

The Commander

Potomac Chapter

Studebaker Drivers Club



Vol. 53, Issue Number 6 — December 2021—January 2022



Here's Santa looking for a new ride to use after exhausting his reindeer on Christmas eve.

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Next Meeting
At the Holiday Party
Dec. 5



Steering Column Steve White



Our Christmas/Holiday Party is around the corner and the weather is letting us know that autumn's last gasp is a very cold one. Winter will be here on December 21st, but to me it is here already. I imagine some of you have readied your Studebaker or Studebakers for winter, and others, like me, simply have disconnected a battery clamp and will reattach it as soon as weather permits and head back out for a Studebaker Drivers Club event or local cruise-in.

The Christmas/Holiday Party should be an eventful one because there are significant items on the agenda. We had to cancel the Chapter Activities Planning Meeting so we will discuss and decide the events for 2022 at the Party. Please bring your ideas with you and realize we need someone to organize and lead each activity. Picnics, tours, meets, cruise-ins and luncheons are our Chapter's staples so be ready to brainstorm with us.

This is the last column for my second term. Apparently I will be serving a third term unless someone else steps forward. Our current Activities Director(s) will not be serving for another term, so we will need a volunteer. Are you that person? We all hope there will be someone who steps forward. Shirley and Terry have done such excellent work over these past years and we understand why they are stepping down and letting someone else enjoy that role. We will be holding our elections during the meeting so please let me know if you are interested in assuming the Activities Director position in our Chapter.

I want to acknowledge all of our officers and members for making 2021 so much fun even though we have had to limit our activities due to the dastardly COVID-19. Next year should be much better if the COVID-19 numbers go down. Hopefully we can have a luncheon in April to get our Chapter activities off to a good start. If not, our Spring Picnic should do the trick. Our newsletter editor, Pete Rutledge, has certainly made our communications terrific and our membership director Steve Walter has maintained membership renewals and kept us current with our membership roll. Our gratitude also goes to:

Ed Lemanski for ensuring our Facebook page is always fresh,

Ron Hoff for his constant support and stepping in when I could not be present,

Bob Johnstone for ensuring we have the best website, by far, of all the SDC Chapters,

Mike Farris for his constant communication and keeping our treasury secure and updated,

And Murray Welsh for guaranteeing that we have a record of our meetings and other events.

Irene and I are looking forward to seeing you at the Christmas/Holiday luncheon at the Twin Arch Tavern on Sunday, December 5th. Thanks to Mike Farris it should be a dandy.

Steve



The Commander is the bi-monthly publication of the Potomac Chapter, Studebaker Drivers Club. Subscription is by membership to the Potomac Chapter at \$15.00 yearly. Canada/Mexico \$20.00, all other countries \$25.00. Direct all membership correspondence to the Membership Director. Direct all correspondence relating to The Commander to the Editor, who retains the right to edit or modify any contribution. Deadline date is the 15th of the month for the following month's issue. The Commander is also an internet publication.

The Potomac Chapter is an officially chartered chapter of the Studebaker Drivers Club, Inc.; its by-laws were approved, and charter granted by SDC in June 1967. Membership is recruited from the States of Maryland, West Virginia, Northern Virginia, and Washington, DC. And those from other areas wishing to join the chapter are welcome.

Potomac Chapter, Studebaker Drivers Club

The Potomac Chapter of the Studebaker Drivers Club, was chartered in April 1967. It encompasses the area of Virginia, Maryland, West Virginia, and the District of Columbia. Current membership approaches one Hundred. Our members hail from as far away, as New Zealand, the states of Hawaii, Florida, New Jersey, and Pennsylvania. Our mission is well defined in our [Chapter Bylaws](#).

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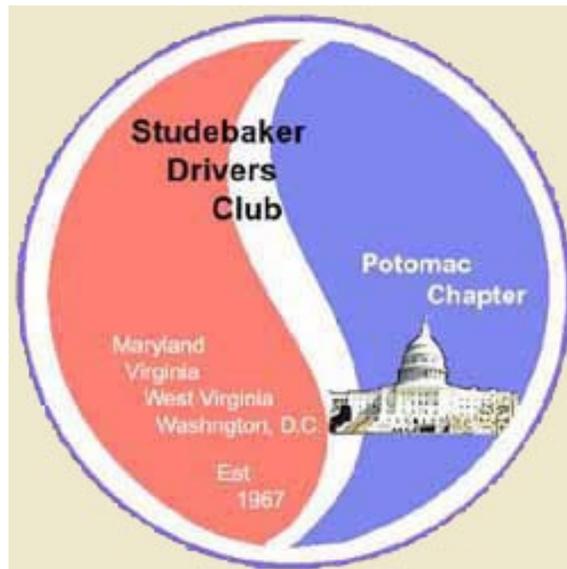
MEMBERSHIP RENEWAL REMINDER

