



# The Commander

## Potomac Chapter

### Studebaker Drivers Club



Vol. 54, Issue Number 4 — August—September 2022



**Potomac Chapter Members Enjoyed a Luncheon Meeting  
at Quincy's in Damascus, MD, on July 24, 2022**

#### IN THIS ISSUE

Steering Column.....	2-3	Rockville Car Show.....	10-11
Chapter Officers.....	4	What Did You Do to Your Stude- baker???	12
Sully Car Show.....	4	Studebaker Ahead of Its Time?..	13-14
Stude Transport & Gas Prices.....	5	Birthdays.....	15
Stude Spotter.....	6	For Sale, Free, and Wanted.....	15
Tour of Bradford Collection.....	7	Membership Application/Renewal.....	16
Planned Activities.....	8		
Rohr Car Meet.....	9		

#### Next Meeting

TBD



## Steering Column Steve White



We were able to hold a membership luncheon on Sunday, July 24<sup>th</sup>. Our spirited group consisted of Secretary Murray Welsh, Membership Director Steve Walter and his wife Mary, Larry and Darlene Pugh, Wayne Birkel, Steve Lichtman, and Irene and me. The small numbers allowed for some spirited conversation about our Studebakers and those we've seen on television whether in movies found on Turner Classic Television or on auctions held by Mecum or Barrett Jackson. Another place where I've found them is on My Classic Car with Dennis Gage. Dennis makes no bones about loving Studebakers so there's a chance you'll see one or two on each show even if it's only a glimpse. We also chatted about where to buy tires for our Studebakers. I'm going to defer reporting about our discussion because Pete may like to ask our entire membership the question about their choice for buying tires for their Studebaker.

Back to the luncheon... We held a meeting and you'll find the minutes later in this issue. I had the opportunity to acknowledge our officers for keeping us going in 2022. Ed keeps us active on an almost daily basis on Facebook. Bob maintains our webpage so all can find our newsletter and keep abreast of our activities. I know you appreciate the tremendous work by our Commander editor Pete because it's thanks to him that you are reading my column at this time. We owe thanks to Ruth and Darrell for coordinating our most recent tour. You'll find more information about that in this issue too. I don't want to forget to give my thanks to Steve Walter for keeping our membership rolls current and easily available to us all.

On June 28 Murray and I attended the Rockville Antique and Classic Car Show Spring Meeting. It was my first time in the meeting taking over for long-time representative Bill Morgan. He decided to pass the baton because he needed to step back at this time. Our Chapter acknowledges his many years of serving both the City of Rockville and us. Bill has ensured that we are well represented at the Rockville Show. I'm looking forward to being there on October 15. I hope you can make it too. We were asked to encourage members to register early so we have sufficient space for Studebakers in attendance. The day of event registration will be by cash or check only.

I've been in touch with Dave Farris and he's looking into finding us a place for a summer picnic or other way to get us all together. Please let him know if you have an idea or two.

Do you want to be our Activities Director?  
Please let me know if you do.

*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](#).

### Chapter Officers (2022-2023)



**President:**  
Steve White  
17801 Farley Farm Road  
Rockville, MD 20855- 1661  
301-977-2627  
stevedk66@yahoo.com

**Secretary**  
Murray Welsh  
24121 Ridge Road  
Germantown, MD 20876  
301-253-3723  
MRWL8AGN@aol.com

**Historian**  
Ed Lemanski  
7875 Red Jacket Way  
Jessup, MD 20794  
301-776-9893  
edwardle-  
manski@verizon.net

**Vice President**  
Ron Hoff  
1005 Bedford Street  
Cumberland, MD 21502-  
1206  
301-724-1617 ; 301-784-9548  
(C)

**Activities Director (Vacant)**  
**Interim Activities Committee:**  
Ruth Carr  
David Farris  
Shirley McDaniel  
Steven White

