



Commanding Leader

Calendar of Events

* Designates CVC Event

October 14, 2012

Sunday @ 1:00pm
Greater Virginia Chapter
Central Virginia Chapter
Car and Truck Show
Host: Nancy and Chester Bradfield
9219 Centerville Rd
Bridgewater, VA 22812
INFO: Dale Early at
pup5studes@yahoo.com

October 27, 2012

Saturday @ 5:00pm to 9:00pm
4th Annual Haunted Diner Halloween
Car Show
River City Diner
The Shoppes at Bellgrade
11430 West Huguenot Rd
Midlothian, VA
Trophies for Top 10 Cars, costume
awards. (Scariest, Best Celebrity,
Funniest/Goofiest, Best Display, and
more) Best in Show trophy. (Your Car
needs to be part of the costume
theme.) Spooky menu specials, 50/50
Raffle, oldies music with a macabre
Halloween theme, FREE ice cream
dessert for all car show participants.
INFO: (804) 897-9518
<http://www.rivercitydiner.com/happenings.html>

*November 11, 2012

Sunday @ 2:00pm
Keystone Tractor Works Museum
880 W Roslyn Rd
Colonial Heights, VA 23834-3547
(804) 524-0020
<http://www.keystonetractorworks.com/>
\$8.00 Admission
After museum visit:
Sagebrush Steakhouse
204 Southgate Square
Colonial Heights, VA, 23834
Phone: 804-520-8216
http://www.sagebrushsteakhouse.com/locations_details.asp?storeNumber=533

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

CVC/SDC Meet ~ July 8th, 2012

CVC/SDC met on July 8th, 2012, at Topeka's Steakhouse on Parham Road in Richmond, Virginia.

The group had a great lunch and discussed club business and shared conversation of current events.

The weather was great, and Becky and Lee Harrison enjoyed the "top down" day in their 1964 Studebaker Lark Daytona convertible.



(L-R) Debbie Jett, Lee and Becky Harrison, Betsy Young, Mike Welch with Rocco (guest), Devon (guest) and Jake (guest), Preston Young, Martin Pajka, Herman Gantt



Becky and Lee Harrison enjoying summer top-down weather in their 1964 Studebaker Daytona Convertible



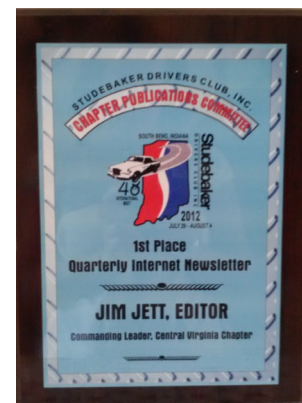
(L-R) Mike Welch, Martin Pajka, Jessica Jett (guest), Herman Gantt, Lee Harrison

Commanding Leader wins award

Central Virginia Chapter's newsletter won an award at the 48th Annual International Meet of the Studebaker Drivers Club held in South Bend, Indiana, July 29th through August 4th, 2012.

The Chapter Communications Committee awarded the "Commanding Leader" a First Place in the Quarterly Internet Newsletter Division.

The editor thanks the committee for the award and congratulates the chapter on the recognition.



CVC/SDC Meet ~ September 23rd, 2012

The September meet of the CVC/SCD was hosted again this year by Becky and Lee Harrison at their home in Amelia, Virginia.

We shared a great lunch and then toured Lee's garage. His 1962 GT Hawk restoration is progressing well, and he has started restoring his 1967 Avanti II.



Model A Ford rides courtesy of Custis Harrison



Lee's 1967 Avanti II currently under restoration

Lee's brother, Custis Harrison, provided rides in his Model A Ford. Mike Welch jumped in the rumble seat, however, Betsy Young chose the front passenger seat.

Thanks to Becky and Lee; a good time was had by all!



Becky and Lee Harrison's Lark Convertibles and their 62 GT Hawk

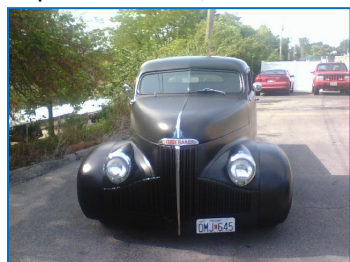


Debbie and Jim Jett's 1963 GT Hawk R-1 and Mike Welch's 1940 Studebaker Custom

Studebaker Sightings

Sighted by Jim Jett in St Charles, Missouri, at the JJ's Restaurant Cruise-in, Saturday, August 11th, 2012: 1946 M5 pickup, 1953 Starlight Coupe and 1965 Cruiser. The 1965 Studebaker Cruiser is owned by Orville Bushdiecker, member of the Gateway Chapter/SDC.

