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President's Remarks

I appreciate Mark Chambers for hosting our May meeting. We had good food and conversation at Jr.'s Grill. During our shop tour, owner Victor discussed the progress of each of his cars he is presently working on. Thanks to all who attended.

If you have an idea for an interesting meeting place, please contact me or Gayle. Our June meeting will be conducted by Gayle at Kip Motors. More details to come.

25 paid members to date

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Studebaker Drivers Club Minutes May 18, 2024

President Eddie Ranne called the meeting to order. He said the minutes of the April meeting can be read in the newsletter. Ray Chartrand gave a report on our progress with the plans to host the 2026 National Studebaker meeting and his presentation to the National committee.

Ken Bruce handed out a paper listing several car shows. Please refer to that sheet for more details.

May 18, Cars and Guitars show, 663 Virginia Pkwy McKinney Tx.

May 18, First Baptist car show, 400 S Travis St. Sherman, Tx.

May 25, Downtown McKinney, Tx. Around the old courthouse.

June 1st. Cars and Caffeine, Downtown Van Alstyne, Tx.

Gayle MacLeod said the June 15th meeting will be at Kip Motors, 2127 Crown Road, Dallas Tx.

More details will be Emailed. We need a volunteer to plan the July 20th meeting and the December 7th Christmas meeting. We will skip the November meeting.

Leon Carpenter gave the Finance report. The account is good. George Jensen won the 50/50 drawing.

Mike Jones won the President's drawing which was a Studebaker Key Chain.

Gary Meek talked about getting new tee shirts for our next International Drive Your Studebaker Day which is the 2nd Saturday in September.

Mike Dorn told us about a company that can embroidery STUDEBAKER in car upholstery. He will send the info to Ray for the newsletter.

George brought old car magazines to give away.

Mark and Ryan Chambers hosted the May meeting.

May attendees: Nicholas Treaster, Bob and Gayle MacLeod, Jim McMeans, Mike Jones, Tom and Kathy Arenson, Eddie Ranne, Leon Carpenter, Mike Dorn, Gary Meek, Ray Chartrand, Rick Watts, Ken Bruce, Ryan and Mark Chambers.

Editors Notes

Here we go again. I'm used to being the lone Studebaker at local car shows but really, the only Studebaker at a Studebakers drivers club meeting ?

Being an eternal optimist, I had 100 vinyl stickers made of the club's logo. I was going to award them to drivers who showed up with their cars. Looks like I'll have a stash for a while to come.



Early Breakfast at JR's to beat the heat





Jim McMeans

1925 Special Six
now has a
“special six”

Complete with a
4 barrel carb & 5
speed tranny



**Club meeting hosted &
held at Mark Cham-
ber's facility**

Thank you Mark



**Out on the shop
floor at
K & V Classics
Mark Chamber's
1931 President
roadster is for sale**



Calendar of Events

Monthly meetings are typically held on the 3rd Saturday of the month with locations varying throughout the metroplex. Tire Kicking starts around 11:30 with lunch at noon & the meeting thereafter.

Many meetings offer informative presentations of interest to our members

Members are encouraged to host an event at one of their favorite locations

May 23-25 DFW Swap Meet Traders Village Grand Prairie

June 15 Kip Motors, 2127 Crown Road, Dallas Tx. Host Gayle Macleod

June 25-29 SDCI Dubuque IA

July 26—28 Hill Country Swap Meet LBJ Park Fredericksburg

Nov 15 –16 Southwest Swap Meet Lone Star Park Grand Prairie

ANNOUNCING THE 60TH ANNUAL STUDEBAKER DRIVERS CLUB INTERNATIONAL MEET Dubuque County Fairgrounds, Dubuque Iowa June 25-29, 2024

Join us to celebrate our Diamond Jubilee, the SDC's 60th Studebaker Drivers Club International Meet! All activities are at the Dubuque County Fairgrounds in newly remodeled, climate-controlled buildings or under the many shaded areas.