**Web Master**  
Bob Johnstone  
12161 Holly Knoll Circle  
Great Falls, VA 22066  
703-450-0754  
Rfjohnstone@cox.net

**Treasurer**  
Mike Farris  
2227 Bel Pre Road #135  
Silver Spring, MD 20906  
240-461-7676  
david.farris@verizon.net

**Membership**  
Stephen Walter  
14916 Chestnut Ridge Court  
Gaithersburg, MD 20878  
stephen.walter1@  
verizon.net

**Newsletter Editor**  
Pete Rutledge  
5102 Cannon Bluff Dr.  
Woodbridge, VA 22192  
703-590-2468; 703-853-8209 (C)  
pjrutledge3@verizon.net

### MEMBERSHIP RENEWAL REMINDER (updated 5/31/22)

Thank you everyone for answering my request to renew your membership. We now have had 39 renewals out of 44 active members last year and one new member Craig and Linda Comontofski. Our membership is slowly dwindling, so please promote our club when you are out and about. Our annual dues remain at a modest \$15 for an emailed newsletter or \$30 for a mailed newsletter. If you join as a new member after July 1, 2022, no additional dues are needed until January 1, 2024. If you are wondering why your check has not been deposited yet, please be patient with us, our Treasurer has been having issues with his financial software. As usual you will find an application form on the last page of this issue of The Commander; carry one in your car. Your car/truck is our best advertisement, I cannot drive anywhere these days without getting positive comments and questions. Please contact Membership Director Stephen Walter at [stephen.walter1@verizon.net](mailto:stephen.walter1@verizon.net) if you have any questions.

## A Report on the Sully Car Show (Chantilly, VA), June 19, 2022 from Paul Bjarnason

The Father's Day car show had not been held for two years, due to the pandemic. The day was perfect for a car show, about 80 degrees and sunny, with a nice breeze. Almost 260 cars had pre-registered and there were almost 100 cars which showed up for day-of-show registration. Over 20 cars were for sale in the car corral. Like I usually do at Sully, I served as a judge, but this year my daughter, Christine Schoen, and my granddaughter, Carrie Stephens, also served.



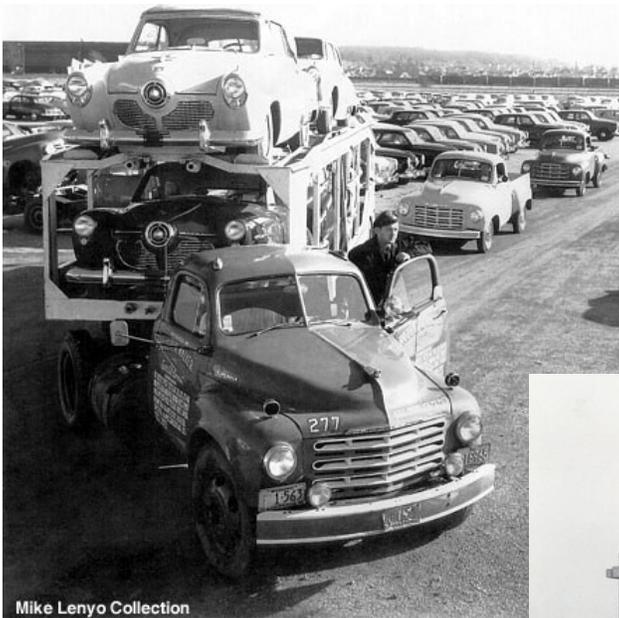
I entered my 1957 Studebaker Golden Hawk to be judged. It was placed in the same class as the Packards. My GH was awarded first place in the class, even though I had failed to have the car's trunk open for inspection. There were some other very nice cars in the class, but it seems the



best ones had registered on the day of the show and, thus, were not eligible to be judged. That some of the better cars were not eligible to be judged may be why my car won first place, in spite of my error regarding the closed trunk lid. Also, an almost perfect 1972 GT Hawk, owned by Joe Plumpe of Fairfax Station, Virginia, was at the show. I was on the lookout for Joe, but did not run into him. I do not believe Joe is a member of the Potomac Chapter.

The hit of the show was a Metropolitan pulling a color matching boat trailer (with a small speed boat on it), which was given the Sully Staff Choice award as well as winning the "Special Displays" class. It was flawless and unique.

