



Commanding Leader



Calendar of Events * Designates CVC Event

June 30 - July 6, 2013
49th Annual
Studebaker Drivers Club
International Meet
Colorado Springs, Colorado
Host: Pikes Peak Chapter
Info: <http://www.sdcmeet.com/>



*July 14, 2013
Sunday @ 2:00pm
Ice Cream Social
River City Diner
The Shoppes at Bellgrade
11430 West Huguenot Rd
Midlothian, Virginia 23113
(804) 897-9518

*September 8, 2013
Sunday @ 2:00pm
Cookout and Garage Tour
21481 Rocky Ford Rd
Jetersville, VA 23083
Amelia County
Hosts: Becky and Lee Harrison

*September 14, 2013
Saturday @ 2:00pm
International Drive
Your Studebaker Day
Joint meet with
the Southwest Virginia Chapter
Poplar Forest
Thomas Jefferson's country home
1542 Bateman Bridge Road
Forest, VA 24551
(434) 525-1806
Admission: \$14.00

September 12 - 15, 2013
Atlantic Zone Meet
Hosted by the Garden State
and South Jersey Chapters
Studebaker Drivers Club
2175 Marlton Pike
Cherry Hill, NJ 08022
INFO: Cheryl Cline (609) 953-9701
email: rccline46@comcast.net

For a complete list of planned
CVC/SDC and other events,
go to: <http://centralvirginiachapter.org/events.html>

CVC/SDC Meet ~ May 5th, 2013

The Richmond area is rich with history, and for our May meet CVC members visited one of those sites.

The Kanawha Canal Cruise in downtown Richmond is on part of the canal system lobbied for, and invested in, by George Washington in 1789. It was envisioned to run from the harbors of the East to the Rocky Mountains. However, with the coming of the railroads, the canal system became obsolete, so Washington's vision did not come to full fruition.

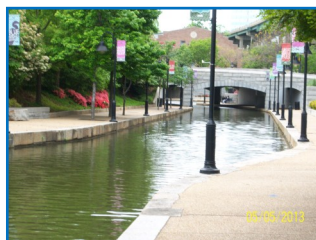
The weather, though overcast, was good for the cruise. The cruise director gave an informative talk about the canals and the history surrounding them. We also viewed some of the wild life that makes the canal its home.

After the cruise, the group went to Bottoms Up Pizza on Dock street for food and conversation.

As always, when we bring our Studebakers out they attract attention. Our cars were spotted by the blogger "How We Roll" and have been added to the site. To view the CVC members cars, go to:

<http://howwerollin.tumblr.com/post/50651852305/gattaca-thats-what-comes-to-mind-when-i-see>

<http://howwerollin.tumblr.com/post/50576554280/those-of-you-from-richmond-will-recognize-that>



View of canal looking west



Kanawha Canal Cruise site at 139 Virginia Street, Richmond, Virginia



(L-R) Fred Meiners, Linwood Melton, Marjie Meiners, Maze Melton, Betsy Young, Debbie Jett, Jim Jett, Jessica Jett (guest), Preston Young



Debbie & Jim Jett's 1962 Studebaker GT Hawk, Maze & Linwood Melton's 1963 Studebaker Avanti R-2



Next Meet

July 15th, 2013, Sunday @ 2:00pm

Ice Cream Social

River City Diner

The Shoppes at Bellgrade
11430 West Huguenot Rd
Midlothian, Virginia 23113
(804) 897-9518

We will meet on Sunday, July 15th, at the River City Diner located on Huguenot Road in Midlothian, Virginia.

The plan is to enjoy the summer afternoon with good company and, of course, our Studebakers. We are planning to be in the patio area to enjoy a meal, or, an Ice Cream Sundae, or, just good conversation.

See you there!



To view their menu, go to:

http://www.rivercitydiner.com/menu_southside.html

For driving instructions, go to:

<http://www.mapquest.com>.



