drive" the car. Steering is another example. Steering was harder and less precise. You didn't, in the day, need to worry about freeway driving because there were no freeways. I can see why there was only one 73 year old car on the June tour.

July is the month for the Annual International Studebaker Meet (July 29 to Aug 4). It will be at the point of origin for many of our cars, South

Bend, Indiana. As Bill Hallet has pointed out, it could be your last opportunity to attend an International at that location. And at the very least, any future time will include fewer and fewer Studebaker buildings and other points of interest.

Probably of less interest, Friday, July 13th is Collector Car Appreciation Day. I am not certain how to commemorate that day, but will probably do as I do most days and look at all my old cars (even the rusty ones) and smile ear to ear. It is a great life!

For those that can't attend the International meet, we are invited to bring our Studebakers to the Orphan and Discontinued Car Show at the Country Village on July 29th. This event is sponsored by the Corvair Club each year and this is a new location for this show. Being a member of that club I can tell you they think of their cars as being orphans, but included discontinued, so there is no argument. We know that Studebakers are really orphaned so have a rightful place at that show.

Remember, if you are lucky enough to drive a Studebaker, you are lucky enough.

Gad Bless .. Dan Andersen



ANNUAL STUDEBAKER PICNIC
WHEN: SATURDAY, JULY 14 AT 11:00 AM
WHERE: MUD MOUNTAIN DAM
30525 SE MUD MTN ROAD ENUMCLAW, WA 98022

We have the **Cayuse Shelter** which has water, electricity and BBQ. Parking is close by, as are restrooms. Please bring a potluck item to share, and paper plates, napkins and utensils for yourself. Bring your own beverages..

DRIVING DIRECTIONS:

FROM TACOMA, (60 minutes): Hwy 167 to Hwy 410 East to Sumner. Continue east thru Enumclaw.

FROM SEATTLE (60 minutes): I-5 South to Hwy 18 East. Take the Auburn/Enumclaw Exit. Take the Hwy 164 East to Enumclaw. Go thru Enumclaw and turn left onto Hwy 410 East.

FROM NORTH BEND (75 minutes): From i-90 Take Exit 25 for WA-18 W toward Tacoma/Auburn (Go about 12 miles). Take the exit toward SE 231st St (Maple Valley Black Diamond Rd/WA 169). WA 169 becomes Enumclaw-Black Diamond Rd SE, then it becomes 264th Ave SE/Porter St. Turn left onto Griffin Ave (following signs for Hwy 410E). Turn left onto Hwy 410 East

After you leave Enumclaw, heading east, on 410, go about 5 miles, and turn right onto Mud Mountain Road. Go another 2.5 miles to the Mud Mountain Dam Project. There are only 2 shelters, Cayuse is the smaller of the two **SEE YOU THERE!!**

SDC INTERNATIONALS

July 29-August 4 2012	48th SDC International, South Bend (Indiana) Michiana Chapter Hosts
July 1-6 2013	49th SDC International, Colorado Springs, Co. Pikes Peak Chapter Hosts
June 28-July 5	50th SDC International, Dover, Delaware, DelMarVa Chapter Hosts

GS/SDC 2012 STUDEBAKER EVENTS

- July 14: 11 am Annual Picnic at Mud Mtn Dam, Enumclaw:
- July 29 Orphan Car Show at Country Village, Bothell
- July 29 - Aug 4: International Meet at South Bend
- August 17-19: Pacific Can-Am Zone Meet at La Quinta Hotel in Tacoma
- Sept 7-9: Whatcom Mimi Meet and Whatcom Chapter's 40th Anniversary party at Bell's Museum
- Oct 14: Fall Colors Tour, NPS Hosting this year -Thanks Pat!!
- Nov 11: Election Meeting
- Dec: Christmas Party, Seattle Chapter hosting

Editor's Opinion

Probing farther into Bill Hallett's idea of extending our club activities to cooperation and coordination with other chapters does make extraordinary sense. What may be not possible, or a stretch for one chapter, may be accomplished by two or three far more easily. Common membership is shared by each club, but overall, our numbers are not go-

ing up. Doing a Can-Am or an Overdrive is still possible, but requires fewer people doing far more apiece.

Elsewhere in this issue, VP Mary notes that; *"There was a very small number of people who actually put the Overdrive on, and they did an excellent job!?"*

We all know such things are possible but examples are not all that common, or fairly rare. But is either

case how it should be?

Let's try a little blue sky thinking here: a couple of ideas –one reasonably small, the other semi-large.