# Studebaker Transport from George Hamlin



Mike Lenyo Collection



John Jurkowski Collection



John Jurkowski Collection

# Last Year's Gas Prices from a Studebaker Viewpoint



Yes, that's Steve White in the driver seat of that beautiful '62 GT Hawk. (Photo courtesy of Steve White)



# Stude Spotter

Two of the Studebakers seen on Mecum (Harrisburg, PA) on 7/31/22 (from Steve White)



'63 Avanti went up to \$40,000, did not sell, and "the bid goes on."



'56 Gold Hawk sold for \$60,500.

Potomac Chapter Members Toured the Bradford Classic Car Collection, Bridgewater, VA,  
with the Greater Virginia Chapter, June 11, 2022

A big shout-out to the Greater Virginia Chapter and the Potomac Chapter of the Studebaker Drivers Club. And to Mother Nature for not raining all day!!! But especially to Nancy and Chester (see picture lower right) for letting us view their Studebaker vehicle collection and memorabilia. And the hospitality of the Greater VA Chapter, not to mention the Potomac Chapter with all the weather conditions they had to deal with. Ended the meet with a great lunch at Francesco's Restaurant.

Ruth & Darrell Carr



**POTOMAC CHAPTER, SDC**  
**2022 Planned Activities**  
**(Updated 7/31/22)\***

<b>Event (Location)</b>	<b>Date</b>	<b>Contact</b>
Fall Picnic, Location and exact date to be determined	September 2022	Dave Farris
Rohr Memorial Car Meet, Manassas, VA	September 17, 2022	Non-chapter event
Rockville Antique & Classic Car Show, Rockville, MD	October 15, 2022	Murray Welch & Bill Morgan
Activities Planning Meeting, Location and exact date to be determined	November 2023	Activities Committee (see p. 4)
Holiday Party and Meeting, Location and exact date to be determined	December 2022	Dave Farris

**\*NOTE: Except for the addition of the Rohr Car Meet, this activities schedule has not been updated for this issue. Members will be notified of any future updates separately by email and in the next newsletter.**



**Contacts:**

Registration: Jim and Sally Batchelder (703) 339-2064  
Show Information: Gene Gilkey (703) 830-5313  
Randy Higgins (703) 853-2235



## 46<sup>th</sup> Edgar Rohr Memorial Car Meet Saturday, September 17, 2022

Manassas Museum, 9101 Prince William St., Manassas, VA.  
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories  
All show vehicles must enter Prince William Street at Grant Avenue



Go to [www.cruisinforheroes.com](http://www.cruisinforheroes.com) for  
information on Fisher House



### Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

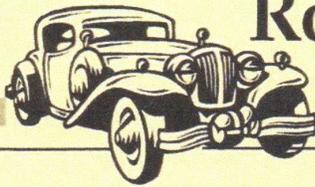
- ✓ 1997 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at [www.bullrunaaca.org](http://www.bullrunaaca.org)

1955 Mercury Monterey  
Owners: Gene & Jennifer Gilkey  
2021 Arthur Ault Award Winner



# 2022



# Rockville Antique & Classic Car Show

Saturday, Oct. 15, 2022 • 8:30 a.m. to 3:30 p.m.  
Glenview Mansion at Rockville Civic Center Park  
603 Edmonston Drive, Rockville, MD 20851

*Rain or Shine*

(In case of inclement weather, call 240-314-5022)

### Schedule of Events

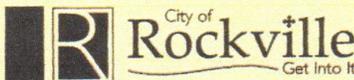
- 8:30 a.m. .... Field opens to show cars, flea market and car sales
- 11 a.m. .... All cars on the field; registration table and gates closed
- 11 a.m. .... Field opens to spectators – FREE ADMISSION
- 11:30 a.m. .... Band performance
- 2:45 p.m. .... Mayor and Council Award presentation
- 3:30 p.m. .... Show closes

See reverse side for registration form, directions and general information.  
Keep this information for reference. It will not be sent out again. Detach and send in the form (on the back) with check.

