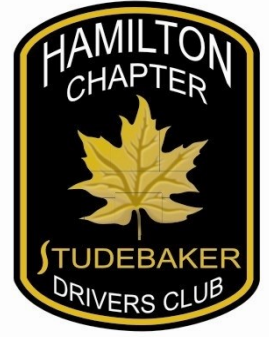


STUDEBAKER DRIVERS CLUB

1988 35th Anniversary 2023

HAMILTON CHAPTER
www.thehamiltonchaptersdc.ca



Bullet-Tin

May/Jun 2024

Issue #: 3

Volume: 36



President: Peter Downey Vice President & Membership: Steve Porter Secretary: Dennis Kennedy
Treasurer: Susan Lusted Social Media: Susan Lusted



*A Beautiful night at the
Gateway in Grimsby with five of
our members in attendance on
May 21st. Some pretty neat cars.*

Letter from the President

By: Peter Downey



Hello Friends;

Spring is now in full bloom and Summer is on the horizon, so is Studebaker Season. It was great to see Bob and Janice Barrick's 51

Commander on the back cover of the last issue of Turning Wheels. For a barn find it's a pretty good-looking car.

Badenoch was well attended and it was a nice sunny day which is not always the case, and the South Bend swap meet was attended by a few intrepid members. I am sure there were a lot of parts picked up at both meets.

You will have seen in Turning Wheels the Next Generation article where a car has been passed along to a younger family member. We will be featuring over the next few months our Next Generation members and where we can there will be a photo of handing over the keys.

Plans are also being formulated to interview the members who were Studebaker employees to get their story and recollections of the plant down on paper for all of us to enjoy. It's important to have that history recorded for all of us and all of the future members.

We have a variety of locations organized for our summer meetings, beginning with the Queens hotel in Dunnville on June 25th, July is still to be determined, August will be the Fish Fry, September is usually the barbeque in the park adjacent to the former site of the Hamilton plant and Drive your Studebaker Day is also in September. Stay tuned for the specific dates

The cruise season has started, and I hope to see as many of you as possible at the various locations in and around the Hamilton Niagara area. If you are out and about, please take pictures and send them in.

Vice President & Membership Steve Porter



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

Currently, we have 66 paid and honorary members with only one outstanding unpaid membership.

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 this link for both the SDC and Hamilton Chapter membership.

[Membership Information
\(thehamiltonchaptersdc.ca\)](http://thehamiltonchaptersdc.ca)

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 Chapter SDC to:

Steve Porter Membership Secretary
430 Plains Rd. W. Burlington On. L7T 1G9
Phone: 905-464-5726 Email:
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 _____

Treasurer's Report Sue Lusted

For members only, see your emailed Newsletter

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. 25th	April 1st
May/June	May 25th	June 1st
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.

In this Issue

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Switching to the Digital Membership

A little background:

When the SDC Board decided to make Turning Wheels available on-line, there were some conditions stipulated:

1. It could not be downloadable and shared. This eliminated the possibility of using a PDF file.
2. It had to be accessible on multiple devices (PC, Mac, tablet, smartphone).
3. Only active SDC members in good standing should have access to the magazines.
4. A new "digital membership" option should be available to those who only want to view the magazine on-line (no physical magazine delivery).

Because of these conditions, I am using a third-party service to present the magazine in a digital format. I have used this service for many years for my other clients. However, this service comes as a cost to the SDC.

This cost is based on the number of publications hosted on their service. Obviously, the more publications hosted, the more expensive it becomes. In fact, it becomes exponentially expensive, not geometrically expensive.

To keep the cost reasonable, it was decided that only 3 years of Turning Wheels magazines would be made available. For those that want digital versions of past magazines, the SDC offers a "Digital Library" available on a flash drive. The flash drive contains Turning Wheels magazines from 1963 - 2023. The magazines are presented in a PDF format on the flash drive. The Digital Library can be purchased for \$99.00 US.

- Mark Wheeler, SDC Membership & Webmaster

Cornerstone Registration, Ltd.

