



The Commander

Potomac Chapter

Studebaker Drivers Club



NOTE: We are on Facebook: <https://www.facebook.com/groups/1846254089018596/>

Vol. 57, Issue Number 3 — June - July 2025



Bob DeVore's '49 Studebaker Champion (more about this car on p. 12)

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Next Meeting
TBD



Steering Column Steve White



As you know, Bob Johnstone's Internet site for our chapter is no longer being updated. I will miss going there online but will enjoy our Facebook page even more now. I do not know how long Bob has been posting our updates on the chapter site, but I am sure it has been a very long time. We owe Bob a great deal of gratitude for his time and expertise in maintaining our chapter's site over many, many years. My hat is off to him, and I am getting off my desk chair to give him a standing ovation. I hope we see him in 2025 so we can let him know how much his time and work has meant to us. Maybe he and Donna will make it to our chapter holiday party in December.

I hope you have had more than one chance to enjoy our spring weather despite the recent showers we are enduring. This is the season for bringing out our Studebakers and showing them off. I always enjoy washing my Studebaker even though it is covered mostly with dust because it shines so brightly afterwards. I have not had a dust cover in the garage for my GT Hawk, but I will be able to use the older one I have for my daily driver. I am getting a new car cover for my daily driver because it deserves protection from the weather out in the driveway.



Speaking of my GT Hawk it has provided me with some pride already in 2025. I have only won one award (a top twenty) in the decade that I have owned the Hawk even though I brought it to several car shows. On Sunday, May 4th the Hawk won the Sponsor's Choice Trophy at the 28th Annual Olney Days Car & Truck Show at Fletcher's Service Center. I feel pretty good about that. Actually, I feel really good.

I hope that I saw you at the Bethesda Cars n' Coffee cruise-in held on May 31st near the Corner Bakery on Westlake Drive in Bethesda. I've been taking the Hawk down there on and off for at least five years because there are so many other cool classic, muscle or sports cars there. The people who own them are great to talk with and they often express their appreciation of the GT Hawk. Many of the guys from the Shady Grove

Cruise-In are there so I know it will be a fun time.

I'm sorry I missed Chris's Diner Day at the Metro 29 Diner. Did you make it there? I checked out the diner online and it looks very cool. The Sully Car Show is coming up on Father's Day and I may drive over there in my daily driver. I am a bit apprehensive about driving my Hawk over there. Maybe I can work up some courage and do it if I register on time.

Thank you all for your continuing membership in our SDC chapter.

Warm regards,

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 (with emailed newsletter) or \$30.00 yearly (with mailed hard-copy newsletter). Canada/Mexico \$20.00 (with emailed newsletter), all other countries \$25.00. (with emailed newsletter). 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. Those from other areas wishing to join the chapter are welcome.

Minutes from Officers Zoom Meeting Potomac Chapter SDC Zoom Sunday, April 13, 2025

President's report: Steve White asked for Board approval of December 17, 2024 minutes and it was received; Steve emphasized the need for a new president in 2026 because his tenure has been quite long.

Vice president's report: Ron described the reasons for the cancellation of the Morgantown, PA, Studebaker events. There was a change in management and a fee of \$6,000 was required for the show and the Keystone Chapter voted against the proposal.

Membership director's report: Steve Walter referred to his report in the recent *Commander*. We now have 38 members and a few more are expected.

Editor's report: Pete was lauded by all for the excellence of our newsletter. Pete requests articles regarding member's Studebakers.

