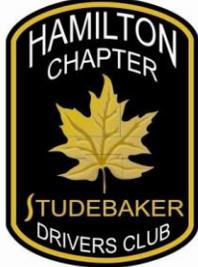




**STUDEBAKER
DRIVERS CLUB**

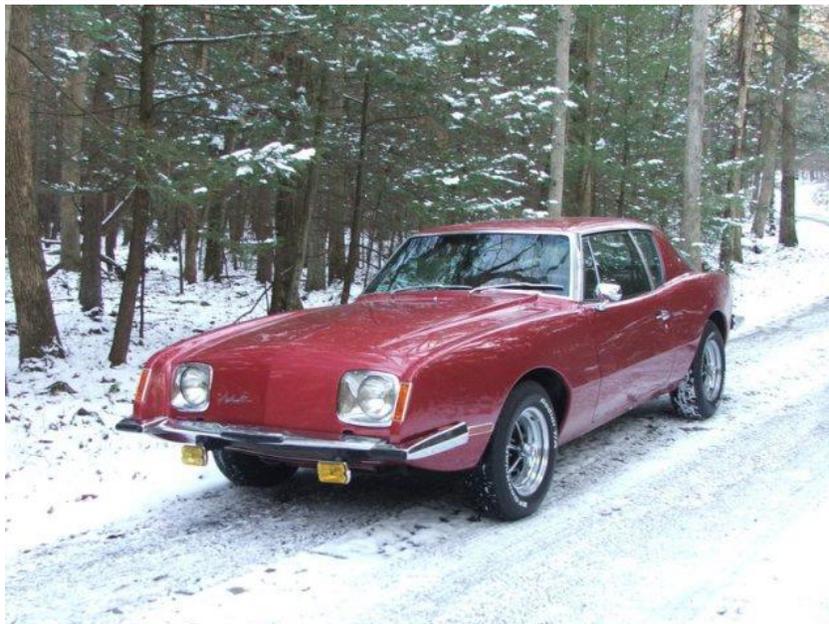
1988 30th ANNIVERSARY 2018

HAMILTON CHAPTER
www.thehamiltonchaptersdc.ca



Bullet-Tin

January February 2021 Issue #: 1 Volume: 33
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



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President's Message:



Hello Friends,

Happy 2021. Here's hoping we see the rapid decline of COVID this year.

First of all, we should, as you know be looking forward to our potluck and card party this month, however for obvious reasons that cannot happen. Instead, we are going to try to have a ZOOM meeting on the same day and catch up with each other and any

club news.

As of now the US Canada order still remains closed for an undetermined period of time, so any of the usual Studebaker events in the US are, for us, tentative at best. The Canadian Warplane Heritage Museum also remains closed to meeting until further notice, so until warmer weather arrives, we will continue to try virtual meetings as an alternative. Badenoch is still scheduled for April, but I suspect that will depend on where we are at in the pandemic. Stay tuned and we will forward any news we receive on any events just as soon as we can.

I'm sure there are a lot of winter projects going on with your Studebakers, please write us and let us know what you are up to. My Daytona has, (with a lot of help from Paul, 99.99% of the work) had the trunk floor replaced, so it no longer has the gigantic hole in the it. It was a far bigger job than I thought it would be, as the fiberglass hid a lot of rust. But the trunk is all done, the fuel tank repainted, and "Big Bird" as I call it, is ready for the driving season.

This is your newsletter and the more articles and photographs you send in the better it will become. Please feel free to send in all your stories, photographs, tech tips and anything else Studebaker related. We can never have too much!

A friendly that 2021 membership is now due. Still \$20.00 per year, to belong to our Chapter. As. Reminder you must also be a member, in good standing of the Studebaker Drivers Club Inc.

It is our plan to continue to honour long serving members with SDC pins commemorating their membership and service to the SDC, as we did in 2020. It is important to honour those who established the foundation of the SDC and make it what it is today.

