

HAGERTY PRESENTS THE
50th ANNUAL MONROE AUTO
SWAP MEET
EVERGREEN STATE FAIRGROUNDS, MONROE, WA
MAY 20th - 21st, 2023

DICK'S
DRIVE IN
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DELUXE
FREE TOP BUN
THE FIRST
Concentrated
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MAY 20th AND 21st, 2023
EVERGREEN STATE FAIRGROUNDS
FOR RESERVATIONS VISIT WWW.MONROESWAPMEET.COM

MONROE AUTO SWAP MEET
2023
MAY 20th - 21st

*THE DUES ARE
LONG OVERDUE*

*Your dues are over-
due, but for a mere
\$12 you will continue
to receive this mar-
velous magazine for
another year. Greta
will be happy to take
your money. See
next to last page for
address.*

*(The two years of ba-
sically no dues are
over and we are back
to normal as far as
dues go).*

*Also don't be sur-
prised if you should
not receive this flyer.
If it happens, it is
probably due to no
dues.*

APRIL MEETING

WHEN: Saturday April 8 at 10:00am

WHERE . Thunderdome Car Museum

1920 Garrett St. Enumclaw, WA 98022

Meet in the lobby at 10:00 am. Admission is \$10.00 per person

****After visiting the Museum, approx. noon, we will have lunch at Krain Corner, located at 39929 264th Ave SE, Enumclaw 98022**

(The corner of Black Diamond - Enumclaw Rd. and 400th)

******Everyone will order off the menu, and settle their own tab**

2023 Greater Seattle Chapter Upcoming Events

MONTH DATE EVENT LOCATION TIME INFORMATION & CONTACT

MONTH	DATE	EVENT	LOCATION	TIME	INFORMATION & CONTACT
APR	8 Sat	Thunderdome	1920 Garrett St. Enumclaw,	10:00	Mary
MAY	6 Sat	HCCA bkfast tour	Puyallup		See ad
JUNE		Naval Museum			
JUL	15 Sat	Picnic	Mud Mountain		
AUG	5 Sat	Picnic	Tolt/MacDonald park	3 pm	Invited by HCCA
AUG		BBQ	At Durkees		
SEP		Drive your Stude day	Nursing home		
OCT		TBD			
NOV		Election Meet	Boarding House restaurant, Issaquah		
DEC		Christmas party			NPS hosting

Internationals

September 12-16, 2023 Manitowoc, WISCONSIN Upper Mississippi Valley Zone

Portland Swap Meet

Hosted annually by six Portland Oregon area antique car clubs, The Portland Swap Meet is the largest auto parts swap meet on the west coast with approximately 3,500 vendor stalls and over 50,000 shoppers each April at the Portland Expo Center.

Next Portland Swap Meet

March 31 and April 1, 2 2023

Vendors Only -- Setup

Thursday

8:00 am - 7:00 pm

General Admission

Friday 7:00am - 7:00pm

Saturday 7:00am - 5:00pm

Sunday 8:00am - 1:00pm

General Admission

Friday and Saturday -- \$10.00 per day

Sunday -- \$5.00 (Ladies are FREE)

All days - (Children under 12 are FREE)

Location

Portland Exposition Center

2060 N Marine Drive, Portland OR

Take I-5 exit 306-B and follow signs to parking at Portland International Raceway. A **FREE shuttle bus** visits off-site parking areas.

2020 NOTE: THERE IS NO PARKING AT THE MEADOWS LOT ANY MORE. ALL PARKING (AND FREE SHUTTLES) ARE FROM THE INTERNATIONAL RACEWAY.

Annual May Tour / Breakfast Opener

Saturday May 6th at 9:30 am

We will be meeting at the Puyallup Elk's Lodge for our annual May breakfast. Cost is \$17 payable to the Elks Lodge day of. We are inviting lots of clubs in the area.

After breakfast we will be going on a drive.

Please RSVP with Andrew by April 20th. 360-961-1706

Odds 'N' Ends

Grease:

As we know, grease is predominately oil with added stiffeners. Grease has many different characteristics, depending on the oil used for the base and the multitude of stiffeners added to make a grease suitable for specific applications.

Common among car enthusiasts are the 2 most common greases found in their garages: Chassis grease and wheel bearing grease. Chassis grease is the general- purpose grease and the wheel bearing grease is thicker and stickier than the chassis grease. The wheel bearing grease can be used for general purpose but the chassis grease should not be used for lubricating of wheel bearings because it does not possess the ability to be stable due to heat, mostly from being in close proximity to the braking mechanism when it is applied. A smaller amount of heat is also generated from the bearings in motion as the vehicle is driven.

