



STUDEBAKER DRIVERS CLUB

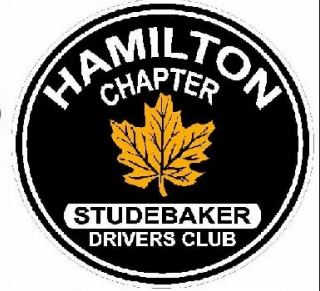
1988

Thirty Seven Years

2025

HAMILTON CHAPTER

thehamiltonchaptersdc.ca



Bullet-Tin



Mar/Apr 2025

Issue #: 2

Volume: 37

President: Peter Downey Vice President: Aaron Dorsch Secretary: Dennis Kennedy
Treasurer/Membership: Susan Lusted Social Media: Susan Lusted



Some Very Nice Cars at Badenoch 2025

Letter from the President

By: Peter Downey

Hello friends.



Finally, spring has started, in earnest, and the Studebakers are out! We had a good turnout of cars at the recent Badenoch Swap meet. There were lots of parts and good

company. It was good to see some members from the Ontario chapter whom we have not seen for a year, Thanks to Paul Revell for hosting once again.

We have one more meeting this spring at the Warplane Museum, and plans are well underway for some summer venues. Of particular interest will be the car show at Niagara College in Welland, we are going to experiment a bit with some videos and drone fly by video as a practice run for next year when we will "celebrate" the 60th anniversary of the last Studebaker. This year's event is July 5th at the Welland campus of Niagara College.

Jomar has completed his interview with Lou Saunders and is finalizing it for our enjoyment. In talking with Lou, he was impressed with the process Jomar used. It's important to get this history down in some form for all of us to enjoy now and in the future. Speaking of history, the Executive is looking for someone to take over as Club Historian. If you are interested, please contact me.

At the Badenoch swap meet we welcomed a new member to our Chapter, Mark Keffer. Mark has a new 64 Commander. Also, at the Badenoch meet, Mark found out that member Roger Hill owned that car a few years back. Quite a coincidence, and proof that we are part of a close community.

Remember to keep the photos and articles coming, we always appreciate your input.

Stay healthy and safe and Happy Studerbaking

Membership



Membership to the SDC is a requirement for membership to our chapter.

Currently, we have 69 memberships, 3 Honorary members and 3 outstanding. Memberships can be

paid at the May Meeting.

For membership only, it is \$15 in US funds. This is membership only and no magazine.

Applications for both our chapter and the Studebaker Drivers Club can be found at this link for both the SDC and Hamilton Chapter membership.

<https://www.thehamiltonchaptersdc.ca/Membership.htm>

Hamilton SDC membership link:
www.thehamiltonchaptersdc.ca

Hamilton Chapter SDC Membership Annual Dues: \$25.00 Jan.-Dec.

Membership in the HAMILTON CHAPTER is open to any person who supports the purpose of the Club and is a member in good standing of the National Studebaker Drivers Club. This membership includes six bi-monthly issues of the Bullet-Tin, the chapter newsletter.

Send completed application and your check payable to Hamilton SDC to our membership secretary at this address:

Sue Lusted 201 Livingston Ave. Grimsby On. L3M 4X2 Telephone: 905-945- 0027 Email: hamiltonsdctreasurer@gmail.com
Etransfer: hamiltonsdctreasurer@gmail.com

Name _____ Spouse _____

Address _____

City _____ Prov. ____ Postal Code _____

Phone _____

Email Address _____

New _____ Renewal _____ Date _____

National S.D.C. Number _____

Please list your Studebakers below

Year _____ Model _____ Body Type _____

Year _____ Model _____ Body Type _____

April Treasurer's Report Sue Lusted

FINANCIALS ONLY AVAILABLE TO MEMBERS OF THE HAMILTON CHAPTER

Social Media: Susan Lusted

Social media for our chapter is our website, and our Facebook page. Our website is up to date. We do maintain a very active Facebook page. It has lots of visits as monitored each week.

Our website page is located at www.thehamiltonchaptersdc.ca. It does contain pictures of members' cars. If yours is not there, please submit a picture in jpg format and we will

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The Award winning Hamilton Chapter SDC newsletter, "The Bullet-Tin", is published bi-monthly to inform and serve its members.

