

President

Greater Seattle Chapter SDC Founded in 1969

Volume 46 Number 11



We lucked out on our tour to enjoy local fall colors on Sunday. No rain, not too hot—what's not to love? We had several “new” faces—Bob LeCoque joined Carol Cook and Pat Knappert in representing North Puget Sound, and Greg Lang showed off a beautiful black and pink (coral?) 1955 President. He acquired the car last year, and this was its very first tour. Bill Hallett and Mary West drove Humphrey, their 1960 original Lark wagon, and your president and her resident chauffeur and mechanic were in Honey Bun, Greta's youth memory of the car her father taught her to drive in. (This was LONG before the days of driving classes in high school). The tour included an unscheduled detour around the Tolt River bridge (honest, that road was open when we laid out the tour!) but that was just an addi-

tional ten miles of beautiful western Washington scenery. Everyone seemed to really enjoy the stop at the lower viewpoint of Snoqualmie Falls; where we were all very ready for that restroom break (honest, the women's restroom at our first stop was open when we laid out the tour). In case you haven't noticed, it pays to be flexible because things change, sometimes very rapidly. Anyway, we had a great tour, and it emphasized once again how fortunate we are to live where we do (although I admit I could do with a little less traffic).

We ended our tour at the Issaquah IHOP, where we had a quiet private room the better to enjoy everyone's company and to appreciate awards given to two of our own—Bill Schiffer for “Best Chapter Newsletter Article –Politics” “The Studebaker Brothers and Their Politics” appearing in the July, 2014 edition of the Washington President, and Bob Bryant, our own President of Vice, for having written the above-mentioned “Best Chapter Newsletter Article.—Space,” (March 2015). Congratulations to both—we are all so proud of you.

Next month, November, we will have our annual election meeting, where someone will replace me. This will be your chance to elect a REAL president, and I know you will choose wisely. I also need to acknowledge the fantastic support I have had this past

year from the other members of the bored board—Bill Schiffer, who has been our award-earning, irreplaceable editor for a LONG time (may he live forever), Bill Hallett, who has reported on many topics for us all to consider in his Scribes Notes, Eric Larson, who, as treasurer keeps our finances in order, Walt Thompson who, as parts person, does such a good job of pointing us in the right direction when we need some special part to keep the old iron running smoothly, and Bob Bryant who, as President of Vice, arranges our meetings, makes reservations, and generally keeps us running with interesting things to do and see. I have appreciated all of you more than you will ever know. We would not have the successful club we have if not for the dedicated support of these hard workers. Also, thanks to all of you who, by suiting up and showing up, are the backbone of any successful organization. And lastly, prayers and good wishes to both Iris Schiffer, who fell and cracked 2 vertebrae in her neck and will be in a neck brace for several months, and to Helen Albrecht, who is undergoing chemotherapy. Her husband, Don, is a founding member of our club. And remember, everything is okay in the end. If it is not okay, it is not the end.

Yr. Prez, Greta Justad,

Odds, Ends & Miscellaneous

As fate would have it, this issue contains an article Yr Hmbl Ed wrote back in August or September. As I've said, pieces are written due solely due to my need to write them. Sometimes they get used quickly, others are shuffled time and again until finally used or discarded.

Such was the case of an article on page 4 “On Being a Classic Car Guy”.

In an incredible piece of good luck, the

same magazine has this month; articles on:

1. The Pebble Beach Show,
2. On custom builder George Barris.
3. A Column on the Bullet Nose Studebaker.

All three are in the article!

As a bonus, the column on the “Twin Row Corn Picker”, by SDC's own Bob Palma, is replete with a '51 version in an actual corn field!

While I'm not usually in the Biz of touting a car mag, the alignment of these items with that of the current issue of Hemmings Classic Car is worthwhile. I am pleased to point out that (ahem) *both* are a good read for any “Classic Car Guy”, which usually includes any SDC member. As a bonus, the pictorial coverage of the last Pebble Beach Show is itself worth the price.