Last December marked 57 years since Studebaker production stopped in South Bend and that saw discontinuation of the Champ Truck models, the GT Hawks and the Studebaker badged Avanti, (although these continued for many years long after the last Studebaker rolled of the line in Hamilton), and ultimately the discontinuation of the Studebaker engines later in 1964. Some would argue this was the beginning of a very well-orchestrated termination of automobile production by the Studebaker Corporation a little over 2 years later.

Stay safe and healthy,

Peter Downey, president

Vice President and Membership Steve Porter, Vice President

The yearly dues are now due. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726. Email Address: stephenjporter4@gmail.com

Membership Application:

**STUDEBAKER DRIVERS CLUB, HAMILTON CHAPTER
MEMBERSHIP APPLICATION**

NAME: _____

ADDRESS: _____

CITY: _____

POSTAL CODE: _____ **PHONE:** _____

EMAIL: _____

Membership fee of \$20.00 is due January of each year. Please make cheque payable to “Studebaker Drivers Club Hamilton Chapter”. Members of the Hamilton Chapter are required to belong to the International Studebaker Drivers Club, which publishes “Turning Wheels” monthly. See <http://www.studebakerdriversclub.com/>.

SDC Membership Number and Expiry Date: _____

List Special Interest Vehicles (S) Show (D) Driver (P) Parts:

1 _____ **3** _____

2 _____ **4** _____

Member’s Birthdays and Anniversary Dates (optional):

BIRTHDAY:

Name: _____ **Month and Day:** _____

Name: _____ **Month and Day:** _____

ANNIVERSARY:

Month and Day: _____

Applicant recommended by: _____

Signature: _____

See www.thehamiltonchaptersdc.ca for additional info.

Treasurer's Report: This is as of Nov. 30, 2020. The statement has not been received for December yet.

HAMILTON STUDEBAKER DRIVERS CLUB Finances Nov. 1 to Nov. 30, 2020					
November 1, 2020			Opening Bank Balance		\$ 4,125.48
			DEPOSIT	WITHDRAWS	
DATE	TRANSACTION TYPE	DETAILS	AMOUNT	AMOUNT	BALANCE
Nov. 9, 2020	Deposit	Membership	\$20.00		\$ 4,145.48
Nov. 27, 2020	Withdraw	Webhosting		\$90.31	\$ 4,055.17
Nov. 30, 2020	Withdraw	Account Fee		\$4.00	\$ 4,051.17
Total Deposits and Withdraws			\$20.00	\$94.31	
November 30, 2020				Bank Closing Balance	\$ 4,051.17
				Cash on Hand	\$ 35.15
				TOTAL	\$ 4,086.32
Penny sale & Silent Auction			\$ 733.00		

Roly Lusted, treasurer

Social Media:

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 hundreds 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.

January Meeting:

Date: January 17, Time: you may begin logging in at 9:30 a.m. for coffee and conversation. Meeting to begin at 10 a.m. We will have the usual business followed by a slide presentation using Powerpoint. Zoom Meetings: Sue Lusted will email the particulars of logging in with the newsletter.

Susan Lusted, Social Media

Deadlines For 2021

The Bullet-Tin is published bi-monthly and below, see deadlines for submission of articles and publication dates.

Month	Submission Deadline	Date to Email Newsletter	When Submitting an Article
Jan/Feb	Dec. 20, 2020	Jan. 10	When submitting an article for our newsletter, please use Word or RTF format. Pictures can be in JPG or PDF format.
Mar/Apr	Feb. 28, 2021	Mar. 14	
May/June	Apr. 18	May 9	
July/Aug	Jun, 20	July 11	
Sept/Oct	Aug 15	Sept. 12	
Nov/Dec	Oct. 17	Nov. 14	

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen <http://www.thehamiltonchaptersdc.ca/classifieds-Jan-Feb-2021.pdf>. This list is updated monthly. Items that you wish to list can be sent to Roly Lusted, lin93@sympatico.ca.