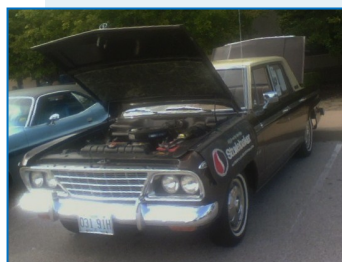
Also sighted by Jim Jett, a 1981 Avanti II at the St Charles Missouri Moose Lodge "Wounded Warrior" Car show on Saturday, September 11th, 2012.



1946 Studebaker M5 Pickup Custom



1953 Studebaker Starlight Coupe Custom



1965 Studebaker Cruiser



1981 Avanti II

Next Meet

October 14th, 2012, Sunday @ 1:00PM

Greater Virginia Chapter

Annual Car and Truck Show

Host: Nancy and Chester Bradfield

9119 Centerville Rd

Bridgewater, VA 22812

(804) 346-3000

The annual Greater Virginia Chapter Car and Truck Show will be held on Sunday, October 14th, 2012 at the home of Nancy and Chester Bradfield.

This is a joint meet with the Greater Virginia Chapter and is always a great gathering. There will be a pot luck lunch and you should bring a covered dish or dessert to share.

For additional information, contact Dale Early, Greater Virginia Chapter at pup5studes@yahoo.com

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



November 11th, 2012, Sunday @ 2:00PM

Keystone Tractor Works Museum

880 W Roslyn Rd

Colonial Heights, VA 23834

(804) 524-0020

CVC/SDC will meet in November at the Keystone Tractor Works Museum on Sunday, November 11th, 2012 at 2:00PM. Admission to the museum is \$8.00.

For more information about the Keystone Tractor Works, go to <http://www.keystonetractorworks.com/>.



After the visit to the museum, we will proceed to the [Sagebrush Steakhouse](#) for dinner. The restaurant is located at:

204 Southgate Square

Colonial Heights, Virginia 23834

Phone: (804) 520-8216

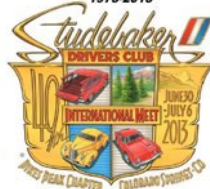


To view their menu, go to

<http://www.sagebrushsteakhouse.com/ourmenu.asp>.

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

2013 SDC International Meet
PIKES PEAK OR BUST
Colorado Welcomes SDC Members
Back 40 years Later
1973-2013



June 30 - July 6, 2013
in Colorado Springs, CO

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

Studebaker Drivers Club News

As many of you are aware, there was a procedural error made at the July, 2012, SDC International meet in South Bend regarding the election of the club president for the next year. This has been resolved, and below is correspondence from Carl Thomason, the new club president, informing members of the resolution.

Saturday, August 18, 2012

Subject: SDC PRESIDENCY

I want to thank Ed Reynolds for his excellently written email. It shows that his primary concern is for the Club. That must be our primary concern as well. As he states, personal differences now need to be put aside. Members are looking to us for leadership and they deserve our best efforts. We have work to do and must not let them down.

According to our By-laws, when the office of President is vacated, the Vice President automatically assumes that office. I am now willing to undertake those responsibilities.

Also, in accordance with our By-laws, I have appointed Mimi Halgren to be Vice President of SDC and she has accepted. She brings a wealth of knowledge and experience and will continue to be a positive addition to the officers and this Board. I have also asked her to form a By-laws Committee to work on the inconsistencies and areas that are unclear in our By-laws (i.e., election issues).

To let SDC members know that the question of the Presidency has now been resolved in accordance with our By-laws and that we are moving forward, I ask that the Director of each Zone forward this email, which includes Ed's statement and my comments, to their Zone Coordinators, requesting that they forward it to their Regional Managers with instructions to distribute the information to all Chapters in their respective regions. I will also post Ed's statement and my response on the Forum. This should ensure that the membership is aware of what is going on as quickly as possible without the delay of communicating the information in Turning Wheels.

In stepping aside, both presidential candidates involved in the undecided election have shown us that they want us to move past this negative time and work together for the benefit of the Studebaker Drivers Club

Carl Thomason
SDC President

CVC members Out-N-About

Martin Pajka paid a visit to the Studebaker National Museum on May 18th, 2012. Below are a few of the images captured by Martin. More of his visit to the SNM can be viewed on our website at <http://centralvirginiachapter.org/VideoGallery.html>.

