

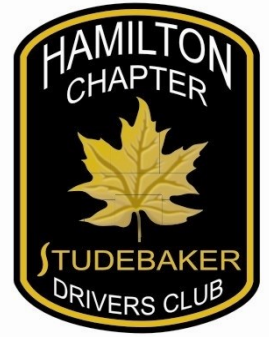
# STUDEBAKER DRIVERS CLUB

1988

35th Anniversary

2023

**HAMILTON CHAPTER**  
[www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca)



## *Bullet-Tin*

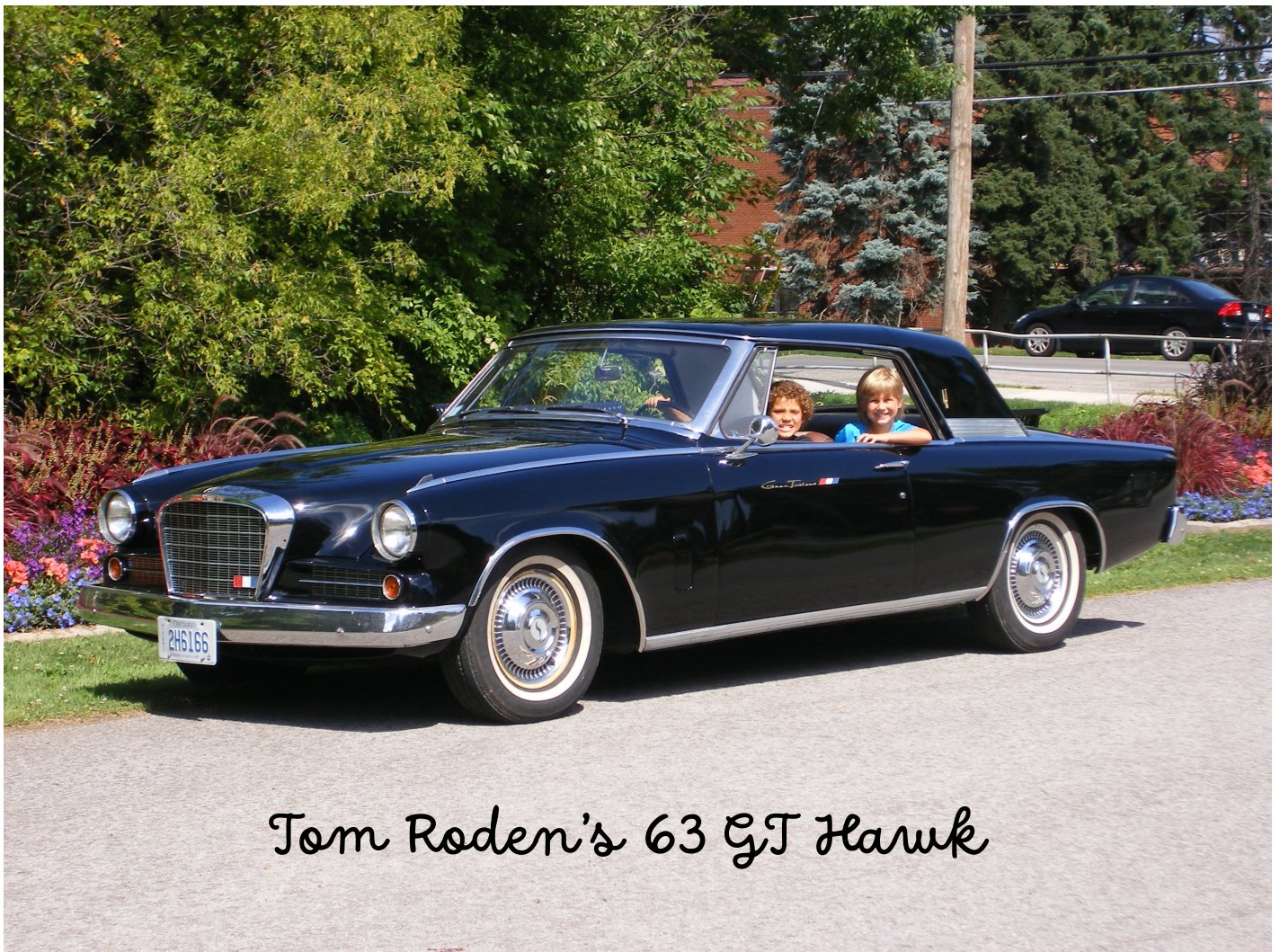
March/April 2023

Issue #: 2

Volume: 35



President: Peter Downey   Vice President & Membership: Steve Porter   Secretary: Roger Hill  
Treasurer: Roly Lusted   Social Media: Susan Lusted



*Tom Roden's 63 GT Hawk*



HAMILTON STUDEBAKER DRIVERS CLUB Finances Feb. 1 to Feb. 28 2022						
Feb. 1, 2022					Opening Bank Balance	\$ 3,180.10
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWALS AMOUNT		BALANCE
Feb. 15, 2022	Deposit	Membership	\$24.61			\$ 3,204.71
Feb. 15, 2022	Deposit	Membership	185.00			\$ 3,389.71
Feb. 28, 2022	Withdrawal	Bank Fee		4.00		\$3,385.71
Total Deposits and Withdraws			\$209.61	4.00		\$ 3,385.71
Bank Closing Feb. 28, 2022					Bank Closing Balance	\$ 3,385.71
					Cash on Hand	\$ 35.15
					Total	\$ 3,420.86
Penny Sale & Silent Auction		\$ 733.00				

**Treasurer's Report  
Submitted by:**

*The 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.*

Deadlines for Submissions April 24, 2023  
Newsletter to be emailed May 16, 2023

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

Avanti GT Larry Gibson  
<https://www.gibsonmotorsports.ca/single-post/2016/03/15/Avanti-GT>



*In this Issue*

- Tom Roden's 63 GT Hawk
- President's message
- Newsletter deadlines
- 60th Anniversary of the Avanti
- VP & Membership message
- Celebrations
- Avanti Articles .
- Studebaker Myths Pete Yuen
- Studebakers in Canada You Tube Link
- Electric Avanti
- Avanti GT



## Letter from the President

*By: Peter Downey*



Hello friends.

Happy Spring (almost!)

As I write this the weather is looking great except for the threat of a significant snow event early March. It sure

looks like March will be coming in like a lion. So much for my rule of not shovelling snow in March.

