

## President

Greater Seattle Chapter SDC Founded in 1969

Volume 53 Number 11

Very exciting news. The BC Interior SDC Chapter is hosting a Zone meet next year in Kamloops, BC. It promises to be an extravaganza that you would be sorry to miss.

Chuck Douglas and his team will ensure that you have an excellent time. If you don't it will be your own fault.

Please find attached the poster advertising the meet. The registration form will be along shortly.

Regards,  
Mark Carson  
Pacific Cam Am  
National Director

### ***PACIFIC CAN-AM ZONE MEET***

Hosted by the BC Southern  
Interior Chapter

***JUNE 21 & 22, 2024***

KAMLOOPS, BC, CANADA

Host Hotel: Prestige Kamloops Hotel, 1810 Rogers Place

[www.prestigehotelsandresorts.com](http://www.prestigehotelsandresorts.com) 250-372-0987

\$170 CAD per night. Mention Studebaker Drivers Club.

Contact Chuck Douglas [doug108@telus.net](mailto:doug108@telus.net)



***Details to follow.***

***Hope to see you there!***

## GSC Election Meeting

**When: November 11th at Noon**

**Where: Old Spaghetti Factory**

**17100 Southcenter Pkwy # 160**

### 2023 Greater Seattle Chapter Upcoming Events

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
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NOV	11	Election Meet	Old Spaghetti Factory 17100 Southcenter Pkwy # 160	Noon	Mary West
DEC		Christmas party			NPS hosting

#### Internationals

#### 60th Annual Studebaker Drivers Club International Meet

**June 25-29, 2024**

**Dubuque County**

**Fairgrounds, Dubuque Iowa**

Hi!

A couple of pieces of information from your zone coordinator (that's me):

1. We have a location and time for our 2024 zone meet....more on that below
2. We are still looking for an OFFICIAL request for a 2025 club to express interest in 2025... we have one unofficial expression of interest....please, please make it official!!!
3. We don't have any volunteers yet for an overdrive for either 2024 or 2025. I love those drives and I really hope someone steps up.
4. Here are some statistics regarding membership for our zone. As of October 1 this year we have 852 active members:

- a. Alaska – 26
- b. Alberta – 61
- c. British Columbia – 89
- d. Idaho – 73
- e. Montana – 86
- f. Oregon – 195
- g. Washington 322
- h. Yukon – 0



As the secretary was not present at the meet the scribbles were provided by Greta

Our recent Studebaker meeting held at the Poodle Dog Restaurant on October 14, 2023, in Fife, was a very lively affair. First, our room was deemed too small for the number of people who showed up—only 40 people allowed according to the fire code and the next bigger room would cost us \$500. So a few hardy souls had to sit at the bar and be informed of the proceedings by runner. First crisis solved!!

Now to the reason for this joint meeting with the Tacoma chapter—should the two chapters merge? There was a lot of discussion, and some differing opinions. We are agreed that our membership is getting older and smaller, and we have all seen car clubs that have disappeared for various reasons. It was also apparent that traffic is getting worse. It is harder to drive longer distances, and our abilities are not what they were fifteen or twenty years ago. It was pointed out that this is the Studebaker DRIVERS club, but only our own Kenny Durkee drove a Studebaker (a 1956 Commander, I believe). Several Tacoma people pointed out that they have a 50<sup>th</sup> anniversary for the founding of their chapter coming up, with a big celebration planned. So it was decided that any merger would be after that party.

There are many reasons for combining the two chapters. One is the difficulty in getting people to serve as officers. (When was the last time you remember a change in officers unless someone died?) And as we all age, the recruiting pool also gets smaller. And people get tired. Members pointed out that in many other clubs they are broadening requirements for membership, and stretching qualifications. GEAA used to limit members to cars before 1942, but a member said they have extended that date (I don't remember the new date). That makes sense—remember when a 1980's car was considered hot-out-of-the-factory? And now it is practically ancient. And including more brands in a club (luckily Studebaker is associated with many brands over the years, including Mercedes-Benz, Avanti, Avanti II, Packard, Erskine, Garford, Everett-Metzker Flanders (the EMF), Pierce Arrow, and the Rockne). More members mean more people to help run a club, and we hope for younger ones with the energy to do so. Are there too many legal requirements? Members say who cares about by-laws. Just tell us where to go and how to get there and let's have some fun with this old iron. But we do still need to be careful of insurance requirements, especially in this legal-tort driven environment.