Yr Hmbl Ed

SUNDAY, NOVEMBER 15, 2 PM
ELECTION & PLANNING MEETING
SOUTH CENTER SPAGETTI FACTORY
17100 Southcenter Parkway

Going south on Southcenter Parkway, turn LEFT at Minkler
 and LEFT into South Center Square entrance and the restaurant will be straight ahead.

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?



We then followed Hwy 203 back to through Fall City and Snoqualmie with an awesome stop at newly improved view-

tiful day!

On Oct. 25th Mary and I joined the Tacoma chapter for a celebration of that chapter's 40th anniversary. Forty faithful joined together to share memories through the telling of stories and chatting with one another. For me it was a walk down memory lane as I was able to talk to some members that I hadn't seen for over twenty years! The Tacoma chapter is made up of a good group of people. Over the last three or four years that Mary and I have been members of the Tacoma chapter, I have come to appreciate all the more how blessed we are to have so many truly nice and dedicated SDC members from around Puget Sound. I would like to encourage everyone reading this to branch out, broaden your horizons and make a visit to one of their meetings. You will be pleased by how you will be made to feel welcome.

*Yr Constantly Humbled
Scribe Bill Hallett*

What a difference a day makes! On Sunday October 11th was the day that we in search of the early Fall leaf color change, but unless one was following the weather forecast, the heavy rain of the previous day would have suggested a lousy outcome for our outing! Not to worry we were treated to a beautiful day, with plenty of sunshine and with temperatures cool enough that I doubt that anyone would miss their air-conditioning. In spite of possible conflicts with church, an early Seahawk start on television and the last day of the Monroe swap meet, nearly thirty Studebaker fans, with four Studebakers and other cars, left the XXX drive-in at 10:45 for our tour. The tour would take us north through the Tolt and Snoqualmie river valleys through Carnation and Duval and along some of the good touring roads on the hillside above Duval.

ing area at the bottom of Snoqualmie Falls. The rain of the previous day made the falls especially spectacular. It was almost as though Mother Nature had been warned of our coming and wanted to put on a show just for us! We then headed back to Issaquah for lunch at the IHOP. Bill Schiffer joined us at the restaurant to share the beautiful plaque which was, again, bestowed upon him for his work with his monthly newsletter the "President," and to present a like award to Bob Bryant for an article that he had written for the newsletter. The awards, are well deserved, and Bill's award is a reaffirmation of the ongoing work and quality that has set the "President" apart from all other monthly newsletters. The "President" is simply the best! The wonderful tour was put together by Odd and Greta Justad. Thanks to both of you for the beau-

Those of you who get this Newsletter via a printed copy will notice that all color pictures are missing. The explanation is that one club printer* ran out of one or more color cartridges last month. I failed to buy more, and will print in black/white.

* recall that last year we had a printer breakdown, solved by: The purchase of a matching used laser printer. and 2nd, a much improved printer that doesn't do color, making 3 in my house. I have scavenged the two lasers to allow color printing. Final count – 1 dead Laser printer, one lacking color cartridge(s), and 3 –a great printer that don't do color.

Yr Humbled Ed

STUDE STUFF FOR SALE

Beautiful **32 Regal Commander** Re-built & 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

1946 Champion Skyway Business Coupe Solidall original NW car. Only 2140 of this body style were produced in '46. # speed/od, 60,446 miles on odometer , is radio delete. Some rust in RR fender, on drip rail of trunk. Needs paint and upholstery. Missing one door panel & headliner. Package shelf curtain still there. Rluns but needs brakes & has exhaust manifold leak. \$6,000 Photos available. studemary@comcast.net 425-413-3958