Hamilton Studebaker Drivers Club Contacts

President	Vice President & Membership	Secretary	Treasurer
Peter Downey 37 Matilda St. S. Dundas On. L9H 3C6 Phone:905-869-2141 <u>Email Address:</u> PresidentHamiltonSDC@gmail.com	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 <u>Email Address</u> stephenjporter4@gmail.com	Roger Hill 30 Garden Cres. Paris On. N3L 3T4 Phone: 226-220-5275 <u>Email Address:</u> studebakertracks@gmail.com	Roly Lusted 201 Livingston Ave Grimsby On. L3M 4X2 Phone: 905-945-0027 <u>Email Address</u> lin93@sympatico.ca
Regional Manager	Zone Coordinator	Crossroads Zone Director	
Cliff Tattersall 90 Balsam St. Welland, On. L3C 7H2 905-732-0772 <u>Email</u> tattersallcliff@gmail.com	JoAnne Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 <u>Email</u> jlh6225@centurylink.net	Bob Henning PO Box 1121 Mishawaka, IN 46546 <u>Email</u> henn15090@aol.com	

Annual Dues for the Hamilton Chapter

Dues for our chapter are \$20 per year and are due Jan. 1st each year. Please send payment to our membership secretary including your SDC national number. Members of the Hamilton Chapter SDC must be a member in good standing of the Studebaker Drivers Club Inc.

What's Happening:

Events listed here are subject to change due to the Covid 19 pandemic. We will keep you posted on all of this.

April 24 Morriston, the Ontario Chapter hosts its Annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old schoolhouse) 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, 905-584-6445. Email: paulrevell01@gmail.com. Website: www.ontariosdc.ca.

Events are posted by Susan Lusted lin93@sympatico.ca



January

Paul Cronkwright Jan 1
 Larry English
 Gord Linkletter
 Dave Gordon
 Betty Sawyers
 Suzann English Jan 6
 Pam Gordon
 John Thompson Jan 14
 Doreen Gonneau Jan.19
 Fred Hall Jan.. 25
 Roly Lusted
 Mel Quirt
 Marguerite Ward Jan 28

February

Annette Brown Feb 3
 Peter Worrone Feb 4
 Paul Wismer Feb 12
 Sandy Cruzro Feb 15
 Joanne Easton Feb 17
 Barb Gibson
 Ted Calder Feb 20
 Kevin Mullett Feb 21
 Brenda Tattersall
 Steve Porter Feb 28

Happy Anniversary

Roseina & Roy McEown Jan. 31
 Dave Bonany Feb. 13

Tech -Tip Roger Hill

There are thousands of retail-packaged chemicals for sale to help you with your car. Some work ok, and others work outstandingly well. This one is the second kind. It's called "Fluid Film". Sold at most automotive jobbers, TSC, and Canadian Tire, it is a lubricant, a penetrant and a rust inhibitor. Most often it is sold in a spray can, but it can be purchased in bulk liquid. Because it is lanolin based (sheep's wool), not petroleum based, it will not harm automotive rubber or automotive paint or chrome. It will also not harm wood, or leather such as on work boots and belts. It also has great "capillary action" which means it will "creep" and cover a larger area and into cracks and crevices. That also means a little goes a long way! Not a FAST penetrant, but one of the best if it can be left over night). Water displacing too, and a higher ignition point than many competitors. Used in the marine industry for many years first.

It's a little expensive (about \$15.00 a can) but it does come on sale. TSC recently had it on for \$10.50

There is nothing else exactly like it out there. IT WORKS!

Oh, the places we've been. More to follow at our Zoom meeting on Jan. 17.



Taken at Oakland On. Near Brantford



Taken on Brant St. Hamilton On.



Taken at the corner of Ottawa & Main Hamilton On.