Permission is given to reprint articles from this newsletter as long as credit is given to the author and the Bullet Tin.

Submission Deadlines & Date to Email Newsletter

Jan/Feb	Jan. 25th,	Feb. 1st
Mar/Apr	Mar. 31st	April 10th
May/June	May 29th	June 6th
July/Aug.	July 25th	Aug. 1st
Sept/Oct	Sept. 25th	Oct. 1st
Nov/Dec.	Nov. 25th	Dec. 1st

Note:

When submitting an article, please use Word or RTF. Pictures should be in either Pdf or JPEG format.

Studebaker Memorabilia by Steve Wohleber



How many of us old codgers remember that familiar sound of someone closing a zippo lighter ? My dad was a smoker as were so many others back in the day and I remember that sound from my childhood. Also in old movies, for example Bogey (Humphrey Bogart) was a regular. Well about 20 or so years ago just after purchasing my 63 Avanti, I was frequenting my favourite second hand shop, and as most of these emporiums had a glass top display case by the till, holding numerous small items: jewelry, old watches, small toys etc., I noticed a Zippo with Raymond Loewy's familiar lazy "S" design imprinted. I asked about it and Brian, the owner said "well it's in pretty tough shape, how about \$2.00. " Couldn't refuse that. However the hinge was broken and the innards were pretty well toast. I set it on a shelf where it sat for years until I remembered hearing some time ago that Zippo would repair any lighter free of charge. Hmmm. So I googled Zippo Mfg. Company and sure enough the offer still held. Now this lighter said,

see the pic, Zippo Mfg. Co. Canada. Niagara Falls Ontario. so I also searched and found they still have an office there ! There are some things that never change. So I phoned the office and sure enough, they said yes, send or bring the lighter and we will forward it to the factory in Bradford Pa. As we were planning to visit the Falls in a few weeks, I boxed it up with return address etc. and dropped it off. The lovely lady had no issues and said to expect it back in 4 to 6 weeks. Give us a call if it doesn't arrive by then. Well, what a delight when 6 weeks later my box arrived in the mail, with the lighter repaired, new hinge, and as the insides are still the same, all new workings. If you

look at the photo you can see the lighter is quite shop worn so I wonder if it belonged to an employee from Hamilton. Was this something the factory offered or gave out or perhaps dealers sold as a marketing item ? If anyone out there has ever seen one of these or knows anything about such an item, it would be



interesting to have some more information. As you can see, it is patented 1950. So there you go , one more bit of Studebaker memorabilia that to me at least seems completely unknown.