Tel: 763-420-7829

Fax: 763-420-7849



Anniversaries

June 12 Marlene & George Wingfield

June 25 Joan & Peter Downey

June

6 Margaret Ernst

19 Roy McEowen

23 Jim Cumisky



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 display it.

Odds 'N' Ends

Pre-Vacation check on your car

Nice weather generally means more travelling, more time on the road and more of an opportunity for something to go wrong with your car.

Advance precautions:

You can, of course, make some advanced precautions to make sure you don't run into problems. A lot of them can be made on your own driveway or garage.

The first thing is to check your radiator. Make sure that you have enough coolant. Make sure that your battery is charged and the terminals and posts or side connections are clean and free from corrosion and grime.

Check the oil and transmission fluid, get them up to approved levels. If it has been a few thousand miles or many months since the last oil change, it is time to do it again. When changing the oil, also change the oil filter too.

When checking the transmission fluid, the engine must be operating and warm when you check. Prior to the checking, set the parking brake and have the transmission in neutral. Wheel chocks in front of the wheels would not be considered a bad idea. When checking, the transmission mode is set in DRIVE. When you get out of the car, remember that the engine is running and the transmission is in DRIVE. Walk only beside or behind the car and not in front of it. It is a matter of trust. Do you trust the parking brakes and the wheel chocks that they will keep the car from moving forward? Do not overfill the automatic transmission. If the transmission level is low, just add a little at a time.

Tires: It is important to check your tires. Look for signs of wear, or thinning tread. Do a pressure check

on each tire, including the spare tire. Bring the pressure up to the manufacturer's specifications. Remember, if you do have to change a tire, you do need a jack so check to make sure that there is one in the car. When using a jack set it up so it is safe to work on removing and installing another tire. Tire more than 6 or 7 years are considered, OLD. Old tires are considered to be unsafe.

Lights

Have someone start the car for you then walk around the car to check the brake lights, tail lights and head lights. Any burned out bulb is to be replace.

Shock absorbers:

Push down hard on the fender of the car. If the car does not come back to level or the car keeps bouncing up and down, the shock absorbers needs to be replaced.

What else:

Remove the air filter, tap it on the ground a few times to knock out the dust. If it is still dirty, change it.

Test the brakes while driving. If the pedal goes to the floor or very near the floor, the braking system needs to be checked out. You do not want this to happen out on the highway so do it close to home.

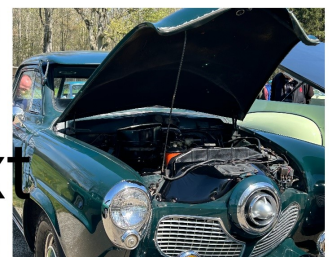
Bring extra keys, just in case you lose a set.

Keep windshield clean, both, inside and outside especially if you are driving towards the sun.

Badenoch 2024

As you can see from the pictures, the weatherman cooperated and there was great attendance this year. Lots of good parts to sell and to purchase. Also, some very nice Studebakers in attendance from both the Ontario Chapter and the Hamilton Chapter.

Thanks to Paul Revel for organizing this event.



