The Washington President

December 2020

Greater Seattle Chapter SDC Founded in 1969

Volume 50 Number 12

## EDITOR'S CORNER

### ELECTIONS

Elections are over, ours and theirs. And the Corona virus is still pretty much with us, actually worse than ever. I will not report anything about their election, but ours was quite successful. A little over a. third of our voters returned their ballots, and there was no doubt about the result. Every time I recounted, the answer came up the same. Everybody running got elected. All the officers retained their position. Actually voting by mail was pretty successful (e-mail that is). Maybe we could continue that. Not sure how secure it is. Of course you just have to take my word for the results. I have one question though. Hopefully it will not invalidate the election. Can a couple vote separately such that one membership has two votes? Or is it only one vote per membership. Either should be OK. The by-laws just state that voting shall be by each member present. Of course we kind of broke that rule since no members were physically present. Maybe time to change by-laws?. Anyway here is the result of our election.

**2021 Greater Seattle SDC Chapter Officers**

| | |
|---|---|
| **President**: | Jerry Walker |
| **Vice President**: | Mary West |
| **Treasurer**.: | Greta Justad |
| **Secretary**: | Don Anderson |
| **Web Master**: | Tom Noller |
| **Editor**: (temp) | Odd Justad |
| **Parts**: | Walt Thompson |
| **Scrap Book**.: | Donovan Albrecht |

As far as next meeting goes, I really don't see much hope before mid year. The virus is with us worse than ever, no matter what some might say. It really just depends on people's behavior, Stay safe.

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### MEMBERSHIP

I went through our membership list a while back and sent a notice to all who had not renewed their membership since 2019.. We did get a few renewals.. At this point I went through our mailing list and membership list and updated it. I also removed the people who had not renewed for two years or more. Since 2021 was going to be a freebee I also updated our membership by adding one year to all current members.. People who had already paid for 2021 (or more years) all got a year added to their expiration date. I will also send out a new membership list to all current members. (I do not include that list as part of the newsletter as the newsletter is also mailed to other people and also published on the internet (I believe).

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### OTHER ITEMS

Since I had success with installing a hydraulic top lift mechanism on the '51 I am restoring, I decided to spring for one on the other '51, which is basically finished but with a top I really did not dare to operate. For once I was actually successful , and the top

EDITOR'S CORNER *(continued on next page)*

A MERRY CHRISTMAS AND

A HAPPY NEW YEAR TO EVERYBODY

## EDITOR'S CORNER *(continued from previous page)*

operated quite well. Not the fastest operation, but I am happy.

Gary Finch sent me an interesting ad for an engine heater. I have never heard about a "Head Bolt Heater". You could get one for just 6 bucks if you installed it yourself, (See ad and description further on in this newsletter

He also sent the picture on the back page on a pretty narrow road. Only plowed for one car width. I can remember driving on a similar road back in Norway one time in the spring. I was not driving a convertible though, but an F250 with a camper on it at the time, just praying that I would not meet any oncoming traffic. And it continued for several miles.

Also got an interesting article on DOT 5 brake fluid from Susan Lusted. Personally I have switched all my collector cars to DOT %, silicon fluid. (All the cars that use hydraulic brakes, that is.) I knew I sometimes had a little problem bleeding the brakes. And I never heard about gravity bleeding. That would have worked on my Falcons and Mustang. But it does not work for my Studebakers with the master brake cylinder below the brakes.

## SECRETARY'S SCRIBBLES

Another month without a meeting because of COVID 19. I am now seeing a few "experts" saying that the virus is over and all the new "cases" are drug companies trying to keep it alive so they can sell a vaccine when they get approval. Time will tell.