From member Carl Scholsser's Collection

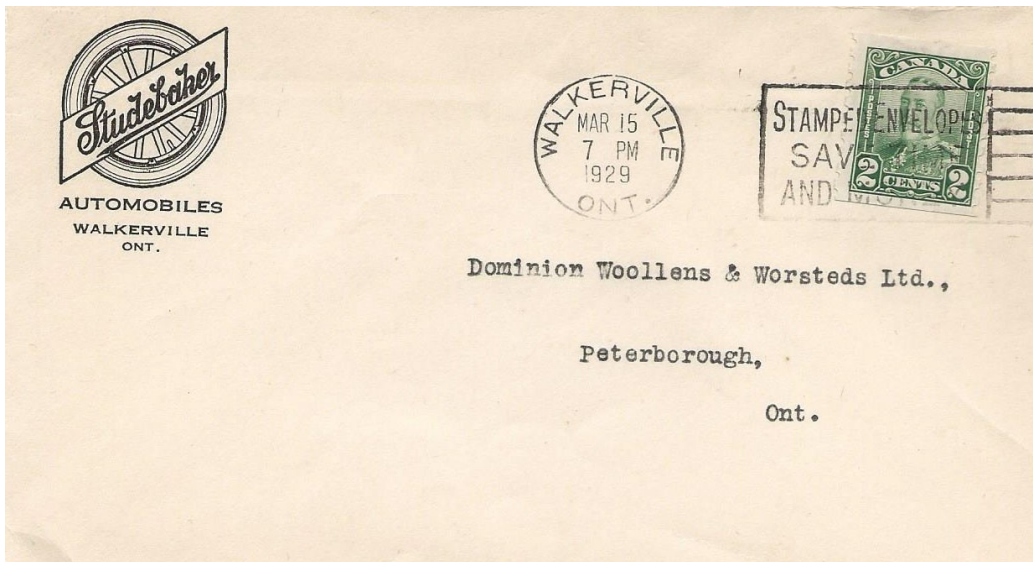
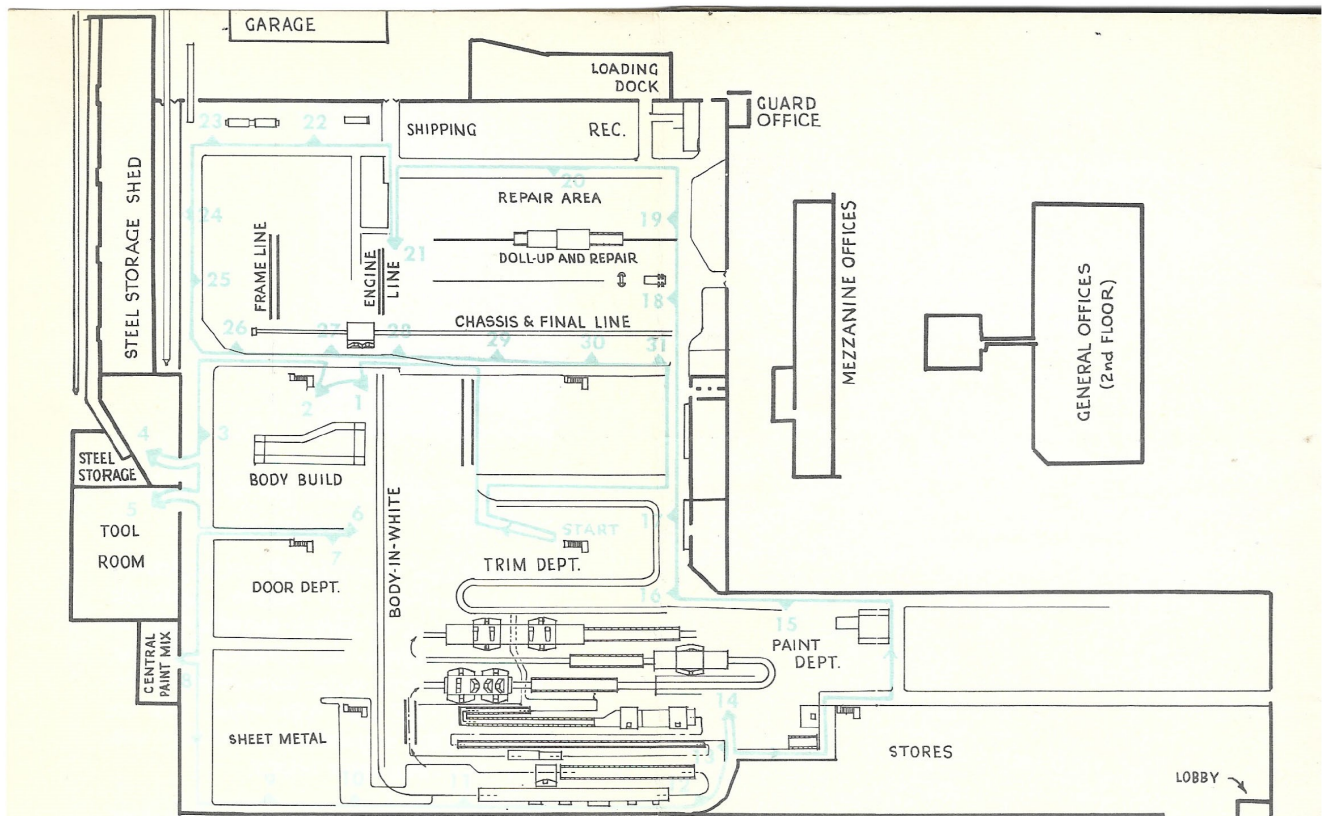