What are some things to be considered before a possible merger? One is would we just have one slate of officers? (A lot of old-timers nodded "yes" as long as it isn't me). Kenny Durkee is Regional Manager with the national organization, and he said there is no problem—one set of officers, one bank account, just turn it all over to whoever gets the position. Actually dissolving the organization is a LOT messier, but a merger is easy. Couldn't we just accept the other organization's by-laws? It is pretty much boiler-plate anyway. I didn't hear any suggestions for meetings involving both clubs that would be easy to drive to. Maybe alternate destinations—Seattle area one month, Tacoma area the next? Or make it more informal—Seattle group plan something and Tacoma plan something closer for them? Different people in charge of planning a meeting? The possibilities are endless. The one thing we all agreed on was that changes must be made if we are to survive.

There was also discussion about what to call a combined club. Seattle-Tacoma Studebaker Club? Tacoma- Seattle Studebaker Club? SeaTac Studebaker Club? Any ideas?

As the meeting drew to a close, a vote-by-hand showed almost unanimous support for the merger, but nothing would happen until December, 2024. That gives Tacoma time for their big 50-year celebration, and everyone time to research questions (and probably come up with more). It was also suggested that we include a message in our newsletter asking for a vote from those members not at the meeting. (Personally, I think that was a GREAT idea.)

The group adjourned to the parking lot, where we all admired Kenny Durkee's 1956 Commander.

*EDITOR'S CORNER*

This upcoming meet is the yearly election meeting and we expect several changes in the rank of officers. Not sure if it is good news or bad. It is time for change. We have had the same officers for quite while, will be good with some fresh blood. I have had the job as editor for 8 years , and I personally want a break. And I have heard the following officers are also planning for relief. President, vice-president, treasurer, and editor. So please come prepared to volunteer for these jobs.

## The Walkie-Talkie Building That Melts Cars: \$243 Million *TOLGA AKMEN/AFP via Getty Images*

ADVERTISEMENT

The Walkie-Talkie building in London, England, might look very cool, but it is the opposite. This particular building has a pesky tendency to get so hot that it's actually able to melt cars!

During two hours of the day, the building acts as a concave mirror, throwing sunlight back out onto the street at a heat of up to 243 °F during the summer months. With those temperatures, the building's nickname "Fryscraper" couldn't be more correct. Unfortunately, the building cost a whopping \$243 million to construct, and now the developer finds itself having to pay off people's car repairs, too! One man was granted \$1,151 in repairs.



Pacific Can-Am Zone Chapter Events 2023

September

BRITISH COLUMBIA, 6th – 11th, Okanagan Valley, Vancouver Island to tour the interior of British Columbia, see page 6 of your newsletter for details. Contact: Howard Brounstein, 250-709-5884. Email: [howard.brounstein@gmail.com](mailto:howard.brounstein@gmail.com). <https://www.facebook.com/VI.STUDEBAKER/>. Pacific Can-Am Zone.

BRITISH COLUMBIA, 9th, Princeton, B.C. Southern Interior Chapter to meet for International Drive Your Studebaker Day. Host: Anne Van Blerk, 250-293-2365. See your newsletter for details. Website: <https://www.bcsouthintsdca.ca/>. Pacific Can-Am Zone.

October

BRITISH COLUMBIA, 15th, Shawinigan Lake, Vancouver Island Chapter to meet for soup and sandwiches at the Hamilton's. See your newsletter for details. Contact: Howard Brounstein, 250-709-5884. Email: [howard.brounstein@gmail.com](mailto:howard.brounstein@gmail.com). <https://www.facebook.com/VI.STUDEBAKER/>. Pacific Can-Am Zone.

BRITISH COLUMBIA, 16th, Coldstream, B.C. Southern Interior Chapter to meet at noon. Host: Peter Nickoli, 250-307-8901. See your newsletter for details. Website: <https://www.bcsouthintsdca.ca/>. Pacific Can-Am Zone.