Thanks Martin for Sharing!



Bonneville speed record setting 1963 Studebaker Avanti R3



1956 Packard Predictor concept show car



Raymond Lowey's Avanti based concept cars



The last Studebaker built in South Bend, 1964 Studebaker Lark Daytona 2 Door Hardtop



The last Studebaker built, 1966 Studebaker Cruiser 4 door sedan

Studebaker in Richmond

The Richmond automobile business continued to grow in the early 20th century with more marques and dealerships coming on line. In 1909, Virginia Auto Company announced they had become a Studebaker agency.

VAC was a full service agency, offering automobile sales and service. They were a dealer for the Jenkins Emergency Wheel, manufactured in Richmond, Virginia. (see articles) B. A. Blenner also carried this accessory. Just an interesting bit of Richmond's automotive history.

Companies like free publicity, but, Virginia Auto Company vehicles were involved in two auto accidents in 1909 and 1910, not positive press. (see articles) Could they have been Studebakers?

The agencies showroom was located at 11 West Main Street, Richmond, Virginia. This location was close to the Jefferson Hotel, which, in keeping with the times, catered to the "automobile" crowd. (see ad) See you there for lunch?



Site of Virginia Auto Company Studebaker Agency today,
11 West Main Street, Richmond, Virginia

(The Jefferson Hotel is seen here in the background
on the left)

**VIRGINIA AUTO COMPANY, 223 WEST
Broad, has taken on the Studebaker
line. Watch for display ad, later.**

Announcement of Virginia Auto Company's Studebaker Agency
The Times Dispatch, Richmond, Virginia,
October 24, 1909

Important Announcement
TO THE PEOPLE OF
Richmond and Vicinity

An exceptional opportunity to purchase high-grade, dependable Automobiles of proven reliability from a well-known, responsible manufacturer, AT PRICES heretofore paid for medium-grade cars with little or no backing.

In order to introduce the Studebaker Cars in Richmond the well-known Studebaker Company have placed on sale, through their agent at 11 W. Main St., a number of their famous Studebaker Touring Cars, Roadsters and Suburbans.

For endurance, comfort, quietness, ease of control and absolute reliability these cars excel the highest priced foreign cars, and all the Studebaker reputation and responsibility stands squarely back of them.

Some of these cars, slightly used, were thoroughly overhauled and repainted at the factory, and are as good as new, and are fully guaranteed, and the prices are ridiculously low.

Here is a chance to get a high-grade, luxurious car at about one-half the price you would ordinarily pay. If you contemplate buying a car, act quick. Call or Telephone to-day. These are real bargains and they will not last more than a day or two.

See these cars and ride in them - and satisfy yourself. Call at our agents.

Virginia Auto Company
(Speedwell Garage)
11 West Main Street—Near Hotel Jefferson
Phone Madison 5211

Automobile Agents in Virginia and North Carolina—Take advantage of this opportunity, and bring your prospective customers with you to see these cars. First come, first served.

The Times Dispatch, Richmond, Virginia,
July 15, 1910

COLLIDES WITH AUTO

W. O. Knapp Caught Underneath Machine, but Not Injured.

Clay Street car No. 216 and an automobile driven by W. O. Knapp, of the Virginia Auto Company, collided at Seventh and Grace Streets shortly before 8 o'clock yesterday morning, both street car and automobile being damaged. The automobile, according to Mr. Knapp, was knocked out into the street and turned upside down, and the chauffeur was caught underneath. He was not injured. The street car was damaged only in the fender.

News article reporting collision of a Virginia Auto Company owned automobile with a street car at 7th & Grace Streets, Richmond, Virginia
The Times Dispatch, Richmond, Virginia,
December 21, 1909

Continued next page

Special Dining Room for Automobile Parties.

THE JEFFERSON,
Richmond, Va.

The most magnificent hotel in the South. European plan. Room single and en suite, with and without baths. Spacious sample rooms.

Special summer rate, \$1 per day and upward.

The Jefferson ad catering to "Automobile Parties".
The Times Dispatch, Richmond, Virginia,
July 15, 1910

for Comfort's Sake

DON'T Try To Repair a Puncture Out in the Open Road!

It is the old-style, hard-work way of doing things. Why get out in the broiling hot sun for an hour with a heavy, dirty tire?

When the new way is so clean, so quick, and so easy. Carry your spare tire, inflated, on a

Jenkins Emergency Wheel

In case of puncture, you can attach it inside of five minutes; in one quarter of the time of any other similar device.