Activities Director report: Chris referred to the events listed in the *Commander* and emphasized those for our members. Chris agreed with the proposal to have a picnic following the May 31st Bethesda Cars & Coffee event. Steve White said he would investigate having the picnic at Seneca

POT. CHAP. MEMBERSHIP RENEWAL REMINDER

The good news is we have had 37 members renew for 2025. We also have had one new member Gino & Kathy Manzo join. Thank you so much for continuing to support your local chapter. We still have eight active members who have not renewed yet, this is about normal for this time in the renewal cycle. Unfortunately, this is extra work for me because I will need to contact them personally and try to encourage them to renew. I will be sending an email and a phone call reminder to those of you that have not sent in your renewal. Also please remember to make out your check to **Potomac Chapter, Studebaker Driver's Club** and not to me. Our annual dues remain at a modest \$15 for an emailed newsletter or \$30 for a mailed newsletter. As usual you will find an application form on the last page of this issue of *The Commander*; carry one in your car/truck. 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 if you have any questions.

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 (2024-2025)

<u>President</u> Steve White 17801 Farley Farm Road Rockville, MD 20855- 1661 301-977-2627	<u>Vice President</u> Ron Hoff 1005 Bedford Street Cumberland, MD 21502-1206 301-724-1617; 301-784-9548 (C) ronaldhoff@aol.com	<u>Treasurer</u> Dave Farris 852 Baltimore Pike Gardners, PA 17324 240-461-7676
<u>Secretary</u> STILL VACANT	<u>Activities Director</u> Chris Thomas	<u>Membership</u> Stephen Walter 14916 Chestnut Ridge Court Gaithersburg, MD 20878
<u>Historian</u> Ed Lemanski 7875 Red Jacket Way Jessup, MD 20794 301-776-9893	<u>Web Master</u> Bob Johnstone 12161 Holly Knoll Circle Great Falls, VA 22066 703-450-0754	<u>Newsletter Editor</u> Pete Rutledge 5102 Cannon Bluff Dr. Woodbridge, VA 22192 703-853-8209 (C) pjrutledge3@verizon.net

Potomac Chapter Volunteer Needed ASAP

A volunteer is **STILL** needed as soon as possible to assume the duties of **chapter secretary**. Please apply to our Chapter president, Steve White.

POTOMAC CHAPTER, SDC

2025 Planned Activities

Event (location)	Date	Contact & links
Sully Car Show 3650 Historic Sully Way Chantilly, VA	Sunday, June 15th (Father's Day) 10:00 to 15:30	<i>non-Chapter event</i> <i>in Virginia</i> pre-registration required
Burtonsville Cars & Coffee Burtonsville Town Square 15662 Old Columbia Road Burtonsville, MD	Sunday, August 17th 07:30 to 9:30	<i>non-Chapter event</i> <i>in Maryland</i>
Drive Your Studebaker Day - vineyard tour <i>Start at Boxwood Estate Winery</i> 2042 Burrland Ln Middleburg, VA	Saturday, September 13th 10:30 to 14:30 <i>drive to</i>	end at Breaux Vineyards 36888 Breaux Vineyards Ln, Purcellville, VA <i>contact: Chris Thomas: to-</i>
SDC International Meet Washington, PA	<i>Tuesday, September 16th through</i> <i>Saturday, September 20th</i>	International Meet only hours away! * book hotel early * we may convoy - let Chris Thomas know if interested topher_thomas71@yahoo.com details: https://sdcmeet.com/
Rohr Car Show Manassah Masonic Lodge 182 9810 Cockrell Road, Manassas, VA	Saturday, September 20th 8:00 to 15:00	<i>non-Chapter event in Virginia</i> \$25.00 pre-registration
Rockville Antique & Classic Car Show Glenview Mansion at Rockville Civic Center Park 603 Edmonston Drive, Rockville, MD	Saturday, October 18th 11:00 to 15:30 https://www.rockvillemd.gov/667/Rockville-Antique-and-Classic-Car-Show	<i>non-Chapter event in Maryland</i> registration opens July 7th ** always sells out - book early!!
2025 Chapter Holiday Party Bulls & Bears restaurant 38 S Potomac St #1, Hagerstown, MD	Saturday, December 13th 13:00 to 16:00	Chapter annual meeting and holiday party! contact: Dave Farris david.farris@verizon.net

***NOTE:** Members will be notified of any future updates separately by email and/or in the next newsletter.

PLEASE NOTE: If you would be willing to organize a cruise or other activity for the chapter, please advise Chris Thomas.