November

BRITISH COLUMBIA, 5th, Oliver, B.C. Southern Interior Chapter to meet at noon. Host: Don & Lynn Parker, 250-498-3728. See your newsletter for details. Website: <https://www.bcsouthintsdca.ca/>. Pacific Can-Am Zone.

BRITISH COLUMBIA, 5th, Langford, Vancouver Island Chapter to meet at 11:30 a.m. at the Whitespot for lunch and a meeting. Contact is Mark Hayden, email: [haydenmj@shaw.ca](mailto:haydenmj@shaw.ca). Contact: Howard Brounstein, 250-709-5884. Email: [howard.brounstein@gmail.com](mailto:howard.brounstein@gmail.com). <https://www.facebook.com/VI.STUDEBAKER/>. Pacific Can-Am Zone. qq

December 2023,

BRITISH COLUMBIA, 2nd, Vernon, B.C. Southern Interior Chapter to meet at the Vernon Best Western Premium for a Christmas Gathering. Host: Lynn Parker, 250-498-3728. See your newsletter for details. Website: <https://www.bcsouthintsdca.ca/>. Pacific Can-Am Zone.

BRITISH COLUMBIA, 2nd, Duncan or Victoria area, Vancouver Island Chapter to meet for a Christmas gathering. We need a host for this event. Contact: Howard Brounstein, 250-709-5884. Email: [howard.brounstein@gmail.com](mailto:howard.brounstein@gmail.com). <https://www.facebook.com/VI.STUDEBAKER/>. Pacific Can-Am Zone.

April 2024

WASHINGTON, 18th, Harrington, the Studebaker Garage to host the 10th Annual Harrington Car Show in memory of Allan J. Barth at 9 North 3rd St. from 9 a.m. to 3 p.m. Entry fee is \$20 per car, there is a show t-shirt. Lots of classes, must be present to win. Hungry Hound Catered Lunch, details later. Info: 209-882-6563. Email: [thestudebakergarage@gmail.com](mailto:thestudebakergarage@gmail.com). Pacific Can-Am Zone.

June 2024

BRITISH COLUMBIA, June 21st & 22nd, Kamloops, B.C. Southern Interior Chapter to host the 2024 Can-Am Zone Meet at the Prestige Inn. Details to follow. Contact: Chuck Douglas, email: [doug108@telus.net](mailto:doug108@telus.net). Website: <https://www.bcsouthintsdca.ca/>. Pacific Can-Am Zone.

Respectfully,

Susan Lusted

## Tech Tip From Rock Auto

Is that prized car tucked away for the winter? The oil changed. Fuel stabilizer elixir added to the gas tank. The car up on jack stands. Each spark plug removed, and a little oil sprayed into the cylinders. A trickle charger attached to the battery. A car cover carefully fitted. The garage alarm system activated. Time to put on the slippers and curl up by the fireplace. Wrong! It is time to panic! As I learned last week that car is at risk!

The season for storing classic cars is also the season when millions of vermin look for a safe, snuggly winter home. My 1992 Dodge van is not (yet) a classic. I did not even put it away for the winter. I happily drove it on Sunday and on Tuesday I discovered the check-engine light was on and a rough running motor. When I pulled off the engine cover, I found evidence a rat had decided to bring a few tree leaves and move in next to a valve cover. Was he watching with bags packed when I backed the van into the carport on Sunday?

Rat (and mouse) incisor teeth grow continuously. They gnaw on things to keep those teeth from getting too long and probably just to pass the time. My rat gnawed the wires off one of the van's fuel injectors. In less than 48 hours, a rat disabled the Dodge. Imagine what gnawing, pooping, peeing rats or mice could do to a vehicle sitting quietly for months. A car could be totaled. I am now nervously popping the hoods on my entire fleet almost daily. The carport area is fitted with three spring loaded rat traps, two poison bait boxes and an ultrasonic thingy that supposedly makes a noise rats don't care for. I plan on redoing the fence so our dog can patrol the carport along with the yard (with poison and traps out of reach).

So far, a spring- loaded rat trap has killed one rat. His teeth had that just polished with Mopar copper wire sheen. However, I am not under the delusion that he/she was the only one. Rats breed several times a year, around ten to a litter. It is a never-ending, worldwide battle.

