

President

GREATER SEATTLE CHAPTER SDC FOUNDED 1969 VOLUME 45 NUMBER 10

Steering Column



Back to fall swap meets. Great fun even if I don't find anything that is specific to my cars. It is fun to pick through the rusty items on display especially if there are boxes of rusty stuff under display tables or other out of the way places. More and more of the items at swap meets are shiny new chrome and I have no interest in that, but there are always rusty or greasy things that draw my attention.

To continue my saga of last month, my first car ('40 Lincoln Zephyr sedan) had some problems and I soon found they were common to Zephyrs. It was hard to keep the oil pressure up to a reasonable level - required higher RPM's than normal idle. My

Essay on Stude Smarts

To expand on the thought given by Prez. Don above "*The amount of knowledge within the Club is simply amazing*". I too have not only found that to be true, a fact I was not aware of before I became a member.

I may have privately thought I had an advantage in most areas of Studebaker knowledge (in truth, I can't remember that far back anymore). Any such

solution was to set a very high idle and to not use the overdrive at any speed less than **50 mph**. When it threw a rod, I was told those small V-12's had oiling problems. The Ford 60 oil pump they used was inadequate once the bearings had some wear. Fixed the rod and sold the car!

My first Studebaker was many years later. The guy I bought the Lincoln from planted the seed that it might be fun to restore an old car. After age 50, I started looking around for such a car but was not too serious about it. Saw an ad for a '41 Stude. When I was a teenager, I could identify every car on the road (make, model and year) but 35 years later I could not remember what a '41 Stude looked like.

I went to look at that car out of curiosity and found it to be a nice looking car. Didn't want to spend \$1,200 for it though. Probably could not have gotten permission to spend that amount on a "rusty old car". Told the seller his price was more than I wanted to spend and he then cut his price in half and agreed to deliver the non-running car. So, there you have it - I bought it because it was cheap.

I became a Studebaker owner, the

thoughts I may have had were quickly dispersed years ago. When it comes to technical knowledge, I stand in awe at the level of expertise about things mechanical shown by the membership.

Having said that, I am disposed to harbor the idea of a small informational edge due to a "family connection", and former employment, for what that may be worth.

This declaration is to be used to pro-

first in my family. Have since learned a lot about this hobby including the fact that it is not a cheap hobby. Also, that "you can buy 'em cheaper than you can build 'em". I thought that by doing much of my own work the cost would not be too bad. Even though \$600 was not much for the car; tires, paint, glass, engine work, etc. add up pretty fast. Turns out the part I enjoy the most is "building 'em". I think of myself as a refurbisher rather than a restorer. That keeps the cost down some. It is a great hobby.

One of the greatest lessons I have learned is the value of being a member of the Studebaker Drivers Club (and other clubs too). The amount of knowledge within the Club is simply amazing. I have been helped by others in the Club many, many times. I have found several needed parts through the Club locally and nationally. Worth the money many times over.

See you at the next swap meet. I'm the guy down on hands and knees digging through that box of rusty parts.

*God Bless, Don Andersen*

mote an incentive for attending the November meeting. Elsewhere in this issue is an invitation to a Seminar on things Studebaker (page 5), planned by Mary and I for that meeting. The format is explained there. This space is simply filler for something else planned that failed to happen. Editors hate white space, and page 5 was already printed. See you in November.

*Up Humbt Ed*

## - Fall Colors Tour - The 100 mile Tour of the Sauk and Skagit River Valleys.

Join us Sunday, October 19 for a spectacular 100 mile tour of the gorgeous Sauk River Valley and the upper Skagit River Valley.