Home > Spotlight > The first muscle car? How about a Studebaker!

Spotlight

The first muscle car? How about a Studebaker!

Everyone knows when the Muscle Car era began, right? With the 1964 GTO option package on the Pontiac Tempest, of course. While the original GTO set off the horsepower race, it wasn't the first example of a bigger engine in a smaller car that also featured performance upgrades. That title can be rightfully claimed by the R1 and R2 Studebaker Lark. Yes, Studebaker.

By **Art Michalik** - February 21, 2020

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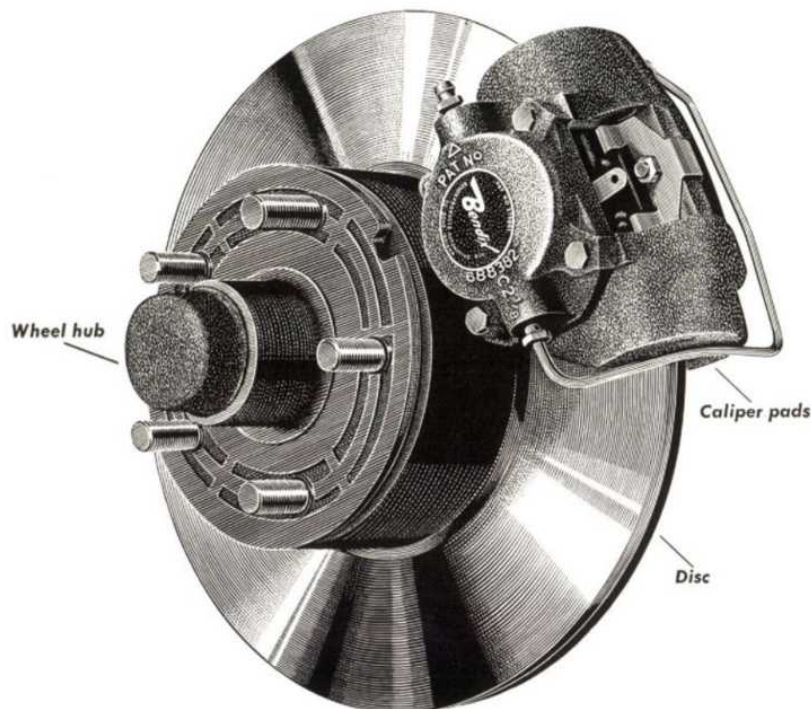


Andy Granatelli with an R2 Lark outside the Paxton shops | Studebaker National Museum photo

Introducing the Studebaker Lark

The Lark was Studebaker's entry into the compact car field that eventually would include the Ford Falcon, Rambler American and Plymouth Valiant. These cars were all about low purchase price and operating costs, and they featured not-too-impressive, down-on-power, four- and six-cylinder engines.

CAR SHOPPING FOR '63? DON'T MISS THIS GREAT **STUDEBAKER** SAFETY INNOVATION



MOST IMPORTANT BRAKE DEVELOPMENT IN 43 YEARS

Now for the first time on a U.S. car, caliper disc brakes for faster, safer, straight line stops. Won't fade. Are unaffected by water.

Not since the introduction of 4-wheel hydraulic brakes has there been a major improvement in brakes for an American passenger car.

Now Studebaker Corporation introduces power-assisted caliper disc brakes... standard for '63 on the Avanti and a low cost option on all Larks, the Cruiser and the Hawk. And disc brake performance is dramatically superior.

Even on the record-breaking Avanti, disc brakes stop the car in 150 feet less distance than conventional drum brakes—from 100 miles an hour. Studebaker cars are the first with brakepower that keeps pace with horsepower.

Disc brakes have no fade and in heavy rain or puddles, the caliper pads sweep the discs clear to maintain stopping power. Whatever the weather, they give

you straight-line stops in amazingly short distance—time after time. Safer stops! You'll want to understand what disc brakes can mean to you. Visit your Studebaker dealer for an eye-opening demonstration of the most important improvement in brakes since 1920.