September 14, 2013

Thomas Jefferson's country home, Poplar Forest, in Forest, Virginia.
(near Bedford, Virginia)

Mark your calendar!

September 8th, 2013, Sunday @ 2:00PM

Cookout and Garage Tour

Lee & Becky Harrison

21481 Rocky Ford Rd
Jetersville, VA 23083

CVC/SDC will once again be the guest of Becky and Lee Harrison for a cook out and tour of Lee's garage.

Hamburgers and drinks will be provided by Becky and Lee. Members should bring a covered side dish or dessert to share with the group.

For driving instructions, go to <http://www.mapquest.com>.



Becky and Lee's Lark convertibles at last years meet





Central Virginia Chapter is 10!

For the CVC meet in November, 2006, we were hosted by Melanie and Darryl Teretta at the Southern Auto Sales site in Hopewell Virginia. This was a joint meet with the Hampton Roads Chapter and was a favorite of all for several years.

Below are some images from this meet.

The Commanding Leader for January, 2007, is reprinted on the following pages highlighting this fun meet.

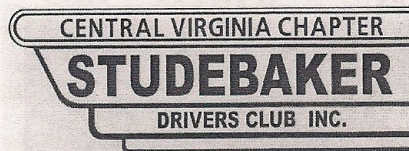




Central Virginia Chapter is 10!

Central Virginia Chapter of the Studebaker Drivers Club Newsletter January 2007 Volume 3, Issue 4

Commanding Leader



Happy New Year 2007 !

Central Virginia Chapter
Studebaker Meet

Italian Kitchen Restaurant

Sunday, January 14 @ 2:00

7522 Lee Davis Road
Mechanicsville, VA 23111

Directions:

From I-295, take the 360 Mechanicsville Turnpike EAST exit. Go approx. one mile to the 5th stoplight and turn left onto Lee Davis Road at Lee Davis School. Restaurant is on the right.



CVC Members gathered at the Italian Kitchen Restaurant at last year's Meet. We all enjoyed ourselves so much, that we are returning this year. Hope to see you there.

Bring Items to Sell

If you have any items you would like to donate to the club, bring them and we will set up a table to display items. Members can purchase items and the money collected will go to support the club.

Frank Drumheller makes cover of Turning Wheels!



Look on the inside back cover of your January 2007 Turning Wheels and you will see Frank Drumheller posed with a group who are calling themselves "The Studebaker Truck Farmers". The picture was taken at the International Meet in Omaha. Gary Hearn is also a member of this group.



Central Virginia Chapter is 10!

Another Great Meet at Southern Auto Sales!



Darryl and Melanie Teretta out did themselves again this year with a CVC Meet and car show that attracted members of the Corvair Club and members of the Hampton Roads Chapter of SDC. There was more than enough great food to go around and being on the main drag in Hopewell, a lot of interested people driving down the road stopped by to look at the cars, even the local sheriff!



Lonnie Ayres of the Hampton Roads Chapter was among those from that chapter who attended. This is his extremely nice Avanti.

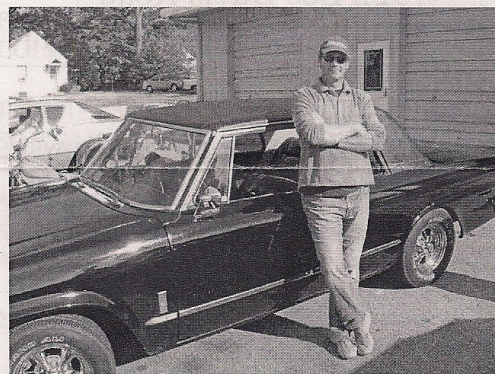


Bob Powell Brought one of his Packards.