Sadly, we lost Joan Preece in February. She and her late husband Ernie, as you likely all know, were founding members of our club 35 years ago. I extended the club's condolences to the family at the visitation at Turner Funeral Home in Dundas. 1973 is the 60<sup>th</sup> anniversary of the introduction of the Studebaker Avanti, a revolutionary car ahead of its time in 1963, and not looking out of place today in 1973!

As spring begins to creep into our minds it will not be too long before we are able to get the Studebakers back out on the roads and enjoy driving them around once again. The first event as usual will be the Badenoch Swap meet on April 22<sup>nd</sup>. This year we have agreed to help the Ontario Chapter with some of the costs as the rental for the schoolhouse had gone up considerably. Bring your parts or your shopping list, coffee is on at 8:30.

Our annual Silent Auction will be held at our April Club meeting at the Warplane Museum as part of the meeting on April 23rd.

The May South Bend Swap meet is now being held June 1, 2 and 3 coinciding with the Crossroads Zone meet.

If anyone has any ideas for a place to meet in the summer months, please let your executive know, so we can check it out and inquire about reservations etc. One event we will organize this summer is a dinner in honour of our friend Cliff Tattersall.

Thanks to all our members who have paid their 2023 dues so far this year.

This is your club, please keep your photos and stories coming.

Happy Studebaking!  
Be safe.

Peter Downey  
President

## Vice President & Membership Steve Porter



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

For membership only, it is \$12 in US funds. This is

membership only and no magazine.

Applications for both our chapter and the Studebaker Drivers Club can be found at the end of this newsletter and at this link . SDC Membership link.