Frequently check on any stored car. The good news is this could be another excuse to spend more time in the garage than the house. It could be another reason to adopt a cat or dog. More good news is that my van is back on the road and I discovered Dorman makes replacement Bosch type fuel injector connectors.

*By and thanks to Tom Taylor, RockAuto.com*

# Suggestions For Storing Your Studebaker

Compiled by Pete Yuen, B.C. Coastal Chapter -- Studebaker Drivers Club

At this time of the year, many Studebakers will be going into storage as the club event activities wind down for the year. The following is a group effort for a list of suggestions provided by Graham Gagne , Roland Vardon, Brian Curtis and Ken Pleasance - . Each one quickly came to the 'rescue' after Pete Yuen sent out e-mail with subject title: "HELP" and a few lines asking for suggestion to better store the Studebaker until it is used again. Many Thanks to each and every one of the past editors mentioned for their quick response with suggestions to make up the following list:

Wash and wax the entire car. Special care to chromed parts by polishing and waxing.

Change the oil to get rid of acids and contaminates. Store vehicle with fresh oil. **Chose oil with high zinc content. Using modern oils with low zinc content will provide insufficient lubrication for engines with flat valve lifters as used by Studebaker. Recommended oil, "CAMOil" is available and sold by B.C. Southern Interior Chapter Members, Chuck Douglas\* and Brian Curtis.\***

Add STP or equivalent to the oil and then take the car for a drive to warm. mix and circulate the oil. The STP or substitute will leave a nice oil film on all the moving parts to protect them over the storage period.

Lift the car and block it up just so that the tires are not on the floor especially if there are bias ply tires on it so that they will not have a flat spot on them when the car is used again.

\*When lifting the car for storage, block it up so that the wheels are not hanging on the suspension system

Put a little extra pressure in the tires.

Look for any holes or openings that mice can enter into the car. If any is found, plug them.

Use mothballs or fabric softener sheet to deter mice from entering the car. Put them into the car, the engine compartment and the trunk. Some believe that Irish Spring Soap may repel mice.

Keep the battery charged up. If it is on a trickle charger that is left on continually, make sure that it is one that will automatically cut out when the battery is fully charged. Overcharging the battery will occur if the charger is left on and it does not have an automatic shut off. A couple of times during the storage period if the battery is being charged, the water level should be checked and topped up if it is low.

**\*If for some reason that you do not wish to take the battery out of the car during storage, at least disconnect one of the cables.**

When a car is stored in a garage, be sure that it is vented and the door(s) be opened periodically to better circulate the air to reduce chance of condensation in the car.

Plastic sheet or tarp should be put under the car if it is going to be parked on grass or gravel. This will prevent moisture from seeping under the car to rot out the floor and trunk panels and the frame. This will not happen if the car is left sitting on bare ground in just one season. Over a period of time, it will happen.

Before storing it is wise to add a Stabilizer to the gas in the tank to keep it from going stale. Drive the car around for a while to ensure that it gets into the entire fuel system before shutting the motor off. Read the instructions on the Stabilizer to see how much is needed by ratio to the gas it is to stabilize.

If often, there are significant temperature changes in the garage, it will create condensation in the gas tank. The more

gas there is in the tank, the less it will condensate.

If one can store a vehicle in a climate- controlled environment, it is essential to keep the temperature low as opposed to high. The heated garage should not be more than 60 degrees F, to keep moisture out but not enough to create problems. Drive the car into the garage instead of backing it in. This way, the exhaust will be facing the

door.

If you prefer to put a cover over the car, use a breathable type.

Lubricate all hood, trunk and door hinges

Do a lube job on the car. The grease will displace water if it got into the bearings or on bearing surfaces.

Check to make sure that there is adequate antifreeze in the cooling system

Change the brake fluid if more than 2 years old. Do not use brake fluid from a tin that is already open. Use from a fresh can as the fluid absorbs moisture from the atmosphere.

Every couple weeks or so during the storage period, get into the car and pump the brakes to keep moisture from settling long enough cause rust pits in the master and wheel cylinders.