A Reasonable Option

Lets do a car Show in Bellevue. I know of a large parking lot in the Crossroads area I think just might be open to allowing a car show. I'd like to offer a format I've offered before

Continued overleaf →

SECRETARY'S SCRIBBLES

All of us who participated in the wonderful senic tour of the Cascade foot hills on Sunday owe a vote of thanks to Don and Helen Albrecht. On a day when the weather could have turned from sunny to a heavenly car wash at seemingly any time we didn't have to use the wipers at all. We congregated at the XXX in Issaquah after which Don led us through the back road to the Snoqualmie Falls, through the towns of Fall City, Snoqualmie, North Bend and Preston. The route took us around Mount Si and with a stop at the falls to view the spectacular Spring run off. We then headed back to Issaquah and south over the Tiger Mt. loop road, then on to Gloria's Restaurant in Maple Valley where if anyone left hungry it was there own fault. I hope that all those who joined us on the tour enjoyed it as much as I did, and I did, and I hope that it spawns more of the same in the near future. Or VP Mary says that she will continue to communicate with the other Studebaker clubs in the area for more joint participation. Thanks to those who joined us from the North Puget Sound and Tacoma SDC's and the Avanti Club. I hope that people

we will continue to think about a longer, several day tour, if other clubs can do it we can too. Maybe we can travel to other club's territory to help increase joint participation as part of a longer tour, what do you think? Note: *If we had a hard-luck award, it would have gone to Dave Keister - his beautiful '62 GT Hawk didn't like a breakfast of Ethanol, and was vapor-locking, so it had to stay behind at the XXX and pose for multiple photo-shoots.*

Attendees, in order of tour procession, were: Don and Helen Albrecht, driving Clayton and Evelyn Hobelheinrich, in the stylish '56 Commander; Mark Kaifer and Margaret Bouniol in the great-running '51 Champion; Eric Larson and Scott Parker in the all-weather '64 Cruiser; Don and Joan Anderson in their rare '38 Commander; Alan Basile in his great-sounding, maroon Avanti; Lou Cote in his pretty, jet-black Avanti; Bill Hallett chauffeuring Dave Keister and Mary West in his '60 Lark Wagon; Tom and Janell Noller in their handsome '63 Daytona; Pat Knappert and Carol Cook in their Hondabaker; and Walt Thompson and Dorothy Abbott in Walt's Toyotabaker. Laurel Berry joined us at the restaurant - Nice to see you again, Laurell!

Bill Hallett Up HmbL Sec'y

Continued from Page 2

←
—A car show arranged by Model year. The appeal here is demonstrate to the great unwashed a chronological order, so that styling and yearly changes would be clearer. My wickedly diabolical intent to show Studebaker styling against the competition is also clearer. Can we all say “years ahead?”

A Semi-Large Option

Here we think big. Think of an event that would be so exceptional it would call for being annual. Think outside the usual car event box.

Think road event, think solo event, think of our club's middle name “Driver”. Let's “run this up the flag-pole and see if anybody salutes”.

Do a road tour and an competition event over a weekend. To lure a bigger audience, lets make this a Jen-U-

Wine Orphan Car Event, that is; Packard, Hudson, Nash, Rambler, etc, (no “discontinued” -I'm still a bit snobbish), and SDC is the host.

As per the old axiom, our first three needs will be; location, location, location. Now there are SDC clubs in the I-5 corridor. Seattle, North Puget Sound, Tacoma, all reasonably close and with overlapping membership. For a convenient event location, that could have the needed commercial backing, let's say we pick the area of Rochester/Oakville. It has the benefit of being central to two large population centers and it has an Indian Casino as a possible sponsor. It also has several car clubs of the independent stripe from which to draw.

It should also be easier to put on events there, as there are little or no traffic problems to overcome, and local jurisdictions to satisfy. Plus, local authorities *should* be more welcoming to lots of people coming

into their towns for a weekend.

1. (Still Blue-Skying); lets look at A Parking lot Slalom course.
2. A Road Tour or Poker Run to South Bend and return (some real Studebaker echo's there).
3. A hill climb up one of the many grades in that area.
4. An 1/8th, 1/3rd or 1/4 mile drag —if possible.

No judged show, perhaps a display area for the great unwashed.

I offer these ideas to keep the conversation Hallett opened going.

Let's open the agenda to all sorts of possibilities. All ideas welcomed.

We'd need a committee for each event, plus hosting and the inevitable dinner, but its all doable.

I'll say no more —for now.

Up HmbL Ed.

1941 CHAMPION DOUBLE DATER COUPE

How I acquired a 1941 Studebaker Double Dater Coupe.—By Ray Keehner

In the summer of 2005 sometime, Don “Killer” Kelstrom called me to take a look a 41 Champion Coupe for a fellow that had called him for some help in putting the car on the road again after a lengthy restoration. Don called me because I live in the North end of the Seattle area, and the car was located in North Seattle just north of Green Lake. I said sure, that I would be happy to meet Don for lunch, and see the car. What Stude nut would turn down an offer to see an unseen car, one that had not been on the road since 1962.