For this month, I am going to tell you about my first cars; my very first car and my first Studebaker. My first car was a 1940 Lincoln with a V12 engine. The make didn't matter, I just wanted my own car. I started talking about getting a car when I had just turned 15. My folks said no and, of course, I was not old enough to drive on the roads anyway. My Dad had taken a Plymouth coupe in trade for some work he did. He got it running and put it out in the cow pasture for my brother to practice driving in preparation for his driver's test. My brother didn't drive it much but when no one was home but me, I drove it. It was great fun and exciting too, because of the ever present danger of being caught. That made me want my own car even more.

I kept talking about a car and my folks continued to say no. And they said when I was old enough I would have to buy my own car and insurance for it. They had no money for such things. I had for years saved any money I could get my hands on and that was my car money. My Mom checked and found that one years' insurance for a new driver would be $100, WOW!

One summer day when I was the only one home, I picked up the paper and as always I checked the want ads under cars for sale. There was a car listed for $100 that was billed as a good driving car. I counted and had $200 in my car money so I called the number and found that the car was only about 5 miles from our house. So, I jumped on my bicycle and went to look. I had him take me for a ride and then paid him $100 for the car, a 1940 Lincoln Zephyr sedan. I put my bike in the back seat and drove it home. My parents were not pleased!!

I have used up a lot of space here so the story of my first Studebaker will have to wait until next month. I am still hoping that we can get back to normal early next year.

Have a Merry Christmas and a Happy New Year!!

USING SILICONE BRAKE FLUID

Tech article submitted by member Larry Pearson Editors note: As background for Larry's article, I wanted to provide these definitions, as there is some understandable confusion around them. Brake fluid Types DOT 3 is the most common type of brake fluid used in most cars and trucks. It is polyglycol based, so it will damage painted surfaces, as well as absorb moisture over time. According to the SAE (Society of Automotive Engineers), it can absorb 2 percent of its volume in water every year. So by the 5th year, your brake fluid is as much as 10 percent water. It has a rated boiling point of 284 F/140 C. DOT 4: is also formulated for use in all vehicles, as it is also polyglycol-based, but offers a higher rated boiling point ( 311 F, 155 C). It also absorbs moisture, but claims to be at a slower rate than DOT 3, however, I could not find any documented specs on this. It will also damage painted surfaces. DOT 5: is silicone-based; it does not absorb moisture, nor does it damage painted surfaces. It has a wet boiling point of 356 F/180 C. This is the fluid Larry is describing is his article below. DOT 5.1: THIS IS CONFUSING, but 5.1 is NOT silicone-based like DOT 5! It is polyglycol-based (the same as DOT 3 and DOT 4), but offers the highest boiling point (374 F/ 190 C). It will damage painted surfaces.

My name is Larry Pearson. I first became aware of DOT 5 Silicone Brake Fluid in 1975 when it started to be advertised in car publications as a better replacement for traditional (DOT 3) brake fluid. Specifically, traditional brake fluids (DOT 3, DOT 4, and DOT 5.1) are glycol-based and therefore readily absorb water from humidity in the atmosphere. This water causes rusting of the iron and aluminum components in every brake system and leads to fluid leakage and a frequent need to overhaul these brake systems. Moisture in the fluid also reduces its boiling point. DOT 5 is silicone based and, therefore, does not absorb the water that causes rusting of brake system components as well as reduces the boiling point of the fluid. It is completely compatible with all rubber components used in yesterdays and today's brake systems, and, unlike polyglycol fluids, does not absorb moisture over time, nor does it damage painted services. In my experience over the past 45 years DOT 5, when properly installed in a properly rebuilt brake system, is "forever". Over the past 45 years, I have installed DOT 5 in the following vehicles: 1949 Plymouth, 1951 Oldsmobile, 1955 Cadillac, 1956 Chevrolet, 1960 Corvette, 1962 Corvette (2), 1968 Caprice, 1972 Chevrolet C-20 truck, 1975 Chevy Monza (V8), 1977 Cadillac Seville, 1984 Oldsmobile, 1992 Camaro Z-28. I have not experienced failure of the hydraulic systems in any of these cars. All I have had to do is replace brake shoes or pads in these vehicles when they wore out.