Don't ignore the Hydrovac brake booster if your car has one. Use neatsfoot oil to keep the leather piston cup supple. Refer to 1959-1964 shop manual, pages 28 and 46 of Group 2 (II) for maintenance procedure. Clean the vent filter, item #3 on page 24, Group 2 (II)

In times past, it was suggested that the engine be started and run about once a month. More recently, it has been found to be better not to start the engine as in most cases, it is not allowed to operate long enough to get everything warmed up and thus creates a bigger condensation problem than if the engine was not started at all.

\*Chuck Douglas [doug108@telus.net](mailto:doug108@telus.net)

\* Brian Curtis <[briankcurtis22@yahoo.com](mailto:briankcurtis22@yahoo.com)>

## STUDE STUFF FOR SALE or wanted

Hi, 1965 Studebaker, Excellent exterior, needs interior work. Runs & stops Great ..

Please give me a call at 206.683.6412 to discuss price. I'm interested.

Thank John Coleman

**1966 Studebaker Station Wagon - RARE! 1 of only 940 built. - \$1,600**

**283 Chevy V8 – Auto Transmission – Black primer over red with red interior.**

**There are various rust areas but is a good restoration candidate. The car is complete, non-running and will need to be trailered. The engine turns freely by hand.**

**The Wagonaire has been sitting since 2002. We haven't done anything to it. It will be needing a complete restoration before it will run or drive. Has a clear title.**

**It comes with extra parts: extra tailgate, starter, headliner rods, sun visors, tailgate crank and others. Call James Bell PH: 360-738-0103 Email: [studenut@comcast.net](mailto:studenut@comcast.net) (Bellingham)**





**STUDE STUFF FOR SALE or wanted**

1963 Studebaker GT Hawk serial #63V29933. 289 V8 4-barrel WCFB carb. Engine completely rebuilt less than 10,000 miles ago. 4 Speed T10 transmission re-bearinged. Dana 44 rear end, 331 ratio non-TT. Tires are in good shape but old, chrome rims. Full instrumentation including tac and clock; everything in working condition. Seats, headliner, carpets, and other trim are in good shape. The car has Alberta registration. I have never registered it in B.C. as the body is in very rough condition. The car needs new kingpins. The rest of the mechanical is good. Front suspension has Duralon upper and lower bushings; the clutch pressure plate and disc were rebuilt, and it has a new throw-out bearing. The engine was completely rebuilt, new pistons .020 o/s, crank turned mains .010 and throws are .010. The heads had hardened seat and new valves, R1 camshaft was reground. Rebuilt water pump. Starter and alternator were gone though. The car has not had a lot of miles in the last 11 years. When the Alberta insurance ran out, I only used it a couple of times a year around the neighborhood. Located in 108 Mile Ranch, B.C. Call Chuck Douglas at 250-791-5505 or email [doug108@telus.net](mailto:doug108@telus.net). Asking \$6000.00 OBO

CARS AND PARTS FOR SALE: De Ann Hochhalter 509-840-3781 Sunnyside Wa.

My Husband Ron and I had 53 studes as our first cars---it was love from the start! Ron died last year of cancer and did not get to restore cars and sell parts like he wanted when he retired.

Now I own by myself: ADVANCED COLLISION REPAIR CENTER INC. AT 225 N. 1<sup>ST</sup> St. Sunnyside, Wa. 98944

By myself and do not need all these cars and parts. Please if you are interested let me know!

SEVERAL 53 STUDEBAKER BODIES HARDTOPS AND COUPES 53 HARD TOP STUDEBAKER COMPLETE BODY INTERIOR , ENGINE , TRANS AND TRIM EXTERIOR

GREAT FOR RESTORING!!