“The Hawk That Got Away” by John Koshty

It was the mid- sixties, and I was sitting in a boring English class in high school. Luckily for me, my desk was at the back of the room beside a window. When the teacher was not looking, I could gaze across the busy road at the large used car dealership. It is still in business today



selling new Hondas. This dealership had a raised platform where “Specials” were displayed. Today, a '62 Gt Hawk was driven up onto the platform. It was white and it looked great with factory exhaust tips still in place. That night I told my dad about the Hawk. He had finally decided to replace our 1950 Champion sedan and was looking for a newer used car. Although he liked the G.T. Hawk, he believed a two-door car with bucket seats was not a practical family car. I was disappointed but two nights later I saw the following

ad that the dealership ran in the classifieds of our local newspaper.

I cut it out and showed it to my dad who decided it was worth a look. The Hawk turned out to be nice, original and well equipped with red vinyl interior, not leather. The salesman talked us into a test drive. I will never forget the rumble from the dual exhausts as the car was backed down off the platform.

The salesman sat in the passenger’s seat and I sat in the back behind him. My dad was feeling around for the seat adjuster and accidentally pulled up on the seat recliner lever. Immediately the backrest of his seat dropped down on to the rear seat cushion. Really upset, he got out of the and told the salesman he would not buy it because, had I been seated behind him, I could have been injured. The was unsafe he said, and we left.

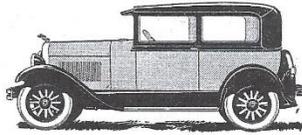
The Hawk went back up on the platform and by the end of the week, it was gone, and I never saw it again.



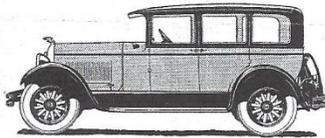
This is a 1955 Studebaker taken in front of Gulliver’s Restaurant located at the corner of Hwy. #20 and Centennial Parkway. It belongs to Mike Matheson.

An ad from the Walkersville plant.

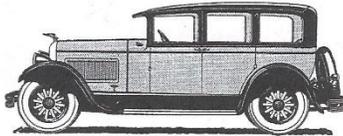
4 Big Reasons



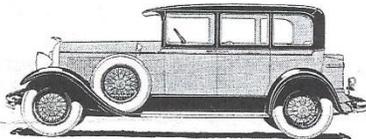
Studebaker's New
ERSKINE SIX
—the new Canadian Edition
\$995 to \$1205 f. o. b. Walkersville



Studebaker's
DIKTATOR
—Champion of its Class
\$1555 to \$1685 f. o. b. Walkersville



Studebaker's
COMMANDER
—World's Champion Car
\$1955 to \$2215 f. o. b. Walkersville



Studebaker's New
PRESIDENT EIGHT
—100 horsepower
\$2620 to \$3235 f. o. b. Walkersville

Government taxes to be added to f. o. b. prices listed above.

why you can make more money with STUDEBAKER in 1928

Four great chassis—a bigger, more powerful Erskine Six Club Sedan at \$995, a record-breaking Dictator Sedan at \$1555, the world's champion Commander Sedan at \$1955 and the new President Straight Eight at \$2620.

People Will Buy a Winner

You know how the Canadian public loves a winner—man, horse or car. Studebaker now holds every official endurance and speed record for fully equipped stock cars, regardless of power or price!

Record-breaking Profits, Too!

You can earn record-breaking profits in '28 by selling this record-breaking Studebaker-Erskine line in your territory. Other forward-looking dealers in towns larger and smaller than yours are making more money since they began selling Studebaker-Erskine cars. Write for names and facts.

New Contract for Towns and Villages

For small communities we offer a new and unusual contract which enables any good salesman to go into the automobile business as a dealer. Only moderate capital is necessary. No used cars need be handled. No commitments need be made to purchase any number of cars.

Find Out More Today!

This valuable franchise may be open in your territory—or subject to change. Wire or mail coupon below now!

The Studebaker Corporation of Canada, Ltd.,
Sales Department
Walkersville, Ontario

Please send me complete and confidential information on your new Studebaker-Erskine franchise.

Name

City..... Province.....