Diagram From Peter Downey



- | | | | |
|--|---|--|---|
| <ol style="list-style-type: none"> 1. Body shells starting down Body-In-White line. 2. Body shells being put together in the "Buck". This Buck assures all openings for doors, windows, trunk, hood and chassis connections will be in correct position. 3. Large sub-assemblies to form body. 4. Incoming Steel Stampings. 5. Tool Room — and surface plate where dimensions of all assemblies and complete body are accurately checked prior to production. | <ol style="list-style-type: none"> 6. Bodies halfway down Body-In-White line. 7. Door sub-assembly flanging, welding and corrosive resistant coating assure a tight sound reducing door. 8. Central Paint Mix This method assures a perfect colour match of all sections of each vehicle. 9. Sheet metal assembly. 10. Finished bodies ready for paint. 11. Bonderite enclosure. Metal is treated with chemicals to inhibit rusting. 12. Bonderite dry-off oven. | <ol style="list-style-type: none"> 13. Primed metal entering colour spray booth. 14. Primed Bodies being wet sanded. 15. Painted bodies entering Trim Department. 16. Start of Trim Department. 17. Halfway along Trim Department. 18. Final Assembly line and Dynamometer rolls. Steering is adjusted, doors, deck-lids and hoods given final fitting. 19. Paint Touch-up booth. 20. Careful repair of the slightest scratch and complete rebaking. 20. Final Inspection. 21. Engine Assembly Line. | <ol style="list-style-type: none"> 22. Water Leak repair. 23. Undercoating Area. 24. Box car shipping of finished autos. 25. Frame line. — Separate frame unit assures; Strength, safety and keeps down repair costs. 26. Chassis line. 27. Chassis Paint Booth. Flo-coating assures complete coverage. 28. Engine mounted to Chassis. 29. Body to Chassis. 30. Front end bolted to body and chassis. 31. Completed vehicle leaves final line for testing and inspection. |
|--|---|--|---|

You Auto Be in Pictures

It's no secret that Studebakers have fared prominently in Hollywood (and location) film work. There have been so many years and models of them. From the sponsored Larks on set in *Mister Ed*, through cars parked or driven in the background of dramatic scenes, they were around before there was a Hollywood, and continue to be rented for period pieces by car collectors today. All of these images are screen grabs from actual films.



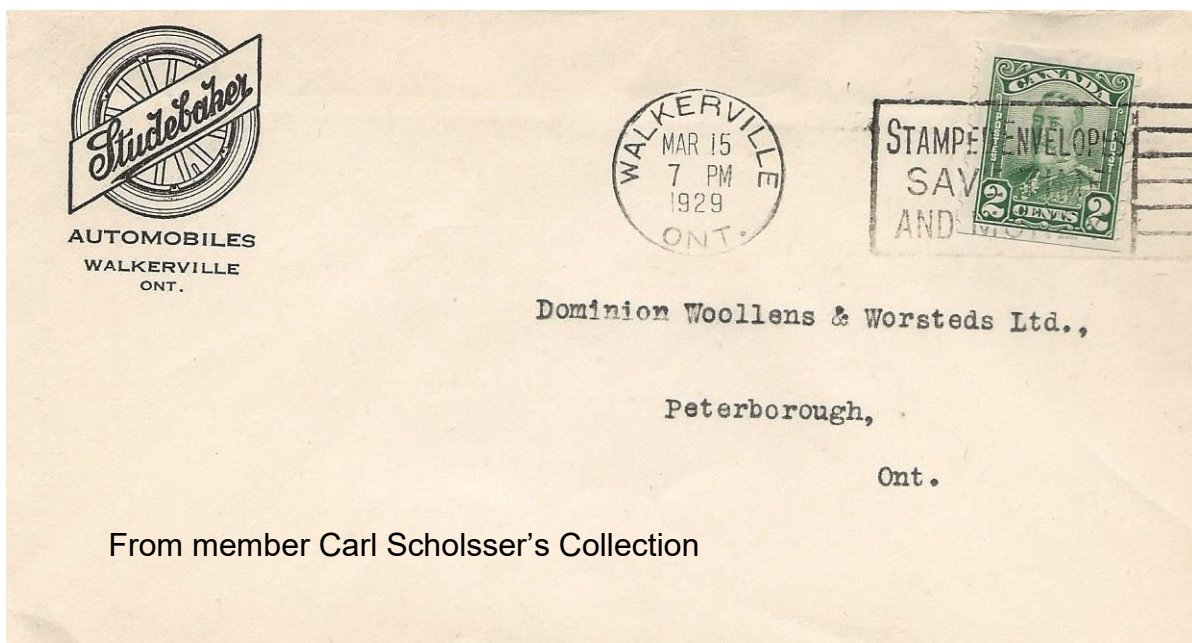
PICTURES DONE BY LOS ANGELES CHAPTER NEWSLETTER ANDREA ENTHAL



Just six years after the first car came off the assembly line in Hamilton, Studebaker Canada announced it had purchased a huge piece of land east of the Guelph Line and north of the QEW to build another assembly plant.