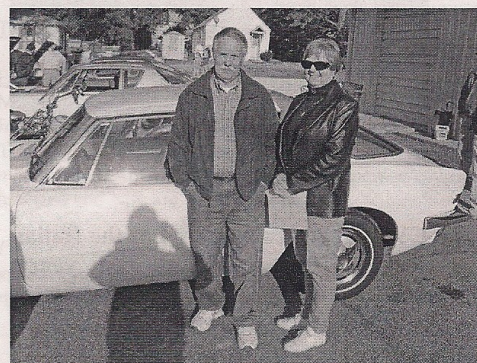
We Have More New Members!



Chris and Diana Sandor have joined our club. They brought their 65 Commander which was bought new by Chris' great aunt. It is an original 18,000 mile car.



Jim Davidson has joined our club. He brought his very nice 66 Daytona Sports Sedan.



Linwood and Mize Melton brought their 63 Avanti. We hope they will join our club.



Central Virginia Chapter is 10!

Member Profile - Gary Hearn

WHY STUDEBAKER ? - This is the question that is often asked when people first learn that I collect antique vehicles. Unlike many in the Studebaker Drivers Club, there is not a history of Studebaker ownership in my family, though my father owned a 1929 Pierce Arrow 7 passenger car in the late '50's and early '60's that he had hopes of restoring

I was in the first grade when Studebaker ceased production in South Bend, so I have no memories of longing for a particular model on the dealer's showroom floor. While I do remember the local dealer (Coggins Motors in Charlottesville), they were selling Mercedes and Triumph by the time I took notice and urban renewal resulted in the destruction of their building in the early '70's.

As most of you know, I hate to part with a dollar and that may actually hold the answer. While in high school, I came acquainted with the athletic director who had owned a '50 Champion and had sold it to a former student. This student was Tom Roemer, who by then was a friend of Sam Miller and was supplying him with storage space on his family's farm south of Charlottesville.

Through this network I learned the Sam had a Studebaker truck for sale. It was January 1974; I had been working for 2 summers for the princely sum of \$1.60 per hour and was less than a month from my 16th birthday. Though I had not even taken driver's education and probably did not hold a learner's permit, I thought a truck was the ticket and the price was right.

The biggest obstacle was that the truck was stored at Bill Melton's house in Bremono Bluff, an hour's drive from my home. I was able to get a ride to look at the truck and agreed to pay Sam the \$75.00 asking price and broke the news to my parents. They were a bit skeptical, but my dad was a member of AACA and bought in. I was soon the owner of a 1949 2R5 pickup and Sam, understanding my transportation dilemma, brought the truck to my house with the Studebaker wrecker he had acquired from Coggins Motors.

While I was able to get the truck to run, it smoked profusely and seemed better suited for service aboard a Navy destroyer creating smokescreens. Since I had not yet acquired tools or mechanical skills, I was able to persuade the auto mechanics teacher to undertake an engine rebuild as a class project. While it took almost the entire school year and Sam supplying 4 additional motors for parts (to get a good camshaft), I got the engine completely rebuilt for a little more than \$300.00

Even with the rebuilt motor I never got the truck on the road and became the brunt of jokes at school about my choice of vehicles. Following Sam's advice, I had joined SDC and even got my father to attend a show at Hollandale Park in Harrisonburg. By 1975 I was attending the University of Richmond and shortly thereafter found three Studebakers in the Trading Post for sale within walking distance of campus. I decided on a 1963 Daytona that ran for \$29.00 and brought it

back to school. At the end of the year it was sold to Martin Pajka for \$60.00 and would later be parted out.

This had fueled my interest and in the spring of 1976 Sam advised me of a 1946 M15A that Gary Fleming had for sale in Colonial Heights. He had reduced the price to \$40.00 and my father said I could buy it if I could get it for \$35.00. I could not get the price lowered and told my father he had accepted it and Sam brought me home another "treasure".

Two weeks later, an auction was held at the farm across the road from my house to settle an estate. Included in the items was a 1946 M-16 dump truck that had been stored since the owner's untimely death in 1958. I walked across the road and soon was in a bidding war for the truck with his son and was forced to go to \$110.00 to make it mine. When I came home for lunch, my mother (who could hear the proceedings) simply inquired, "You didn't" to which I replied, "I did". Thus at the ripe age of 18, I was now the owner of 3 Studebaker trucks.