[https://studebakerdriversclub.com/?page\\_id=24654](https://studebakerdriversclub.com/?page_id=24654)

Hamilton SDC membership link:  
[www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca)

**P.S. our chapter dues are due. Still just \$20. Bring your payment to the meeting on March 19th, 2023.**

## 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](http://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 display it.

## BS Column—'Bout Studebakers

*Thanks to Gerry Blount*

*Member, Northwest Chapter, Portland, Oregon*

The harnessing and routing of spark plug cables on a Studebaker V-8 is important, so that they may perform reliably, safely, and look good at the same time! The 1951 through 1954 232 cu. In. V-8's and the 1955 224/259 cu. In. V-8's used large steel brackets to guide the set of four cables neatly over the valve covers on each side. Various part numbers of brackets were used over the above years, but the brackets left little doubt as to their purpose.

Starting in 1956 (and through 1964) a less elaborate method was used to route the spark plug cables. A pair of brackets, #1539892, were mounted using the rearmost bolt on the intake manifold—one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From there, the wires were routed to 533007 clips, which held two cables each and were mounted using the valve cover stud and nut. The "four stud" valve covers used through very early 1960 used a total of four 533007 clips—two per side. Most of 1960 production through 1964 used "two stud" valve covers, which each had a spot welded cable clip attached midway between the stud holes, and thus only used one 533007 clip per side, at the rear valve cover stud.

The point of this column is that I have seen many cars that have had their 1539892 brackets missing. Apparently if a car was being worked on, the mechanic just neglected to re-install them. It is important to have these in place beyond eliminating an unsightly tangle of spark plug cables—there is a very real possibility of the cables getting caught in the throttle linkage and holding the throttle open. So, if your 1956-1964 V-8 does not have these brackets at the rear of the intake manifold—get some soon. They are still available new and can also be found used.

A related topic is the correct routing of the cables on the left (driver's) side. A Studebaker V-8 fires 1-8-4-3-6-5-7-2, as do most V-8's when 1-3-5-7 is the driver's side and 2-4-6-8 is the passenger side.

The problem is that two adjacent cylinders (5 and 7) fire consecutively on the same side of the engine. To avoid induced cross firing, these two cables **MUST NOT RUN NEXT TO EACH OTHER!** This means, run 1 and 5 through the forward routing, and 3 and 7 through the rearmost routing, then cross the 3 and 5 cables so they reach their respective sparkplugs. To make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward relative to the rear valve cover stud. On the passenger side, the best routing for cables 6 and 8 is with the rearmost 533007 clip positioned to the rear-pointing at the firewall.

The exception to all of this discussion are 1963 and 1964 Avanti's. They need an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body. The left side cables all run together in a rubber channel within the stainless steel shield, but again, the arrangement needs to be 1-5-3-7 so that 5 and 7 are separated.

## Preece, Joan Barbara (nee Doherty)

Age 86, passed away peacefully, February 14th, 2023 with family at her side. Born in Hamilton, Ontario, November 29, 1936, the fourth and last child to Violet and Clifford Doherty. Predeceased by her brothers Jim



and Bob and sister Betty. Beloved wife of the late Ernie Preece of 56 years. Although they never had children of their own, Joan and Ernie enjoyed spoiling many nieces and nephews, plus great nieces and nephews. Joan lived a full life as a wonderful daughter, wife, aunt, and friend. She worked for 23 years at Valley City Manufacturing in Dundas, Ontario, retiring at the age of 64. Along with her husband Ernie they started the Hamilton Studebaker Chapter and spent many hours at car shows. Joan was known for her entertaining stories which she loved to repeat often, her love of animals, great sense of humor, puzzles and trashy magazines. A rare combination of someone who had a love for life and a firm understanding of what was important. Joan will be fondly remembered by both family and friends. Friends will be received by the family on Friday, February 17th from 2-4 and 6-8 p.m. at Turner Family Funeral Home, 53 Main Street, Dundas, where Joan's Service will take place on Saturday, February 18th at 10:30 a.m. Private burial will take place.

Donations to the [Heart & Stoke Foundation](#) or [Humane Society](#) are welcome.