The little car was sitting on stands under the front wheels, still needing the wiring and mechanicals connected. I had suggested a new wiring harness be ordered and I would install it, and make the car road ready for him.

Well, about a year later, that call came to come and prepare the car to be moved by trailer to my house. While I was under the car trying to unlock the transmission, as the linkage had not been connected, I asked what was intended with the car after it was back on the road? There was a small pause before the response, and Mr. Green stated, “I will probably have to sell the car, because I can no longer bend down and then get up again; I’m just too old to fuss with it”. At this time he was 94 years old.

At that moment, sliding out from under the car, I said how much? He gave me a price that I could not

refuse, so we agreed on a price, and I said I would be back on Saturday with the trailer and some money.

My wife, Carol, had been twisting Walt Thompson’s arm to buy a 41 Champion Coupe that he had just acquired, and if you know Walt, he said absolutely no as only Walt can say. This has been a topic of conversation for several months now between her and Walt, and when I got home the day Mr. Green and I made the deal, I told her what had taken place. With that new information, Carol asked when do we get the car, and I said Saturday. Now this was 3 days away, and you know she did not sleep very well that night afraid Mr. Green would change his mind. Saturday arrived nice and sunny.

Now at this point I have to give Killer great big thanks for the chance to meet Mr. Green, but not knowing how this was going to turn out, I was going to become not only the new owner, but the second owner of this little coupe. A Double Dater Deluxe Coupe at that. I might add, Mr. Green purchased this car in June of 1941 in Spokane WA.

This little coupe had been repainted, re-chromed, re-upholstered, motor overhauled, brakes replaced, but not road ready.

The bad part about this story is that when the car came back from the painter, several boxes of small parts were missing. Items like tail lamps

and lenses, some of the stainless trim pieces, roof mounted rotating antenna, inside windshield retainer garnish moldings, window cranks, inside door handles, and heater controls and knobs. Thanks to E-Bay and local people, I managed to gather up all of the missing items, or make up some of them as needed.

Since the car has been setting in a state of semi-complete for about 10 years, I thought I had better go through the running gear and give it a compete check out.

As it turned out, that was a good idea, as the brakes had not been refilled with fluid and the rust had gotten inside the cylinders, so all new wheel cylinders were installed. I removed the front clip for better access to the motor, and went through the check out completely from bumper to bumper. In checking out the gas tank, I found 2 inches of tar in the bottom and rust holes throughout the top of the tank, so a new tank was made out of an old saddle tank from a pickup truck.

We have driven the car 2,500 miles so far without any problems, these Studes just keep going.



Northwest Overdrive Report

On the way to the Northwest Overdrive, Bill Hallett and I spent some time at some pretty cool wrecking yards around the Boise area. The first place we stopped at, we were there about 40 minutes before making enough noise to awaken the resident bowser. He was barking furiously, running my direction, until he came to an intersection of two dirt roads, both lined with two-cars-high walls on either side. He stopped at the intersection, so I waved and called to him "Over Here". He came barreling toward me, quickly licked my outstretched hand, and we were instant friends. Later we found out he was very appropriately named "Dusty"

There were quite a few Studebakers there. The white '53 could be restored. It has almost no rust, and most of the chrome is good. The engine is in it, but we assumed it had blown up, to land it in this wrecking yard. The 1.5 ton truck was also in very good condition.

The weather was great 75-80 degrees, but there was a 25 mph wind that day, so the dust was really bad.

The Overdrive itself was very nice. There were 43 registrants, and 77 people attended the banquet. They had a bluegrass band, which played some really good country music. I requested "ghost riders in the sky", and they were exceptional at playing just about anything. The tour itself went along the Boise river, which generates power for southern ID, and is also sold to the Seattle area. We toured to Idaho City, a working ghost town. We had lunch there at the senior center, and mingled with the old-timers from that area, most of whom were so delighted to see Studebakers. Many of them commented about how long it had been since they had seen one, and/or owned one. There was a very small number of people who actually put the Overdrive on, and they did an excellent job!! The picture of the tour lineup was at a stop where we could look down into the canyon to the Reservoir and dam.

Mary West



The Idaho Studebaker Overdrive hits the Road

An Idaho Junkyard and a few salvageable Studebakers; OR; Thar's gold in them thar Idaho Junkyards! (one man's trash . . .)