I also wish to point out that the US Military initiated the development of DOT 5 and uses it in all its vehicles. The US Military has thousands of military vehicles in long term storage and discovered frequent brake failure using DOT 3 when these vehicles were activated. These vehicles must be ready to go at a moment's notice and brake failure is not acceptable. Despite its advantages, DOT 5 does have its "issues": •It is much more expensive than DOT 3 fluids. •It is not easy to find in automotive parts stores. •Most mechanics are not familiar with it and how to properly install it. •DOT 5 absorbs air in the form of micro bubbles when agitated in the presence of air, making it difficult to bleed, as well as making it incompatible with ABS braking systems.. •None of the automobile manufacturers that I know of use it in their new vehicles, or recommend it in their products. •If you have your DOT 5 equipped vehicle serviced in a dealership or garage, despite whatever you tell them, they will "top off" your reservoir with DOT 3 fluid. •Some DOT 3 formulations (not all DOT 3 is the same) will react with DOT 5 and turn everything to "jello" and cause brake failure. •DOT 5 will contaminate surfaces and they will be almost impossible to paint over. •DOT 5 is not petroleum based, and therefore petroleum based solvents will not dissolve it. The solvents that could remove it have all been banned by the EPA. •If you spill DOT 5 onto concrete surfaces, they turn white when wetted with water. •I know of no environmentally safe way to dispose of waste DOT 5 fluid. Why does the automotive industry not use DOT 5? DOT 5 is incompatible with the ABS braking systems found in the vast majority of modern cars. It is expensive and time consuming to install. And besides, the automotive repair industry makes a whole lot of money repairing the frequent brake failures caused by DOT 3.

INSTALLING DOT 5 BRAKE FLUID

Before installing DOT 5 you should completely rebuild all components of your brake system and flush out any "sludge" left over from DOT 3 corrosion. This sludge can cause the rubber seals to leak. When rebuilding the master cylinder, wheel cylinders and calipers, you must never use any sort of petroleum based solvents or lubricants. The rubber formulation used in brake components will be destroyed by petroleum based lubricants and solvents. Petroleum based lubricants coming in contact with brake system rubber components will cause the rubber to swell up and become unusable. Always use brake fluid when honing the bores, assembling the components and flushing the system. As noted in #4 above, DOT 5 absorbs air in the form or micro bubbles when agitated in the presence of air. DOT 3 does not have this problem. It takes about 24 hours for these micro bubbles to congeal into large bubbles that can be removed by bleeding. To avoid this problem, introducing DOT 5 to an air filled system must be done very slowly.