Be sure to ask your dealer about the new 24-month/24,000 mile Warranty on all cars from Studebaker!

From the Advanced Thinking of

Studebaker
CORPORATION

'63 Avanti—America's Most Advanced Automobile

'63 Lark & Lark Daytona—Feature Cars of their Class

'63 Cruiser—America's First and Only Limousette

'63 Hawk—America's Popular Priced Sports Classic

The standard Lark had been driving volume, but competition from Ford, Chrysler, and GM had cut into its market share. Studebaker needed more traffic through their showrooms. The solution lay in Lark's engine bay, which had been designed to accept Studebaker's stout V8 engine, in an albeit small-displacement version.

While Ed Cole and his team at GM had created what we now know as the small-block Chevrolet, an engine compact, simple and inexpensive to produce. A few years earlier, Studebaker engineers designed their own V8 engine, and had gone a completely different direction.

The Studebaker engine was stout where the Chevy small block was light. Main-bearing area was larger than that of the contemporary Chrysler Hemi. Crankshaft and rods were all forged. Lifters were solid and acted on forged, shaft-mounted rocker arms. Cam timing was by gear drive.

Eighteen bolts secured each cylinder head, more than most contemporary V8s. And it was powerful. In 1951, the engine produced more power per cubic inch than any other available American engine, save the Hemi.

The Studebaker V8 had been continually enlarged through the 1950s and early 1960s. First to 259, then 289, and eventually 304.5 cubic inches. But it's the 289 version that most interests us now.

The push toward performance was led by Studebaker's president Sherman Egbert, who told *Automotive News* in 1963 that "a new corporate image of speed, performance and durability would attract the nation's younger buyers into Studebaker showrooms."

RELATED: Obsession to detail brings custom Ford prototype back to life

So, the V8 that had been upgraded for higher-line models such as the Hawk and the Avanti would now be installed into the compact Lark.

Larks equipped with the high-performance engines were most-easily identified though the R designation, which actually referenced the engine configuration. There would be an R1 and R2 powered versions of the Lark, along with an R3 and R4, which were highly tuned V8s of very limited production.

The R1 Lark of 1963-1964 was fitted with a normally aspirated Studebaker 289 V8 modified with a 10.25:1 compression ratio, a Carter AFB four-barrel carburetor, a high-lift long-duration camshaft, a dual-point distributor, and an upgraded metal timing gear. In this form, the engine was named the *Jet-Thrust* and produced 240 horsepower at 4,500 rpm delivered through a close-ratio Borg Warner T-10 four-speed, the same manual transmission as installed in the Corvette, fitted with a floor-mounted Hurst shifter.



The Lark Daytona Hardtop. Also available: The Lark Regal 2-door, same wheelbase.

Q* Car

How to amaze your friends by adding a few little factory stock extras to your normal-looking Lark:

Studebaker's bins have everything you need to dust off Detroit iron and many more-expensive imports. Tenacious cornering, 0-60 in 8 or less, plus safety no other U.S. passenger car can match—can be yours in a Lark. It won't cost an arm and a leg, and you can drive the folks to church without causing eyebrows to rise.

Here's the prescription:

Ask the man for our basic '63 Lark Regal 2-door. Its starting price is so low you go on from there with a clear conscience.

For beef—add on HD clutch, adjustable shocks and front and rear springs. (There's beef enough already in the separate Armor Guard chassis.)

For go—call for the Avanti Supercharged Jet-Thrust V8. Limited-slip rear end. Choice of 6 axle ratios, 3.07 to 4.55. Butter-smooth 4-speed-stick box.

For stop—Caliper disc power brakes, fore; finned 11" x 2" drums, aft.

For safety—Belts, fore and aft. Bucket seats. Padded dash is standard. Add your own roll bar—or buy an Avanti.