If now selling cars, state lines.....

STUDEBAKER

Built in Canada

Now this is a letter no dealer would have liked to receive...



REGISTERED MAIL

March 18th 1965

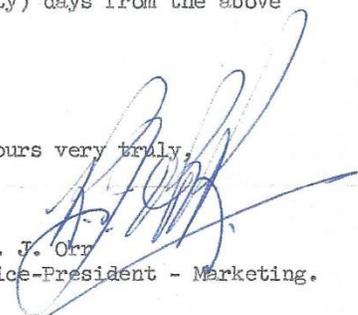
Shelton-Mansell Motors Limited
7079 Yonge Street,
WILLOWDALE, Ontario

Attn: Mr. A. D. Cossar,
Mr. G. R. Shelton.

Dear Sirs,

In accordance with Clause 25 of the Studebaker Dealer Sales Agreement in effect between your Company and us, this letter is being forwarded to you as a NOTICE OF TERMINATION, effective 90 (ninety) days from the above date; i.e. June 16th 1965.

Yours very truly,


R. J. Orr
Vice-President - Marketing.

/ar

POST OFFICE BOX 150 • HAMILTON, ONTARIO, CANADA

Very Studiously - by Roger Hill

A couple of months ago, all online Hamilton Chapter members received a notice from Sue Lusted, that member Mel Quirt was selling his very nice, black, first-series '55 Commander Deluxe 4 door. (windshield the same "flatter" one as on '53 and '54 sedans, not the "wrap-around" design). Well, happily, he has changed his mind (he's allowed!) and is planning on giving it the "touch-ups" he feels he'd like to see and get it back on the road. Good news! At one time I owned a black '55 Deluxe 4 door as well - but a Champion with some minor modifications. I drove it for 11 years, then sold it to John Koshty (who has since sold it again. It's in New York state now). Pictured below, both cars, Mel's in front and John's behind. Taken at Milton.



When Mel and I would show up at the same car shows, we'd compare the two car's styling and construction. Because Mel's was an early (pre-January '55 built) car, it had the same hood, fenders, and windshield as all

'53-'54 sedans. Because mine was made after January, it had the wrap-around windshield plus the new retooled front fenders, hood, and front doors that were necessary for that. By the way, Mel's early '55 sedan dashboard design was very nice, and richer-looking than my later 2nd-series dash (which was obviously a cheap knock-off of a '55 Buick dash!).

Ok, but when we opened our trunk lids, we noticed that the sheet metal stamping for the lid's inner bracing was a very different pattern in each of the two cars, even though the trunk lid dimensions should be the same and we are quite sure that they would be interchangeable. Why would Studebaker change that? We

always thought it very curious and we have no clear explanation. Both cars were built in South Bend. Does anyone have an idea?

I'm wondering about this possibility: in 1954, even in the months before the formation of AMC and Studebaker-Packard, the engineering vice-presidents of the companies actually thought about some areas of cooperation. Among the things that happened was a request for bids by Studebaker-Packard for certain stampings and subassemblies to be made by AMC. In many cases the bids were alarmingly high, but not all cases. Perhaps the '55 trunk lid bracing did get switched to a stamping from AMC? If so, cool - and perhaps that would explain it!

On another note, Hemmings Motor News puts out a daily blog called "Hemmings Daily", and I subscribe. Many of the topics invite subscriber comments and they're always interesting. Sometimes the Hemmings authors "forget" or leave out the contributions of Studebaker to the point discussed. Recently, there was a discussion on the subject of the 10 greatest performance cars of the 1960's. GTO, XKE, Shelby GT 350, Corvette, Lamborghini Miura, Porsche 911 S, and '68 Dodge Charger were all put forward as the Hemmings authors' examples. There was a lively discussion, and 278 comments were made. A surprising number (dozens!) were from people who said, "don't forget the Studebaker Avanti". It warmed my heart! See what I mean about authors too often forgetting our favourite brand when they fit the subject? (Grrrr!)