### The Rockville Antique & Classic Car Show is under the auspices of:

- National Capital Region AACA
- Mid-Atlantic Packards, A Region of the Packard Club
- Potomac Region Cadillac & LaSalle Club
- Nation's Capital Chapter Model T Ford Club International
- Potomac Chapter Classic Thunderbird Club
- Chesapeake Bay Chapter Hudson-Essex-Terraplane Club
- Potomac Chapter, The Studebaker Drivers Club, Inc.
- George Washington Chapter Model A Ford Club of America
- Mid-Atlantic Thunderbird Club
- Washington Area Chapter (Group Corvair) Corvair Society of America
- National Capital Region Mustang Club
- Chrysler Product Owners Club, Inc.
- Early Ford V-8 Club of America, National Capital Regional Group
- Chesapeake Region Rolls Royce Owners Club
- Capitol City Rockets, Oldsmobile Club of America
- Sugarloaf Mountain Region AACA
- Metro Area Chapter Buick Club of America
- Mid-Maryland Ford Club
- Nation's Capital Jaguar Owners Club
- Lincoln and Mercury Friends
- The National Capital Fiat Club
- Mid-Atlantic Region Ferrari Club of America
- Capital Chapter Alfa Romeo Owners Club
- Pontiac Early Times Chapter Club
- Potomac 356 Owners Group
- Pontiac-Oakland Club International, Inc., National Capital Area Chapter
- Greater Washington Area Mercedes Club of America
- Lotus, Ltd., D.C. Chapter
- MG Car Club, Washington D.C. Centre
- National Capital Chapter BMWCCA
- Mid-Atlantic Plymouth Club
- National Corvette Restorers Society-Mid-Atlantic Chapter
- Capital Triumph Register

Sponsored by the City of Rockville and the Rockville Antique and Classic Car Show Committee.  
This is a City of Rockville Recreation and Parks Department Special Events production.



[www.rockvillemd.gov/carshow](http://www.rockvillemd.gov/carshow) • 240-314-8620

## IMPORTANT INFORMATION – Please Read

### General Information, Eligibility and Policy:

- All registration fees are nonrefundable.
- The 2022 Rockville Antique and Classic Car Show is open to all motor vehicles up to and including the 1997 model year.
- No replicas, hot rods, custom/modified cars or any other inauthentic or altered vehicles will be admitted to the display field.
- Vehicles will not be judged. However, all vehicles admitted to the field must be in a condition of preservation or restoration that would not reflect discredit on the show or hobby. The Car Show Committee reserves the right to register and permit only those vehicles so described. All show vehicles are subject to final inspection and acceptance.
- All preregistered vehicle applications received by Sept. 11 and owners will be listed in the 2022 car show program.
- Day-of registration closes at 11 a.m. SHARP! No latecomers will be allowed on the show field.
- All preregistered vehicles must arrive on the field by 11 a.m. to receive solid brass-etched dash plaque awards.
- Preregistration tickets will not be mailed to registrants. Tickets will be distributed onsite the day of the show.
- Preregistration does not guarantee a reserved place at the show. The first-come, first-served rule applies.
- Please observe AACA safety standards. You are required to have a fire extinguisher and wheel chock for your vehicle.
- All participating vehicle owners and vendors are requested to remain for the entire length of the show.
- Car sales will not be permitted on the display field.
- Show cars must be driven onto the field. Trailers will not be allowed on the field. Off-field trailer parking will be available.
- Sponsoring clubs may award prizes to their participating members.
- All flea market vendors shall be in compliance with AACA rules regarding flea market sales. Sale items must relate to motor vehicle parts or accessories ONLY. Failure to comply will result in expulsion from the show. Space is limited and will be on a first-come, first-served basis.
- The show takes place on the Rockville Civic Center grounds. The field is grassy and hilly. Accessible parking for spectators is available.
- No canopies or pop-up tents are permitted on the field.



----- Detach and send in the form with check. -----

I need a modification because of a disability: (please check one)  YES  NO  
If YES, a Recreation and Parks staff member will contact you before this event.

## 2022 ROCKVILLE ANTIQUE & CLASSIC CAR SHOW REGISTRATION FORM

*Early registration is encouraged to assure a commemorative plaque and a space on the field.*

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Car Club Affiliations (if any): \_\_\_\_\_

**Show Car Registration:** \$10 per car on or before Sept. 11 and \$20 after Sept. 11 (1931 & older vehicles FREE for preregistration only – must pay at gate on day of event). *Last day to preregister: Wednesday, Oct. 12 by 5 p.m. Must register at show after this date.*

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

### FLEA MARKET REGISTRATION

**Flea Market Space** – \$30 per space on or before Sept. 11 and \$40 after Sept. 11 (one space equals two 18' x 20' parking spaces.)