With no other device can you leave the punctured tire right on the wheel without danger of having it chafed or cut.

And you can ride as far as you like on the Jenkins.

It is the only device with which you do not have to touch the dirty punctured tire.

We guarantee it for two years. Guarantee on every wheel.

See any of the following prominent dealers. They all handle the Jenkins:

W. C. SMITH & CO.	FOSTER MOTOR CAR CO.
GORDON MOTOR CO.	B. A. BLENNER
CAPITOL MOTOR CO.	FORD AUTO CO.
SHENANDOAH MOTOR CO.	PHILLIPS & SCHULTER
EVERETS AUTO CO.	VIRGINIA AUTO COMPANY
	RICHMOND MOTOR CO.

Jenkins Emergency Wheel Co., Inc., 406 American Bank Building, Richmond, Va.

Jenkins Emergency Wheel ad showing Studebaker agencies B. A. Blenner and Virginia Auto Company as dealers
The Times Dispatch, Richmond, Virginia
March 24, 1908



Fig. 1—First operation in adjusting Jenkins Emergency Wheel



Fig. 2—Second operation, fitting emergency wheel in place



Fig. 3—Final operation, tightening nuts at ends of steel arms

The Automobile Magazine
September 1, 1910

*From the article
"Prominent Automobile Accessories", review of
the Jenkins Emergency Wheel manufactured in
Richmond, Virginia*

FATAL ENDING OF JOY RIDE

**H. M. Deputy, Philadelphia Salesman,
Instantly Killed, and North Caro-
linian Seriously Hurt in Mid-
night Auto Dash in
Richmond.**

RICHMOND, V. A.—Special.
As the result of a joy ride last night and this morning, H. M. Deputy, a traveling salesman of Philadelphia, lies dead at Bennett's undertaking establishment, J. S. Hollingsworth, a merchant of Fayetteville, N. C., is in a dying condition at the Johnston-Willis Hospital, and Dr. R. H. Talbot, with a broken arm, is in the same hospital, though his condition is not so serious.

The injuries were due to a collision of two autos and the chauffeurs, E. S. Burrell and E. H. Jordan, are under arrest, charged with being suspected of murder.

They were in the Police Court this morning, but Justice Crutchfield turned the case over to the county, authorities and Deputy Sheriff Traylor later took them to the County Court, where they will be given an early chance to apply for bail.

L. O. Wendenburg represents Mr. Burrell and George E. Wise appears for Mr. Jordan.

The accident occurred about 12:30 o'clock this morning on the Cary Street Road, just beyond the belt line.

Earlier in the night Mr. Burrell, who is from Charlotte, N. C., invited a few friends to take a ride with him, and when all were together the party was too large for his car, and it was decided to hire a second auto.

It was gotten from the Virginia Auto Company, 11 West Main Street, and Mr. Jordan went as chauffeur. Mr. Burrell drove his own car.

In the car driven by Mr. Jordan were Messrs. Deputy, Hollingsworth, Talbot and J. W. Currie, of Fayetteville, N. C. In the second were Messrs. Burrell and Messrs. L. G. Ross and J. R. McKessich.

The party stopped at Rueger's, though it appears as if Mr. Currie had not then joined them. The journey was toward the Country Club and the accident occurred during the return trip.

Struck a Muddy Road.

Mr. Jordan said this morning that the road was very muddy and near the belt line the other automobile, which was in the lead, slipped toward the ditch at the side of the road.

Mr. Burrell turned it toward the middle of the highway and was crossing it diagonally when the second machine ran into it.

Messrs. Deputy, Hollingsworth and Talbot leaped and the exact manner in which Mr. Deputy received his fatal injuries does not seem precisely known.

The first auto continued on its way, and Mr. Burrell said this morning he had no idea anyone was hurt.

The dead man and the injured man were placed in the second auto and brought to Richmond, and Policemen Farley saw the body of Mr. Deputy.

He reported the matter and the arrests followed. He said this morning he did not think Mr. Burrell knew anything of anyone's being hurt.

Mr. Burrell was much surprised when arrested at the Jefferson Hotel this morning at 4 o'clock. Mr. Jordan was arrested earlier.

The arrests were made by Policemen Farley and Palmer.

Mr. Deputy represented the Lucas Paint Company, of Philadelphia, and had many friends in Richmond. From an examination last night it seemed that his neck was broken. Dr. Taylor, however, began a thorough examination at noon.