Do not shake the container. Carefully pour DOT 5 into the master cylinder in such a way to avoid splashing. The traditional system of pumping the brake pedal three times and then having your helper at the farthest wheel cylinder/caliper open the bleeder screw will not work with DOT 5. It causes the DOT 5 to be "blasted" through the lines and results in micro air bubbles to form in the fluid. You will never get a hard pedal with these air bubbles in your system. Pressure bleeders cause an unacceptable agitation of DOT 5 and cannot be used. If the master cylinder is located higher than the wheel cylinders/calipers, you should gravity bleed the system. This means going to the farthest wheel cylinder/caliper from the master cylinder and opening the bleeder screw and wait for the DOT 5 to appear. When it starts to appear, you should rap the wheel cylinder/caliper with a rubber hammer to dislodge any air bubbles that are stuck inside. The advantage to this method if that it can be a one-man operation. The disadvantage is that it takes lots of time. Repeat this operation for each wheel cylinder/caliper, ending up with the one closest to the master cylinder. During the bleeding operation always make sure that there is brake fluid in the Master Cylinder reservoir. When done with one of the above bleeding procedures, you need to check the operation out. The brake pedal operation should be hard with no sponginess. If it is at all soft, you have air in the system and you have to repeat the bleeding operation, looking for bubbles. Since the bubbles at this point could be the dreaded micro bubbles, you should wait 24 hours for these to congeal into large bubbles before attempting to repeat the bleeding operation. Remember, all brake fluids are liquids, and liquids do not compress in any measurable amount with the pressures encountered in our brake systems. If you have a soft pedal, you have air in your brake system, no matter what type of fluid you are using. Once you get the desired hard pedal, you need to test for leaks. Firmly depress the brake pedal and observe if the pedal slowly goes down to the floor. If it does, you have a leak somewhere and you have to find it and fix it. I had a troubling leak in a stainless steel sleeved master cylinder. The leak was between the stainless steel sleeve and the cast iron bore. It went back to the rebuilder to re-do it. This is a potential problem with any sleeved brake component. When I bought my 1992 Camaro Z -28 new, I immediately converted it to DOT 5 without draining or rebuilding it. It was new. I used a turkey baster to suck the DOT 3 fluid from the master cylinder. Then I carefully filled the reservoir with DOT 5 and bled each caliper, starting with the furthest one, until the purple DOT 5 appeared. This method did not assure that all of the DOT 3 was removed, but it has been 27 years and I never have had a leak or a problem. In conclusion, installing DOT 5 is a lot more trouble and expense to install in your car's brake system compared to DOT 3. But when successfully done, in my experience, it is "forever". You should never experience brake component failure ever again. If you do stay with traditional brake fluid (DOT 3, DOT 4, DOT 5.1), you should flush the fluid every few years to remove the moisture that the fluid has absorbed

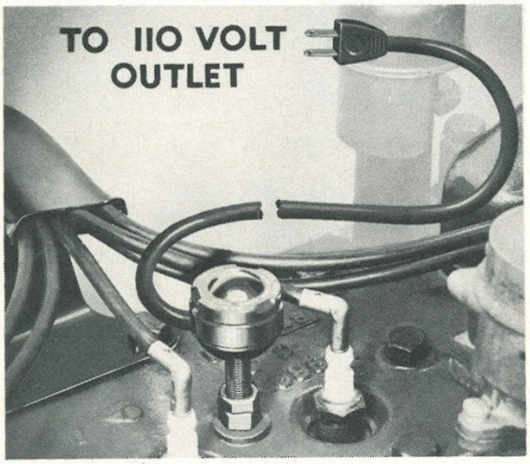
# Quick Winter Starts!

## SAVES BATTERIES, TOO!

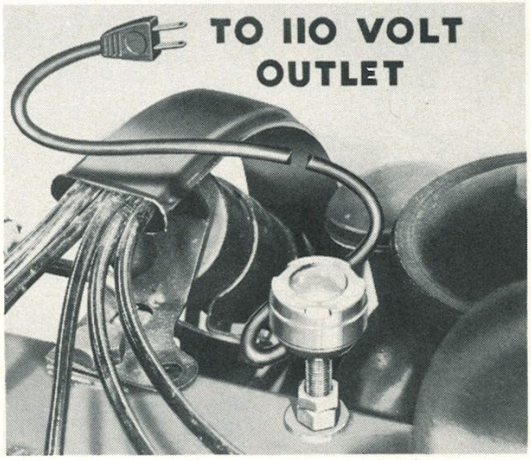
# HEADBOLT ENGINE HEATER

## for Studebaker Cars and Trucks

HEADBOLT ENGINE HEATER C




FOR CHAMPION ENGINES




FOR COMMANDER ENGINES

The Headbolt Engine Heater is a recently developed winter accessory which is gaining universal popularity in climates where cold winters are prevalent. It's actually a metal rod with heating element plus electrical attachments to operate on any 110-volt AC or DC current, which is installed in place of a headbolt. In cold weather, a half hour or so before starting car, just plug extension into any convenient outlet. Water in engine block is thoroughly heated . . . Car starts instantly—a real convenience that saves time, trouble and batteries. It's economically priced.

Two sizes are available—one for installation on all Studebaker cars and trucks equipped with Champion engines and another for models equipped with Commander engines. Packaged complete with installation instructions.