By the time that I graduated from college I had sold the other two trucks as well. The M-15A had received a sanding and a brushed on coating of Rustoleum (a fine \$8.00 paint job, including all supplies) and was sold for \$425.00 to a man in Grand Rapids, Michigan. I sold the '49 2R5 to a fellow in Pennsylvania for \$575.00 and was now without a Studebaker and driving a 1962 Willy's 4WD station wagon. The '49 received a complete restoration and the owner held it for over 20 years until selling it to the owner of a body shop 5 years ago.

I remained active in the club and opportunity knocked in the spring of 1980. Richard Dickman, a club member in Charlottesville was in the middle of a divorce and forced to sell his two Hawks. While I was now gainfully employed in Richmond, I did not want to borrow any money to make a purchase and did not have \$1,500.00 available for the '63 GT, so bought the '61 4 speed for \$700.00. I kept it for almost 2 years and only spent \$10.00 for a carburetor kit and sold it for \$1,400.00 to a man in Southside Richmond.

By the late '90's I was connected to the Internet and had bought and sold several tractors online. I happened to find a running '55 E-28 dump truck outside Philadelphia for only \$700.00 and was soon speaking to the owner. Two weeks later, I went north and picked it up and was struck by the bug again.

In less than 5 years I have accumulated a collection of approximately 18 Studebaker's, most of which are trucks. While none are restored, a number are presentable while others are nothing more than parts vehicles. I often display several at Field Day of the Past in September and am more than willing to show my current "treasures" to those that are interested. Editor's Note: Gary has now gotten into horse drawn buggies and has just purchased another Studebaker buggy to add to his collection.



Central Virginia Chapter is 10!

Hank Waalewyn Joins Lawton's Restoration & Repair Shop!



CVC Member Hank Waalewyn assists Mark Lawton in rebuilding and early engine block at Lawton's Restoration and Repair. Lawton's specializes in vintage autos but can do new work and state inspection, also. They are located at 10998 Leadbetter Rd. Unit 12. in the Hanover Industrial Park. The phone number is: 804-550-3393 or email: lawtonsrestoration@comcast.net.

Mark is going to have an Open House at his shop for our March Meet. We will eat at Famous Dave's Barbecue at Virginia Center Commons and then caravan the 2 miles to Lawton's Restoration Shop.

Visit our web site at: Centralvirginiachapter.org

Leonard Shepherd, editor and webmaster
2111 Tuckaway Lane, Richmond, VA 23229
Email: lennystudebaker@cs.com

ELECTION OF OFFICERS

We will elect officers at the March Meet on March 11

I nominate _____

For: _____ President

_____ Vice President

_____ Secretary/Treasurer

Send to: Gary Hearn
10411 Windingridge Cir..
Richmond, VA 23238 or email:
thehearns@verizon.net

Calendar of Events

* Asterisk designates Central Virginia Chapter Meet

* SUNDAY, JANUARY 14 @ 2:00
ITALIAN KITCHEN RESTAURANT
See front page for directions

March 2-4 STUDEBAKER SWAP MEET
YORK, PA

* SUNDAY, MARCH 11 @ 2:00
FAMOUS DAVE'S BARBECUE, VA CENTER
OPEN HOUSE LAWTON'S RESTORATIONS

SUNDAY, APRIL 1 @ 2:00 - JOINT MEET
WITH GREATER VA CHAPTER
MICHIE TAVERN, CHARLOTTESVILLE, VA

* SUNDAY, MAY 6 @ 2:00
PAUL COOK'S MILITARY VEHICLE
COLLECTION - AMELIA, VA

JUNE 17-23 INTERNATIONAL SDC MEET
SOUTH BEND, INDIANA

* SUNDAY, JULY 8 @ 2:00 ICE CREAM
SOCIAL - ROGER & MARIE HILL
ARVONIA, VA

MEMBERSHIP APPLICATION

NAME _____

SPOUSE/PARTNER _____

TELEPHONE _____

EMAIL _____

Membership number in Studebaker Driver's Club, Inc. _____. (Found on your membership card of your Turning Wheels Magazine). This is a requirement for local membership. Annual dues are \$10.00 per person/couple. (Both husband and wife are voting members)