The inquest will be held in the City Hall tomorrow at 10 o'clock.

Shortly before noon Magistrate Puryear granted the men bail in the sum of \$500 each. Thomas Gresham went upon Burrell's bond, B. H. Larus upon that of Jordan.

The preliminary hearing will be held September 9th.

News article reporting collision of a Virginia Auto Company owned automobile resulting in fatalities in Henrico County, Virginia

*The Matthews Journal,
Matthews Court House, Virginia,
September 8, 1910*

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 jsiett@centralvirginiachapter.org so they can be included in the newsletter and posted on the website.

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>

Visit our website at www.centralvirginiachapter.org



Studebaker "Tech Talk"

Tech Tip "Disc Brake Systems" by Dave Thibeault, is reprinted with permission from "The Studegram", October 2012, Dennis Jolicoeur, Editor, Ocean Bay Chapter/SDC.

Tech Talk Disc Brake Systems

By Dave Thibeault

The disc brake system used on Studebakers in 1963 to 1966 was an excellent braking system even by today's standards. But it did lack the simplicity of today's. When properly set up the Studebaker brake system retracts the pads slightly to keep brake drag to a minimum. Other systems do not have this characteristic.

The only significant drawback to this brake system is the lack of a dual master cylinder like what was used on the drum brake cars. This is easily corrected on the Lark and Avanti models but is difficult to correct on the Hawk models. Dual master cylinder conversion kits are available for Lark and Avanti models.

Most of the problems and complaints that people have with these disc brakes are not the fault of the brake system, but instead are a result of neglect and improper repairs over the years. Rust is the most significant problem, both inside and outside of the system. The Dunlop Caliper cylinders are almost always rust pitted inside. This has been taken care of by the availability of stainless steel sleeved wheel cylinders for them. The piston inside also rusts and should be resurfaced where the seal sits to assure good sealing.

All parts should be cleaned completely before reassembly. There are pad guides that usually rust and are easily bent. Glass beading the caliper bridge assembly will clean up good but care must also be taken to see that the pistons are assembled correctly or the pad guide will be forced into the rotor when brakes are applied.

The bolts that hold all the brake parts together are special and you should not use regular bolts, they are all Grade 8 hardware. Even the bolts that hold

the caliper adapter bracket to the spindle are Grade 8. The bolts that hold the caliper cylinders on are a Grade 8 bolt with a small head. These are a special bolt that is not readily available even on special order, so be careful when removing. The best way to remove these bolts is with a six point socket. This allows them to be used even when severely rusted.

The trouble spots that are most common when working on the front disc brakes are the shims and reversing the bridge tubes. It will save a lot of time if you are careful about maintaining the position of the shims that are under the caliper mounting bolt when you remove the caliper. If you should have the rotors turned, then you will have to go through the process of readjusting the caliper position with the shims to center it over the rotor. The procedure and specifications are in the shop manuals.

It is very common when assembling the calipers to reverse the bridge tubes. This usually results in the loss of brakes as the tube then rubs against the inside of the wheel and wears a hole in the tube. The bridge tubes run up the inside of the caliper not the outside.

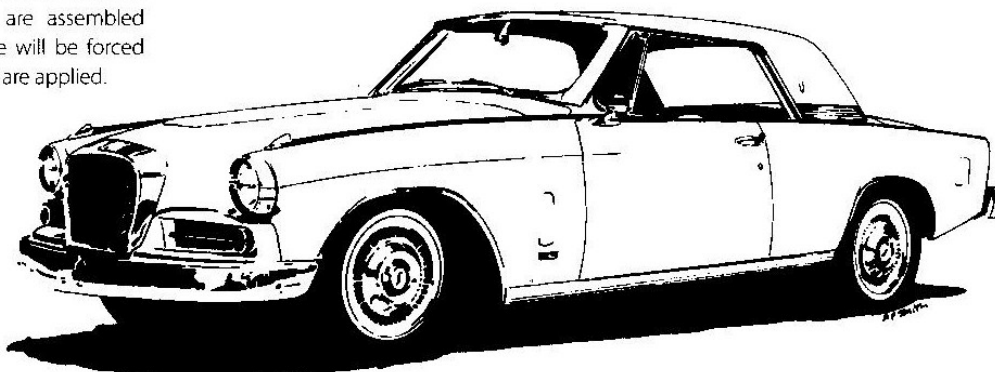
The rotors always seem to be turned when a brake job is done or as a result of a pulsating brake pedal that is caused by warped rotors.