### ORDER FROM YOUR REGULAR STUDEBAKER PARTS DEPOT

| Part No. | DESCRIPTION | Uninstalled List Price Including Federal Tax | Uninstalled Dealer Net Price Including Federal Tax |
|---|---|---|---|
| AC-1843 | Headbolt Engine Heater for all Studebaker Cars and Trucks with Champion Engines | $10.00 | $ 6.00 |
| AC-1844 | Headbolt Engine Heater for all Studebaker Cars and Trucks with Commander Engines | 10.00 | 6.00 |

NOTE: Not available, factory installed.

**THE STUDEBAKER CORPORATION** • ***Parts and Accessories Division***

**SOUTH BEND 27, INDIANA, AND BRANCHES**

No. 116 Printed in U.S.A. February 3, 1949

Cut along dotted line and file in Group "C," Section No. 1 of Dealers Cumulative Confidential Purchasing Guide—Studebaker Accessories.

## Studebaker : Freeman Engine Headbolt Heaters

Andrew Freeman enjoyed a long life from March 10, 1909 to January 17, 1996. He was known as an American electrical engineer who was the inventor of the electrical headbolt heater for automobile engines. Freeman first introduced his idea in 1947 and formally established his patent number 2487326 on November 8, 1949. As President of Five Star Manufacturing Company based in East Grand Forks Minnesota, he manufactured hundreds of thousands of headbolt heaters making the world of automobile motoring a much warmer place.

**STUDEBAKER -** #7547C – Champion * use bolt between 3rd and 4th cylinders

NOTE : #7547C also used on Nash 600 & Rambler flathead '6'/Plymouth/Pontiac 1937 and newer/ Lincoln/LaSalle/Henry J/ Willys L Head 4/DIVCO-Continental 6/Cadillac (pre-1949)/Ford V8 & '6' (not Ford '60')/GMC (pre-1940)/Chrysler-Dodge & DeSoto (post-35)

**STUDEBAKER -** #7548 – Dictator & Commander '6' * use the 3rd headbolt from front on left side of the block – drivers side

NOTE : #7548 also used on Diamond T – Hercules QXLD

**STUDEBAKER -** #7577C – Commander – President V8 * use headbolt between 1st and 2nd spark plug on both sides

NOTE : #7577C also used on 1949 and newer Cadillac V8

**OPERATION –** Use standard 110 volt electrical power and allow 30 to 60 minute warm up time. Average temperature rise is 60 degrees F in 60 minutes. The headbolt heater can be left on all night without overheating maintaining an average temperature of 110 – 120 degrees F.

Warning ! Never use a headbolt heater when the engine is dry with no coolant !

## Gary Finch's 1955 Studebaker President four door sedan for sale

Note – This is a late production car with the wrap around window
V8 Engine – Runs but original and a bit tired, but runs OK
Detroit Gears DG250M Automatic – The lockup torque converter has been rebuilt and the transmission is re-built with a NOS governor and many rebuilt and new parts

PROBLEM: When in N or P there is a banging noise. When driving in gear there is no noise. Twenty years ago, when the man who wrote post-war shop manuals for Studebaker was alive, I asked him about this odd condition. At first, I thought the lockup converter was the problem so I had another converter rebuilt and still the same condition was occurring. What I was told was that the factory was made aware of the issue during the 1955 model year and some cars with this problem were purchased from owners and the cars were shipped from the dealers to the test track and engineering building in South Bend Indiana. The engineers were mystified and never could figure out what was wrong. The corporate decision at Studebaker was to simply move on and ignore the problem as the new B-W automatic was soon to be introduced and if the problem was spotted by a dealer the factory would simply buy back the car or make the customer a deal on a new 1956 car and scrap the transmission and replace it for the used car market. That was a much cheaper solution than fixing the problem with weeks of time invested by the engineering staff.