Please list the model, year and series name of any Studebaker vehicles you own. (ownership of a Studebaker is not a requirement for membership)

Please mail with dues to Gary Hearn
10411 Windingridge Circle, Richmond, VA 23238



Studebaker in Richmond

The term "Motor Mile" is often used to describe an area where auto dealerships cluster. In the first half of the 20th century you could call West Broad Street in Richmond Virginia this.

During this early period, another Studebaker dealership located itself at 1217-1223 West Broad Street; Coburn Motor Sales Corporation.

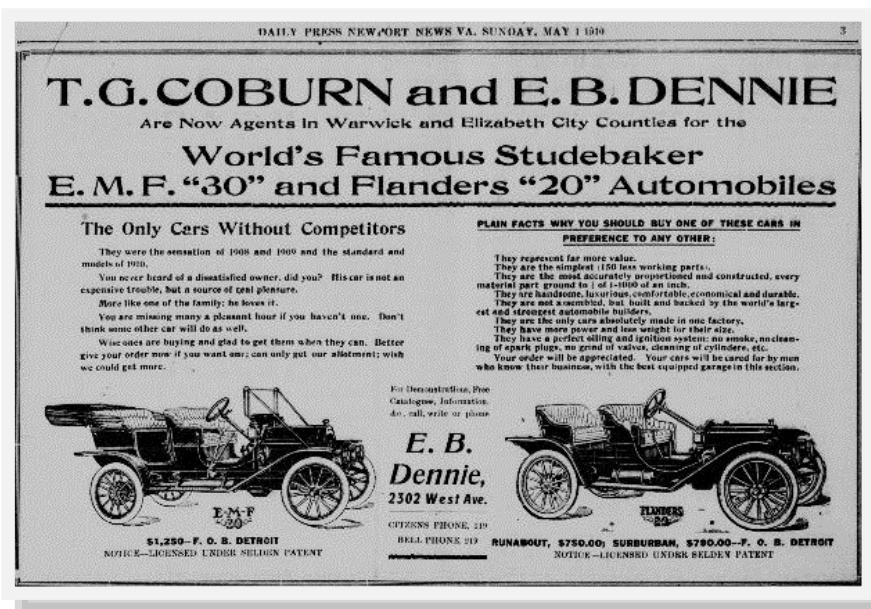
This was the former site of Gordon Motor Company built by them in 1911. They offered Chalmers-Detroit, Hudson and Packard cars and trucks from this location.

Thomas Gray Coburn, President and principle of Coburn Motor Sales Corporation, was a businessman who originally owned an electrical supply company in Newport News, Virginia.

In 1910, T. G. Coburn in partnership with E. B. Dennie received a Studebaker Agency for the area of Warwick (now City of Newport News) and Elizabeth City Counties (now the City of Hampton).

Mr. Coburn grew his Studebaker franchise forming the Coburn Motor Car Corporation with a dealership in Norfolk, Virginia. The business was expanded to the Richmond area where he opened the Coburn Motor Sales Corporation.

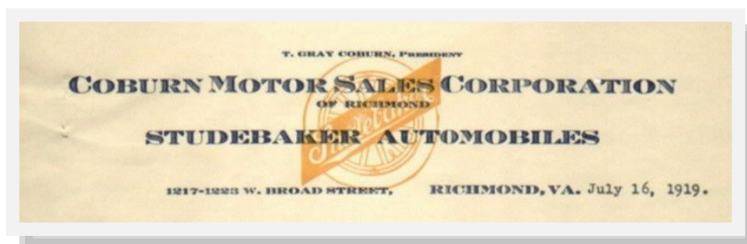
The 1217-1223 West Broad Street location was also operated as the Studebaker Service Station.