For sense—Enjoy full dial instrumentation. Two-speed wipers. 15" wheels. And that Beauty Vanity with its own mirror is standard equipment, too.

For advice—write our man Andy Granatelli. Speak your mind. He'll tell you all you need to know to own the goingest Lark in the league. Tell him your Studebaker dealer sent you!

*"Q" = quick... and "Q" Boats are potent warships disguised as innocent-looking merchantmen to fool the enemy in wartime.

'63 LARK From the Advanced Thinking of
Studebaker
CORPORATION

More horsepower came with the Studebaker Lark R2, with a supercharged 289 V8.

McCulloch had started in the 1930s as a company that manufactured superchargers for both OEM and aftermarket applications. Founder and owner Bob McCulloch sold the original company to Borg Warner, then formed yet another producing lawn-mower and chain-saw engines. Then he added the goal of developing and selling a modern, low-cost OEM and aftermarket supercharger.

That came in the form of the VS57 centrifugal supercharger, marketed as a Paxton, which was Robert McCulloch's middle name, likely to avoid conflict with Borg Warner. The VS57 was driven off the crankshaft by a V-belt with a variable speed pulley that generated relatively high boost at low engine rpm.

The goal was to improve low-end power, then reduce the added boost from the intake path for improved fuel economy. McCulloch sold the supercharger business in 1958 to the Granatelli brothers, who in turn sold it to Studebaker in 1962.

RELATED: Alejandro De Tomaso: Three iconic sports cars

First installed in the 1957 Studebaker Golden Hawk with a 289 V8, the Paxton VS57 drove power to 275 horsepower at 4,500 rpm through a two-barrel carburetor, as much power as the 120-pound heavier Packard 352 CID V8 that Studebaker had acquired in the merger of the two companies.

For even greater performance, Studebaker again turn to Paxton for a fixed-ratio supercharger that would increase power across the entire rpm range. That unit is the SN-60 and was basically a VS57 without the variable speed pulley. It delivered six pounds of boost.

The 289 V8 *Jet-Thrust* R2 engine featured larger-chamber cylinder heads used on Studebaker trucks and a Carter 625 CFM AFB blown by a Paxton SN-60 supercharger. It developed 289 horsepower at 4,500 rpm, achieving one horsepower per cubic inch.

When an order for the Lark R1 or R2 was submitted with an '88A' code on the form, the car would be equipped with HD springs, shocks and sway bars front and rear, a Dana 44 rear axle fitted with one-piece forged axle shafts, a twin-Traction limited slip differential and an available 4.55:1 final drive. Two-piston Bendix 11-inch disc brakes front and a close-ratio Borg Warner T10 completed the performance upgrades. These items were also available on an individual line order basis. Halibrand magnesium alloy wheels were a dealer-installed option.

Front bucket seats were included in the '88A' order code along with an 8,000-rpm tachometer and a 160 mile per hour speedometer. While those Stewart Warner gauges may have reflected wishful thinking, an R2 equipped with a standard 3.31 final drive did hit 132 mph on the Bonneville Salt Flats. Equipped with standard gearing and a four-speed transmission, *Motor Trend* reported a 7.3 second 0-60 time.

RELATED: Electric-hybrid retrofit adds up to 150 horsepower to Porsche 911

In total 325 R2 Larks were built, of them only 53 received the full '88A' package.

The Granatelli brothers took the R concept further in 1964. They hand-built 120 R3 and R4 versions in their California shop, the block bored 0.0938-inch larger to 304.5 cubic inches. The blueprinted engines were then shipped back to Studebaker's South Bend, Indiana, plant for installation in several different models, including the Avanti and Hawk.

The R3 was a normally-aspirated engine with a 12.0:1 compression ratio and dual-quad Carter AFBs that developed 280 horsepower at 4,500 rpm, and the R4 was a supercharger version with a 9.75:1 compression ratio and single blown-through Carter AFB four-barrel carburetor, and rated at 335 horsepower at the same 4,500 rpm as almost all Studebaker V8s. The Granatelli crew claimed they saw 411 horsepower from the R4 on the dyno, likely at higher revs around 6,000.