The Potomac Chapter of the Studebaker Drivers Club reminds you that it is time to renew your membership for 2022. Our annual dues remain at a modest \$15 for an emailed newsletter or \$30 for a mailed newsletter. If you were a new member in 2020 and joined after July 1, 2020, no additional dues are needed until January 1, 2022. As usual you will find an application form on the last page of this issue of "The Commander." Please contact Membership Director Stephen Walter at stephen.walter1@verizon.net, if you have any questions.

POTOMAC CHAPTER, SDC
2021 Planned Activities
(Updated 11/29/21)

Event (Location)	Date	Contact
Christmas/Holiday Party (Twin Arch Tavern, Mt. Airy, MD)	Sun. 12/05 1-4PM	Dave Farris

Please submit your suggestions for 2022 activities as soon as possible to Terry and Shirley McDaniel at:
mcdaniel48@comcast.net.



The Potomac Chapter Studebaker Drivers Club

Invites YOU to Join us for

Our 2021 Holiday Party



Sunday, December 5, 2021, Time 1 pm - 4 pm. Meal Served: 2 pm to 3 pm

Twin Arch Tavern

1001 Twin Arch, Mount Airy, MD 21771

Charge this year is \$37 per attendee. Delicious Food, Great Fellowship, and more.

There will be no Door prizes this year. We WILL be having a 50-50 drawing where someone will win half of the money collected. Then, 50-50 tickets will be used to provide 3+ lucky winners with Studebaker model kits donated by club members. These are new kits and would make wonderful Holiday gifts for family or friends.

We have two major items on the agenda: (1) Planning Activities for 2022 and (2) The Election of Officers with one position to fill: Activities Director. If you are interested in becoming our new Activities Director, PLEASE call President Steve White at 202-257-7368 or email him at SteveDK66@yahoo.com.

PLEASE plan to attend this festive and fun event. Please fill out the form below NOW and mail it to me ASAP. I need a final count for the Chef by November 29th, 2021.

The Buffet Luncheon includes:

SALADS - House salad

ENTRÉE CHOICES - Filet Mignon Bites, Salmon, and Pan Seared Pork Chop/Loin

SIDE CHOICES - Mashed Potatoes and Broccoli

DESSERTS - Smith Island Cake (Chocolate), Bread Pudding, and Carrot Cake

Make all checks payable to Potomac Chapter SDC

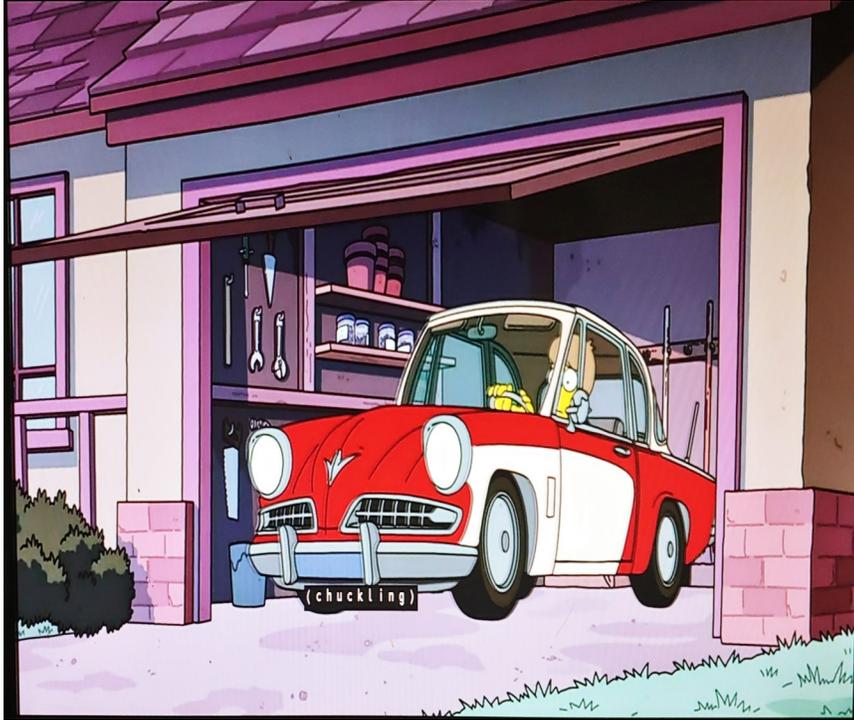
Mail to Dave (Mike) Farris, 18328 Spark Drive, Unit 201 #107, Hagerstown, MD 21740