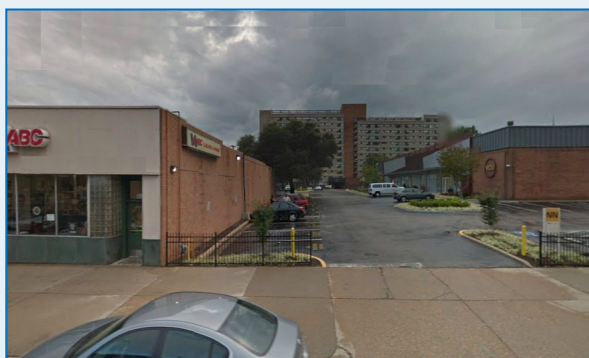
*Daily Press, Newport News, Virginia
May 1, 1910*

Richmond, VA - 1918
Studebaker Service Station, 1217-1223 W
Broad, Joseph T Darden mgr

*1918 Studebaker Service Station ad from website:
<http://studebaker-info.org/Dealers/stusvcstaricva1918a.jpg>*



*Coburn Motor Sales Corporation letterhead from website:
<http://studebaker-info.org/Dealers/coburnricva1.jpg>*



*1217-1223 West Broad Street, Richmond, Virginia.
Site of Coburn Motor Sales Corporation's Studebaker agency today.*



*1217-1223 West Broad Street, Richmond, Virginia. Newly constructed home of Gordon Motor Company, later site of Coburn Motor Sales Corporation.
The Times Dispatch, Richmond, Virginia, May 14, 1911*



Studebaker and the History of the Car Radio

Editors note: You may have already read this since it is on many internet blogs, but, it is an interesting tale and the Studebaker reference makes it relevant to our marque. Below is the article as taken from one of the blogs. Thanks to CVC member Martin Pajka for bringing it to my attention.

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds:

Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his *Studebaker*. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got

enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great [Depression](#). (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio, the "Handie-Talkie" for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.



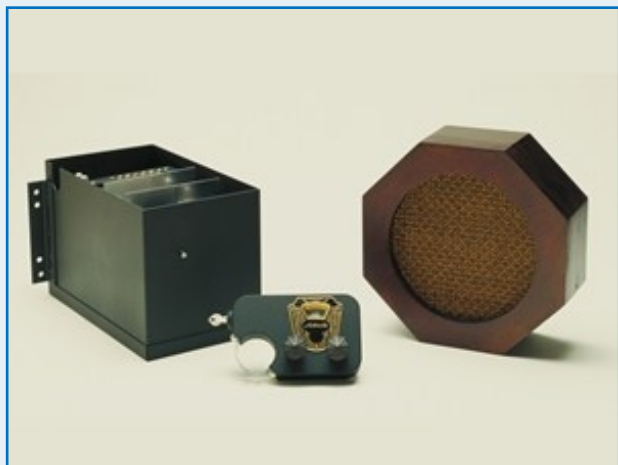
History of the Car Radio (continued)

WHATEVER HAPPENED TO The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

And It all started with a woman's suggestion!



*The first car radio, the Motorola 5T71, retailed for about \$120 in 1930.
That's about \$1,700 in today's dollars!*

Photos and articles for Newsletter and Website

Do you have any photos of events you attended? Is there an upcoming event you would like to promote? Do you have any interesting information you would like to share? If so, send them to the editor at jsjett@centralvirginiachapter.org.

CVC Members Out-N-About



Preston Young retired from the Virginia Department of Corrections on May 31, 2013.

In honor of the occasion, his coworkers presented Preston with a diorama featuring a Studebaker M29C Weasel.

Congratulations Preston!

CVC/SDC apparel available

Polo Shirts, T-Shirts, hats and other items displaying the club logo are available to club members.