# Tom Roden's 63 GT Hawk

I grew up in the west end of Toronto in the 40s and 50s. That area has become somewhat gentrified now and is known as "Bloor West Village". When I was living there, it was just "The West End". The area struggled to be middle class. The high school that I attended (Humberstone CI) drew from the West End as well as the Junction and Stockyards area. It was rare that a fellow student would have a car. One of those rare fellow students often drove a 1956 Golden Hawk. We envied him. There was also another Hawk in the area.

Somewhere in the West End (can't remember where) there was a Studebaker dealer. Even though there was never any family Studebaker connection, I loved the design of the post war and 50s models - particularly the 53, 54 Starlight and Starliner.

I finished high school in Stoney Creek (Saltfleet DHS) in 1960. I had two choices for university – McMaster or nowhere. When I graduated from McMaster in 1964, I bought my first car, a 1953 Chev, for \$25. It did not last long.



Shirleyann and I were married in August 1964 and, in September, I bought my dream car, a 1963 GT Hawk, the most beautiful car available at that time. That car was our daily driver until 1972 when corrosion required that it be parked.

Over the years, as it was resting in the barn, a local had asked many times to buy it. My answer was always that I intended to restore it. Around 2008, I took the car that had been sitting for over 30 years to someone knowledgeable in restoration, telling him that I was willing to put about \$15000 into the project. The reply was that \$15000 would be a start. I gave the car to the local who said he intended restoration. I do not know where that car is now.

The 1963 GT Hawk that I now have was purchased on E Bay for \$5000. I took a trailer to a town near Boston Mass and brought it home. It is the same model as the original purchased in 1964 except standard transmission versus automatic in the first one. I have had the body and brakes done – thanks Roly and Bill and Ed. I have made a few other minor adjustments, but the motor and interior are original.

In good weather (i. e. no snow or salt) I take it for a drive often. The car has a great appearance and gets many admiring looks and comments.

We are fortunate that our kids and grandkids live in the Stoney Creek Grimsby area. There was the odd occasion when our grandkids were younger that they would require being picked up at school. They would ask that I drive the Hawk but knew well enough that it would happen only in good weather.

The car runs well, and I expect many more good years.

Tom Roden

## Upcoming Meetings: All are subject to current Covid guidelines, closures, and Hamilton SDC policies.

**MARCH**, 19th, Mount Hope, Hamilton Chapter meets at the Canadian Warplane Heritage Museum at 10 a.m. Dates are subject to change, please check with the contact listed. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

**ONTARIO**, April, 22nd. Morriston, Ontario Chapter hosts its annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old School House) near Morriston, Ontario. All Ontario Chapter, Hamilton Chapter, Canadian Avanti Owners along with all Studebaker enthusiasts are welcome. Free Attendance. Bring your surplus Studebaker parts to sell or want lists. Drive your Studebaker to this event. Food is available. Contact: Paul Revell, 905-584-7050. Email: paulrevell01@gmail.com. Website: www.ontariosdc.ca. Crossroads Zone.

**APRIL**, 23rd, Mount Hope, Hamilton Chapter meets at the Canadian Warplane Heritage Museum at 10 a.m. This is our Blind Auction. Dates are subject to change, please check with the contact listed. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

<http://www.sdcmeet.com/>



### Visit scenic Manitowoc and Two Rivers, Wis. on September 12-16, 2023!

Northeast Wisconsin is a beautiful place in late summer - and the Wisconsin Region Studebaker Drivers Club will have a wide range of great activities planned for the 59th SDC International Meet. Stay tuned for more details! **We'll see you there!**



Lake Michigan Car Ferry  
Ludington, Mich. to Manitowoc, Wis.