Iowa's hospitality guarantees you can gather with friends for an enjoyable visit to where Iowa started. We think you should come early and enjoy an extra day where limestone bluffs meet the Mississippi River. You can ride the world's shortest, steepest railway and enjoy stunning views from the top. Dubuque is where you'll discover two Smithsonian-affiliated museums and over 50 murals that have earned national acclaim. Dubuque, Iowa, is where you will visit but want to stay.

**Vehicles
judged or
displayed.**

**One-of-a-kind
live concert,
and evening
entertainment**

**Food stands open
breakfast to
close, delivering
directly to your
swap meet booth.**

**Watches and Toy
Judging and
Display**



**Ladies Luncheon
and scenic river
valley driving
tours.**

**Indoor and outdoor
swap meet and car
corral.**

**Meet with friends
for a scenic drive
or toss a ball at
the Fields of
Dreams movie site.**

**WIFI and ATM bank
machines on the
Grounds**

Meet our Members

A new feature that I decided to implement is to introduce our members. For this I will need your co operation. I've been a member going on 5 years & I'm sure I don't know or haven't met half of you. I tried this when I took over the job as your news editor & it was a resounding flop. As the saying goes, try & try again. Some of you may not know what I look like because I'm always on the other side of the lens.

My first foray will be to bid adieu to a member who is leaving us due to health issues

His name is **Steve O'Kelley** who was my mentor as former editor & all around nice guy.

Steve has been a Studebaker gearhead all his life & currently owns a 62 GT Hawk & a really fast 64 Daytona Lark.

Steve is a professional engineer who had his own firm. He sold it, was not satisfied with the results & took it back. Between running an engineering firm full time & acting ask an expert witness in what little time is left has meant Steve has been off the Studebaker radar for a few years.

We will miss you & wish you the best.



Meet member **Jim McMeans.**

Jim has been a member for 4 years. He's a retired civil engineer & confirmed gear head.

We got to see one of Jim's projects at the restoration shop at our last meeting. It's a 1925 Special Six that he wants to **DRIVE**. The old engine wasn't up to the task so in its place now resides a modern Ford inline truck engine. It has been mildly hopped up with a 4 barrel Holley & a 5 speed Temic transmission. Jim will now have the benefits of his beloved older classic with modern drivetrain to **DRIVE** his car.



Jim also has a 4 speed 64 GT Hawk that I owe him a tune up on.

Jim is also gracious enough to print & mail the monthly newsletter to those that request it in print at his own expense. Thank you Jim!

Studebaker Wedding

Recent club member Jack Melton is really diving in feet first as he offered his car to a recent Studebaker wedding party

Read what he had to say.

I provided the getaway car at the ending ceremony of the wedding of Cami Studebaker and Shelby Christian.

I drove my 1951 Studebaker Champion from my home in Keller to 501 S 2nd Dallas.

The weather was overcast and warm. The drive over was uneventful and I arrived 45 minutes early. I waited until flagged into the parking lot by Paul Studebaker where we drove to the entrance of the venue and parked so that the Bride and Groom could make their escape.

I met 3 generations of a Studebaker family. Cami, her dad Paul, and her Grandfather. As we waited for the getaway several people who had attended the wedding made their way over to admire the car and ask questions.

I learned Paul, his Son, and now his daughter all 3 made their getaways from their respective weddings in a Studebaker of some type or another.

I am including a few of the pictures I took personally, and Paul mentioned he would send me wedding photos related to include the '51 once he receives those from the wedding photographer.



Honorable mention goes to Gary Meek who was headed to the wedding in his 53 but had to turn back with an overheating problem

As a footnote, we met Paul at our February meeting where he introduced himself & made his pitch for a Studebaker. Paul has a terminal illness with time running out. It was a no brainer to have multiple members offer their cars to the cause



TECH TIPS

By Jim and Karen McKeever - SJVC/SDC

Decoding the numbers on a V-belt

Many V-belts have five digits printed on them, for instance, 41515.