1959 Silver Hawk 6 Cyl. 3 spd/OD, HH, Straight body, no rust, never wreaked. Have nearly all trim. Runs & drives. Mechanically restored by Chuck tubens. Everything works. Long list of new parts. Car is still at Tubens home. Also selling off tools and small equipment. Have hydroponics growing equipment. Need place to live and grow,could make them a lot of money! Dave Toney Call anytime 503-701-8675

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

1960 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

1960 Lark Regal VIII Hardtop Good running V8w/AT, TT. Clean interior, working radio, good glass and chrome, no rust in floor or trunk. A sharp, clean good looking car. Trans shifts ok, but has issues and will need attention in future. White over red. 1st \$4,000 takes. Will consider trade for decent 1950 Land Cruiser or pre-war, no projects. Scott 503-397-5542

1963 Avanti R2 AT, Red over red, numbers match, newer paint/upholstryPro maintained. Second in class at two concourses, many show awards. Looks, runs great, 122k miles. Dave 503-256-0229 or ddgay@sbcgobal.net, Leave message.

PARTS FOR SALE

1959 Studebaker 259 V8 engine and automatic transmission \$750 refundable! Engine rebuilt about 30K ago. Head gaskets need to be replaced and needs carb. I can deliver. If you're not satisfied, I will refund some or all your money. More pictures available upon request \$750 OBO Lee [360 638 0297](tel:3606380297) cell [425 774 2908](tel:4257742908)

1949-54 C-cab Hood \$100
1949-53 C-cab grill \$50
1937 Coupe Express Trans. \$150
1954 Champion 3 spd/od Trans \$50

1960 Hawk 3 spd/od \$100
1-Ton foldable engine hoist \$100
1953-61 C/K back window/trim nice \$100
1953 Commander fan shroud \$50
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stevehudson99@hotmail.com

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Headlight housings (2) Sealed beam lights (2) Steering column wiring Window & door handles (8) Exterior door handles (5) Black seat belts (6) All parts sold OBO Phil Peters 503-244-1608
pjpeters@aol.com

STUDEBAKER LITERATURE

Owners Manuals, Shop Manuals, Parts Books, Sales Catalogs & folders, Paint Chip books, Salesman's data books for 1914 to 1966 cars & trucks. Have 1,000's of original Studebaker literature., history and phots books and back issues of Turning Wheels \$2 @. Special prices for SDC members. Overstock special1956 Passenger car shop manuals (also used '57 &'58. supplements \$15 Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com



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On Being a "Classic Car Guy"

The August *Hemmings Classic Car* has their Chief Editor doing an appreciation of American Automobile Coach Builders. What is Carrozzeria to the automotive elite, the Great Unwashed call Hot Rods.

As with the old saw about art, most collector car guys, me included, know what they like, and don't like, about car design. We can see the merit in many of those classic Euro customs without actually *liking* the car itself, regardless of how well built -or how much Carrozzeria craftsmanship is in their DNA.

It has not escaped my attention that Studebakers are often a base for customs and modification, due mainly to of the soundness of the original design. The current Bullet Nose craze being just one example.

While not being hip to many of the terms in Design Speak, I can usually follow most technical discussions. I know what a catwalk is, what A, B & C pillars are, tumblehome I'm not so sure about. On the other hand, I know what the terms chopped, channeled, and slammed mean.

Another aspect to being a car guy is the wide difference of opinion concerning the merits of certain years and models. Evidence indicates that we seem to gravitate to cars that were the rage when we were teens, or was our first car. My first was a '29 Essex, a design that don't endear itself to me. I seem to be of the Form follows Function school. It may help to point out some likes and dislikes I have as an aid to where I'm coming from.

I like wheels. I seem to like louvers and long hoods, front fenders should have a headlight, rear ones a tail light. Other design cues I'm less sure about, so a random list of cars I like may prove revealing.