- ◆ Meet at the Northbound I-5 Smokey Point Rest Stop at 9:30am to roll out at 10:00am,
- ◆ (Smokey Pt. Rest Area is close to mile post 207, 8.2 miles N of Marysville)
- ◆ We'll head towards Darrington, then skirt along the rivers to Concrete where there will be a brief stop at Veterans Memorial Park. We'll then take the South Skagit Highway to Sedro Wooley and head to lunch in Burlington at Bob's Burger and Brews. **Call Gary Benham 360-659-7852 for more info.**

### SDC INTERNATIONALS

August 16-22, 2015	51st SDC International, Sheraton Heights (St. Louis), Mo. Gateway Chapter, Hosts. Sheraton Westport Hotel Meet Center
June 26-July 2 2016	52nd SDC International -Warwick, Rhode Island
June 18-24 2017	53rd SDC International -South Bend, Indiana

### SECRETARY'S SCRIBBLES

We begin the final phase of another successful Studebaker summer with the Bell's thirteenth annual get together at their diner in Bellingham on September thirteenth and the Whatcom meet the next day at Volander Park.

Mary and I chose to attend almost at the last minute and we were glad that we did because missing this event would have been missing one of the last chances to get together with many of our friends for the year. Missing the event would have been like reading a novel and then skipping the last chapter.

The weather was great and the attendance was a match with maybe seventy five to a hundred cars. Included in the festivities were several music groups and a picnic style lunch. A peoples' choice award went

to a beautiful 1929-30 President cabriolet, a very rare car and beautifully restored too!

After the get together at the Bell's many of the group chose to go to a very popular drive-in and to eat again!

The next days show, which was sponsored by the Whatcom Co. chapter of the SDC, but was open to all makes and trophies were awarded. Burgers and fresh corn on the cob was available. Its really hard to imagine a more fitting beginning to the end of our season.

Writing of this months events gave me cause to reflect on the years summer season which began for us early in March when we made a trip to California to join together with other ASC folks at Frank Wenzel's beautiful home in Palm Springs for an absolutely wonderful weekend of touring and eating. Frank sure

knows how to throw a party! I recommend next years event to any Studebaker person, regardless of whether he has an antique Stude or not.

In May we were able to fight through the adversity and put together the NW Overdrive. I think that from the feedback, we seemed to do a creditable job, of which we can be proud. I also found reason to give thanks because, of the members of our group, who had health issues, have made great strides towards recovery. What a beautiful summer, it is hard to see it come to an end but hopefully next year will be even better.

*Yr. Consatly Ambld Scribe  
Bill Hallett*

## The Little 6 as a 185 OHV

The July issue of Turning Wheels, an article from a rebuilder of Studebaker engines had a picture of an OHV 185-inch Champion, with the information that writer Ted Jensen's shop is building them. Good-O

I have long marveled at the stamina and durability of our Little 6 (so named when we had just two engines, the Big 6 Commander and Little 6 Champion).

You have heard me before about this engine. It was used in ways that did not make automotive sense. Yet the basic engine was a winner

Studebaker management's treatment of the Champion engine in the latter years is one of desperation and short-sightedness. Allow me to explain.

My time at Studebaker Engineering came just after the Champion engine had been enlarged with a longer stroke crankshaft. (See Tech Tip on page 5). Due to an earlier engine program failure, finances, in management's view, didn't allow any other option. Engineering had put forth at least two ideas; an OHC or OHV engine using the existing block. An OHV version was thought to be too restrictive due to cam location and valve size (later solved by the clever splayed rocker arms). Both were rejected as being too expensive. The settled upon stroked 185 engine retained the L-head and was used from '55 to '58.

For the Lark program, it was decided to return to the 170 cubic inch engine. This required that the old 4-inch crank be re-tooled for the larger mains. Since money was indeed scarce, this could not be counted as money well spent.

With the '59 Lark, there was an opportunity to introduce a compact, not only a year ahead of the Big 3, but a compact with good perfor-

mance in the base model. That better performance would be based on a 101 HP, 185 engine, rather than an anemic 170, 90 HP version. It was an engine that they had been building for four model years, and it would save the cost of a new 4-inch crank. Money saved is well spent.

Such a compact offered a better performing car that just might have been more than a one year wonder.

In my view, this decision was compounded in 1961 when the OHV 170 engine was introduced. Again, they failed to bring to market a better performing OHV 185 cubic engine that offered far better performance potential.