The first two digits are the length of the belt in inches. The third digit is either a 5 or a 0, 5 meaning $\frac{1}{2}$ inch, 0 meaning no fraction. This example is 41 $\frac{1}{2}$ inches.

The last two digits refer to the width of the fan belt. It will either be a 13, 15, or 17, with 13 being narrow (the only time I've ever seen a 13 is on a smog pump.).

V-belts with 15 as the last two digits are the most common on cars and trucks, with 17 being the widest, usually found on cars from the 1940s and older.

The width digits don't coordinate in inches, websites say they are in millimeters. I measured one of my 15 belts, and it measured 11 millimeters. However, the outside width of the channel on my pulleys did measure 15 millimeters.

Different manufacturers may put the width first and the length last, so it might read 15415. They may also have their own codes for the width, such as A, B, and C or 5, 7, and 9. There are various charts on-line with belt width specs and codes.

Figuring the length of a V-belt

When your old belt wears out and the numbers are so worn you can't read them, you can just take it to the auto parts store and they match it up, either by eye or by spec sheet.

Remember when they used to stretch the old one around one of those length-finder measuring tools? They are considered vintage now!

But what if your belt shredded and ended up in pieces all over the road, or your fabulous barn find doesn't have any, or you added an air conditioner and now have an extra pulley to wrap around?

There is a fancy formula for figuring out the length that looks like it came out of a high school algebra book you can find online – OR – you could use the string method.

Using a nylon cord or 12-gauge wire (something that doesn't stretch) wrap it around the pulleys, overlapping the ends and drawing a line across both, then measure between the lines.

Do this two times, one with the alternator/generator adjustment set to the minimum and one with the adjustment set to the maximum.

An approximate average between the two lengths will allow for the height of the belt you don't get when measuring in the V groove, as well as give you enough room for tightening the tension.

To tighten your v-belt you could use the finger deflection test by pulling it tight and then pressing your finger against the belt until it stops deflecting, which should be about half an inch, and when your fingernail turns white.

The Krikit belt tension gauge is a cool tool for less than \$30 on Amazon and at auto parts stores that helps you accurately set the proper tension for your belt.

Did you accidentally get antifreeze on your v-belt and now it constantly squeaks?

You could try rinsing the belt with water, brake cleaner, or purple degreaser, but those are usually temporary fixes and the squeak returns because the antifreeze has absorbed into the belt.

Some people claim to have success with cleaning their belt in Dawn dish soap, I haven't tried that yet for a long-term fix.

It might be better, and cheaper in the long run, to just replace the belt.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)

The Chart You Didn't Know You Needed

By Jim & Karen McKeever—San Joaquin Valley Chapter, SDC

Those of us who turn a wrench have all been there before.

The scenario goes like this: The bolts you purchased which hold your project together are sized based on their diameter. You go to tighten or loosen said bolts, so you eyeball the hex head, guessing which wrench to use. Of course, you are under your vehicle, so you ask your assistant to hand you a ½ inch.

Assistant goes to the toolbox, brings back the ½ inch. That doesn't work so you ask for a 9/16.

Assistant goes back to the toolbox, brings back the 9/16. That doesn't work so you ask for a 5/8.

Assistant goes back to the toolbox, brings back the 5/8. Now you are lying on all the wrenches, deciding a socket would work better, at which point your assistant has had enough and goes inside.

It turns out the bolt manufacturers must have heard our plight, because they make charts and diagrams specifying the diameter of bolts with their corresponding hex head size.

I printed my chart and placed it in a sheet protector for fear of ruining it with greasy fingers.

There are several websites that offer this information, some with PDF downloads. This chart is nice because it includes both inch and metric sizes for wrenches, sockets, and hex keys. It includes the most commonly used sizes.