Further, the people remembering the performance capability of the Avanti were proven correct by another list I came across. This time it was a listing of the world's fastest top speed by year (1946 to present) by a production automobile. Year after year it listed exotic cars - all European. But when it got to 1963, the entry read "Studebaker Avanti - 168 mph"! Was there ANY year in which there was a "Ford" entry, or a car from General Motors or Chrysler? NO!! The only "real" North American car that made that list was a Studebaker! (Disclosure: the 1965 entry was listed as an AC Cobra 427, not as a Ford (English body, North American drivetrain. BUT its top speed was just 165 - less than the Avanti!). Go to www.newatlas.com, click the transportation and automobile headings, then the search icon and type an entry of "world's fastest production car").

Virtual Garage Tour: Bob Barrick's Garage

Do you have special displays either inside or outside of your garage? Send pictures to Sue Lusted at lin93@sympatico.ca in jpg or png format. See samples of two below.



Wanted: Submissions for the Next Bullet-Tin

- What is the story of your first Studebaker, where did it come from, dealer, picture etc. We want to know.
- What's the story behind your restoration that you are involved in at this time? Send us your story and your pictures.
- Studebaker Sightings: if in your travels, you see a Studebaker, parked, send the pictures and location to Sue Lusted, lin93@sympatico.ca.

Jim Cumisky's 1955 "E" Series Pickup

I have photographed this truck a few times in the past, it always catches my attention, to the fine work and paint, the truck displays and come on, who does not like a Studebaker truck?



This beauty belongs to Hamilton SDC member Jim Cumisky, of Simcoe. He brought it along from Saskatchewan when he moved out here to Ontario years ago.

Jim took a job here in Norfolk County, wiring and rewiring the 2 new arenas that were built here a few years back. Jim said he came out here and never went back to Saskatchewan, so the truck had to come out here also It was a parts truck in baskets he said. Well, some parts in baskets, because I have a photo of the truck when he first found it, getting loaded up on a flat bed. The 1955 Studebaker had no engine also. It was purchased from a fellow called "Mr Studebaker "in Saskatchewan.

The truck is a 1955 Studebaker E7 series. Powered by a rebuilt 259 V8 from a 1956 Power Hawk Studebaker, with approx. 175 HP and is back up with a 3-speed tranny and overdrive. The "E Series" was started in 1955 and ran from '55 to 1963. All trucks were built in South Bend Indiana. Also, another name for the E series between '56 & '58 was "Transtar". A very distinctive characteristic of the "e" series truck was the cab design. This design ran between mid '48 model year to 1959. Studebaker trucks offered several engine sizes through the years. You could get a 'Champion 185 ci. inline 6, with 92 HP. Also, a Commander 246 cu, in, inline 6 with 102 HP. They offered a Commander V8, 224 cu. in. with 140 HP. Another Commander V8 in a 259 cu, in. with either a 160 or 175 HP. Later in 1957 they introduced the 289-cu. in. Studebaker V8 engine as an option.

Jim began the truck started restoration in 2004, piece by piece and did most of the mechanical and assembly himself. He farmed out the engine rebuild to Kraushaar Machine Service in Tillsonburg and the paint, is a "Antique Red Pearl" from Toyota and that job was farmed out to and finished by Kevin Wilkens in Fisherville On. and finished in 2007.

Jim in 2012 decided to add "disc brakes "to better stop the truck on modern highways and also put new radial tires, mounted on chrome reverse rims to drive to Studebaker International Meet in the South Bend. While at the show Jim placed 1st^t with his truck scoring 390 points out of a possible 400! WOW nice going Cumisky, you did us Canadians proud!!

He's has put about 20,000 miles on the truck since finished .and he believes in driving and enjoying his beautiful truck as much as possible, sometimes going to 3 car cruises through the weeknights and usually 1 or 2 car shows a month. This truck always gets admiring looks and always gets questions. Seems a lot of people remember the good looks of these old Studebaker trucks! Look for this FINE Studebaker out on the road and hopefully soon at a cruise night.