Mary's New Friend Dusty -Junkyard Mean



The Washington



President



Meet Headquarters

LaQuinta Inns & Suites
1425 East 27th Street
Tacoma, WA 98421
253-383-0146
Fax 253-627-3280
<http://685.LQ.com>

\$95.00 + tax per night, King or Double (up to 4 per room) Mention Studebaker Drivers Club

PACIFIC CAN-AM
ZONE MEET



AUGUST 17, 18, 19, 2012

Meet Information

Vertie Smith, Chairman
253-582-0520
forvertie@comcast.net
or deann@axcess.us

Tacoma Area Chapter SDC Hosts

Registration:

Name _____ Spouse/Guest _____

Mailing Address: _____ City _____ State/Province _____ Zip _____

Home phone _____ Cell phone _____ Email _____

SDC Member # _____ Chapter _____

Miles driven to this meet in a Studebaker: _____ Are you staying at the meet hotel? Yes ___ No ___

General Registration Family includes Friday Night Social (before July 15, 2012).....\$30.00 _____

General Registration Family includes Friday Night Social (after July 15, 2012).....\$40.00 _____

Car #1 Judged ___ \$12.00, Stock ___ Modified ___ Display only ___ \$5.00..... _____

Year ___ Model _____ Body Style _____ Color _____ License # _____

Car #2 Judged ___ \$10.00, Stock ___ Modified ___ Display only ___ \$3.00..... _____

Year ___ Model _____ Body Style _____ Color _____ License # _____

Security for vehicles will be provided by meet hotel security

DIVISIONS: 1-Prewar 02-46, 2-Sedans & Wgns 47-58, 3-Lark Types 59-66, 4-Cps & HTs 53-61, 5-GT Hawks, 6-Avantis, 7-Commercial, 8-Customs-Stude Powered, 9-Modified-Non-Stude Powered, Special Interest (Classes subject to change at judge's discretion)

Special Interest Displays/Items _____ \$5.00..... _____

Swap Meet Space (each 10' X 18', one parking space) \$15.00 _____

Banquet at Meet Headquarters \$30.00 per person _____ Includes taxes & gratuities..... _____

Salmon ___ Prime Rib ___ Vegetarian ___ Special Diet by request 10 days before meet _____

Saturday, Cocktails: 5:30 pm, no host bar, Dinner: 6:30 pm.

2012 Pacific Can-Am Meet T-Shirts ___ S ___ M ___ L ___ XL ___ \$16.00 each..... _____

2012 Pacific Can-Am Meet T-Shirts ___ 2XL ___ 3XL ___ \$18.00 each..... _____

Meet T-Shirts, Women's Style M ___ L ___ XL ___ \$16.00 each..... _____

Trophy Sponsor (class you wish to sponsor) (Not Later than July 15, 2012) \$25.00 each..... _____

Name as you would like it to appear on the sponsor list: _____

Make checks/money orders payable in US Dollars to: Tacoma Area Chapter..... Total _____

Mail to: Tacoma Area Chapter, SDC, c/o DeAnn Hochhalter
1726 Gregory Ave Ext. PMB #150,
Sunnyside, WA 98944



Not too clear above is the Meet Information address for Vertie smith. It is forvertie@comcast.net

Or; deann@axcess.us Note also that the cut-off date is July 15th, 2012.

2011 Greater Seattle Studebaker Chapter Officers

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 Vice-Pres: Carl Thomason Corse Gold CA.
 Secretary: Nita Ketchum: Drasco, AR

Treasurer: Jane Stinson: Columbiaville, MI.
 Director; Can-Am Zone, 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](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. _____

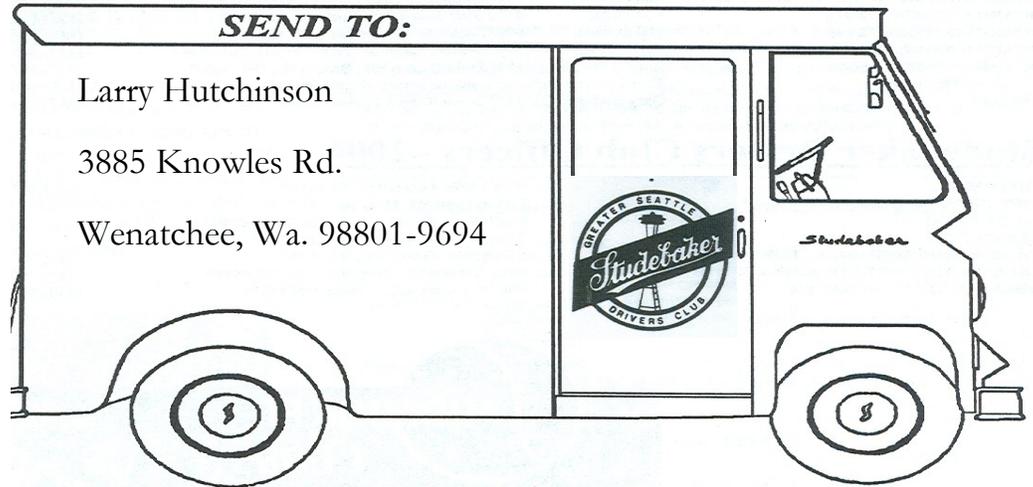
3. _____ 4. _____

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



CAROL & RAY KEEHNER'S 1941 CHAMPION DOUBLE DATER COUPE