In street trim, a 185 OHV would have been somewhere north of the advertised 112 HP, for the 170 version. It would have had better performance and perhaps have gotten better sales.

I'm as sure as I can be that Studebaker Engineering tested a 185 OHV engine. Management knew the performance potential of such an engine. One must wonder why they rejected it. For both these versions, the cost of retooling the 4-inch crank would have been avoided.

Ah well . . . Back to the engine itself.

A mantra I heard many times was *"our little six has more main bearing area than a Cadillac!"*, a peek at group think, but also making for one very solid and durable engine.

The parts are still available for the ultimate Studebaker DIY project. The parts are there with no retooling needed, the long stroke crank and rods from the '55 to '58 L-head with the block and heads of '61-'64 OHV engine. You can even choose your pistons with an overbore of up to 0.60 over.

The only 185 OHV conversion I've ever seen was at a South Bend International Meet (07), where a vendor

had added a M-B turbo to a OHV 185 and was claiming 200 HP. A believable number.

I would think that with a bit of cam timing and carburation, a production 185 would be capable of 140 HP, which is 0.75 hp/per cube, a number easily reached by engines of that day. Fuel economy wouldn't have suffered much, if at all.

As long as we're speculating, the engine development timeline gives us the OHV in 1961. Consider a 1961 Lark 6 with 185 engine. At our 140 HP figure, with a listed weight near 2,665 Lb., is 19 lb/hp. The 170 ci/112 hp version is 24 lb/hp, so we would have seen significant improvement in performance, even if my 140 HP is liberal. Engines with long strokes make for good torque numbers very useable at stoplight giddyup. With that power to weight ratio and proper gearing, it would have some real, usable in traffic snort. Not exactly Corvette numbers, but good and useable. And, it would be a production engine mind, available at the dealer in the base car.

The last Studebaker I bought new was just such a 1963 2-door Lark. The performance of the 112 HP was a nice surprise. I like to think how much better 28 more horses would have been. I recall I paid \$1776 for a factory "patriotic" sales drive. Imagine how much more performance bang for a buck it coulda been.

Alas, Studebaker never saw fit to build us such a car. BUT-such an engine is available to us hobbyists with just a bit of parts swapping and mating. To the purest, it is still all Studebaker (just swallow hard), and a definite improvement. To the improviser, it's a rare chance to do what the factory didn't give us.

It's nice to know that some vendors are thinking along those same lines. *Up Hand Ed*

## Imports Fill The Void

Pat Foster, columnist friend of the Independents, speculates in Hemmings Classic Car #121, that the rise of the foreign car coincides with the demise of the Independents. A thought line I've expounded on in these pages in prior years.

The point is that the foreign makes fill gaps that the Big Three didn't fill, and that the likes of Studebaker, Packard, AMC, Hudson et al, did.

One of the comparisons Foster makes is that; when Studebaker took over the distribution of Mercedes-Benz in '57 (I thought it was '54), and ceased production of Packard in 1958, they literally replaced Packard with Mercedes. An interesting thought, but recall that Packard was in very bad shape at the time.

Foster's thesis is that there are imports in the US because we lost a precious resource –the Independents. I would add that some folks simply didn't like the awful sameness coming from the Big Three. As in; I want a four door V8 with Automatic –so which Corporate style do I buy?

Right as Foster is about the gap left by the Independents, I'd find space for at least one paragraph of a main reason we have so many imports.

Our policy of import tariff is far from a level field. Foreign makes sell cars here with less import duty than do our car companies there. We have laws that are supposed to match their percentage, but hasn't been enforced for many years. Ask why of any proponent of Fair Trade.

Also we have auto plants, with few exceptions, built in non-union (ie; cheaper) states. Dare I mention the perception thing I've mentioned before? Where shared assembly always favored the Japanese makes?

OK, I'll not go there.

. . . . .