- Never allow the wheels to be installed with an air wrench. This will warp the rotors.

- Torque the lug nuts evenly to 75 foot pounds using a torque wrench.
- Do not turn the rotors when replacing pads. If the mechanic insists because of rust, then have them glass bead blasted to remove the rust. The pads won't last as long but they cost \$28.00. A pair of new rotors costs \$400.00.
- If your rotors are warped try this. It works! Jack up the car and loosen your lug nuts, torque them to 75 foot pounds with a torque wrench. Drive the car normally for a week or more and do the same procedure. After about three times the warped rotors will be good again, or then they will have to be turned. But don't turn them without trying this first or they will just warp again.

There are a couple of things to look for on the brake boosters to help maintain the quality of the brake system. On the Lark and Avanti models check for brake fluid at the bottom of the brake booster. It can leak out the back of the master cylinder and this will in short time ruin your brake booster.

On the Hawk systems, remember that this booster needs to be lubricated. Remove the booster mounting bolts so the booster can be tilted up. On the back will be a little plug, add one ounce of Neatsfoot Oil and replace plug. Neatsfoot Oil is to soften the leather seals in the booster and is available at most sporting goods shops for softening baseball gloves, or can be had at shoe repair shop.



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.

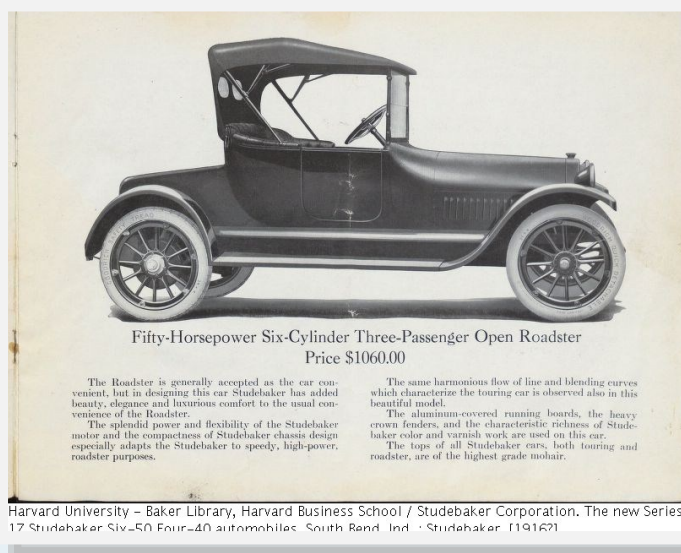
Contact Eddie Bunch
Phone: 804-435-1998
email: healey66@verizon.net



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



Be a Champion

Second in a series:

Thicken The Skin

By Bob Shaw, SDC member



We've all heard the inaccurate Studebaker stories. They have a Ford V/8 in them...Studebaker copied their V/8 from Cadillac...Avantis were made in Canada...you know them all. Then there's always some who get the models and years mixed up: "My dad once owned a 59 Golden Hawk."; "Grandpa had a 1950 Commando."

We die-hard Studebaker owners have heard these things time and again and because these stories and inaccuracies never seem to vanish, we are understandably tempted to respond rather harshly after the umpteenth time of hearing them. I say, GRIN AND BEAR IT!

Even if they claim to "know better" than you, always keep the conversation respectful and friendly. Eventually they will come to realize that that nice Studebaker guy was right. "Nice" being the descriptor that ultimately benefits your club somewhere down the road when that person considers buying a Studebaker.

To help you address some of the more prevalent Studebaker myths and misconceptions there is now a handy sheet you can download, print and keep in your car. Your chapter may have already printed some of these up for your use. Download the "Studebaker Myths & Misconceptions" sheet at <http://www.northstarwheel.com/resources/studebakermys.pdf>.

Taking the "nice" road also applies when responding to negative comments about your (or a friend's) Studebaker you may overhear. I believe it is pretty much true that folks either love or hate the looks of a particular Studebaker. Heck, maybe that is true for most any marque.

The thing is, you cannot make anyone love your car or truck like you do. And you certainly cannot make people be diplomatic or respectful of your choice. But, you CAN make sure that, in spite of how that guy may think or speak, YOU can rise above their attitude and show that Studebaker owners are friendly and respectful. Sure, some times you may have to swallow hard and count to ten, but being a good ambassador for your chapter is well worth it in the long run.

Next time in Be A Champion: **"Show interest in THEIR cars (even if you dislike them)."**

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>



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