Grease does break down with time. The shelf life of greases are generally about 5 years when properly stored in their original containers. Cloudiness and a strong odor is an indication of deterioration taking place. For me, I don't throw away grease that is more than 5 years old. I am guilty of using grease that is more than 10 years old as long as the stabilizing thickeners have kept the grease in much of its' original consistency. If the grease is turning to oil, then it is to be discarded. Just because I use 'old' grease does not make it right so don't do what I do as I do not know how much loss of the lubricity is in the old grease. If you want maximum performance from the grease, then you need to use "fresh" grease. This leads us to another question, "How do you know the grease is "fresh" when you purchase it"? Unfortunately, you don't, there is no expiry date on the greases.

When greasing items on a vehicle such as universal joints, steering linkages, spring shackles, king -pins, and other suspension parts, you can pump the grease gun until you see grease coming out. However----- when you are greasing the wheel bearings on the vehicle, do not "over-grease" as it creates heat, which in turn, if excessive, will reduce the consistency of the grease. For greasing of the front wheel bearings, do not fill the hub nor the bearing cap full of grease. I leave about 25 or 30% of air space. It seems to work for me.

I have a 3rd kind of grease : Waterproof grease that is seldom used but handy to have. It is a very sticky grease that I use to keep small parts in place which would otherwise drop out of position. Needle bearings in a universal joint comes to mind.

The main reason for grease is to reduce or eliminate friction between a stationary or stable object and a part attached, that is moving. Presently, synthetic plastics are derived from crude oil or coal. There are bio-based plastic too but the synthetic plastics are likely cheaper than the bio-plastics, the former is likely to be used on the motor vehicles.

Overlooked spots on the cars that need, but do not get lubricated as they should be are: 1 – Trunk hinges, 2 – Hood hinges and 3 – The door hinges. It is difficult to grease these items so oil is used.

There is a product in an aerosol can that is called **FLUID FILM** that sprays on as an oil but later becomes a grease. Silicone sprays are not recommended. Teflon sprays may be okay but I would prefer the **FLUID FILM**.



SNF creates Bob Palma Scholarship

The Studebaker National Foundation has an important mission – to preserve the legacy of the Studebaker Marque, while also enhancing the knowledge and appreciation of Studebaker’s history and to preserve/restore vehicles to convey the story. The SNF provides funds, vehicles and information for various charitable and educational purposes that are related to all aspects of Studebaker.

SNF will present a Scholarship in honor of the late Bob Palma.

Bob Palma lived a life filled with Studebaker delight, history and satisfaction while helping others needing technical advice, encouragement and reasons to enjoy everything Studebaker!

Bob was a Technical Editor for *Turning Wheels* Magazine and a writer for many other automotive magazines, where he always wrote about Studebaker with alluring appeal.

He was one of the biggest contributors on the Studebaker Forum Group and also had great joy supporting Studebaker performance and racing.

While constantly helping people troubleshoot technical issues, he always became friends with everyone along the way and set a good example of someone who will be missed, but not forgotten!

Bob’s Studebaker research and technical advice helped put, or keep many Studebakers alive and rolling down the roadways.

If you would like to support the Bob Palma Scholarship you can make your tax deductible donation at the website: <https://www.studebakernationalfoundation.org/> or by mailing your donation to the SNF Treasurer, Linda Derbidge at P.O. Box 151854, Ely, NV 89315 Thank you for your support.



STUDEBAKER DOOR ADJUSTMENT

*Thanks to TEMPO, Newsletter of the SDC,
B.C. Southern Interior Chapter*

If your doors do not close on the first try, if they come ajar while going down the road, if they rattle or if there is wind noise, you need to take some action to remedy these situations. Start with the driver's door. Does the door sag when opened, drooping down at the back edge as if the hinges are worn or maladjusted? With the door open, lift the trailing edge and observe the hinges. Is there play at the hinge pins? Is the "A" pillar that the hinges are attached to solid or is the pillar rusty to the point where it will not support the door? No amount of adjusting will cure a door problem if the hinges or hinge pins are worn, or if the "A" pillar is not structurally sound.

Sometimes, if the hinges are not too badly worn, you can adjust the door. Remove the door trim interior panel. Loosen the three bolts on the top-hinge-to-door mounting point. They are #3 Phillips-head bolts. Heat and new bolts may be necessary. Once they are loose, raise the rear of the door until at least 1/16 " of forward movement is noted between the door and the hinge. Retighten the bolts. Slowly close the door and note the gap around the door for uniformity. Adjust as necessary. Sometimes there are shims between the hinge and the hinge mounting point on the door, you might have to add or subtract shims to get the door to fit flush in its body opening.