A reader's letter in the same issue, responding to a previous Pat Foster column on Packard and the fact that the new engine plant was not profitable due to Packard not being able to use it's full capacity. Packard management's mish-mash of plants building different lines apparently resulted in huge losses. Their new V8 engine was used in all Packard lines, was sold to AMC for use in Ambassador's and Hudson's, but had still more production capacity, and was operating in the red as a result. The letter writers idea was to move the Clipper line to South Bend and send Packard engines there as well.

While the writer admitted the Packardbaker was a good car (with the Stude V8 & blower), would it have sold better with a Packard V8? We'll never know, but I think not.

The '57 Packard Clipper was a good car, and in my view, should have been continued as a limited edition President. I relished the idea of having a supercharged 4-door wagon to "educate" smarty-pants drivers.

My brother-in-law bought a used '57 Packard Wagon, but disconnected the blower to save gas. Sigh.

A look at the merger picture tells us that both these old line companies had a great deal of similarity. Each had new V8's, each had their own automatic transmissions, and their own suspension systems. Packard's was an expensive electric torsion bar front-rear affair that didn't work too well. Many of these things were not coordinated well, if at all, which I thought was the idea of the merger in the first place.

The takeaway here, for me anyway, is the *really* serious problems with Packard management (as opposed to only serious at Studebaker), and the reason that the surviving corporation was Studebaker. If I recall correctly,

the original deal was that Packard "bought" or "took-over" Studebaker. Maybe so, but it was not apparent at the grunt level where I worked. In fairness, very little of anything but the Curtiss-Wright deal was apparent to us then.

*Up Humbt Ed*

## Willoughby Bodied Studebaker

In the same issue (Classic Car #121), is a Walt Gosden story about the Willoughby Company of Utica N.Y. who built custom bodies for the likes of Nash, Ford, Hudson et al. Studebaker is prominently mentioned, and a Boston dealer is cited as having Willoughby bodied cars ready to deliver.

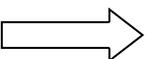
While I've read about the company as being a body builder, I had not known of their mid-level target of less than high end cars. Has anyone seen or know of a Studebaker with such a special body. If so, Walt Gosden asks that you let him know at: [coachworklines@aol.com](mailto:coachworklines@aol.com).

I'd also appreciate a word of such a known Studebaker myself.

. . . . .

## Good News—Bad News

The Good news first. In a study being conducted by the U of Michigan, comes word that they are developing smart car technology where cars "talk" to each other. These will be gizmo's that can be added as aftermarket equipment. I see this as a boon for collector car owners. We will be able to equip our cars with stuff that will allow us to keep our cars off trailers and on the road. I have made my peace with GPS that tell me where I'm going, though that's mostly for the passenger seat. My concern has always been that technology will result in our cars being declared obsolete,



## TECH TIP

### Champion 170 Parts Info

If one is familiar with the geometry of an automotive engine, we can imagine that if a change is made in the bore or stroke of an engine, that the dimensions of the piston must change to match. Well, the bore, certainly - but what about the stroke?

You may have noticed that the same set of replacement pistons for a '39 - '54 Champion six cylinder of 169.6 cubic inches (usually referred to as a 170) is also used on '55 - '58 185 cubic inch Champions. This is with the stroke increased from 4.0 inches to 4.375 inches. How can this be?

The answer is that major changes were made to the Champion six cylinder engine block for 185 production. Of course the crankshaft was

changed, not only for the increase in stroke but the main bearing size was enlarged. When an engine is stroked, the room in the crankcase can become very limited - not only by the sweep of the longer stroke but also by the bottom part of the piston entering into the crankcase.

Thus, the block, in addition to the changes for the increased main bearing size, also had a raised deck to help accommodate the increased travel of the piston. A raising of the cam centerline necessitated a change in timing gears but keep the same valve lengths.

Thus there were a lot of changes to create the 185 engine and you may well believe that Studebaker didn't make all these changes just to save creating new pistons. Then, for the '59 models, the decision was made to

return to 170 cubic inches for the lighter new Lark.

