

Studebaker SPOTLIGHT

Member Dues

In January dues are due. Make sure that you fill out the form on the back of the cover of the newsletter and send that in with your payment. The form is so that we can make an updated mailing list and database of our members and their vehicles. Also if you receive the newsletter by email it saves the club money and you will receive the issue in a color PDF file.

****NOTE: If you find an asterisk on the front cover by your address your dues have not been paid. This will be your last copy of the Spotlight unless your dues are received.****

Upcoming Events

March 17 St. Patrick's Day Parade in St. James.
Contact: George Mahler 631-265-1276 OPEN

March 17 Hampton Bays St. Patrick's Day Parade- Noon - Bob Beck 283-8775

March 25 VCR- NYC Fire Museum Spring St. & Hudson -Tour @ 10:30

A.M. Adults \$5, Children and Seniors \$2 OPEN Contact: Arthur Gould 631-754-0212

April 8 Garden City Easter Parade, Gdn City Chamber of Commerce \$10 entry fee.

April 29 GNYR Queens Farm and House Meet Contact: Violet Licari 718-843-3490

May 5-6 Rhinebeck Show and Swap Meet

May 19 LIMTC: NYS VETERANS HOME MEET, Stony Brook, NY Contact Sal J. Grenci 631-422-1353 OPEN AND FREE

May 28 Smithtown Memorial Day Parade: Meet at CVS Shopping Ctr 11 A.M. OPEN Contact Ward Melvin 631-265-8712 Food at Smithtown F.D.

June 17-23 Studebaker Drivers Club 43rd International Meet

South Bend, Indiana, Host: Studebaker National Museum. For more information, including

online registration, www.sdcmeet.com

Your Studebaker, Your Story



My first car was a 1941 Champion business coupe, which I used mostly to get me to the LIRR station in West Hempstead. I needed to take the train to Brooklyn when I was in college (St. John's University). It was a real oil-burner (bad rings), but I loved that car. At that time, I couldn't afford to do a ring job, so I just kept buying bulk oil at Sears and filled the crank case on a regular basis.

Later on, we owned a '51 Commander convertible in powder blue. What an eye catcher that was. Then in 1991, I had an strong desire to own a Studebaker again. I had already joined the SDC. When I perused the classified section, I saw this beautiful Lark advertised by

our old friend, Bill Reich. When I called him, I arranged to come to Massapequa to meet him and to see the

car. We went for a ride and I fell in love with it. We came to an agreement on the price, but I told him my wife needed to see it too.

I went home and told my two sons, Scott and Evan about the Lark and they were anxious to see it. I drove to Massapequa again and both boys loved the car too.

When we arrived back home, I told Sheila that I was going to buy the car. When she asked the color (pink), she said, "I have to see it". After she saw the car, the decision was unanimous.

I've owned the car for 15 years now and it still looks great and drives very well. It's never let me down, even on a long trip to Springfield, Mass. a couple of years ago.

There's one thing I need to mention. I didn't realize it at the time, but women really love my car. It must be the color. I've had women call out to me on many occasions that they love the car and wish they owned it. I didn't realize that my car is a "chick magnet".

-Roger Price

To have your Studebaker featured I need a write up about it along with a photo, either digital or hard copy, emailed or regular mail. First come, first served so get your stories and photo's in.

Email:

Silverbullethawk1959@yahoo.com

Mail:

Studebaker Spotlight
307 Massapequa Avenue
Massapequa, NY 11758

Ice Racing a Studebaker, 2007

In the beginning, there was ice. Then there were the Dobbins. Then there were Studebakers. Then, there was Dobbins/Studebaker Ice Racing.

The first Dobbins/Studebaker Ice Race occurred on 25 February 2006 on Caroga Lake in upstate New York. The vehicle chosen for this event was their 1962 Lark Cruiser 259 V8 automatic. The driver, Rich Dobbins and crew, Dan Dobbins, each won a trophy. No races, but one trophy each.

The second Studebaker Ice Race was held a year later, on 24 February 2007 on Lake George, also in upstate New York. Preparations for the 2007 race began within minutes of completing the 2006 race. Since the Ice Racing Lark # 415 performed extremely well, it would run again. There was little that could be done to improve the performance of its V8 engine. Driver Rich Dobbins felt that the installation of a twin traction differential would help. Two rear drive wheels instead of only one could only help make the Lark # 415 more competitive..

During the 2006 Memorial Day weekend, a good used 1:3.31 ratio, type 44 Twin-Traction differential was rebuilt and installed by Dan Dobbins. Regular 90w gear oil with an hypoid additive, was used as the lubricant.

The Lark was used as a daily driver by Emma Lou Dobbins over 4,000 miles to insure that it would be trouble-free and ice racing worthy. It was. The only other work done on the Lark was its routine maintenance.

Studebakers don't break, so they don't need fixing.

On Friday morning, 23 February 2007 at 4:50 AM, the Ice Racing Lark left Medford, LI and drove to the Albany, NY area, and the garage of Mike Kamm, VP of the A.M.E.C., (the ice race sponsoring organization) where the Winterforce rear tires were restudded.