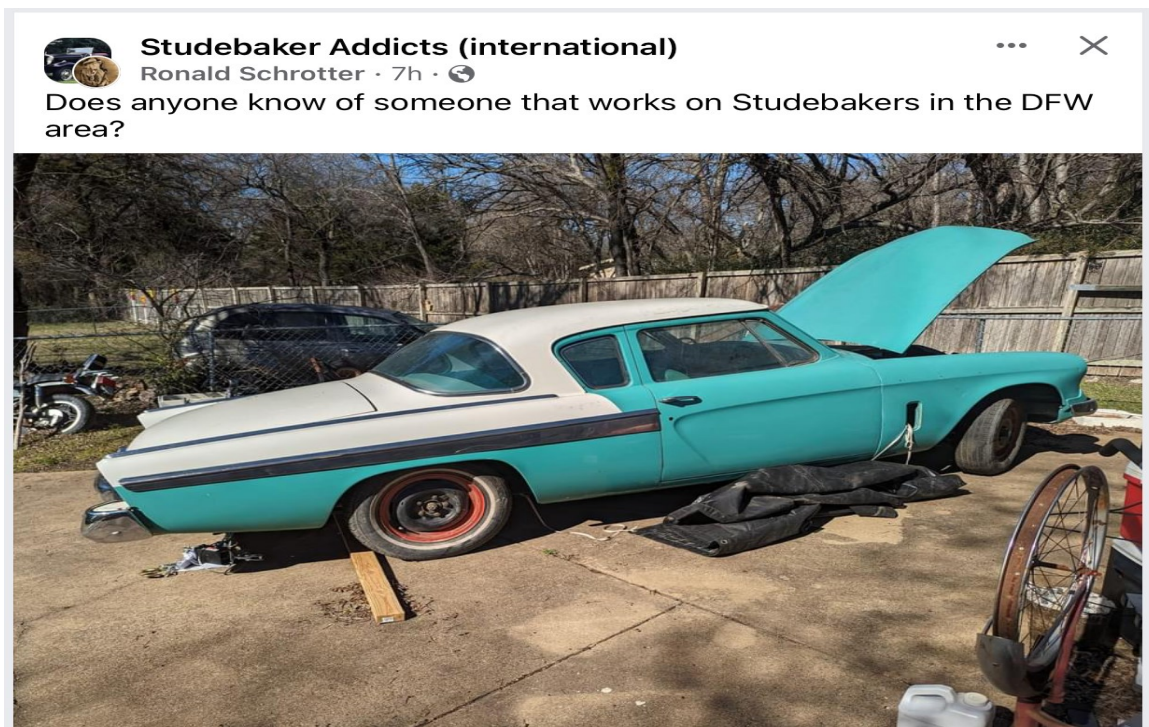
Some specialty bolts and heavy hex bolts have their own size charts which are easy to look up online. Of course, there will always be that one stubborn, 75-year-old bolt that is a little worn and defies the recommended wrench size, but every project needs a little excitement.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)

Social Media



If you haven't seen this, it's definitely worth a look at one of our members & his car



Lots of locals still don't know we exist after 55 years. I reached out to this individual but haven't heard back. Social media is what we're really poor at. That's how the word spreads today!

Some creative juices flowing with Mike Geisler & his team

This is a proposal for our event if we go forward with it.



**YOUR CHARIOT
AWAITS...**



HAPPY BIRTHDAY.

Broke my hammer today!! 😡



Tesla Truck - HOUSTON EDITION



Nigerian Edition

We didn't need seatbelts..
We had the MOM ARM 💪



Members Projects



Eddie Ranne not only built a new dash but also rebuilt his console on his 53 restomod



After a solid month of bodywork & sanding & more sanding Ruby is wearing a new face



TIMELINE OF HAWK MODELS AND PRODUCTION



Model	1956	1957	1958	1959	1960	1961	1962	1963	1964
Flight	4946								
Power	7095								
Sky	3050								
Golden	4071	4356	878						
Silver		15318	7294	7788					
Packard			588						
Hawk					4507	3929			
Gran Turismo							9335	4634	1767

Total Hawk Production: 79,615 (From October 25, 1955 – December 20, 1963)