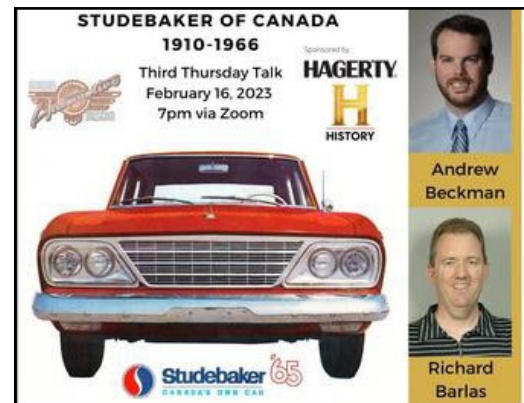


Wisconsin Maritime Museum  
featuring submarine USS Cobia



Two Rivers, Wis.

Enjoy the hospitality of our friendly community. Home of the Ice Cream Sundae



A few weeks ago the Canadian Automotive Museum had guest speaker, Andy Beckman of the Studebaker National Museum talk about Studebaker of Canada. Grab the beverage of your choice and enjoy the show!

<https://youtu.be/QZ9Yco5m430>



### Birthdays: MARCH

4th, Mark Boyak

15th, Ted Climenhaga

16th George Graham

22nd, Donna Graham

25th, Mike Sawyers

### APRIL

11th, Bob Easton

30th, Marie Randall

### ANNIVERSARIES

March 28th, Mike & Betty Sawyers.

## Avanti Celebrating 60 Years



### ANOTHER FEATHER IN HIS CAP

By, and Thanks to Dan Kuhl

We, in the Studebaker world are celebrating the 60th Anniversary of the Avanti debut. I believe this celebration should include all aspects of this car's great history, including a little-known achievement by Raymond Loewy.

In my search for material concerning the anniversary, I chose a subject that was in its infancy in the 1950's and became one of the dominate features on the cars manufactured today. This feature is automobile safety.

With the rising death toll from auto accidents the Liberty Mutual Insurance Company and Cornell University embarked on a joint project in 1957, the first "research based" safety car.

Ford was responsible for the engineering and Raymond Loewy the esthetic design aspects of the safety car. According to media hype the car would allow its occupants to walk away, unharmed from a 50-mph collision.

Features of the Cornell-Liberty safety car included a rollover bar, shock absorbing bumpers, and side protection to protect the occupants during a side crash. Other features included seat belts that would protect the occupants from the "second collision" with the dash/steering wheel or the windshield.

For those that are interested the original 13- page manual describing the features of this car, it is available at the Henry Ford Museum web site. This car clearly demonstrated that safety can be achieved without destroying the cars aesthetic aspects.

Somebody at Studebaker was paying attention. The Avanti designed by Raymond Loewy's team in

Palm Springs just four years later clearly demonstrates that safety and design can go hand-in-hand. The Avanti came with a padded dash, rollbar, seat belts, bucket seats, and special door locks, all of which were to keep the driver and occupants secure in the Avanti. And, to prevent accidents the Avanti came with disc brakes, very much ahead of other American manufacturers at the time of its debut. The Avanti was truly ahead of its time, and a real example of the Cornell-Liberty safety car. In closing the Cornell-Liberty safety car is on display at the Henry Ford Museum.

#### References:

Jacobus, John L. And Evelyn Jacobus, Contributor (Spring 2022). U.S. Automobile Safety Principles and Strategies of the 1950s and 1960s. Automotive History Review, No. 63, pp. 24-43.

The Henry Ford Museum at:

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/368754#slide=gs-226103>

### AVANTI AND SHERWOOD EGBERT

At the International Automobile Show in New York the unveiling of the all-new car by Studebaker was a smash hit. The engineers had built 2 prototypes in a big hurry. The second Avanti was presented in South Bend on the same day (April 26) to a shareholders meeting. Shortly after being introduced Studebaker took a prototype in an airplane around the country to 24 cities in just 16 days. Dealers were very excited and so was the public. Egbert had a big hit on his hands and orders were coming in in large numbers. Now the time was to start building these Avanti cars for all the orders.