Name: _____ Phone: _____

Adults: ____ @ \$37.00 each. Total = \$ _____ Children 4 and under: ____ (free)

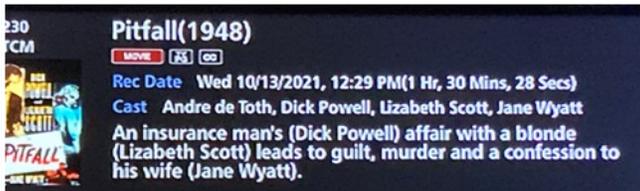
Stude Spotter

From Steve White's friend Ross: A Simpson in a nice '54 Starlight coupe.



From Steve White:

Photos below are "from a 1948 movie entitled 'Pitfall' starring Dick Powell and Lizabeth Scott. Seeing Studebakers prominently displayed is one of the joys of watching classic movies such as "Pitfall." Dick Powell plays an Olympic Mutual Company Insurance detective and his company car is a shiny 4-door Studebaker with whitewall tires."



Armed Forces Retirement Home Car Show - November 7, 2021

By Paul Bjarnason

With my '57 Golden Hawk I attended this small show at the Armed Forces Retirement Home ("AFRH"), along with: Ken Burns with his black '41 Ford woody, Keith Randall with his '36 Ford roadster. Our leader, Clem Clement, who is a member of the local Model A Ford Club and the Early Ford V-8 Club, rode shotgun with Ken Burns in his woody.

To start the day, we met to convoy (per Clem) at the McDonalds at the Pan American Shopping Center in Fairfax, planning to leave at 11:00 am sharp. But, upon arrival Ken, Keith and I found there was no McDonalds. Also, we actually left at 11:15, not 11:00 sharp. As usual, like he always does, Clem had lied to us. (joke) No matter - while we were waiting we had many admiring onlookers for our cars. Pulling out of the Pan Am parking lot, we got off to a bad start when the left rear door on Ken's station wagon opened all by itself while he was waiting to exit the parking lot. After the door had been shut, we proceeded down Rt. 50 into D.C. onto the Rock Creek Parkway, and ultimately to the AFRH.

As he has been for many years, Clem was the spark plug and organizer of the old Ford participation in this event. For this year Clem also volunteered to be a judge at this show. Clem is well qualified: he is a graduate of the Antique Automobile Club/America formal school of antique vehicle judging; Model A Ford Club of America fine point judging in 3 categories on the Model A; and 12 years of experience as the chief judge of the GWC's Sully car show, and several other shows. Paul and Ken worked in tandem with Clem to get the judging done for AFRH, assessing about 25 cars in total, except for the 3 cars we brought to the show, i.e., Ken's, Keith's and Paul's cars. Ken's and Keith's cars were not judged and Paul's car was judged by someone other than Clem. Also attending were Ricky and Bill Beardmore in their '31 Model A coupe with just 116,000 miles turned over since the rebuild and Donna and Jeff Roberts in his Grandpappy's '31 Model A roadster what he bought new. Jeff's daddy bought her and now Don and Jeff proudly are running with her. Jeff is in the Southern Maryland Chapter Model A Club and Bill is in the George Washington Chapter (i.e., the local Model A Ford Club) as well.

By 1:00 pm, hot dogs were served on the upper deck - and, based upon the judging of other judges (other than Clem), Paul's Golden Hawk won a second place trophy award. A 1957 Chevy model 210 won first place - it was nice but we thought there were several other nicer cars, including a gorgeous '55 Chevy. Oh well! Unfortunately, I failed to hear who got 3rd place as people were talking to me when it was announced.