The Polo Shirts are available in White, Navy or Black in Men's and Women's style. T-shirts are available in white in Men's and Women's style.



Items can be ordered and paid for on the club website, go to: <http://centralvirginiachapter.org/MemberStore.html>



Classified Ads

Approved Classified Ads are free to all CVC/SDC members and available to non-members for \$5 per ad. Ads will be on the website for 90 days and in 1 newsletter unless renewed.

For Sale:



1955 Studebaker Commander Coupe

This beautiful 1955 Studebaker is in very good condition. Equipped with V8 and "3-on-the-tree" manual transmission.

Contact Eddie Bunch
Phone: 804-435-1998
email: healey66@verizon.net

Membership

You don't have to own a Studebaker to be a member of the club. If you do, or are just interested in Studebaker automobiles, we would love to have you as a member. You can join and pay membership dues online, or, print and mail the membership application. Membership in the Studebaker Drivers Club is required to join the Central Virginia Chapter.

Link to join CVC/SDC:

<http://centralvirginiachapter.org/JoinCVC.html>

Link to join the Studebaker Drivers Club:

<http://www.studebakerdriversclub.com/joinsdc.asp>

Visit our website at www.centralvirginiachapter.org



Wanted:

Parts for GT Hawk

Trim for the back of the Bucket seats, chrome trim that goes over the wind lace at back panels. Contact Jim Jett at 804-232-8501 or email jsjett@va.freei.net





Central Virginia Chapter Studebaker Driver Club, Inc.



MEMBERSHIP APPLICATION

NAME: _____

SPOUSE/PARTNER: _____

ADDRESS: _____

CITY: _____ ST: _____ ZIP: _____

TELEPHONE: () - EMAIL: _____

Membership number in Studebaker Driver's Club, Inc. _____. (Found on your membership card).
This is a requirement for local membership.

Annual dues are \$15.00 per person/couple (Both husband and wife are voting members)
Checks should be made payable to **"Central Virginia Chapter SDC"**

Please list the model, year and series name of any Studebaker vehicles you own. (Ownership of a Studebaker is not a requirement for membership)

1) _____

2) _____

3) _____

Please mail with dues to :
Betsy Young
Treasurer CVC/SDC
4336 Payne RD
Columbia, VA 23038-2330

2013 Atlantic Zone Meet



Delve Of Your Studebaker Days
(To our Garden State)
September 12-15, 2013



Hosted by
the
Garden State
and
South Jersey
Studebaker Drivers Clubs



International Drive Your Studebaker Day is September 14, 2013

This Year Our Host Hotel is the Meet Friendly

Cherry Hill Holiday Inn,
2175 Marton Pike (Route 70 East)
Cherry Hill, NJ 08022
Phone: 856-663-5300

Mention: SDC Atlantic Zone Meet
Hotel is located just 7 miles east of Philadelphia, PA
Special Meet Room Rate: \$104.00/night
(Room Rate can be extended throughout the week)

Each entrant expressly agrees to indemnify SDC, the Garden State and South Jersey Chapters, the Holiday Inn, its representatives, and anyone else connected with the Atlantic Zone Meet from any known or unknown damages, injuries or claims that may occur on the way to, during the event or leaving the Meet.

Signature: _____ Date: _____

I would like to sponsor a trophy @ \$25.00 _____

I would like to sponsor a whole Class @ \$75.00 _____

Name : _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Chapter: _____

EMAIL: _____

General Registration \$15.00 per family (Required) = _____
(Late Fee after Sept. 10 add \$5.00) →

Dash Plaque to first 100 Registrations
(Nine Judging Classes to be determined by Registrations and Chief Judge)

Concours Car # 1 @ \$10.00 = _____

Year/Make/Model: _____

Each additional Car @ \$ 8.00 = _____

Year/Make/Model: _____

Each Display Only @ \$ 5.00 = _____

Year/Make/Model: _____

Vendor Space (Outdoor) @ \$15.00 = _____

(SDC suggest that all Concours participants have a Fire Extinguisher)