Problem upon problem didn't let the Avantis get built. First thing was at Molded Fiberglass in Ohio. They had the contract to make the 130 or so body parts and assemble them for shipment to South Bend. Problem! The parts didn't fit together. Studebaker engineers were rushed there to fix the problems. Adjustments were made and bodies were finally being shipped to South Bend. The first Avanti finally was produced in June 1962. Egbert had a goal of 1000 Avanti's being produced per month. Did not happen. In late 1962 Molded Fiberglass was hit with a strike so Studebaker got busy learning how to build the bodies so production could continue. Body imperfections caused Studebaker to drop black as a color option, just didn't look good. It was January 1963 before they even got up to 500 per month. Many of the early orders were dropped and Egbert's big hit was going sour.

The first Avanti's had a problem of the large rear window blowing out, so, hurry up and fix the problem before anymore are delivered. Lost time, more orders cancelled, Egbert was still excited and offered any car journalist to test drive the all-new Avanti. They came fast and in the first week they had wrecked 3 of them. Egbert had his own Avanti and every week he would show up with a list of items he felt needed fixed and fixed now! One of the problems was that they had forgot to put on rain drip molding above the doors. That didn't get fixed until March of 1963.

It was time to be working on a 1964 model. The main change you and I see was the square headlight trim, but some of the new '64s came with the '63 round headlight trim. Sales for 1963 totaled only 3,834 in the 14-month run, not the 14,000 Egbert had planned on. The 1964 run started in August of 1963 and in 5 months only 809 had been produced for a total of 4,643 Avanti cars produced in total.

From the Iowa Hawkeye Chapter- October 2022



## NOW ABOUT SHERWOOD HARRY EGBERT

Sherwood Egbert was born on July 24, 1920 in Seattle, Washington. At 12 years old he got his first job. When he was in High School, he set a record in the discus throw, the year was 1937. Sherwood then got a scholarship to Washington State University. He left school after 2 years in the engineering studies. This led to a job ending up at Boeing Aircraft where he became the youngest executive at age 20 with 800 men working under him. The war caused him to join the Marines in 1942. Here he was a leader earning a Bronze Star for action in the South Pacific and attaining the rank of Major. He already had proved his leadership ability when the war was over, so he went to a young company called McCulloch, the year was 1946. By age 36 he had become executive vice president and the company had grown.

In late 1960 Studebaker was looking for a new president to replace Churchill who was not in agreement with some board members with what to do with the profits from the Lark. The board wanted to start diversifying as they didn't see the auto business surviving. Talks with Egbert ended with him becoming the president on February 1<sup>st</sup> of 1961. The top of the list given to him from the board was to expand the company with more acquisitions that would diversify the company to insure that it could survive if the auto division was to fail, go for larger military orders and try to stop the bleeding of profits by the auto division. We know Egbert wanted the auto division to survive but it wasn't to happen even though Egbert worked fast to make improvements for 1962 cars. He brought back Brooks Stevens to make changes right now. Thus, we got the GT Hawk and changes to Larks. Sales were going great until the union went on strike for over a month which did not help the years overall output. Egbert moved into the living quarters located at the proving grounds west of South Bend. After he got his Avanti, he liked to drive it into town at 120 to 130 mph which the police did not like. It must have been an R2 or R3. After 6 months with Studebaker Sherwood Egbert was found to have cancer. He went through 2 surgeries but the pressures of the job were causing his health to go downhill. By November 1963 another surgery was needed. The board put him on leave and then by the end of November it was over, and the board put Vice President Byers Burlingame in as president.

After the 2 years 9 months and 23 days with Studebaker Sherwood returned to Los Angeles. He went into a private business as a consultant to help in areas of company mergers and diversification. In early 1969 the cancer had taken over and he died on July 30, 1969, at age 49. Sherwood Egbert left a wife, 5 sons and 2 daughters.