Following the pit stop at the Kamm Garage, the Ice Racing Lark continued North. Midway to Lake George, the carburetor began acting up. It was loading up with fuel and running too rich. A six minute stop at an I 87 rest area, allowed the pit crew, Dan Dobbins, to wire the choke valve butterfly open. The 259 cid V8 engine was again running well.

After registering at the Nassau Motel in Lake George, the Ice Racing Lark was taken to a car wash, where it enjoyed a much needed bath. The number 415 magnetic sign and the product endorsement decals were affixed to the doors.

The Ice Racing Lark # 415 was registered and then driven onto the plowed, 14 inch thick, 3/8 mile ice track on the Lake. Studebaker Driver Rich Dobbins then began his practice laps.

After several laps, Rich encountered an unusual vibration and sound from the front of the speeding vehicle. Figuring it was a suspension problem, he immediately pulled to the side of the track. No suspension problem. All five lug nuts on the drivers side front brake drum had worked dangerously loose. In the anticipation of the ice race, the pit crew had neglected to check the torque specs of the lug nuts following the installation of the newly studded tires at the Kamm Garage. The lug nuts

were then properly torqued at 80 lbs. right on the ice and the problem was eliminated before significant damage occurred.

Rich's uneventful practice laps resumed, each at an increasing speed.

Following Saturday's breakfast at the Prospect Diner and a driver's meeting, Rich lined up the Ice Racing Lark # 415 on the ice with the other Historic Class vehicles and prepared for his first ten lap race. The only other American made car in the His class was a '64 Corvair Spyder convertible. Off they went from a standing start.

Rich quickly passed the Corvair and a slow Volvo. The # 415 Ice Racing Lark's 3,100 lb. weight impeded his ability to catch and pass the lighter weight SAABs, Volvos, and Sprite convertible and an Alpha Romeo. The Ice Racing Lark # 415 was about 1200 lbs. heavier than any other foreign made car in the race. Although he drove very well and the # 415 Ice Racing Lark's performed flawlessly, hopes for a victory were doomed.

During the second Historic Race, Rich passed a SAAB that had slowed down to avoid another spinning racer. Once the race resumed after the All Clear Flag, the SAAB passed the Ice Racing Lark # 415.

The final ten lap race found Rich again passing the Corvair and the slow Volvo. And again, the half ton extra weight proved that a light weight fast car will beat a heavy weight fast car on 14" of ice.

Following the final race's checkered flag, and with the engine still running, the pit crew, Dan Dobbins, climbed in the Ice Racing Lark # 415, and Driver

Rich Dobbins drove directly back to Long Island.

Rich and the car did well. He passed a slow Volvo, a 1964 American made Corvair and two SAABs that broke down early in the first race. Although the Dobbins/Studebaker Ice Racing Team did not win, they had more fun that was legally allowed. They again proved to themselves that driving a Studebaker is more fun that just polishing and showing a Studebaker.

As one A.M.E.C. ice racer claimed, "Ice is for racing. Asphalt is for getting there."

Preparations began immediately after the 2007 race for the 2008 Historic Class Car Race. # 10 Steel sheet metal screws will be inserted in the Winterforce racing tires from the inside, replacing the worn short racing studs. Rich noted an improvement in the cornering and handling of the car, due to the TT rear but screw tires would allow him to corner much faster, without significantly slowing down or sliding.

Continued next year.

Newsgroup

<http://groups.yahoo.com/group/LIStudebaker/?yguid=60307099>

Wanted

Wanted. a CHEAP '63 or '64 Lark V8, preferably a two door. Must run or close to it. Has to be all there. Will serve as a project car for racing at the Riverhead Race Way.

D. Dobbins, eMail only at: iocs@earthlink.net



Rich Dobbins racing Dan Dobbins' Lark, picture by Jeff Nicol

For Sale

1977 CHEVY C & K 20 4X4

1. 8 Ft Bed
 2. 203 Transfer case
 3. 7 Ft 6 inch. Western Plow complete with Electrical motor rebuilt
 4. All original matching no# (mileage is 117,000)
 5. Dana & Corp Rears
 6. Two tone paint very clean P.P.G. system
 7. 350 V8 Engine completely rebuilt at 100,000 miles
 8. 350 Turbo Trainee completely rebuilt in 2005
 9. New exhaust system installed in 2005
 10. New floors in cab
 11. New Rocker Panels
 12. New body bracer's
 13. Front Seat completely re-finish in tan
 14. BF good Rich Tires 10x13 – 16.5 Rims
 15. American Racing Rims power coated
 16. Front windshield new changed
 17. Rear slider changed, new
 18. Two door, two front finders, engine hood, light two Bezels, rear bed 1986, changed
 19. 5 Marker changed, new
 20. Two new u-joints yoke and seal change
- ASKING PRICE \$7150.00
Contact Charlie at helen1228@optonline.net