Both the R3 and R4 engines received some special treatment, including a Magnafluxed crank, forged pistons, a high-volume oil pump, lighter and larger intake and exhaust valves, ported and polished runners, a more aggressive camshaft and high-flow exhaust manifolds. Dual valve springs were an option.

In the end, according to our best sources, only one R3 Lark model and only one of the R4 Larks reached their owners prior to Studebaker ceasing U.S. production. The rest of the Granatelli R3/R4 V8s ended up in a handful of Hawk coupes and Avanti sports cars or were assembled from their NOS inventory and sold individually, by some sources, until 1969.

Compared to the 32,450 GTOs that Pontiac delivered in 1964, Studebaker Lark R models represent pretty small potatoes. Which is likely why the GTO gets the nod as the forerunner of all subsequent muscle cars, and the Lark R models remain a footnote in automotive history.

What Did You Do to Your Studebaker?

Clive and Mary Babkirk — 1964 Studebaker GT Hawk

As we wrote in the last news letter that we had to have the car returned home on a rollback from our first show this year. After sitting a few days, the Hawk did start and ran again, so I took it for a little spin, but didn't make it home. I had the Hawk rikkbacko

rollbacked to a reputable garage. I didn't know the mechanic other than his garage is in Page County and he lives next to the garage, so I figured it would be a safe place to leave the car, and it was. So far he seems to be a good mechanic and trustworthy.

An electric fuel pump was installed and the problem was solved. While the car was in the garage, I had new rear spring bushings installed. The bushings were ordered from the Studebaker International. A manual temperature gauge was installed. That took care of guessing whether the car was overheating or not. It wasn't.

The only thing now is to get the fuel gauge to work. I'll probably just order a new gauge and sending unit and hope that takes care of the problem.

On another note, our participation in the May 3 Keezletown Ruritan's Classic Car Show went well. Talking to different people, I found out that there are quite a few Studebakers in the Shenandoah Valley area. Maybe we can start our own club?

Clive and Mary Babkirk — 1964 Studebaker GT Hawk (update)

Since the last newsletter, we've been to a couple of local classic car shows with no break downs but no plaques or trophies. We enjoyed both the Keezletown, Virginia Classic Car Cruise-in, where there were three other Studebakers, and the Classic Car Show in Shenandoah, Virginia, where there were none. The important part is just enjoying the day and meeting new people. Hopefully, we can get together with some of the local Studebaker owners before too long.

As mentioned in the last newsletter, we had a new electric fuel pump installed along with a manual temperature gauge and spring bushings. The fuel gauge is the only thing still not working, so we ordered a sending unit from Studebaker International and installed it. Still not working, so next is the gauge. We didn't see any gauges listed for a '64 Hawk in the Studebaker International catalog, so if anyone knows where we might find one please let us know.

Bob DeVore — 1949 Studebaker (our cover car for this issue)

The car is a 1949 4 dr. Regal. I restored it over a twelve year period, finishing it in 1995. It got its first junior award that year at the Fall Hershey meet and it's senior the next year at Johnstown, PA meet. After having it for many years, my wife and I donated it to the then new National Studebaker Museum. It is still there and was the calendar car in May a couple of years ago. We donated it as a Memorial to my late brother Don, who also was a



Studebaker owner and fan. We felt that donating it was something that we could share with many people who share the love of Studebakers.

What Did You Do to Your Studebaker?

John Sartorius — '58 Transtar 1/2 ton long bed pickup

A recap of a couple car shows attended in the last couple months:

1) On May 3, I entered the Stude pickup in the Martinsburg (WV) Car Quest show (first 3 photos below). It was the only Studebaker at the show. About 30 cars or so (I have more photos of the other vehicles in that show if desired). Overcast day, no no rain till the very end.