The Cord 810, Duce Coupes, '36

BMW 328, most Jaguar's (it's the long hoods), Packard Darrin's of the 30's, the '55-'57 T-Birds, any Duesenberg J's, and some Auburns. I also like American Bantams, the original Mini, the Miata MX5, Volvo PV44, MG T-series. Most any older pickup truck, ditto any Woodie, and almost any race car without fins and wings.

Closer to home, I have always maintained that Studebakers, year to year, have stood the test of time better than the competition. The Lowey designs of the 30's are largely responsible for that, the '41's being my favorites, the Champ Coupe topping that list. Any year Coupe Express, Rockne Coupe or Sedan Delivery. '29 to 32 President series, Studebaker's only classic, especially the Four Seasons Roadster, and the St. Regis Brougham a close second.

Postwar, all C & K's—early, late, finned, and GT versions.

The above list is random, eclectic, and could be longer, but should serve to illustrate.

Some personal dislikes about customizing creep in and may be enlightening. They include: fender skirts, I like wheels, please don't cover them. Continental kits, sometimes fitting, but way too many are applied to designs they don't fit. I wouldn't put a continental kit or fender skirts on a Hawk even though good Stude people do.

Excess ornamentation, especially the chrome slather of the '50's turn me off. Corvettes of "The Wurlitzer-Juke Box" school of design. My too-much-chrome dislike, leads to damn few GM's on my list.

All that said, I don't seem to mind most Customizing. Some call it "bastardizing", but it is at the heart and soul of American Hot Rod "Carrozzeria", if you will.

An MG TD I saw years ago is an example. The mental picture has

stuck with me ever since, so I must have been smitten pretty hard.

This little '49 TD had been altered with cycle fenders, the hood side curtains were removed, so we could see the three-carb (Stromberg 40's) Ford 60 flathead engine in there. Header pipes out each side ended under what had been the running boards and were now perforated sheet metal covering the mufflers. Engine and exhaust were either polished, finned aluminum or chromed. It had wire spoke wheels, and a long, louvered hood. The form followed its function. But, I'll admit I was "had" at the sight of a Midget race car engine under the hood.

True to the hot rod idiom, the car had a whole lot of appeal without changing it's overall character.

The thrust of Editor Lentillo's column was the often overlooked American car building shops that turn out custom work with just as much craftsmanship, and are just as exciting as the renown European Carrozzeria (there's that word again). He mentions a few builders, I'd add Boyd and Barris of Los Angeles to his list.

All that is changing with the Premier Pebble Beach show accepting these cars alongside the European Automotive Royalty. Duesenberg and Pierce-Arrow are the rare American makes that are consistently rated their equal.

Much of this work in the U.S. was in building Customs and Hot Rods, and as such wasn't recognized as proper coachbuilding.

To those of us who have always liked what some guy with a bit of imagination and work could do with a '32 Ford Coupe, its about time.

Up Hmbl Ed

Wheels and Tires

There was some interesting reading in the in the Co-Operator section of the October Turning Wheels. Most of you have probably read the discussion about the proper (modern) tire size for the original 4-1/2" wide Studebaker wheels.

It was noted that the National Wheel/Rim Assn. limits a 4-1/2-inch wheel to P185/75R15 tires. The OEM tire was 6.70X15, the equivalent is 195/75R15, as was noted in commenting on speedometer error. Does that mean that a 6/70X15 tires, when mounted on 4-1/2" wheels are "oversize"? By NWRA standard, yes, by the difference between P185 and P195.

Confession: I am a "big tire guy". I noticed early on that performance cars had a fat tire under them. Driving schools in the 50's preached that four "contact patches" were all the driver had to deliver steering, braking and acceleration commands to the road. The take-away; the bigger the contact patch, the better.

I found the biggest tire I could fit under the fenders of my '59 Lark V8 HT (w/ 6.70X15's). I had to modify the front fender inner bead to stop the fender goug-

ing the tire when braking. I'm sure I violated the NWRA wheel/tire code on those 4-1/2-ers by a bunch.

Along the way I became aware of the limitations of narrow wheels, especially with radials.