TECH TIPS

STUDEBAKER DOOR ADJUSTMENT –

Thanks to TEMPO, Newsletter of the SDC, B.C. Southern Interior Chapter

If your doors do not close on the first try, if they come ajar while going down the road, if they rattle or if there is wind noise, you need to take some action to remedy these situations. Start with the driver's door. Does the door sag when opened, drooping down at the back edge as if the hinges are worn or maladjusted? With the door open, lift the trailing edge and observe the hinges. Is there play at the hinge pins? Is the "A" pillar that the hinges are attached to solid or is the pillar rusty to the point where it will not support the door? No amount of adjusting will cure a door problem if the hinges or hinge pins are worn, or if the "A" pillar is not structurally sound. Sometimes, if the hinges are not too badly worn, you can adjust the door. Remove the door trim interior panel. Loosen the three bolts on the top-hinge-to-door mounting point. They are the #3 Phillips-head bolts. Heat and new bolts may be necessary. Once they are loose, raise the rear of the door until at least 1/16 " of forward movement is noted between the door and the hinge. Retighten the bolts. Slowly close the door and note the gap around the door for uniformity. Adjust as necessary. Sometimes there are shims between the hinge and the hinge mounting point on the door, you might have to add or subtract shims to get the door to fit flush in its body opening. Once the hinges and pillar are okay, remove the striker plate on the "B" pillar. Roll down the window and close the door. The door should close without any obstruction. Only slight pressure should be needed to hold the door flush with the rear fender (2-door cars) or the rear door; just enough pressure is needed to compress the weather strip. If the door is obstructed from closing flush in any way, locate the obstruction and you have located the problem. If there is no obstruction, check the gap all the way around the door. The gap should be uniform, between the doors and front fenders, and between the doors and quarter panels. (2-door cars) If there is no obstruction and the gap is uniform, move on to the next procedure. Remove the outside door handle, this eliminates the possibility that the door handle button is not fully returning when released, preventing the lock assembly from latching properly. With the door handle removed, rotate the lock tumbler counterclockwise. You should hear it click solidly into the lock position and it should not be able to rotate. Clean and lubricate this assembly thoroughly with 30-weight oil or light grease. If the lock tumbler is in good order, take a look at the door lock striker plate assembly. If it seems worn, replace it. Try to get a NOS unit, they work better than new reproduction ones. Reinstall the outside door handle. Install the striker plate at its outermost point and just snug up the screws. Hold the door button in and slowly close the door. If the door jumps up when it contacts the striker, lower the striker. If the door drops down, raise the striker. When you can close the door without it moving either up or down upon contacting the striker, you have the striker's vertical position properly adjusted. Make sure the striker is as horizontal as possible, not up or down on either end. From the outside, close the door slowly without holding the button in, as if you intended to "close the door." Do this slowly and you should hear, first, the safety clicks "in." Then push the door in a little further until you hear a second click, the main latch. You must hear two distinct clicks, if not, replace the door lock assembly, which is defective.

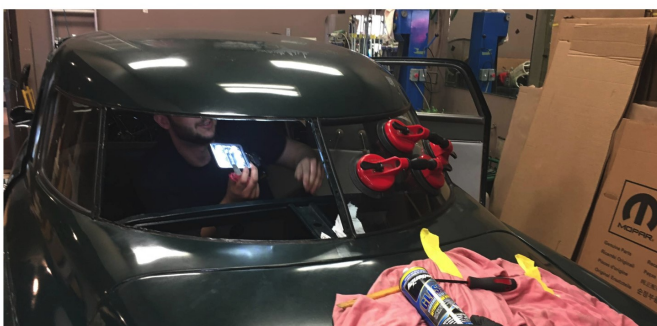
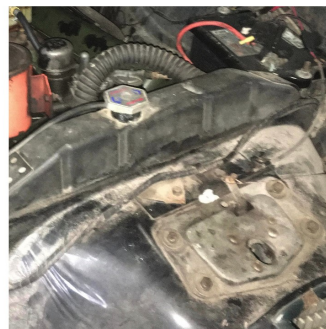
When you can hear the two distinct clicks, begin adjusting the striker plate inward. Do not change the vertical adjustment while doing this; mark the top or bottom of the striker plate for reference to see that you don't accidentally change the vertical adjustment. Loosen and move the striker plate in until the door fits flush and solid. If you move the striker plate too far in, you will "lose" the second click; the primary lock. To remedy this, just move the striker plate out a little bit. When you are satisfied that you have both vertical (first) and

horizontal (second) adjustments are done, firmly tighten the screws in the final location and apply some Door-Ease type lubricant to the striker plate top surface. If the above procedures do not solve the problem, check the car's frame alignment. Weather stripping can also cause unusual door problems. If the weather-stripping is ancient, hard, cracked, etc., replace it. If it is newish-looking, and the doors do not close properly or there is wind noise, it may be that the wrong type of weather-stripping has been installed.