2) On May 24, the Transtar was entered in the Appleblossom Festival/Winchester Police Department Memorial Day Weekend show in Winchester, VA. Weather was perfect; fabulous turnout (over 120 officially-entered vehicles). See the final 5 photos below. There was one other Studebaker - a really nice Flathead 6-powered 2-door Champion (also shown in the photos).



What Did You Do to Your Studebaker? (cont'd)

Murray Welch — Was 1955 Studebaker Speedster and now a 1953 Nash

My 1955 Speedster proved to be a very expensive piece of junk. It literally self destructed. After having it towed to a hot rod shop it turned out the engine, transmission, cooling system, front suspension and steering systems and exhaust system all had serious failures and assembly issues. The repairs were going to cost an "estimated" \$32,000! No way. Already lost more than that on purchase price. I was taken by an expert. Was able to get \$4,000 for it so my loss is the same amount as the estimated repairs.

I then commenced a search for something else. One last car. I found, unexpectedly, after reviewing a collection of Studebaker "junk" a little Nash Rambler, 1953 Country Club Coupe with 32,000 documented original miles. It was a quite rare Italian Designer model. I was in love. I bought it and it should arrive this coming week. If I will be unwelcome Studebaker events I will see some of you at local car shows and cars and coffee events.



Craig Comontofski — 1955 Studebaker Commander Ultra Vista

I drove my 1955 Studebaker Commander Ultra Vista to the non eth gas station and put 4.54 gallons in to full. mileage from last fill was 104 miles. The math got overwhelming but I calculated 23.35 MPG for three on tree 259 V8 out of OD. Most of the miles were on long steep hills up and down. Better mileage than any thing else I own Tahoe, 4runner, Savana.

Installed two new gold center wire wheel center caps, SI. Need two more. They look great!

Pete Rutledge — 1954 Studebaker Commander Regal Starlight coupe

Since the last newsletter, the '54 finally made it to the road, but only briefly. It was making a strange noise. I made a list of all the possible sources of the noise and checked them off, one by one. In the end, the noise was coming from the new one-piece driveshaft rubbing on the driveshaft tunnel. Everything else seems to be working fine. My next project will be to cut out the existing driveshaft tunnel and replace it with a larger one fabricated from sheet steel. I'm anxious to start on that.

I also got new blackwall radial tires from Firestone.



*June-July Birthdays**

HAPPY BIRTHDAY TO ALL!!!!

JUNE

June 12 — Nadine Farris
 June 19 — Rafael Andrino
 June 19 — Pete Rutledge
 June 28 — Karen Johnson

JULY

July 1 — Ed Lemanski
 July 8 — Kathryn Koenig
 July 18 — Wayne Birkel
 July 18 — Mary Walter
 July 21 — Jack Grimm
 July 23 — Kaiser Braham III
 July 25 — Gary Scott
 July 26 — Bob DeVore

***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

Danny Ragland is looking for a '63 Avanti R2 and has a '41 Champion to sell

I am looking for a '63 R2 Avanti that is in reasonable condition. Not interested in a show car, but an occasional driver, so it should look and drive like a regular Avanti. I don't mind putting modest money into the car, but it must be roadworthy. I am getting too old to be crawling around old cars and worrying about roadside repairs. I currently have room for one car only. I sold my '57 Golden Hawk and still have the '41 Champion, which will need to go before acquiring the Avanti. Ideally, the Champion would go to someone with Studebaker interest. It is complete, runs, and is currently licensed. It has lived in my garage since 1983. I would like to hear from any club members who know of an Avanti that is available for sale or trade, or of anyone interested in a very reasonably priced Champion.

Here is a picture of the Champion——>

danny ragland <gr8vet22@yahoo.com>



2025

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.
National Membership # _____

☐ I am joining SDC International at this time.
*Upon receipt of your national Membership #,
please send the membership # to
the address or email above.*

This is a ☐ NEW Application ☐ Renewal/Update

Name: _____ Spouse Name: _____

Address: _____ Phone (primary): _____

City/ST/Zip: _____ Phone (secondary): _____

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