Once the hinges and pillar are okay, remove the striker plate on the "B" pillar. Roll down the window and close the door. The door should close without any obstruction. Only slight pressure should be needed to hold the door flush with the rear fender (2-door cars) or the rear door; just enough pressure needed to compress the weather-strip.

If the door is obstructed from closing flush in any way, locate the obstruction and you have located the problem. If there is no obstruction, check the gap all the way around the door. The gap should be uniform, between the doors and front fenders, and between the doors and quarter panels. (2-door cars) If there is no obstruction and the gap is uniform, move on to the next procedure.

Remove the outside door handle, this eliminates the possibility that the door handle button is not fully returning when released, preventing the lock assembly from latching properly. With the door handle removed, rotate the

lock tumbler counter-clockwise. You should hear it click solidly into the lock position and it should not be able to rotate. Clean and lubricate this assembly thoroughly with 30-weight oil or light grease. If the lock tumbler is in good order, take a look at the door lock striker plate assembly. If it seems worn, replace it. Try to get a NOS unit, they work better than new reproduction ones.

Reinstall the outside door handle. Install the striker plate at its outermost point and just snug up the screws. Hold the door button in and slowly close the door. If the door jumps up when it contacts the striker, lower the striker. If the door drops down, raise the striker. When you can close the door without it moving either up or down upon contacting the striker, you have the striker's vertical position properly adjusted. Make sure the striker is as horizontal as possible, not up or down on either end.

From the outside, close the door slowly without holding the button in, as if you intended to "close the door." Do this slowly and you should hear, first, the safety click "in." Then push the door in a little further until you hear a second click; the main latch. You must hear two distinct clicks, if not, replace the door lock assembly, it is defective.

When you can hear the two distinct clicks, begin adjusting the striker plate inward. Do not change the vertical adjustment while doing this; mark the top or bottom of the striker plate for reference to see that you don't accidentally change the vertical adjustment.

Loosen and move the striker plate in until the door fits flush and solid. If you move the striker plate too far in, you will "lose" the second click; the primary lock. To remedy this, just move the striker plate out a little bit. When you are satisfied that you have both vertical (first) and horizontal (second) adjustments done, firmly tighten the screws in the final location and apply some Door-Ease type lubricant to the striker plate top surface.

If the above procedures do not solve the problem, check the car's frame alignment. Weatherstripping can also cause unusual door problems. If the weatherstripping is ancient, hard, cracked, etc., replace it. If it is newish-looking, and the doors do not close properly or there is wind noise, it may be that the wrong type of weatherstripping has been installed.

Above information applicable for 1953 - 1966, earlier models and trucks are slightly different.

Lift for a Studebaker

by David McMahon, Ohio Region SDC

For anyone in the club who frequently attends Studebaker related swap meets, seeing an old-style script Studebaker jack for sale is not uncommon. Now the majority of Studebaker owners really have no need for this type of jack since they date back to a period sometime in the teens or twenties. But since the Studebaker bug is so strong for many members, owning one just as a conversation piece for one's collection happens quite often.

Beyond the fact of their Studebaker connection, what attracts me to these jacks is the fact that the company that made them, The Buckeye Jack Company, was located here in Alliance, Ohio. If you're a serious collector of these jacks like some members like myself are, then you are aware of the fact that Studebaker was not their only customer for this type of jack. The jacks were designed with a ingenious feature so that the front nameplate was a separate piece of metal. When Buckeye secured another customer for their jacks, a simple screw on plate changed the jack to whomever the company was.

The one company that readily comes to mind for us is Packard. In some cases, a Studebaker collector might find the need to add a Packard jack to their collection. And there were more car companies beside these two. My first Buckeye Jack was one for Cadillac that I found many years ago at a local estate auction. Now with the internet and companies like eBay, adding a Buckeye Jack to one's collection can be done with just a click of a mouse.

Because of their Cleveland connection and the fact that they were one of the trio of early luxury cars makers known as the "3 P's", (Packard Peerless Pierce Arrow) I someday would like to add a Peerless jack to my collection.

Buckeye's offerings of jacks spanned a size range from smaller ones then the Studebaker size that we are familiar with, up to rather large and heavy ones for railroad use. I am lucky enough to have a full range of their jacks. In most but no all cases, the mechanical design of the jacks are very similar across the size ranges.

The Buckeye Jack Company has one more very significant connection for me that is a personal one. From what I have researched about my family tree on my dad's side, when my Grandparents first moved to the Alliance area in the early to mid-teens, I believe that my Grandfather's first job in Alliance was at Buckeye Jack. I don't know if it was that specific job that brought them to the Alliance area, or if it was just the first place that hired him. My father was born in 1917 not over a mile from their plant. That plant building is still standing alongside the railroad tracks on the north edge of Alliance.