This announcement came in 1952 but by 1958 all traces of the transaction were gone when the company sold the land to the town of Burlington.

Shown above, Studebakers were sold from this Brant & Caroline St. location.



Posers Throughout Automotive History

These posers aren't pretenders. These are owners, their friends, and family, posing with their Studebakers.





A nice 1964 Convertible



Badenoch 2025

Pictures taken at the 2025 Badenoch Meet. Thanks to the Ontario Chapter for organizing and hosting this event. The day started out dreary but the rain stopped and people did come. Neat video and an auction was held.

A very nice GT Hawk





Dave Worrón's very nice '55





Hamilton SDC VP's 64 Yellow Daytona



Vendor's Space inside, quite the discussion above and a good view of Randy N. from the Hamilton chapter and his vending table on the far side of the hall.



Hamilton SDC President's 66

Tech Tips

By Jim & Karen McKeever

Troubleshooting the Headlight Circuit – Part 3

By Jim McKeever & Karen McKeever
San Joaquin Valley Chapter, SDC

The previous two articles talked about troubleshooting the headlight circuit from the dimmer switch to the headlights. Let's go back to the dimmer switch for another scenario.

You took a voltage reading at the dimmer switch input terminal and it had low or no voltage. That means there is a problem from the dimmer switch to the headlight switch. Make note of the color of the wire from the dimmer switch so you can easily identify it at the headlight switch, as there will be multiple wires.

Unhook the battery while you make the headlight switch accessible and safe to work on. Use the same voltage check techniques, clean, fix and repair processes, and wire ohm-ing procedures outlined (in the previous 2 articles,) as needed, to determine if the headlight switch is good or bad. If necessary, continue the path from the headlight switch toward the battery.

Depending on the year and model of your vehicle, you may have a circuit breaker, or a relay, or the ignition switch in the path from the headlight switch to the battery. The procedure for checking stays the same. Remember to unplug the power source when ohm-ing and use star washers when re-attaching ground wires.

Your older Studebaker may have a wiring distribution bar (junction block) between the dimmer switch and the headlights, with wires going separately to each headlight. It is usually on the motor side of the inner fender panel, on the driver's side. Voltage and ohm checks still remain the same. Around the mid 1950s junction blocks were replaced with jumper wires going from the driver's headlight to the passenger headlight.

Now would be a good time to have a wiring diagram, specific to your vehicle, to identify where everything is, and to help with wiring colors, providing they haven't been spliced over the years with non-matching colors.

ClassicCarWiring.com sells laminated color diagrams, color coded specifically to the vehicle, for less than \$20. It is well worth the investment for the novice doing electrical repairs. Studebakerparts.com is a good website to visit for free wiring diagrams you can copy and print yourself. Just click on – Products – Wiring Diagrams – then choose from a huge selection of vehicle specific diagrams.

Helpful Hints

If you have diligently performed your checks as needed, determined your headlight needs replacing, and the new one you just purchased doesn't work, your correct voltage readings on the output of the headlight plug will verify to the auto parts store that their new headlight is bad (for instance, they didn't want to admit they dropped the headlight before placing it on the shelf.)

If your older Studebaker still has cloth covered wire, be extra vigilant inspecting it for exposed wire and corrosion. Coated wire replaced cloth covered wire around the mid-1950s.

To summarize these troubleshooting techniques, take voltage readings to reduce the circuit to the smallest point of the problem (i.e. there is voltage at the output but not at the input) and then take ohm readings to look for broken or loose wires, corrosion, or bad terminals. Fix and replace as necessary and applaud yourself for a job well done.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)

Very Studey-ously Roger Hill Hamilton Chapter

Yes, yes it's true. At one time, Studebaker used "Dictator" as a model name for its line of lower-priced cars. "Horrors!". The names Commander and President were used for cars above it on the pecking order. "Erskine" and "Rockne" were NOT model names under Studebaker, but registered as separate car marques.