Above information is applicable for 1953 - 1966, earlier models and trucks are slightly different

Getting Ready For a New Cruise Nite Season

Here are some pictures of the work that Bob Barrick has done on the '51. He purchased the car locally. It included new brakes, the insertion of the rear windows, a visor, upholstery, work on the engine and gauges. Bob didn't do a full restoration, but rather a really well done preservation. This car was built in Hamilton. Look for it on the back cover of the June Turning Wheels.



Studebaker Sightings.

See the movie shoot at Delta Secondary School with a Studebaker in it. Bob Barrick's former pickup truck near Delhi. Sightings at the recent meet in South Bend. A pickup truck that is available from Walmart



ST. CATHARINES

Vintage cars earn devotion

Convention-goers are stuck on Studebakers

By GIANNI COLAVECCHIA
Standard Staff

George Graham recalled seeing the dirty old car sitting on the side of the road near a gas station. The vinyl portion of its seats had a mildew that had seemed impossible to remove.

His wife didn't want to look at it.

"But it was all there and it was running," the Beamsville man recalled.

It was too irresistible; the chance to buy a rarity might never come along again. Graham went for it.

After using many products unsuccessfully, he made his own liquid solution and fixed up the seats. It took more than a year to clean the car.

All costs considered, the Stelco steelworker put \$1,000 into the project. Today he's glad he did because he's the proud owner of a mint condition 1956 Studebaker Commander. The baby-blue classic is worth about \$8,000.

The car was one of about 95 on display Saturday at a Studebaker convention in St. Catharines. Coming from as far away as Wisconsin, about 160 people gathered at a local hotel to show off their versions of the prized automobile.



Above, the front of a 1950 Studebaker Coupe gleams at the weekend convention. George and Donna Graham of Beamsville, right, found their prized '56 Commander in Winona in 1991.

staff photos by Leonard LePage



world's 50,000 Studebakers have a story to tell, said Joan Preece.

A host at the convention and the co-owner of a '59 Silver Hawk and a '60 Starlite Coupe, she remembered one moment with an old Studebaker.

In 1959, her husband needed a station wagon for his business. With no money to buy the car, they had to sell

George & Donna Graham in an article from the Standard. Sadly, we lost Donna this year.

PICKLES



JUST TO MAKE SURE, I PUT A NEWSPAPER UNDER THE ENGINE LAST NIGHT.



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BRIAN CRANE '8/17

38 — Old Autos — Monday, February 7, 2005



An over-view of some of the 400 plus, attractive show cars, gathered for the Last Chance Car Show.

A picture from the Last Chance Car Show. Bottom front row is a 62 pickup restored by Roly Lusted and next is a 60 Pickup restored by Bob Barrick



A Car Dealership in Hamilton. Anyone know which it is?



King and James in Hamilton

Wonderfully Described Definitions

From Roger Hill

CIGARETTE:

A pinch of tobacco
Rolled in paper
With fire at one end
And a fool at the other!

MARRIAGE:

It's an agreement
Wherein
A man loses his bachelor's degree
And a woman gains her masters

CONFERENCE:

The confusion of one man
Multiplied by the Number present

COMPROMISE:

The art of dividing
A cake in such a way that
Everybody believes
He got the biggest piece

TEARS:

The hydraulic force by which
Masculine will power is
Defeated by feminine water-power!

CLASSIC:

A book
Which people praise,
But never read

SMILE:

A curve
That can set
A lot of things straight!

OFFICE:

A place
Where you can relax
After your strenuous
Home life

YAWN:

The only time
When some married men
Ever get to open
Their mouth

EXPERIENCE:

The name
Men give
To their
Mistakes

DIPLOMAT:

A person
Who tells you
To go to hell
In such a way
That you actually
look forward
To the trip

OPTIMIST:

A person
Who while falling
From EIFFEL TOWER
Says in midway
"SEE I AM NOT
INJURED YET!"