Items For Sale (Must be motor vehicle-related): \_\_\_\_\_

### CAR SALE REGISTRATION

**Car Sale Space** – \$30 per space on or before Sept. 11 and \$40 after Sept. 11. (Space equals one 10' x 18' parking space.)

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

**ALL REGISTRATION FEES ARE NONREFUNDABLE.** Please fill out the applicable portion of this form, make checks payable to City of Rockville, and mail to Rockville City Hall, Events Specialist, 111 Maryland Ave., Rockville, MD 20850



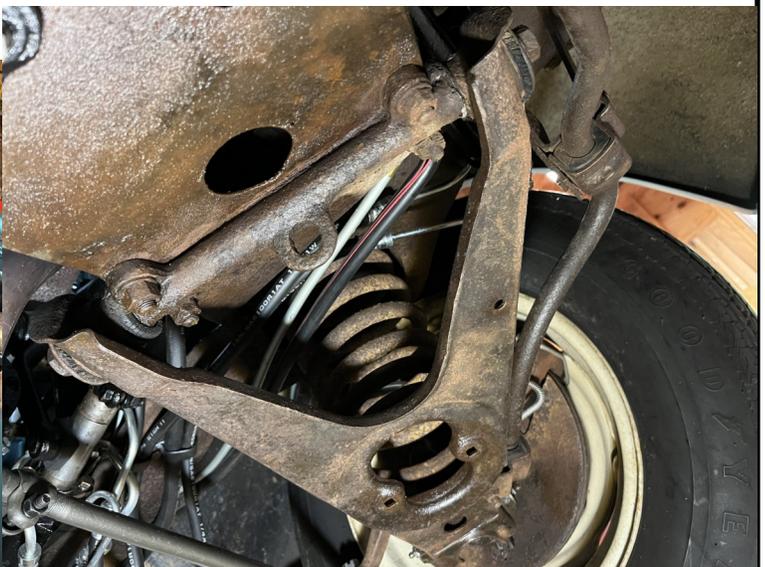
## What Did You Do to Your Studebaker???

(since the last issue of The Commander)

### Pete Rutledge — '64 Avanti R2:

I'm happy to announce that my rebuilt engine is all put back together, has undergone its initial run at 2,000 rpm to break-in the cam and lifters, and it's running well at normal idle speed, so far. I was having problems with the engine overheating during the initial 2,000 rpm run-in. I ended up having the radiator re-cored (not cheap), replaced the fan clutch, replaced the thermostat with a high-flow model, and replaced the water pump. All these things helped extend the time to overheating during the initial run-in at 2000 rpm, and it remains to be seen if it will overheat in normal use.

I'm currently struggling with clutch adjustment (all new clutch parts) and I'm beginning to work on front suspension rebuild. I'm not looking forward to removing the coil springs, but will do so carefully (I have done it before). Removing the front suspension parts will allow me to finish preserving the front portion of the frame, as well as the suspension parts themselves.



## WAS STUDEBAKER ALWAYS AHEAD OF ITS TIME?

By Dan Kuhl

The most often posed question to me by people from the car hobby who are not Studebaker followers is, "why did Studebaker go out of business?" The short answer is auto manufacturing was not profitable when compared to the massive diversification program that began at the Studebaker Corporation in the 1950's.

After learning about the unit body Sterkenberg prototype being unveiled to the public at the Chicago World's Fair in 1933, my detailed answer began to take shape. This concept of unit body construction would be adopted by all American automobile manufacturers by the end of the 1960's. Today there are even unit body pickups being made. My contention is further substantiated by Studebaker's reluctance to stamp (press) in house entire bodies and the fact that the largest body stamping (roof) used by Studebaker in 1836 was made by Edward G. Budd of Philadelphia. Studebaker would continue a relationship with Budd until 1966 when car production ceased. Even Studebaker's rising star the Avanti had its body manufactured away from South Bend at Molded Fiberglass in Ashtabula, OH. A failed attempt to make Avanti bodies in South Bend occurred in January 1963, after which Molded Fiberglass continued to provide bodies.