To accommodate radials I use either Ford or Chrysler 15-inch, 5-lug wheels having a wider width, the offset dimension is close to, if not right-on correct. A heavy duty version is available. Wear hardening and cracking of the bolt holes on older wheels is also avoided.

My '56 Hawk has narrow white wall 225/75R15 tires on Ford wheels –off the rack at a local tire store, saving me a bunch for a good handling, good looking tire.

Radials on Stude's may explain the 205 R's noted at Meets. I've never learned to read wheel width on sight, so I use tire size with an R as the give-away for me.

As noted in the Co-Operator discussion, our Stude's *do* need that 75 aspect ratio. Studebaker suspensions were designed around tires what were basically round (100 in today's aspect ratio tire jargon). So **75 R** is as close as we can get in modern tires. Anything below that is a no-no.

Up Hmbl Ed

How 'Bout a Circulating Library?

As part of a very slow paced moving process, we are getting rid of a 60+ year book collection. Half Price books is our receiver of choice, but is more expedient than economic.

With that in mind, I looked at my collection of aircraft and auto books with a different view. The few \$ gained was not worth the effort. So I decided to see if there would be any interest in finding like minded who would value them. With old books I believe that;

1. If I haven't read it, it is new, and
2. Books have a life of their own.

I began a process at the last meeting by placing an aircraft book in Bob Bryant's hands. I would like to continue this form of circulating library by offering several books which can then be shared with the membership by asking for them, and picking them up at the next meeting.

Car Books

A Century on Wheels (the Studebaker Story)

The Design and Tuning of Competition Engines

Gurney's Eagles

American Sport cars (pictorial)

Classic Cars (Pictorial)

50 years in American Auto's ('39-89)

Encyclopedia of American Cars

Wards 1964 Automotive yearbook (lots of Stude info)

Aircraft Books

Howard Hughes and his Flying Boat

Spirits in the Sky (WWII fighters)

Building the B-29

B-29 Superfortress

1941 SAE Handbook

Flyboys (non-fiction WWII story)

There are many more non auto or aircraft books to go. A complete list will soon be available. E-mail me and I'll send the list when available. P.S. –shipping won't work due to \$\$.

Up Hmbl Ed

TECH TIP

Manuals and Catalogs

I believe that every Studebaker owner should have a set of Chassis/Body parts Catalogs plus a Shop Manual.

I got to know the parts man at Marks Motors Studebaker—a Mr. Lew Wetmore. Marks became a Dodge dealer and moved to Gladstone. Lew became a manufacturers representative and sold me his entire collection of Studebaker books, covering from the 1930's through 1966.

I loved having all this information available to me. These were “working” parts catalogs, with a part number crossed out and having a superseded number hand written in, as instructed by service bulletins. The collection included Price Catalogs, which were also interesting in that a certain part number may say “use 15xxxxx” as a replacement. Lots of serious information available!

Body and Chassis Parts Catalogs are readily available today, mostly reprints, but some original. Most passenger cars had a separate Chassis Parts Catalog and a Body Parts Catalog, although they

would cover a range of model years. Avanti and '65-'66 were combined in a single book, as were truck catalogs.

The same Major Group Numbers were used in all Studebaker catalogs. Groups 01 through 18 were in the Chassis Parts Catalogs. Group 01 was Engine, 02 was Clutch, Pedal and Torque Converter, 03 was Fuel System, etc.

The Body Catalog was technically all Group 21, although Accessories were listed in the front section.

If you wanted a part number for a tailpipe for a '61 Lark V8 Hardtop, you would go to Group 04, Exhaust, in the Parts Catalog. That section is divided into Plate 04-1 Single, and Plate 04-2 Dual A '61 Lark V8 is a model 61V, and a hardtop is a J body. From the illustration, we see that the dual exhaust tailpipes are referenced as 0403-1 (right), and 0403-2 (left). Looking at the part numbers listed under 0403, we find a 61V-J body uses 1550984 Right and 1550985 Left. These same parts are also used on W-F-Y-L bodies (short wheelbase 4 Dr sedan, 2 Dr sedan, long wheelbase 4 and convertible). In Studebaker language, these are not “tailpipes” but Pipe, Outlet.