As a final act for the day, Paul and Clem presented a check to the AFRH activities fund on behalf of the GWC for \$500. Susan Bryhan, Administrator of the AFRH, expressed great appreciation for the check. Before leaving, Ken and Clem turned over to the AFRH boxes of train related magazines and other train stuff, to give to the residents for their enjoyment.

This was a good day for us and the old car hobby, supporting our vets. Maybe next year some cars from the Potomac Chapter can attend, as well.

Armed Forces Retirement Home Car Show (cont'd)



The First Production Avanti

By Renée Crist, Curator of Collections, LeMay-America's Car Museum

In 2018, LeMay-America's Car Museum completed a seven-year marathon restoration of the museum's 1963 Studebaker Avanti #63R1001, the first production Avanti. This historic vehicle was donated to the museum's collection in 2001. I met 63R1001 in 2007 while cataloging the collection. The car had seen better days and sadly, we could not display it in the car's current state. Much has been written about the origins of Studebaker's Avanti with futuristic design by Raymond Loewy and his team, so let's just say I fell in love with the car and the story and wanted to save it for the Museum's collection.

I found a notation in the donation records that mentioned it was the "first Avanti." Further authentication of the car was done with the help of the Studebaker National Museum Archives matching the numbers found on the factory records to those found on the car. I began to imagine the prospect of performing a full restoration. The first challenge to overcome was our need to secure a location where the work could be performed as the museum didn't have a workshop at the time. The year was 2009, and we were just about to break ground on the new museum building in downtown Tacoma.

Studebaker Drivers Club members James and Stephanie Bell in Bellingham, Washington generously offered a temporary space for the car while work was performed. Everything began falling into place, and work began at the end of 2011. Excitement for the "Avanti 1001 Rescue Project" grew as the word spread to Studebaker enthusiasts. Our initial goal to complete a cosmetic restoration in time for the museum's grand opening in 2012, restoring 1001 very close to the way it appeared when it was new. They say an optimist sees an opportunity in every difficulty, and I can say that in hindsight we were a very optimistic in trying to meet this goal. The car proved to be a challenge at just about every turn. Those of you who have experienced a car restoration are mentally nodding with understanding at this moment.

The project received a huge boost when the frame-off body repair and paint work was completely sponsored by Studebaker Driver's Club members Ron and DeAnn Hochhalter and their business Advanced Collision Repair in Sunnyside, Washington. Sadly, we the Studebaker community, felt a huge loss with Ron's passing this year, but his legacy lives on in #1001. Ron's attention to detail was amazing. Upon completion of the body and paint work Ron presented the car with a special gift of the Washington State license Plate "Avanti1".

For the mechanical restoration, James supervised assistance from of members of the Whatcom County SDC and AOAI Avanti Northwest. It was a wonderful opportunity to share the project with the Studebaker community, and benefit from their knowledge and experience. I enjoyed hearing everyone's restoration stories and discussing how the early manufacturing of #1001 compared to later production models.

Some of the interesting little things we found on the car included "graffiti" left by a prior owner on the inside of the spark plug shroud. Clearly engraved were the initials "RJG" and "DICK Jason Goldfarb." I had a document showing Dick Goldfarb had listed the car for sale at

The First Production Avanti (cont'd)

one time. Several years into the restoration, my phone rang and I found myself talking to Mr. Richard Goldfarb himself, speaking to me from his home in Florida. He said he saw the articles about the car and although he didn't remember adding the initials, he confirmed he had purchased car #1001 new in 1964 in Boston when it arrived at the dealership. We know that 1001 spend much of its first year in South Bend as it had been allocated for use at Studebaker's Technical Training Center. Dick said he had graduated from college the year before, was 23 years old and had landed a job making more money than he "had ever seen to that point." He then went looking for a car to match his newfound status. Dick reported that with \$3,000 and the trade-in of his 1962 Ford station wagon, he was the owner of a new 1963 Studebaker Avanti.

The Avanti 1001 project was truly a community effort. The car will forever be a testament to the Studebaker Community's dedication to their marque. LeMay- America's Car Museum is truly grateful to everyone helping to save this important car and tell the Studebaker Avanti story.

More information can be found about the Avanti project at <https://www.americascarmuseum.org/avanti-project/>



Avanti 1001 (#1) prior to restoration.



James and Stephanie Bell,
Restoration project co-ordinators

The First Production Avanti (cont'd)



Principals of restoration project,
Renee Crist with James and Stephanie Bell.