Historically, Studebaker manufactured all body parts in house until 1913. They employed the same methods used in their carriage manufacturing, a metal skin over a wooden frame. It was at this time that Edward G. Budd began promoting all steel body construction after realizing the methods used to manufacture their first auto body for an open car, consisted of 1200 parts. Only the Dodge brothers bought into this new concept and purchased many steel bodies from Budd. At this time the Philadelphia firm believed so strongly in its new method that patents for the process were released to the industry as a whole.

*Motor Magazine* stated in 1936 that the Studebaker body manufactured by Budd was made from only four metal panels. With the advantages of simplicity, greater strength, and less weight the new technology permitted Budd to ship nests of panels to South Bend rather than bulky whole bodies that were more costly to ship.

By 1951 Studebaker had set its course, using the old style body on frame automobile construction. Assembly required 870 different stampings to complete an automobile. In a 1951 issue of *Spotlight* 935 auto bodies were produced daily using this soon to vanish antiquated method.

In 1955 when Budd was making bodies for the new Ford Thunderbird, Murray, Budd's last competitor, dropped out of the auto body business. Budd was now the sole provider in a shrinking business where most manufacturers were gearing up for their own unibody manufacturing. It would be too costly for Studebaker's small annual production to tool up to make their own unit steel bodies while on the other hand it was very costly to ship body panels from Budd's Philadelphia facility.

With the uptick in cash in 1959 after the success of the Lark and following many years of bad luck, future business plans had to be made by the power-brokers in New York. As in 1935,

## WAS STUDEBAKER ALWAYS AHEAD OF ITS TIME? (cont'd)

should Studebaker continue in a failing car manufacturing business? In 1935 it was in the best interest of the shareholders to stay in the car business. In 1959 the corporate powers chose to diversify, even though for appearance purposes it looked like Studebaker cars would continue to be the main focus. The Avanti had no effect on what was already in the cards by 1962.

It is my opinion, in this particular case, Studebaker was not ahead of its time as a competitive auto manufacturer, but did have many firsts in innovation and styling that came to fruition in the cars we so dearly love. With these in mind, Studebaker was often labeled ahead of its time and rightfully so.

### References:

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Fox, Fred K. "1936 Studebakers, New styling for Fast Paced Times" *Turning Wheels*. Volume 41, No. 12 (December 2009): pp. 6-9.

F., Sally. "A History Minute, Fortunes of Philadelphia: Planes, Trains, and Automobiles - The Story of Budd Manufacturing". Blog on the web August 9, 2019.

Lamm, Michael and Hollis, David. *A Century of Automotive Style, 100 Years of American Car Design*. (2009). Lane Morada Publishing Co.

*Motor* (December 1935).

*Studebaker Spotlight* (June 1951) Volume 15, No 6.

*Studebaker Spotlight*. (September 1951). Volume 15, No 9.

Note: the *Motor* magazine was obtained from the AACA library in Hershey, PA.

## August-September Birthdays\*

# HAPPY BIRTHDAY TO ALL!!!!

Stephen Walter—Aug 2  
Richard Carlton—Aug 8  
Anne Devore—Aug 13  
Steven White—Aug 13  
Ken Davidson—Aug 16  
Darrell Carr—Aug 21  
Eric Christensen—Aug 21  
George Hamlin—Aug 25  
Paul Bjarnason—Aug 30  
John Martin—Aug 30

Gail Philippi—Sep 6  
Lisa Wilson—Sep 8  
Marie Lemanski—Sep 15  
Richard Honafous—Sep 20  
Donna Johnstone—Sep 21  
Steve Lichtman—Sep 26  
Dwight Fitzsimons—Sep 28

**\*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.

## FOR SALE, FREE, and WANTED

**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.

**FOR SALE:** Vintage Studebaker Hawk fender cover — Good shape, vibrant colors but has some wear. \$125 obo. Contact Greg 301-512-5110



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

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**