My Dad, who was a Studebaker Parts & Service Department manager from 1947 – 1961 never ran on to this problem but he was suspicious of a cracked or defective cast valve body. I think he may be correct. With that said, I have a spare transmission case and misc. parts so the first task is to once again pull the transmission and scrap what's there but gut it for all the NOS parts to blend it with another case. That should solve the problem. I've pulled a dozen of these DG automatics in both Studebakers and Jag sedans and they are a chore requiring a day's labor.

Gary Finch Spokane WA (509)624 9543

Don Anderson has a "few" antique Studebaker parts for sale. Pricing is "flexible" and he can be contacted on 253-854-0678 or djandersen@q.com

Below is a list of the parts, there may be more.

For '31, '32 and some '33 Presidents:
Battery Box,
Exhaust and intake manifold,
Water Outlet,
Oil fill with cover,
Fan Assembly, Fan Support
"Y", Water Inlet For Water Jacket,
Oil Pan,
Pair Side Mount Stand Offs,
Pair TiltRay Headlights.

For '32 Dictator: Side Mount Hold Down.

For '32 Pres.: Pair Side Mount Hold Downs.

For '31 Pres.: Inside Sun Visor.

For '28 Commander: Pair cowl Light Brackets.

Pair 1933 Restored License Plates.

For '30 '31 Luggage Rack. Unknown Year;

Windshield frame with new glass, 48" wide and 14" wide at center, 1930 Stude?.

Set Rear Bumpers For Cars With Rear Mounted Spare,
Dash Board 39" Wide With 12 3/4" Oval Hole For Gauges,
Eyebrow above Windshield 45 1/2" Wide,
Front Valance for '31 Pres. 29" Wide,
Headlight Brackets,
Older Gauges,
Brackets For Luggage Rack
Instrument Panel For '28 Commander.

## STUDE STUFF FOR SALE

**Most ads having run for more than 6 months have been removed. If you want to reinstate an ad, please notify the editor (stude21@juno.com)**

1940 President engine for sale includes block, head, crank, cam, some pistons and rods. Not sure what else is missing. $100. Also I have some teens or twenties headlight lenses for sale. $20 each. Two 8 1/2" , two 9" and one

8 1/8".

Contact Don Kelstrom at 425-686-2931

dlkelstrom@aol.com

### ATTENTION:

Don Albrecht is in the process of moving and is therefore reducing a considerable part of his vehicle and parts inventory. Too large to list here. Mostly Lark and Hawk cars and parts. Give him a call or e-mail if you are interested in any. parts or cars.

**dhalbrecht@msn.com or : 425-392-7611**

FOR SALE >> 1956 Studebaker Transtar 2E5 ½-ton short-bed pickup. 185ci 6-cylinder flathead rebuilt mid-1980's during mild restoration, only 10K aprx miles since. 3-speed "on the tree" manual transmission. Original 12-volt electrical system & oil-bath air cleaner. $15K OBO. Contact Kevin @ inthetreez@comcast.net or 206-953-1612.

1961 Lark 2 dr Sedan, good running, Low milage, 6/AT—good body, interior, brakes, tires. $3,500

Also: 1964 R1 parts Manifold and (large) Weber carb. R3 exhaust manifolds. Delco Distributor. Fuel pump & Power steering pump. Air conditioning compressor & radiators.
Christopher Woodsum. 360-357-8078.
Avanti1947@aol.com (Olympia)

FOR SALE: 1955 President 4dr Sedan (late production) V8 Auto PB in storage many years $ 2,400.00 Gary Finch Spokane WA (509)624 9543

Car has a NOS rear dif, repop huncaps & headlight bezels plus replacement front fenders and loads of extra parts.