Ron Hochhalter - August 1947 - July 2021
Bodywork and painting,
Sponsored by Ron and his wife, DeAnn



Restored Avanti #1 at the
LeMay America's Car Museum,
Tacoma, Washington



Avanti 1001
proudly displayed
in the museum lobby



James Bell and Renee Crist
after a short drive near the museum



Well done!
James and Stephanie

The First Production Avanti (cont'd)

Source Credit:

Thanks to Renee Crist for the article and the pictures

Renée Crist

Curator of Collections

LeMay-America's Car Museum®

renee.crist@americascarmuseum.org



AMERICA'S CAR MUSEUM®

ATTENTION, ATTENTION

SDC International Meet 2021 Pictures

For those of you who didn't go to this year's Int'l Meet and don't use Facebook, below is a hyperlink (you can click on it) to what you missed in September at the International Meet. (It is from SDC member Cindy Sale.)

<https://youtu.be/J6qly7lxQOI>

What Did You Do to Your Studebaker???

(since the last issue of The Commander)

Paul Dammes, the Netherlands

I sold almost all my USA old-timers like the 1953 Kaiser, 1957 Plymouth, 1959 Chevrolet, and the 1950 Studebaker Commander. I only have the 1955 Commander that I didn't use for almost a year because of the Corona troubles. So no other updates from me right now.

Pete Rutledge, 1964 Studebaker Avanti

In the last issue of The Commander, I reported that I was expecting the machine shop work to be completed on my engine and I had completed stripping the paint from the walls of the engine compartment. Since that time, the machine shop work was completed and I have all my engine parts safely back home in my garage; I expect to begin reassembling the engine tomorrow, Nov. 29, with advice provided by my engine rebuilding experienced friend in Michigan. I also finished repainting the engine compartment in Avanti Turquoise (I have the PPG formula for that color, if anyone needs it) and I finished reinstalling all the components that had to be removed to repaint the engine compartment, e.g., steering box, clutch linkage, voltage regulator, steering linkage. As part of reinstalling those components, all were thoroughly cleaned and repainted. In addition, every nut and bolt was cleaned, wirebrushed, painted (for rust prevention), lubricated, and reinstalled. I also cleaned, wirebrushed, treated with rust converter, and painted the exposed portions of the chassis around the engine compartment. I sent my wiper motor out for rebuild/restoration. By the time of the next issue, the engine will, hopefully, be back in the car and running.

Note: The red stripe around the engine compartment is the original primer showing where I stripped off the paint beyond the edges of the engine compartment. That is where I will start stripping the paint from the remainder of the car's exterior, so as not to risk damaging the new paint in the engine compartment.



A Studebaker Crime Drama

By Wayne Birkel

Sometime before we moved from D.C. to Baltimore in 1993, I was chased by a physician. I figured he was moving too fast for me to have run over his foot, so I figured he was interested in the Stude! I pulled to the curb, and he caught up. His name was Michael Halberstam, a cardiologist, and the brother of David Halberstam, who had a long career in news and writing books on politics, government, etc. David's best known book was probably "The Best and the Brightest" about US involvement in Vietnam.

Michael chased me down because his wife had recently acquired a Studebaker from her uncle in Louisiana, who had used as a fishing car. Dr. Halberstam was looking for info on parts and advice. I gave him contact info so he could reach out to Dan Weber, who died this past year, and who was my initial contact when I acquired my 1950, which was being chased?! I did not follow up with Dan or Dr. H, unfortunately.

Some time later, I learned from the "Washington Post" that the mild-mannered doctor had been out to dinner with his wife, came back home to their house in NW D.C., walked in and discovered a burglar. The burglar told him not to say anything and let his wife come in; instead, Michael yelled out a warning to his wife; the burglar shot him and ran out the back. Michael insisted on driving himself to Sibley hospital nearby. Along the way, he spotted the burglar walking along the sidewalk(?) and then ran the dude over?! Michael and wife made it to the hospital, but he later died on the operating table?!

The perp, was injured, but survived. The burglar was Bernard C. Welch, known locally as the "Silver Bandit," who hit numerous high-end residences and stole pricey items. To minimize risk and maximize profit, he rented an upscale property in McLean, VA, where he stashed his ill-gotten gain. When he had a full load, he filled a semi-, working alone, then drove out west somewhere and had an "estate sale." No middlemen, and he maxed out his profit. But in the end, the mild-mannered doctor ended his illicit career.