Persons unfamiliar with the timing of history have wondered, out loud and in print, how silly (they mean stupid) could Studebaker have been to use that word, Dictator, as a name for a car that they needed to sell in good numbers! It has such a deplorable connotation!

"Has" is the operative word here. It was not always so negative. It is no secret that, over time, the meaning of words change. The word "drag", for an example, now has three meanings - two of them quite recent!




Access to a century-old dictionary will show that a "dictator" was a Roman term for someone appointed to deal with a particular project or emergency and given supreme and total authority to get the job done. Upon satisfactory completion, the authority was rescinded. No mention of oppressive dictatorships or cruel one-man governments is made. The "modern" meaning came within the times of our fathers (or grandfathers) and events leading up to World War II, all of which would not have happened yet at a pre-1922 publishing date of an old dictionary. So, no offensive meaning was given to the word back then.

There's more! Studebaker's sales and marketing department gave its models important-sounding new names in the spring of 1927. Big Six became "President", Special Six became "Commander" and Standard Six became "Dictator" - all denoting positions of authority and responsibility. Please note that at the time, Adolph Hitler was not in power (that was 1933), Francisco Franco was not in power (that was 1936). Benito Mussolini was in power (1922), but received the respect and approval of most Italians for many years (one source gives 1936 as the year of his peak popularity), having brought order and security out of the deep chaos that crippled the country after WW1. Germany was in bad shape as well, which aided the rise of the Nazi Party. To bring perspective, remember that two German car companies, Daimler and Benz, had merged only a year before (1926), to help them survive their country's severe economic troubles.

Studebaker's first use of "Dictator" was 1927 and its last was 1937. By the latter, the popular meaning of the word was beginning to change and sour. The 1936 Berlin Olympics, Mussolini's invasion of Ethiopia in 1935, the Spanish Civil War, and the increasing awareness of the oppressiveness of the regimes involved saw to that.

There's more! There are many folks who laugh at Studebaker and the Dictator name but are ill-informed about the fact that our big-name North American car companies had more serious brushes with Nazi-ism. How about this: In 1938, antisemitic Henry Ford smilingly received a high award, the "Grand Cross of the German Eagle" from Nazi officials for his "humanitarian ideals" - this from a regime that at the same time was committing well-known **dark deeds** to humanity! And General Motors, in 1956/57, barely a decade after the war, **developed a race car officially called the "Corvette SS" (NOT Super Sport)** and a few years later placed "SS" emblems on their Super Sport models. The notorious Nazi "storm troopers", the Schutzstaffe were also well known as the "SS". Surprisingly, nobody (except newspapers in Israel) calls GM out for that! Both of these cases were AFTER the darkness of Nazi-ism was common knowledge, not before - as in Studebaker's case!

Finally, in researching this article, it came to light that Mussolini's popularity and rise to power really began while he was the editor of a political newspaper. The name of the newspaper? "Avanti"! GULP!!



Anniversaries

March

Mike & Betty Sawyers

Birthdays

March

1 Marlene Wingfield
16 George Wingfield
17 Joanne Easton
25 Mike Sawyers

April

11 Bob Easton
16 Ted Climenhaga
16 Harold Ferrier
19 Kirby Oglesby
30 Marie Randall

Hamilton January 2026 Meeting

ONTARIO, 18th, Grimsby, Hamilton Chapter to meet at the Livingston Activities Centre, 1 p.m., potluck at 4 p.m. Cards and games at 2 p.m. Contact: Susan Lusted, hamiltonsdctreasurer@gmail.com or 905-945-0027.