Note – See previous page for a photo of Jack's car that many remember as this was a car from the Greater Seattle Chapter, a twin to my car. Also what Gary's car looks like today and a more thorough Description of the condition of the car today

I have a 3' X 5' Studebaker banner, brand new, for $18.00 & free shipping. Is anyone interested?
Paul ppaul51@aol.com

Still have a '57 Hawk hood, black and straight if anyone needs one....
Gary Smithers Ph 425-773-1114

### STUDEBAKER LITERATURE

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

FOR SALE: Custom machined Borg-Warner Detroit Gears alignment tool / special tool to align the torque converter to factory specs $ 350.00 firm + shipping

Gary Finch. g.finch@comcast.net 509-624-9543

HI, I got an Phone call from Roger Pfeff @ (509)595-0136 he has this 1952 Com. 2dr has not been driven since 1977. It has a 1953 engine he dose have the engine that came with it. 3 speed with overdrive he said he wanted $5000.00

Any request for ads can be emailed to

stude21@comcast.net

Or by phone: 425-747-9196

Any other material you have for the newsletter can be sent to the same address.

## 2019 Greater Seattle SDC Chapter Officers

| | | |
|---|---|---|
| **President: Jerry Walker** | **11813 SE 5 St. Bellevue, , WA 98005** | **425-646-9034** |
| Vice President: Mary West | 21707 290 Ave SE, Maple Valley, WA 98038 | 425-413-3958 |
| Treasurer.: Greta Justad | 6302 164 Ave SE, Bellevue, WA 98006 | 425-747-9196 |
| Secretary: Don Anderson | 11406 SE 223 St, Kent, WA 98031 | 253-854-0678 |
| Web Master: Tom Noller | 29902 176th Ave SE, Kent, WA 98042 | 206-779-0268 |
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| Parts: Walt Thompson | 1316 SW 160 St., Seattle, 98166 | 206-243-0149 |
| Scrap Book.: Donovan Albrecht | 22605 SE 4th. Samammish 98074 | 425-392-7611 |

## Can Am Zone National Officers

National Director Mark Carson, 4-320 Decaire Street Coquitlam, BC V3K7C3 markcarson007@hotmail.com

Zone Coordinator Mark Hayden, 2423 Timbercrest Drive, Duncan, B.C. Canada V9L 5E8
250-748– 4643 haydenmj@shaw.ca

Regional Manager Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058 kendurkee@gmail.com

| Studebaker on the Web | |
|---|---|
| **Greater Seattle SDC:** www.seattlesdchypermart.net | **Studebaker Clubs of the World**:studebakerclubs.com/ |
| **North Puget Sound**: www.northpugetsoundsdc.com | **Studebaker Vendors**: http://studebakervendors.com/ |
| **National Studebaker** SDC: studebakerdriversclub.com | **Antique Studebaker** Home Page: www.theantiquestudebakerclub.com |

# MEMBERSHIP INFORMATION

### LOCAL MEMBERSHIP

**Note:** It is a prerequisite that all local members also belong to SDC International. Insurance for club activities is only available through the International Club. Contact national club directly or the local Treasurer for information (given below). **National Member # _____**

### NATIONAL MEMBERSHIP

For information e-mail: sdc@cornerstonereg.com Payment may be made by check or money order (make payable to SDC) in U.S. funds or: new members may use Visa or Master card by calling : **763-420-7829**. Send payment to **SDC C/O Cornerstone Registration, Ltd, P.O. BOX 1715 , Maple Grove, MN. 55311-6715** Annual dues are $29.00 (1st yr only) $36 renewal

### GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

**Greater Seattle Chapter** dues are due January 1st each year and are for a one year period. Dues are $12/year and includes a monthly email newsletter. If you do not have an email address and exception may be made for a printed newsletter for an additional $12. Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**

Mail check to**: SDC GSC c/o Greta Justad , 6302 164 Ave SE, Bellevue, WA 98006. Info 425-747-9196**

**NAME:**_____

**SPOUSE:**_____ **ADDRESS**_____

**CITY**_____**STATE**_____**Zip 98**_____

**E-mail**_____ **SIGNATURE**_____

**Studebakers Owned: 1**_____**2.**_____

**3**_____.____**4.**_____

More? 5 _____ 6_____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

**The Washington** President