Randy Goudeseune, Delhi

Memories and Milestones



The following is about long-time member Richard Griggs. Sadly, Richard passed away after a long illness. He was a fixture at swap meets and sold many Studebaker related items. In fact, we always enjoyed our shopping jaunts with Cecylia when we attended such swap meets as Reedsville and South Bend.

Richard and Cecylia had been long time members of the Studebaker Drivers Club as well as the Ontario Chapter and our Hamilton Chapter. Richard and Cecylia owned a '63 Avanti R1 which we seldom saw. After his passing, a move was made to get the Avanti back on the road. Currently, it can be seen on our website. Richard & Cecylia's daughter Olivia and her partner Jake Wilkins now have it. In addition, Olivia and Jake have added much of Richard's Studebaker Memorabilia to their family room in their new home. It is great to see the interest being passed to a younger generation. In June of 2019 Jake and Olivia arrived at Studefest in Welland driving the Avanti. In fact, the picture in front of the brewery shows Olivia and Jake in front of the car after he proposed to her. Check out the pictures of some of the items in their family room.





Duties of the Crossroads Zone Regional Manager: By Cliff Tattersall

In case you thought I did nothing here is a partial list of my duties as **Regional Manager** SDC Zones are divided into Regions for the election or appointment of Regional Managers. A Regional Manager is responsible for the following:

- 1. Primary focus is membership: welcoming new SDC members, and retention of existing members.**
- 2. Each Region within a Zone will have a RM. The RM will report directly to their Zone Director.**
- 3. The RM will receive a monthly report from the Membership Secretary, which contains a listing of all new members and members who have let their membership expire, within that region.**
4. The RM should welcome all new members to SDC, supply them with a “New Member Kit”, and guide them to the nearest local chapter. Notify that Chapter President and Membership Secretary, so they can also welcome the new member to their Chapter. “You don’t need to Own One to Belong”.
5. The RM should seek the assistance of Chapter membership secretaries in contacting members who have let their memberships expire (providing they have a Chapter affiliation); to make sure they didn’t forget to renew their membership.

You now know what I do or should do. Whenever I receive the monthly report on membership, I contact via email the Presidents and membership secretaries of the two Ontario Chapters. If the members whose membership has expired are chapter members, the local membership secretaries will contact the delinquent members. If they are non-members, I contact them directly either by email (preferred), phone or post. Usually, I receive a positive reply or an explanation of why they no longer wish to renew. In most cases it that their car has been sold or they have no more interest in the club due to geographic location (no activities). I also pass along information to the two chapters sent to me by members from other clubs such as newsletters, items for sale or requests for information.



SDC National Officers

- President** Dennis Foust 143 Studebaker Rd. Spring Mills, PA 16875
Email studeguy54@gmail.com
- Vice President** Don Jones P.O. Box 229, Concord VA 24538 Email Address:
keydetsdj@aol.com
- Secretary** Cindy Foust 143 Studebaker Rd. Spring Mills, PA 16875
Email: cfoust1966@gmail.com
- Treasurer** Jane Stinson 5800 Stanley Road Columbiaville MI 48421 Email:
jestinson@aol.com
- Past President** Tom Curtis 3538 Gordon Road Elkhart, IN 46516 574-293-6938
Email: tomnancurtis@aol.com

Dues for the Studebaker Drivers Club Inc.

www.studebakerdriversclub.com

Dues are 52.00 payable in US funds to The Studebaker Drivers Club Inc. Cornerstone Registration Ltd. P.O. Box Maple Grove Mn. 55311 (763) 420 7829. Email: mark@cornerstonereg.com 46.00 payable in US funds for first time members only. For renewing members, it is \$52 in US funds. Fee is \$12 without the magazine subscription. This can be completed online also. www.studebakerdriversclub.com/joinsdc.asp



Picture taken at King & John St. looking west taken about 1955.