Website: www.thehamiltonchaptersdc.ca.
Crossroads Zone. qq

What you need to bring:

- If your last name begins from A-M you should bring a main or a salad and if your last name begins from N-Z should bring the dessert or an appetizer.
- Your own cutlery and dinner plates
- Serving utensils also
- Club to provide coffee, tea and dessert plates

Creative Activity, TBD



Component that meshes around



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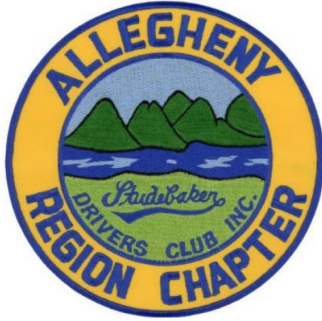
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Please call for all other whitewall sizes

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Hamilton SDC Christmas Party 2025

Nov., 30th, **2025Hamilton**, the Hamilton Chapter will host its Christmas Party at the King's Forest Golf & Country Club. Arrive at 1 p.m. Eat at 2 p.m. approximately. Full turkey dinner, cost TBD. Silent Auction, . Join us for lots of fun, great food and camaraderie. Contact: Peter Downey 905-869-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq



Allegheny NewsHawk

Allegheny Region Chapter, SDC

NOVEMBER/DECEMBER 2024

61st Annual International Meet

hosted by The Allegheny Region Chapter



September 16 – 20, 2025



Washington County Pennsylvania,
America's Crossroads



Allegheny Region Chapter SDC, Inc. - Est.1977 – Vol. 48 Issue 6
Allegheny NewsHawk Editor – Monica Bradel – jmbradel@zoominternet.net

2025 INTERNATIONAL MEET IN WASHINGTON, PA

by Brian Ott

As you can see on the front cover of this issue of The NewsHawk, the 2025 International Meet will be held in Washington, PA September 16-20, 2025. The event will be hosted by our Allegheny Region Chapter, SDC.

The planning committee for the event is: Brian Ott (Chairman), Jay Bradel, Bob Dudeck, and Jim Dowdy.

Below are some key bullet points about the 2025 International Meet as we know them now:

- The 2025 International meet will be held at the Washington County Fairgrounds (WCFG) in Washington, PA. The dates of the meet are Tuesday September 16, 2025, through Saturday September 20, 2025. Washington, PA is about 30 miles southwest of Pittsburgh and is at the Junction of Interstate Highways 70 and 79. The location is also just 30 miles south of Pittsburgh International Airport. While this may not be of major importance for us in Pennsylvania, tell your SDC friends around the country, and the world, how close the event is to a major airport.
- The WCFG is about 4 miles away from The Meadows Horse Racing Complex, Tanger Outlets, and the Hollywood Casino at The Meadows. There are numerous hotels clustered around these venues. The Doubletree Hotel on Racetrack Road and the Hyatt Place at the Hollywood Casino will be the host Hotels. Being that the meet is still over 10 months away, we are still working on hotel room blocks for the meet. Most hotels will not block rooms until December 2024, so continue to watch The NewsHawk and the [SDC Intl Meet - Home \(sdcintlmeet.com\)](http://sdcintlmeet.com) page for more information. At this point, I can tell you that the hotel rates are coming in at very favorable prices.
- The 2025 International Meet will be a joint meet with the AOAI (Avanti Owners Association International). Both the SDC and AOAI have worked hard to make this a joint meet, and a meet that will be remembered for years to come. There will be one registration for the meet (through Cornerstone Registrations) where a member of either club (or dual members) can fill out one registration. While it is a joint meet, each club will have its own activities, and we are working hard on the schedule so as not to overlap events. SDC members can take part in any AOAI event or vice versa. In the true spirit of a joint meet, a Friday night banquet will be held in conjunction with AOAI and is slated for the Doubletree Hotel.