WINTER STORAGE

by Jim Pepper

In an effort to keep vehicles from biodegrading due to road salt, many of our members in northern states store their Studebakers during the winter months. Improper storage procedures can lead to premature mechanical failure and unnecessary problems in the spring. The following steps will allow you to store a car for winter and successfully return it to the street in spring. I have also included the reasons for each step. The whole process should take two to four hours, but it is time well spent.

1. Fill the gas tank (3/4 tank minimum). An empty tank can collect moisture and rust internally. Avoid storing a vehicle with oxygenated fuel in it if possible. Oxygenated fuel has a very short shelf life, (about 30 days) can attack soft items such as hoses and gaskets, and it can corrode fuel system components.

2. Add a fuel stabilizer such as Sta-Bil per instructions. Fuel stabilizer prevents oxidation of the gas and formation of gum deposits in the fuel system. If you use E-10 fuel, make sure the product you use is made to treat ethanol type fuels.

3. Change the oil and filter. As an engine runs, unburned fuel, moisture, and by-products of combustion leak past the rings and contaminate the oil. As an engine sits, these contaminants react chemically with the engine bearings (ie. rod, main and cam). This reaction etches the bearings and bearing journals. This etching destroys the bearing surfaces and increases running clearance. Storing with clean oil prevents this from happening.

4. Lube the chassis. A lube job pushes out any moisture that might have worked into the various joints. This will prevent rust from forming and causing wear.

5. Check for proper strength anti-freeze. Drain, flush, and refill if it is more than two years old. Proper strength anti-freeze will prevent coolant from freezing. Drain, flush, and refill will keep acids from forming and keep the cooling system clean.

6. Start engine and run to achieve operating temperature. This is done to circulate the fresh oil and to introduce the fuel stabilizer into the carburetor and fuel system.

7. Remove the air cleaner and while the engine is at idle, spray fogging oil into the carburetor for about 30 seconds. Keep the engine running for a short time then let it die while still spraying. If it does not die on its own, shut it off. You can pull the plugs after shutting off the engine and spray directly into the cylinders for added protection but that is somewhat overkill. Re-install the plugs if you do this. This step puts a coat of oil on all the internal engine surfaces (cylinders, pistons, valves, etc.) preventing rust formation.

8. Cover the carburetor mouth with a piece of plastic or a small plastic bag and reinstall the air cleaner. Stuff a rag in each tailpipe and the cover with a small plastic bag and zip ties to seal them off. What this does is it seals off the engine from both ends preventing air exchange. This will minimize moisture in the air from condensing on cold (very cold) engine and exhaust parts.

9. Remove battery and clean and cover cable clamps, clean battery tray, clean battery top and posts. A battery should be stored, fully charged, on a block of wood or it can be left in the vehicle on the tray. A fully charged battery will not freeze or be damaged by cold. Do not store a battery inside your house or basement.

WINTER STORAGE

(cont'd)

10. Jack up the car (truck) and place on four quality jack stands. Place the stands under the rear axle and under the front axle or lower control arms. This is done to promote air movement under the car to keep it dry. It also maintains the load on the suspension. Loading the suspension is important because it prevents the front upper frame snubber from being squashed and keeps rust from forming between spring leaves. Another option is to place the vehicle on vehicle dollies. That will keep the load on the suspension.
11. Remove all four tires if it is on stands. Cover each drum (disc) with a plastic garbage bag. Tie it off behind the backing plate, sealing it as good as possible. Nox-rust, chemically treated rust prevention paper or equivalent moisture absorber (desiccant packets) can be added to the inside of the bag but it is not absolutely necessary. This prevents brake drums and components from getting rusty. This step should be mandatory on any disc brake equipped vehicle. You can cover the tire and wheel assembly with the tire on the vehicle if your bag is large enough.
12. Wash and wax the exterior including polishing the chrome. Any chrome under the hood can be wiped with an oily rag, or polished with chrome polish to prevent rust or corrosion.
13. Place several dryer sheets such as Bounce, throughout the interior, trunk, and under the hood. These deter rodents from hanging up a home sweet home sign for the winter. More is better. I also use one Fresh Cab Botanical Rodent Repellent purchased from the local Farm and Fleet store in each vehicle. Pull down the sun visors away from the headliner. Mice will also make a home above the visors if left up.
14. Cover the vehicle with a breathable car cover and wait for spring.