MISER:

A person
Who lives poor
So that
He can die
RICH!

FATHER:

A banker
Provided by
Nature

BOSS:

Someone
Who is early
When you are late
And late
When you are early

POLITICIAN:

One who
Shakes your hand
Before elections
And your Confidence
Later

DOCTOR:

A person
Who kills
Your ills
By pills,
And kills you
By his bills!

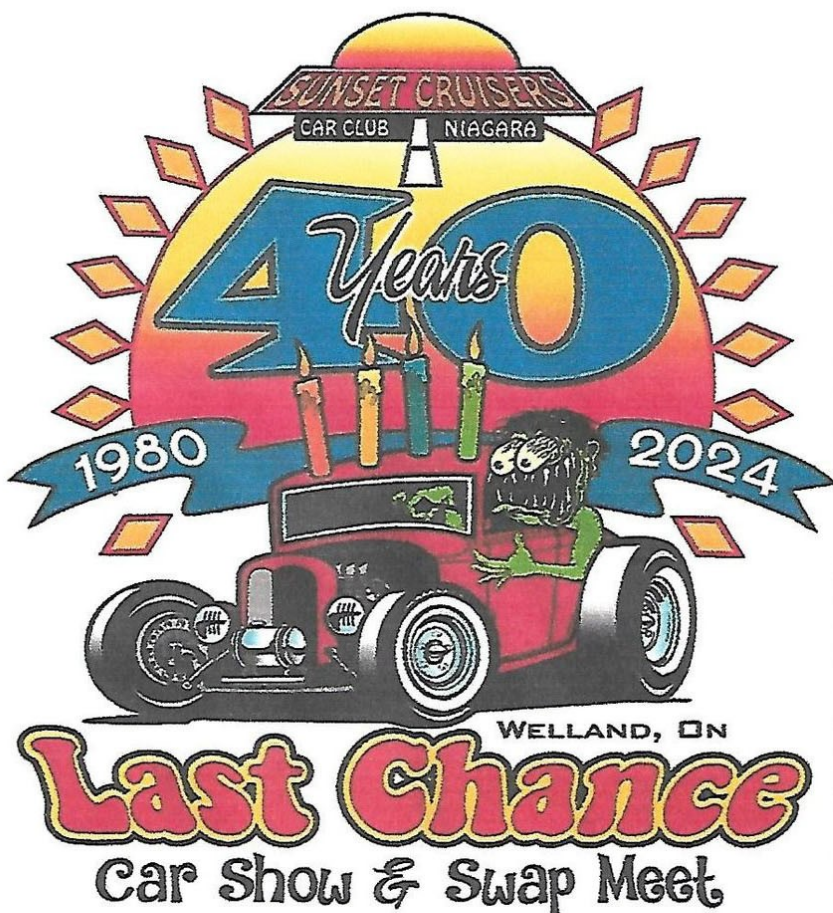
Two nice shots of Roger's 60 Lark

Really neat car with its 259 v8 and three speed on the column transmission.



2024 Last Chance

40th Annual Car Show & Swap Meet



Dash Plaques
for the first
250 cars

Car + 1 Occupant

\$20

Spectators

\$5

Swap Meet Vendors

\$20 Per Space

Under 12

Free

Exact Change
Appreciated

SAVE \$5.00 With Pre-Registration

Email: sunsetcruisersniagara@gmail.com for details

Due to Welland Fire Regulations
all roads in the Fairground must be
kept clear to allow Fire Equipment to pass

Contact:

Ken Servos 905-227-4213

Karen Chambers 905-736-1321

sunsetcruisersniagara@gmail.com

**SUNDAY,
SEPTEMBER
29, 2024**

**7 am
to 4 pm**

Welland, Ontario

NIAGARA REGIONAL EXHIBITION GROUNDS

1100 NIAGARA ST. NORTH

Vendor & Car Show Gates Open 7 am

Name _____ Phone # _____

Email Address _____

Address _____

City _____ Postal Code _____

Year _____ Make _____ Model _____

Pre-Registration payments
must be received by
August 15 2024 to:
Sunset Cruisers Car Club

sunsetcruisersniagara@gmail.com

Hamilton August Meeting

ONTARIO, 25th, Welland, Hamilton Chapter to meet at Studebakers for their monthly meeting. A Fish Fry to follow, price TBD. for Lake Erie perch. Check our website for complete information. Contact: Peter Downey, [905-869-2141](tel:905-869-2141), email: PresidentHamiltonSDC@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

Northeast Zone Meet

NEW YORK, August 15th - 17th, Syracuse. Central New York SDC will host the second Northeast Zone meet held in NY State. The host hotel is Sleep Inn & Suites Airport, 6344 East Molloy Rd, East Syracuse, 13057. Telephone 315-433-8585. Mention 'SDC' for the convention rate of \$129/night plus tax. Forms and details to follow! In the meantime, reach Connie/Vic Oliver (CNY president & VP). Email: cnyorphancars1@gmail.com. Northeast Zone.

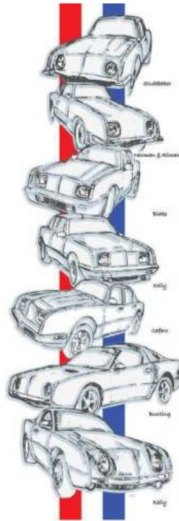
Get ready, Get set..Go! Mark your 2024 calendars. Now!

AOAI returns to Metro Detroit

The Motor City

...1995: last in The Motor City

- **What:** Avanti Owners Association International's Annual Convention
- **Where:** Embassy Suites Detroit-Livonia
- **Why:** Avanti Owners want you (!) to see & know about Avanti and us !
- **When:** September 17-20, 2024
 - Special: Media Day on September 21



- **Who:** All with interest in classic cars, having fun, making friends & having a plain ol' good time

Contact Co-Chairs

Harvey Snitzer: 734.634.2285 Bill Krueger: 248.348.1768
hjs66@yahoo.com wckrueger@yahoo.com

Hamilton SDC June Meeting

June 25th, 1 p.m. Dunnville. We are meeting at the Queen's Hotel in the Merritt Room. Contact: Peter Downey 905-869-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca Crossroads Zone. qq

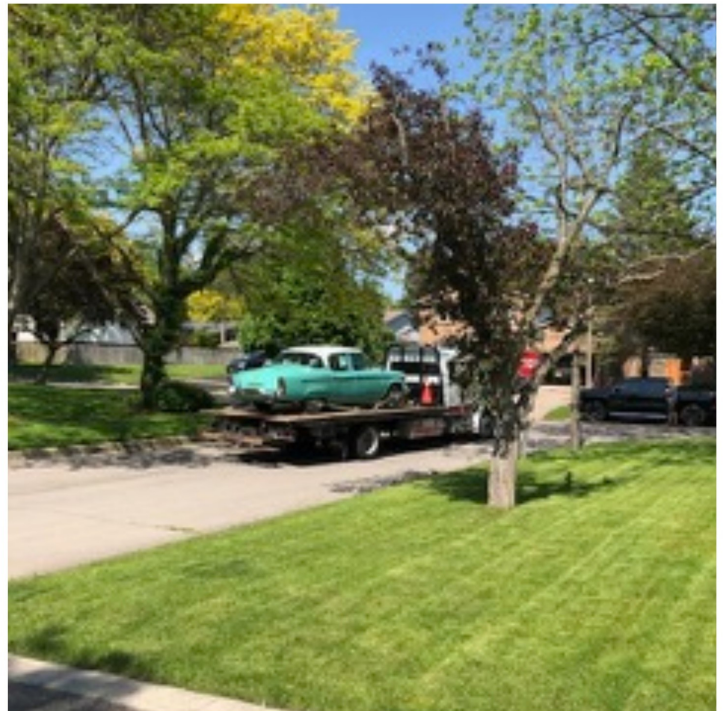
Hamilton SDC Christmas Party 2024

Nov., 24th, 2024 Hamilton, 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, Penny Sale. 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

ONTARIO, Jan 19th. 2025 , 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, lin93@sympatico.ca or 905-945-0027. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

Comings & Goings

- The top two pictures are of Brenda Tattersall's car going to its new owner. A really nice car that we in the chapter hope to see again.
 - Bottom left is Steve Porter's car getting a new bullet nose.
- Bottom right is member Randy Naisbitt's 62 Canadian survivor GT Hawk and beside it the 62 Lark his son Michael owns.