- The WCFG is near the Pennsylvania Trolley Museum. (pa-trolley.org) For those of you who have never visited, The Trolley museum must be seen to be believed and features trolleys from the early 1900's through the 1960's. The Trolley Museum has about 7 miles of track and operates restored vintage trolleys. There is even a trolley stop at the fairgrounds and meeting facilities at the Trolley Museum itself. We are in the planning stages of putting together a Wednesday Evening social gathering at the Trolley Museum, the ability to schedule professional photos of your Studebaker with period correct trolleys, and ride passes and tours throughout the week. I can't stress enough how this sister venue will work in conjunction with the fairgrounds to provide a unique and memorable experience to this meet.
- In conjunction with our regular forums and presentations, we are working on doing educational outreach to local high schools, vocational schools, and community colleges to showcase the historical significance of our marquee and the history of Studebaker in general. One of the speakers we have lined up is Mr. Bruce Whitehead. Bruce is the great-great grandson of Clement Studebaker, one of the founding brothers of H&C Studebaker in South Bend, IN in 1852. Bruce is a distant cousin of mine and gives a great talk about the history of the family in South Bend, the company, and relates firsthand accounts told to him by his grandmother of family dinners at Tippecanoe Place, and the automotive operations. I am also planning to join Bruce's presentation with some background of the Studebaker family in Pennsylvania (my roots). We are also planning on having Clement Studebaker (Don Jones), with us to provide "flavor" for the meet, dressed in garb as Clement would have dressed, with the appropriate period-correct beard.
- The planning committee is also working on expanding the accessibility of the event to the public on Friday and Saturday. We feel that showcasing our brand to the public is the right thing to do to help ensure the longevity of our club.
- Lastly, over the coming months we will be asking for volunteers and support from our ARC members and the Keystone Chapter. We certainly hope to see all of you in Washington next September!

Brian Ott	(814) 254-8316
Jay Bradel	(412) 551-2354
Bob Dudeck	(724) 224-7246
Jim Dowdy	(304) 479-7515

Hamilton Studebaker Drivers Club Contacts 2025

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VICE PRESIDENT Aaron Dorsch

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CR ZONE CO ORDINATOR:	Dave Hamblin	6225 County Road 22, Mount Gilead, OH 43338	(419) 947-1360
		daveh2949@centurylink.net	
ON. REGIONAL MANAGER:	Stephen Porter	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9	Phone: 905-464-5726 Email: stephenporter4@gmail.com

Membership Application

Memberships are for 1 year and include 12 issues of *Turning Wheels*®. You can now join/renew for up to 5 years.

	1 year	3 years	5 years
Membership in US		Total	Total
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$37	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$46	\$132	\$220
<input type="checkbox"/> Regular Member renewal w/1st class mail.....	\$73	\$213	\$355
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old) ..	\$37	\$111	\$185
<input type="checkbox"/> SDC Membership WITHOUT <i>Turning Wheels</i>	\$15	\$45	\$75
<input type="checkbox"/> <i>Turning Wheels</i> subscription WITHOUT SDC membership (Libraries, etc.)	\$37	\$111	\$185
Membership in Canada			
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$63	\$183	\$305
<input type="checkbox"/> Regular Member renewal w/1st class mail.....	\$76	\$222	\$370
Overseas Membership			
Overseas Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail..	\$63	\$183	\$305
<input type="checkbox"/> Overseas Member renewal w/1st class mail	\$76	\$222	\$370
Worldwide			
<input type="checkbox"/> SDC Membership & Digital <i>Turning Wheels</i>	\$29	\$87	\$145
Other SDC Items			
<input type="checkbox"/> Donation to SDC Museum Fund	\$		
<input type="checkbox"/> Donation to SDC Restoration Fund.....	\$		
<input type="checkbox"/> Donation to BOB PALMA National Museum Internship*	\$		
<input type="checkbox"/> Donation to National Museum Endowment Fund*	\$		
<input type="checkbox"/> Donation to Studebaker National Foundation*	\$		
	(*Tax deductible donation)		
<input type="checkbox"/> Membership Pin - (specify year-pin) Prices on p.17 (10,15,20,25,30,35,40,45,50 yrs) ___years # of pins (1or2)___			\$
TOTAL AMOUNT ENCLOSED:			\$

To join SDC, complete the application, send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use **VISA** or **Master Card**, call 763-420-7829,
or

Fax 763-420-7849 or Email: sdcc@cornerstonereg.com
cornerstonereg.com for information. Or visit:
www.studebakerdrivesclub.com

Call or write with change of address.

- **DO NOT** send ads with your membership;
- **ALL** members of local SDC chapters must also be national SDC members.

Name (first) _____ (last) _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone _____ Birth date: _____

E-mail: _____

<input type="checkbox"/> VISA	Card # _____
<input type="checkbox"/> MasterCard	Expiration _____
<input type="checkbox"/> Discover	Signature _____

If new member, source of referral: _____

If renewal, month due: _____

Member # _____

- Please list your Studebakers, including year, model, body style, serial numbers, on a separate page.