It is interesting to think that Studebaker, as the manufacture of moderately priced vehicles, provided a jack to their customers that was the same as were the ones provided to luxury car owners like Cadillac, Packard, and Peerless, when you consider that those cars cost many thousands of dollars more. I guess it could fall under the slogan of "Give More Than You Promise".



Editor. Could not resist to show two of my own jacks. One is actually a wheel rim jack for our 1921, the other is from our Studebaker Surrey



SECRETARY'S SCRABBLES

Our March Meeting started out great. The sun was out, no rain or snow and no wind! The traffic was no problem, and we were excited to visit the National Nordic Museum, and eat at the famous landmark in Ballard, Mike's Chili Palace. When we arrived at the Museum, we were greeted by Don Albrecht, and no one else! We went inside, and were greeted by the Docent I arranged,. She was very nice, and let us use the group rate, even though we only had three people.

The Docent's name is Mariann and she is 87 years old. The Museum is designed to take you on a trip through time starting at 12,000 years BC, winding your way through an imaginary Fjord, learning about the types of ships and the different types of wood, the Scandinavian

routes of travel and migration over time. Mariann remembers so many things about the way of life, dealing with the Nazis, and the traditions passed down.

The whole experience was wonderful.

We three decided to not go to Mike's Chili Place, and I had to call Mike and let him know.

Mike was disappointed , as he had set up a special place for us.

It was a very nice day for the three of us anyway. I felt bad for Mike, though.....

--Mary West for Don Andersen

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 (Bellingham)



STUDE STUFF FOR SALE or wanted

For Sale: Make offer, want to find someone that can use these. Complete front sheet metal forward of

firewall ("doghouse") off 62 GT hawk, no trim, solid, \$150. Front sheet metal with trim/grille, '61 Champ truck, \$200. Also fits 59-60 Lark, very straight. Front sheet metal with trim/grille, '64 Commander, straight, \$200. Prices are you-pull in Lake Stevens (hawk doghouse is already off). Other parts for these vehicles are also available cheap or free. John DePrey, 425-293-2985, retrostude@yahoo.com .

For Sale: Complete full flow 259 2bbl drivetrain from a '64 Commander, including T86 overdrive, clutch linkage, pedals, dash bracket, driveshaft, radiator, hardware. Ran engine before pulling, had good compression and no smoke. Pulled for a "ditch the six" project on the '64 that we subsequently sold, buyer has not picked it up. \$350 obo takes all. Have a non-TT Dana 44 with v8 brakes for \$100, I believe 3.54 ratio. John DePrey 425-293-2985

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. 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. 1ST 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!!

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53 STUDEBAKER COUPE COMPLETE MODIFIED

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 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

Pair of headlights for '30, '31 and some '32, \$400 for the pair as well as a Radiator for '31 President, \$100.
Don Andersen, 253-854-0678 or djandersen@q.com

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.

ATTENTION:

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

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

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. Bjorneby .
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



Mon-Fri 8:30 - 5:30
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2021 Greater Seattle SDC Chapter Officers

President: Jerry Walker	11813 SE 5 St. Bellevue, , WA 98005	425-646-9034
Vice President: Mary West	21707 290 Ave SE, Maple Valley, WA 98038	425-413-3958
Treasurer.: Greta Justad	6302 164 Ave SE, Bellevue, WA 98006	425-747-9196
Secretary: Don Andersen	11406 SE 223 St, Kent, WA 98031	253-854-0678
Web Master: Tom Noller	29902 176th Ave SE, Kent, WA 98042	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.seattlesdchypermart.net
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:
 www.theantiquestudebakerclub.com

MEMBERSHIP INFORMATION

LOCAL MEMBERSHIP

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

NATIONAL MEMBERSHIP

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

GREATER SEATTLE CHAPTER MEMBERSHIP APPLICATION

Greater Seattle Chapter dues are due January 1st each year and are for a one year period. Dues are \$12/year and includes a monthly email newsletter.

Dues are prorated per month for dues collected throughout the year. Make check payable to: **SDC GSC**
 Mail check to: **SDC GSC c/o Greta Justad , 6302 164 Ave SE, Bellevue, WA 98006. Info 425-747-9196**

NAME: _____

SPOUSE: _____ ADDRESS _____

CITY _____ STATE _____ Zip 98 _____

E-mail _____ SIGNATURE _____

Studebakers Owned: 1 _____ 2. _____

3 _____ 4. _____

More? 5 _____ 6 _____

O. Justad
6302 164 Ave SE
Bellevue WA 98006

The Washington

President