Saturday Night Awards Banquet, # each @ \$35.00 = _____ →

_____ Chicken # _____ Beef # _____ Vegetarian

TOTAL \$ _____

Any Special Dietary Requests: _____

I would like to attend the Farewell Brunch on Sunday. Yes _____ No _____

(Trailer Parking is Available for Show Vehicles and Vendors)

For any Questions, contact Cheryl Cline: 609-953-9701 or e-mail to rccline46@comcast.net
Send Registration with check payable to SDC Atlantic Zone Meet: c/o Laura Jones, 1316 Pacific Avenue, Beachwood, NJ 08722

SDC Atlantic Zone Meet September 12 --15, 2013

Host Hotel: Holiday Inn 2175 Marlton Pike (Route 70) West, Cherry Hill, NJ 08002 PHONE: 856-663-5300

This is a newer facility and is pet-friendly with attached Red, Hot & Blue (Memphis BarBQ) Restaurant.

- <http://www.holidayinn.com/hotels/us/en/cherry-hill/chhnl/hoteldetail/directions>

Schedule of Meet Events Planned

- 9/12/2013 Thursday** registration open
Red, Hot & Blue has an All-You-Can-Eat Ribs Thursday Special with entertainment from 6-10 pm for \$15.99
- 9/13/2013 Friday**
Cruise Night car show open to all makes of vehicles sponsored by Red, Hot & Blue Restaurant
Happy Hours 4-7pm Friday with live entertainment from 8-12pm.
- 9/14/2013 Saturday**
All day Atlantic Zone Concours and Swap Meet on *International Drive Glouce Studebaker Day*
Awards banquet from 6-11 pm at the Meet Hotel
- 9/15/2013 Sunday**
Farewell Breakfast, buffet from 8-10 am in Red, Hot & Blue Restaurant. This will be a "pay your own" type breakfast.

Come for our show but stay to see the sights...

Other Things to Do While in NJ/Philadelphia

1. Battleship NJ / Adventure Aquarium / USS OLYMPIA (C-6)
 - http://www.battleshipnewjersey.org/press_room/press_release.php?id=94
 - <http://www.adventureaquarium.com/What-to-do-in-New-Jersey.aspx>
 - <http://www.hnsa.org/ships/olympia.htm>
2. Philadelphia Zoo
 - <http://www.philadelphiazoo.org/zoo/Visit-The-Zoo/Hours---Ticketing.htm>
3. Air Victory Museum
 - <http://www.airvictorymuseum.org/>
4. Longwood Gardens
 - <http://www.velp.com/biz/longwood-gardens-kennett-square-2>
5. Six Flags Great Adventure
 - <http://www.sixflags.com/greatAdventure/index.aspx>
6. Atlantic City, NJ Casinos
 - <http://www.atlanticcitynj.com/visitors/thingsToDo/gaming/default.aspx>
7. Valenzano Winery, Shamong, NJ
8. Marketplace Shopping just across the street from the Host hotel
9. Mathis Motors old Studebaker Dealership Building, Route 322, Pleasantville, NJ. 7006 Black Horse Pike, Pleasantville, NJ 08232 (53.0 mi, 1 hour 16 minutes. NJ-73 and US-322)
 - <http://www.studebaker-info.org/dealers/mathisEN.htm>
 - <http://www.mapquest.com/?version=1.0&lk=7-slickbldg>
10. Historic Philadelphia
 - a. Constitution Center
 - <http://constitutioncenter.org/>
 - b. Liberty Bell
 - <http://www.nps.gov/index/liberty-bell-center.htm>
 - c. Betsy Ross House
 - <http://historichphiladelphia.org/betsy-ross-house/what-to-see/>
 - d. Old Christ Church
 - <http://www.christchurchphila.org/Historic-Christ-Church/Church/58>
11. Simeone Automobile Museum, 6825 Norwiche Street, Philadelphia, PA
 - <http://simeonemuseum.org/>