Brake Master Cylinders

Push on the brake pedal, and the pistons in the brake master cylinder convert pedal movement to hydraulic pressure that activates the brake calipers and/or brake drums. Prior to the 1967 model year, brake master cylinders typically use a single piston to pressurize all four brakes. A brake fluid leak anywhere in the system can mean there is not enough hydraulic pressure to activate any of the brakes. From 1967 onward, brakes were divided into two systems or circuits. If one circuit springs a leak or otherwise fails then the second circuit can still stop the vehicle. The front brakes are separate from the rear brakes. Alternatively, the right front brake is coupled with the left rear brake and the left front brake is coupled with the right rear brake. The metal body of the master cylinder looks longer because it has a second piston inside.

Single & Dual Piston Master Cylinders

Attached to the master cylinder may be two distinct brake fluid reservoirs for the two circuits. Two reservoirs cast in metal or two plastic reservoirs with separate caps may sit on top of the master cylinder. Newer vehicles are more likely to have a single plastic brake fluid reservoir with a single cap. This does not mean we have gone back to pre-1967 style single-circuit brake systems. A newer, single reservoir stores fluid for both brake circuits. Two outlets leading into the master cylinder are often visible at the bottom of the reservoir. The shape of the reservoir, internal partitions or other clever design methods ensure that even a “single reservoir” will provide adequate brake fluid to the good brake circuit even if the other circuit springs a leak.

Master Cylinders with Plastic Reservoirs

At first glance, the newer plastic brake reservoirs might also seem like a step backwards because they do not have the big flexible diaphragms that sit under the metal lids of older, two-circuit master cylinders. The diaphragms are pushed up and sucked down as brake fluid is forced into and out of the reservoir. This helps keep moisture laden air or dust from contacting and contaminating the fluid. A close look under the caps of newer brake fluid reservoirs will reveal floating plastic baffles or films that perform the same functions as those older style diaphragms.

Pre-1967 brake master cylinders may have one port for the system's only circuit, and post-1967 master cylinders may have two ports for transferring brake fluid to and from the system's two circuits. However, counting the ports/brake lines coming out of the master cylinder can be a misleading way to count the number of brake circuits. On older master cylinders there may be additional ports for the valves (proportioning, metering, combination of those two) that balance fluid pressure so the two brake circuits activate simultaneously and do not lock-up/skid separately. On newer vehicles, brake fluid proportioning and metering is handled by an anti-lock brake system (ABS) which may need its own ports on the master cylinder. Pressure sensors also add fittings/ports to some master cylinders. Look under “Brake & Wheel Hub” in the RockAuto.com catalog to see the brake master cylinder for your specific vehicle. Photos and specifications in the catalog will provide crucial assistance in identifying the correct replacement master cylinder and/or reservoir (inlet/outlet ports, mounting holes...).

Thanks to Tom Taylor, RockAuto.com

Hamilton Studebaker Drivers Club Contacts 2022

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[Email: stephenjporter4@gmail.com](mailto:stephenjporter4@gmail.com)

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CR ZONE DIRECTOR: Harvey Snitzer 2422 Cranbrook Rd., Canton, MI 48188 (734) 634-2285 hjs66@yahoo.com

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: stephenjporter4@gmail.com](mailto:stephenjporter4@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.studebakerdriversclub.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: _____

☐ VISA

Card # _____

☐ MasterCard

Expiration _____

☐ 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.