After becoming familiar with the basic layout you will find it easy to look up part numbers.

There are a few things to recognize. Climatizer parts are not listed in the Chassis Catalog, but in the forward part of the Body Catalog under AC (accessories). The AC section includes Climatizer, Defroster, Air Conditioning, Radios, Glove Compartment lights, Cigar Lighters, Rear View Mirrors, windshield Washers, and Luggage Racks.

Another thing that might be initially confusing is that Grilles are not in the Body Catalog, but in Group 05, Cooling. Also not in the Body Catalog but in the Chassis Catalog Group 16 Fenders, Hood and Misc Sheet Metal.

Again, once you become accustomed to the groups you will be amazed at the information available to you.

Thanks once more to Jerry Blount, Northwest Chapter, Portland.

B.S. COLUMN

'bout Studebakers
by Jerry Blount



I was able to briefly drop in on the meeting at the end of October's Tour and share friends there. The friends there are what I've been referring to over the years as the Usual Suspects.

With our November elections meeting this month, it may be a good time to discuss a few things about our chapter.

As we all know, or should know, the VP's job is the most difficult one in the club. Selecting a place, an activity, a time and date for every month is not

easy. Then to see that only a dozen at best show up. That can be frustrating.

Our membership has been declining for several years now, something I've written about at least once or twice. I've invited responses with little or no reply. So now I'm wondering if something a bit easier can be done. Since the idea on bi-monthly won't fly, how about we have a monthly meeting, at the same/time place, and do activities on a non-regular schedule? Maybe five or six a

year. Our schedule in the past has relied upon going to other chapters events as our activity. A good way to support them, and it is something we should do.

I wrote recently about the Portland chapter, their regular time/place meetings, and their activities schedule.

I'd love to have about twenty or thirty show up November 14, and kick this idea around. I won't hold my breath.

Up, Humb! 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 (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

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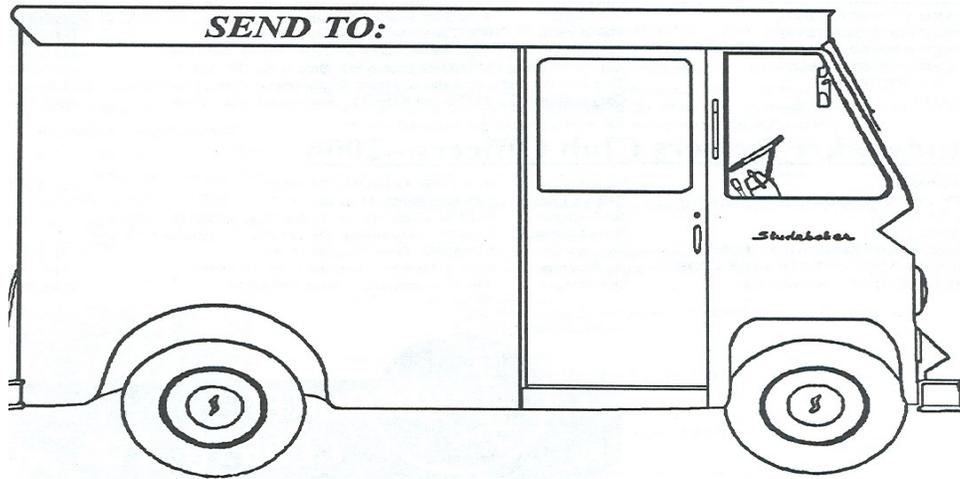
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W.C. SCHIFFER, Editor
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The Washington

President



1964 Daytona
Convertible