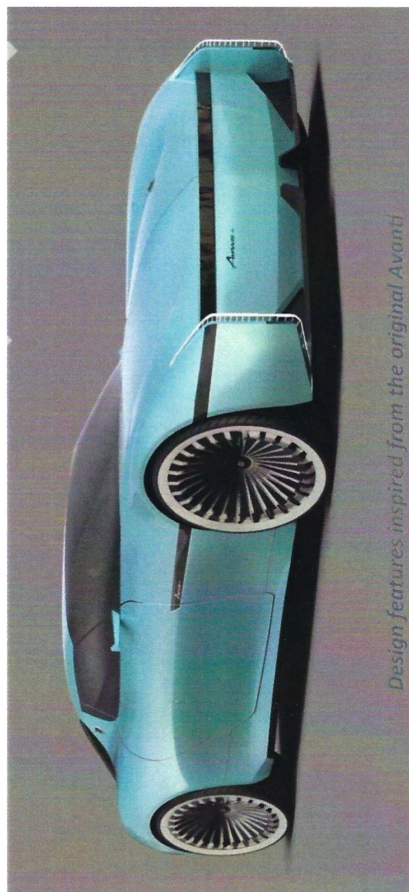
## Avanti All Electric Vehicle



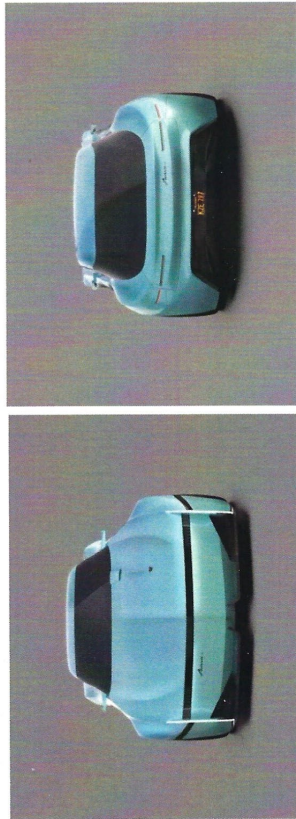
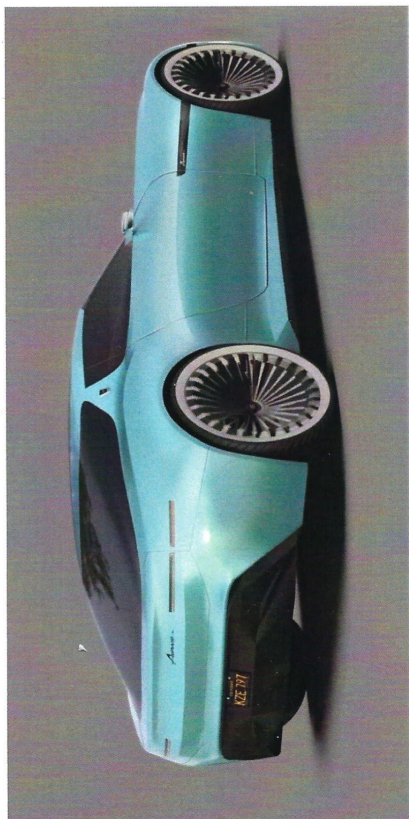
Jim Bunting engaged Tom Kellog, one of the original Studebaker Avanti designers, to prepare concept drawings for a new Avanti after the Avanti had stopped production in 1991. This led to three AVX prototypes being built in 1997 which were followed with the production 2001 Avanti being built based on the Pontiac Firebird running gear. From the time of the AVX, Jim Bunting has pursued other evolutionary designs for the Avanti and he has now involved in a design concept for an Avanti Electric Vehicle.

To carry out the new Electric Avanti concept design, Bunting approached Jeremy Gomes, a freelance designer based in Paris who understood Studebaker designs as evidenced by a recent design exercise influenced by the 1950-51 Bullet nose Studebakers. Gomes agreed and considered it an honour to have the opportunity to create a modern design concept Avanti inspired by the original. The design parameters were for a two-passenger car, and include stand out features from the original Studebaker Avanti; the front fender blades, a flat front with no exposed grill, long front and short back, a gunsight on the driver's side of the hood, a large back window and an overall "coke bottle" shape.

When Jeremy Gomes discussed his concept design he said he created a modern day version of the Avanti without being "neo retro" and it can be recognised as a modern Avanti at first glance. The long hood and the curved rear with the large rear window were retained with modern proportions. The front blades have been modernised with the daytime running lights integrated behind the black Plexiglass strip and the bumper has a



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vertical crease in the middle up into the hood. The headlights are modern being integrated into the face. The Avanti logo is placed at the front like the original and another on the rear deck, right side. The rear lights are divided into two to follow those of the original.