However, there are actually few similarities between the "new" and the "old" 170 engine. A new crankshaft was required, combining the 4.0-inch stroke with the larger main bearing size. And yes, at this point new pistons were required to maintain the compression height with the shortened stroke in the modified block.

So, if you are working on a 170 engine - be aware of the many differences old to new. Main bearings, pistons, timing gears and related gaskets and rear main seal are all different.

*Once again we are indebted to Jerry Blount, writing the*



← and banned from the road without the latest. "safety" gizmo.

Call me a pessimist, but I see the day coming when such technology could be required of all vehicles.

The Bad News. Daimler has actually road tested a Mercedes truck on the autobahn, in traffic, in Germany. This in addition to further Google trials of completely driverless auto's. The Mercedes truck had a steering wheel and required a driver as back-up, but I'm afraid their reputation for technical excellence will add credence to such vehicles approval.

To sum up: There is a chance we can add gizmo's to our cars that aid the driver, but the advancement toward driverless vehicles continues, rendering the driver needless, and could be made a requirement for licensing.

While I don't expect to see such requirements in my lifetime, I just may live that long - medical technology being what's kept me going this long anyway.

Ah Technology! Love it or hate it, it's part of our lives now. To the above I am thinking of having my tombstone epitaph say something along the line of: "Can't drive-how do I get there?" Or, "I don't need no stinkin' license"

. . . . .  
**A Seminar On Studebaker**

As readers of this newsletter, you don't have to be unusually astute to know that I have often expressed opinions regarding Studebaker management, especially during those last days in South Bend.

If that has gendered questions of your own that remain unasked, the November meeting will be your chance to get an answer, from me at least, complete with any built-in bias I may have (ahem). Mary and I have agreed that we will have a question and answer session at that meeting on things Studebaker.

The format will be thus: I will give some background info concerning my life with, and at, Studebaker. This will

be followed by a Q & A session. Any and all questions regarding the Corporation and it's history will be allowed, no exceptions.

It should noted that, a long time ago, I was introduced to this club at just such a meeting. As I recall, there were three speakers, Jack MacAfee a former race car driver, a former Studebaker stylist (whose name I've lost), and myself. I recall that meeting was well attended, and it is our hope that this session in November will be also.

I am hoping for a lively session, and I can only hope that you have lots of questions for me as well.

See you then.

*Yr. Humbl Ed*

# STUDE STUFF FOR SALE

## CARS FOR SALE

**Gold 1963 Avanti R2** for sale for \$17,000 or best offer. It is in nice condition with rebuilt supercharger, new upholstery and newer paint. The steering column was converted to a Chevrolet tilt column. I would consider partial trade in of a Studebaker Station Wagon with V-8 and automatic. We are starting restoration of my 1967 Avanti II which I have owned for over 40 years and I only need one Avanti. Don Kelstrom [dlkelstrom@aol.com](mailto:dlkelstrom@aol.com) 425-686-2931

**1963 Cruiser - 289 V-8**, 2 barrel carb, automatic transmission, power disc brakes. Front brakes rebuilt including 4 new caliper assemblies. Near new Kumho Solus KR-21 whitewall tires. Color is Rose Mist, although it has been repainted and some areas are peeling, showing original Rose Mist. All 4 doors have new window channeling, including window regulator cleaning and lubrication. Rebuilt alternator and distributor. New water pump, fuel pump, muffler & tail pipe, hoses, etc. Seats and carpets have been re-done and look good. Straight body - all panels fit well. Slight rust in lower front fenders but the car is generally quite free of rust. \$3,750.00 Jerry Blount 503-658-6914 Damascus, OR

**1959 Studebaker Lark** rat rod that I'm trying to sell, and sick of dealing with flakers and people that don't know anything about Studebakers. Its a pretty solid running and driving project car, and to my knowledge is the original drive train. It has no title, but I have a paper trace of documents to try and get title, I just don't have the time for it anymore and need the money to continue my schooling. If you guys could help me out id be so appreciative and dont want to see the car get crushed but rather have someone who knows and loves these old Larks to cherish it im asking a \$1000 for it. Please help me if you can. **Michael Paulik** <[michael\\_paulik@hotmail.com](mailto:michael_paulik@hotmail.com)>