3 STUDEBAKER DEALERSHIP NEW OLD STOCK PARTS

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62 STUDEBAKER LARK CONVERTIBLE TO RESTORE WITH SOME NEW PARTS INCLUDING A TOP

88 AVANTI II GOLD CONVERTIBLE COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

WHITE AVANTI COMPLETE EXCEPT NEEDS SOME FRT BODY REPAIRS

1990 AVANTI II CINNAMON COLOR COMPLETE - RON AND I BOUGHT IT IN CALIFORNIA AND DROVE IT BACK TO WASHINGTON

**AVANTI BY STUDEBAKER 1962 – 2006**

Quick, name a book that covers the history of the Avanti from 1962 to 2006 in an easy to read format? *Avanti By Studebaker* is such a title by auto historian Don Narus. This primer is great for new to the hobby or for someone seeking to bone up on what the Avanti was all about. Seven chapters cover Loewy, the Studebaker years, Altman-Newman, Stephen Blake, Michael Kelly, John Cafaro, and Bunting-Kelly. Detail-rich 88 black & white photos as well as 7 period advertisements generously highlight front and tail ends, dashboards, seats, and interesting details. Narus' accessible writing style offers expertly intriguing observations and insights. Order a copy from [www.LULU.com](http://www.LULU.com) for \$12.95 plus shipping.

Michael Petti

**STUDE STUFF FOR SALE or wanted**

Anybody in need of NOS lifters (tappets) for steel type camshaft for in a 232 engine ('51-'54)?  
Contact the editor

I am putting this ad out there as the owner would like to sell his collection. The "stuff" is in the interior of British Columbia.  
Studebaker Collection For Sale 1966 Daytona 2-door, V-8, auto. \$4,700 1960 Lark, 4-door, V-8, auto., new floors, \$4,500 1957 Silver Hawk, V-8, \$7,900 1950 Pickup, \$13,900 1947 Champion Starlight Coupe, \$8,900 All were Runners when parked, most have been recently licensed. Interested? For photos, more info, contact Laird at Email; lairdr@telus.net phone, 250-306-4666

A friend of mine who lives in Victoria BC is looking for '53/54 front fenders. He is helping a friend restore a 54 Starliner. If you know of any for sale, contact Jim Renfrew at renfrewj@jamesrenfrew.com  
He said they can ship via aircraft cargo to get around the closed border.  
Thanks, Mary

Complete 1951 Commander engine Free Engine. Complete 1951 located in Pacific. Has been cleaned and checked over and looks good. David Hancock 818-669-2806.

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

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 does 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.

**59 Studebaker pickup: I**

I have a 59 4E1-112 Ser E1203-8 complete except for engine and trans. I have the v8 engine I believe came out of it though it is seized up. There are Chevy motor mounts. It is a solid specimen with small rust spots in normal places. Grill and tailgate are perfect.

I think it might be worth \$4000. My friend paid just shy of \$3000 in 2010. If someone is interested in correct numbers I'm pretty sure the engine is the one that came out of it. I also have the name of the guy he bought it from who was, I am sure, a Stude club member. But I will consider any reasonable offer. I am in Des Moines just South of SeaTac airport if anyone wants to look at it.

Bj. Bjerneby .  
206-571-5569

See April issue for pictures

**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 special 1956 Passenger car shop manuals (also used '57 &'58. supplements \$15 Bruce Kerslake 360-254-1461 or: brucekerslake@gmail.com

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**2021 Greater Seattle SDC Chapter Officers**

<b>President: Jerry Walker</b>	<b>11813 SE 5 St. Bellevue, , WA 98005</b>	<b>425-646-9034</b>
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 Andersen	11406 SE 223 St, Kent, WA 98031	253-854-0678
Web Master: Tom Noller	<b>29902 176th Ave SE, Kent, WA 98042</b>	206-779-0268
Editor: (temp) Odd Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196

**Can Am Zone National Officers**

National Director	Mark Carson, 4-320 Decaire Street Coquitlam, BC V3K7C3 markcarson007@hotmail.com
Zone Coordinator	Jack Gregory , jackgregory@shaw.ca
Regional Manager	Kenny Durkee, 14810 SE Jones Pl , Renton, WA 98058 kendurkee@gmail.com