WINTER STORAGE MYTHS -

Starting an engine and running it every few weeks or once a month. Running for over an hour will only bring the coolant up to operating temperature. The oil and the exhaust system will not get warm enough to burn off all moisture present. A driving load is needed to do that. You will probably draw in more moisture than you expel. The cold starts will leave a lot of unburned fuel and moisture in the oil due to the rich choke/low heat conditions counteracting the benefits of the fresh oil change. The battery will eventually wear down and freeze due to the severe cold start draw and minimal charge time.

I'll drive it only when its nice out and the roads are clear. After any snowfall the roads are salt laden for many weeks. Even though they're dry, the roads contain salt ground into a fine powder that can penetrate seams in the underbody, fenders, or frame, and start a chemical reaction when teamed with humidity, moisture, and condensation, etc. Another thing that happens when its nice out in winter is the snow piles start to melt and the runoff contains as much salt as it did when it was plowed into a pile. The point is your car can get covered with as much corrosive salt when the roads are clear as when it is snowing.

Lastly, if you drive a generic brand "X" all winter, you will appreciate that Studebaker (or any classic car) a lot more in the springtime.

FOR SALE, FREE, and WANTED

NEW FOR SALE: 1954 coupe, in Martinsburg, WV. A Champion model with a later Stude V8 and manual trans w/o OD. Engine turns freely; car sat in a barn for 30 yrs. \$1000. Call Jim Butts at 304 676-4803.

FREE: Turning Wheels magazines: About 5 lbs. of past Turning Wheels; they are free to whomever will take them; in Arlington, VA. Call Karl Veit at 703-979-4763 or email him at karlveit@verizon.net.

FOR SALE: Avanti II Rear Bumper — For mid-70s Avanti II with new show-quality chrome and the two holes for the rubber bumperettes. I bought it by mistake. You pay exactly what I paid — \$600. No core required. Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

WANTED: Copy of Dick Datson's "Studebaker Technical Tips, Book One." Contact Pete Rutledge: (703) 590-2468; pjrutledge3@verizon.net.

FOR SALE: Wheel Covers — \$75 for the set of four. They are in excellent condition and are suitable for 1959 through 1962 (each year is different but they can be modified easily), Email Bob Devore at luvmyvan2@frontier.com. Pick them up (Martinsburg, WV) or Bob can ship them with prepayment. Free shipping to the lower 48.



NOTE: Send you Studebaker-related ads to the newsletter editor, Pete Rutledge, for publication in the next issue.

*December-January Birthdays**

HAPPY BIRTHDAY TO ALL!!!!

Pat Merhaut — Dec 7
Bonnie Berkel — Dec 12
Terry McDaniel — Dec 18
Bill Morgan — Dec 20
Toni Stroh — Dec 23
Skip Conner — Dec 25
Ronald Hoff — Dec 25
Irma Brigman — Dec 29

Ruth Carr — Jan 9
Irene White — Jan 27
Bee Hamlin — Jan 28
Sam Brigman — Jan 29
Mary Veit — Jan 30

***Please Note:** If we fail to list your birthday, it may be because we don't have your birth date in our membership database. If you would like to see your birthday listed in the future, please let Stephen Walter know just the month and day of your birth date.

2022

Potomac Chapter SDC

Membership Application or Renewal

Please complete this form and mail a check, payable to POTOMAC CHAPTER SDC.

\$15.00 Electronic email copy of Commander newsletter

\$30.00 Mailed hardcopy of Commander newsletter

Send the completed form and check to:

Stephen Walter (For questions, email: stephen.walter1@verizon.net)

14916 Chestnut Ridge Court

Gaithersburg, MD 20878

Yearly dues apply from Jan 1st to Dec 31st of each year

I am a member of SDC International.

I am joining SDC International at thistime.

National Membership# _____

*Upon receipt of your national Membership#,
please send the membership #to
the addressor email above.*

This is a NEW Application Renewal/Update

Name: _____

Phone: _____

Address: _____

Cell: _____

City/ST/Zip: _____

Spouse Cell: _____

E-Mail: _____

Birthday: ___ Month ___ Day Spouse: ___ Month ___ Day

I own the following Studebakers (including Rockne, Erskine, EMF, Avanti)

Year	Make	Model	Body Style
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

YOU MUST BE A MEMBER OF NATIONAL SDC IN ORDER TO JOIN ANY SDC CHAPTER