### From the NW Newsletter:

**1962 GT** Bought in florida 8 years ago -moved to Canada. Blue Ext -Black/White int. Very nice condition. Health issues/loss of storage forces quick sale. \$6,500  
**1955 Champion, 4 Dr.** Rebuilt engine w/std. trans. \$1,800 cars in Hope BC. 1-604-590-5544 or [prettyboy@telus.net](mailto:prettyboy@telus.net)

Just in case somebody missed it, a '24 Phaeton and a '54 Coupe are known to us in Bonney Lake  
Call or write Don Andersen for details.

## PARTS

1 - left front fiberglass fender- fits GT Hawk, new  
1 - Right front fiberglass fender- fits GT Hawk, new  
\$550 for the pair -As is, where is: No reasonable offer refused! Come and get them!  
Brian Curtis, 5721 Northwest Dr., Ferndale, WA. 98248.  
Email: [briankcurtis@yahoo.com](mailto:briankcurtis@yahoo.com)

'53-'55 C/K gas tank \$100

'53-'55 C/K Radiator HD-4 row #200

'49-'54 C-Cab Hood \$100

'49-'53 C-Cab Grill \$75

'61 Early '62 4-spd Tran/ w/bellhousing \$150  
R2 Heads \$300

37 Coupe Express Trans. \$150

'54 Champion 3 spd/OD Tran \$50

60 Hawk 3 spd/OD Trans. \$200

16" Alum Wheels (Ford Ranger etc) w tires \$500 Steve Hudson Dalles Or. 1-541-993-3540  
[stevehudson99@hotmail.com](mailto:stevehudson99@hotmail.com)

## SWAP MEETS (Andersen Alert)

**Oct 5 Canby Oregon**

**360-622-6813**

**October 11th-12th Monroe Wa.**

**360-734-1777**

**November 1st -2nd Bremerton Wa.**

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**Greater Seattle Chapter: SDC Web: -[www.StudebakerSeattle.com](http://www.StudebakerSeattle.com)**  
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**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](mailto:badcow@w-link.net)

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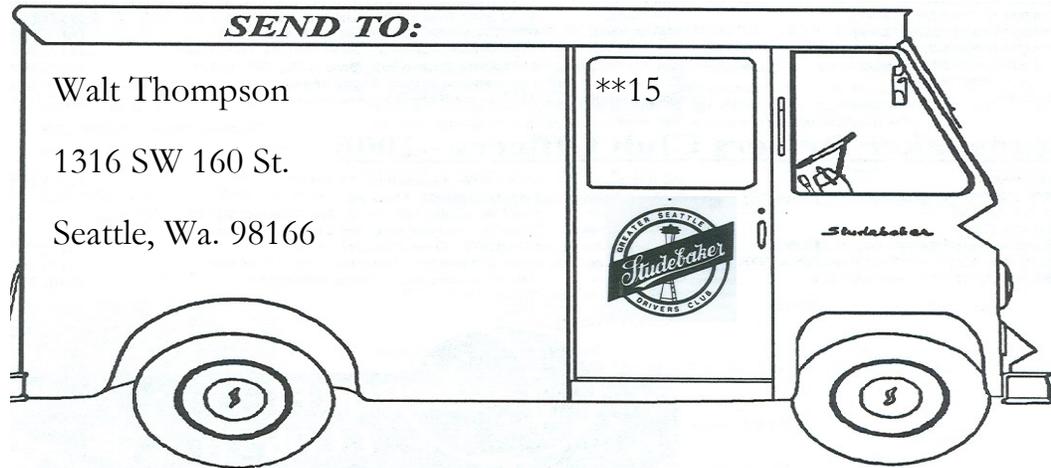
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W.C. SCHIFFER, Editor  
813 217th Place N.E.  
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## THE WASHINGTON

President



**1948 STUDEBAKER CHAMPION CONVERTIBLE**