**Studebaker on the Web**

**Greater Seattle SDC:** www./studebakerseattle.com

**North Puget Sound:** www.northpugetsoundsdc.com

**National Studebaker SDC:** studebakerdriversclub.com

**Studebaker Clubs of the World:**studebakerclubs.com/

**Studebaker Vendors:** http://studebakervendors.com/

**Antique Studebaker Home Page:**

**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.

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. \_\_\_\_\_

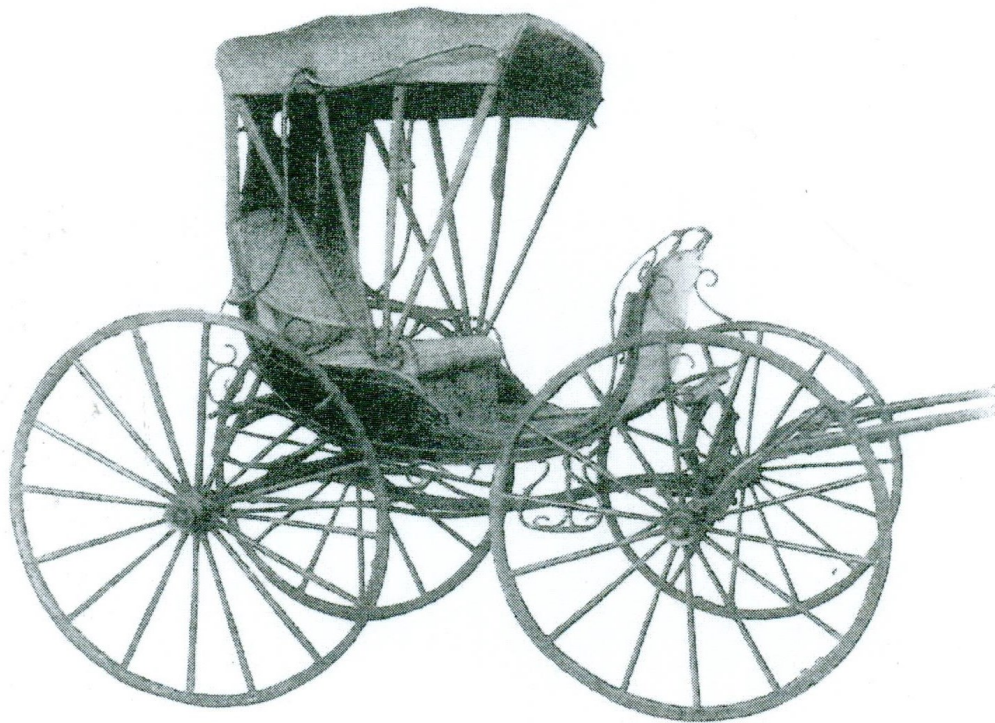
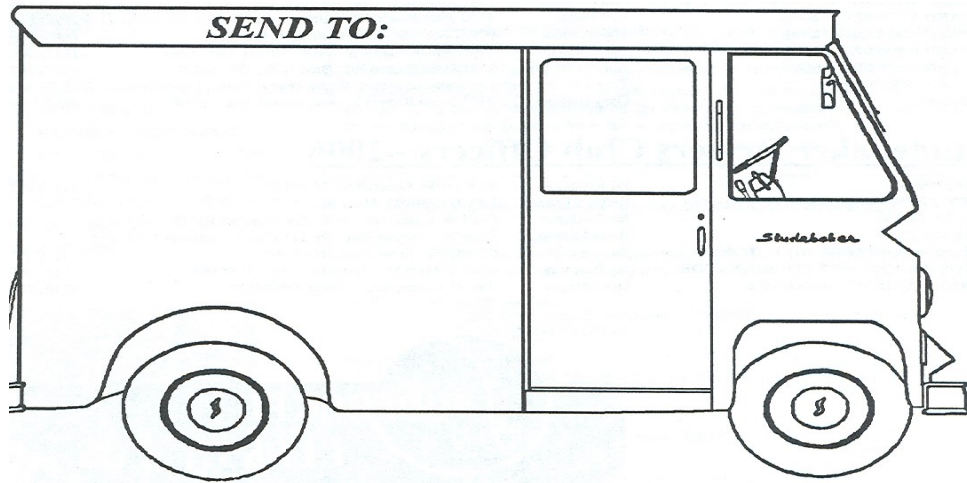
3 \_\_\_\_\_ 4. \_\_\_\_\_

More? 5 \_\_\_\_\_ 6 \_\_\_\_\_

O. Justad  
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The Washington

# President



STUDEBAKER BUGGY, BUILT 1857