The Avanti All Electric vehicle is cutting edge design that offers a unique and futuristic take on the original. This concept vehicle, as an EV, is designed to be lighter than the rest, both environmentally friendly and stylish, making it a great option for those who want to reduce their carbon footprint while still driving a vehicle that makes a statement. Like new, top of the range sport EV's it would have quick acceleration and be very fast.

For this Avanti to have a future would require enthusiasts with substantial financial backing and a will to re-create a modern Avanti. There have been such people in the past but going forward we can only hope.

**Paul Crooke**

*Material for this article sourced from The Avanti Magazine, Fall/Winter 2022 and Jeremy Gomes's social media pages.*

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✦ *THE NEW "YORK" IN NEW YORK* ✦

# Studebakers at Dunkirk

Swap Meet +  
Car Corral



# 2023



**Friday**  
**September 22**  
**8:00 am - 5:00**

&

**Saturday**  
**September 23**  
**8:00 am - 2:00**

**CHAUTAUQUA COUNTY FAIRGROUNDS**

**1089 Central Ave, Dunkirk N.Y.**

**EASY ACCESS**

**RAIN OR SHINE**

**FROM EXIT 59**

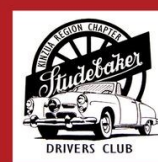
**FREE PARKING**

**INTERSTATE 90**

Sponsored by the Kinzua Region  
Chapter Studebaker Drivers Club

**Attention: Vendors space available indoors and outdoors**

**Call: 814-779-5553 Madd\_Doodler@Yahoo.com**





### Hamilton Studebaker Drivers Club Contacts 2022

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<b>CR ZONE DIRECTOR:</b>	Harvey Snitzer	2422 Cranbrook Rd., Canton, MI 48188	(734) 634-2285 <a href="mailto:hjs66@yahoo.com">hjs66@yahoo.com</a>
<b>CR ZONE CO ORDINATOR:</b>	Dave Hamblin	6225 County Road 22, Mount Gilead, OH 43338	(419) 947-1360
<b>ON. REGIONAL MANAGER:</b>	Stephen Porter	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 <a href="mailto:stephenjporter4@gmail.com">Email: stephenjporter4@gmail.com</a>	

#### NATIONAL SDC MEMBERSHIP APPLICATION

Annual Fee: \$52 Payable in US Funds

New memberships begin on the 1st of the month nearest date of receipt of your application and are for 12 months. This includes 12 monthly issues of Turning Wheels, the award winning National SDC magazine.

Send completed application and your check or money order payable to SDC for \$52.00 to (New Members 1st year only \$46.00):

The Studebaker Drivers Club, Inc.  
P.O. Box 1715  
Maple Grove, MN 55311-6715  
(or 763-420-7829 for Visa or M/C)

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Prov \_\_\_\_\_ Postal Code \_\_\_\_\_  
Phone \_\_\_\_\_ Birth date: \_\_\_\_\_  
New \_\_\_\_\_ Renewal \_\_\_\_\_ Date \_\_\_\_\_

Please list your Studebakers below  
Year \_\_\_\_\_ Model \_\_\_\_\_ Body Type \_\_\_\_\_  
Year \_\_\_\_\_ Model \_\_\_\_\_ Body Type \_\_\_\_\_

Fee is \$12 without the magazine subscription. This can be completed online also. [www.studebakerdriversclub.com/joinsdc.asp](http://www.studebakerdriversclub.com/joinsdc.asp)

#### Hamilton Chapter SDC Membership

Annual Dues: \$20.00 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 Chapter SDC** to:

Steve Porter Membership Secretary  
430 Plains Rd. W. Burlington On. L7T 1G9  
Phone: 905-464-5726 Email: [stephenjporter4@gmail.com](mailto:stephenjporter4@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 \_\_\_\_\_