Comparative Personal Luxury Coupe Sales (1962-1964)

Year	Gran Turismo Hawk	Thunderbird	Grand Prix
1962	9335	78,011	30,195
1963	4634	63,313	72,959
1964	1767	92,465	63,810

267 **1957 Studebaker**
Golden Hawk Hardtop

SOLD
\$85,000



Exterior Color Gold
Interior Color Tan
Chassis № 6102320
Est. Price \$60,000-\$90,000
Date 5/18/24



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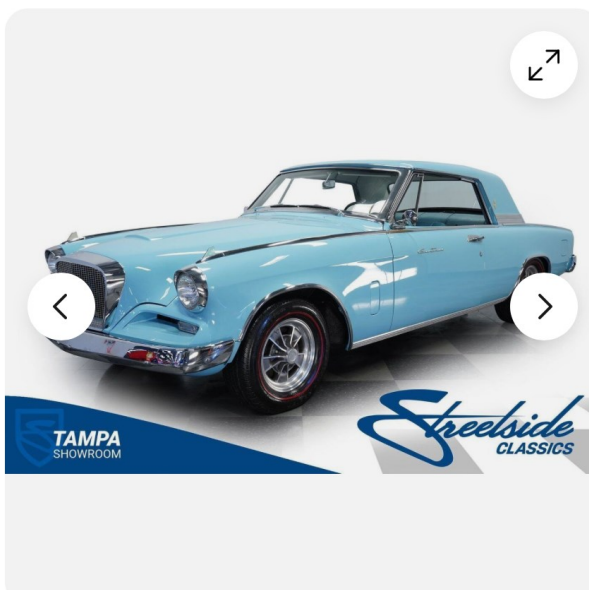
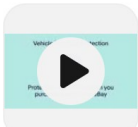
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1962 Studebaker Hawk Gran Turismo

289 V8 DUAL QUADS 4 SPEED MANUAL POWER STEERING GORGEOUS RESTORATION QUALITY HAWK



Streetside Classics (532)

[100% positive](#) • [Seller's other items](#) • [Contact seller](#)

US \$47,995.00

This is a [classified ad](#) listing. There is no bidding on this item, so contact the seller for more information. Seller feedback scores exclude classified listings.

Condition: **Used**

Time left: 29d 10h | 05/17, 08:56 PM

Prices are finally starting to move again



NORTH TEXAS CHAPTER

Studebaker Drivers Club

MEMBERSHIP/RENEWAL APPLICATION



The North Texas Studebaker Drivers Club has my permission to use this info in their club directory ☐

NAME: _____ SPOUSE: _____

ANNIVERSARIES (Day&Mon): HIS BIRTH _____ HER BIRTH _____ WEDDING _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: Home: _____ Work: _____ Cell: _____

EMAIL ADDRESS: _____

NEWSLETTER DELIVERY BY: ☐ U.S. Mail OR ☐ email

PLEASE LIST YOUR STUDEBAKERS: (Owning a Studebaker is not a requirement)

YEAR	MODEL	BODY STYLE
1)	_____	_____
2)	_____	_____
3)	_____	_____

(Own more than 3? They're habit forming – just use the back)

We currently have over 60 members in our club. Average attendance at our meetings is 30. We meet on a monthly basis, typically on the 3rd Saturday of each month. Many of our meetings are held in conjunction with metroplex shows, tours or special events. Our meetings are fun, informative and very informal. We usually have a meal during the meeting for those who wish to eat. Our monthly newsletter is one of the very best, with interesting articles, color pictures of our members, Studebakers, current club news and items of interest.

We welcome you to our club. Our dues are only \$15.00 per year. Join us.

Signature _____ Date _____ Intrn'l Membership # _____

National membership is a prerequisite for local club membership.

Follow this link to the [National Studebaker Drivers Club](#) membership application

Mail application and \$15.00 Membership Dues (cash or check) to the address at right:

When paying by check, make checks payable to:
North Texas Chapter Studebaker Drivers Club

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