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## President's Message

I was extremely pleased at the number of members attending the March meeting at Ford's Garage. I think it's the largest attendance for a meeting since I've been a member. Also, seeing that row of Studebakers was really cool! I was glad to be able to finally drive my '53 to a meeting. My dash project took entirely too long. I know several of your cars are nearing completion, so we should see even more in the future. Our next meeting will be a picnic at Meadowbrook Park Pavilion, 1300 Dugan St, Arlington, TX. More information to follow.

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**Minutes of the North Texas Studebaker Drivers Club  
March 15, 2025 at Ford's Garage Restaurant in Plano**

Meeting was called to order, The minutes of the February meeting can be read in the February Newsletter. Leon gave the treasury report, two members paid today, 25 people have not paid. All dues are to be paid in December for the following year, So if you haven't attended a meeting this year you may be due to renew your membership. Print the last page of this newsletter, fill it out and mail it with your check to the address on the form.

**New business:**

Eddie and Ray will have a booth at the 2025 international meet and sell Tee Shirts & provide info. Waxahachie is excited to accommodate us for the 2026 international meet. They are giving us a \$5000 break on the price. Larry Kollie will help us coordinate things with Waxahachie, he has experience working with the city. Mike Geisler designed a 62<sup>nd</sup> international meet logo also the Waxahachie convention people designed one. Ray passed around a list of activities and positions needing volunteers.. We need everyone's help to make this international meet a success. We will have an accountant and bank account to handle funds separate from club money. Dana Ranne will work on the ladies luncheon but needs help with planning and decorations etc. Ray thinks our Texas meet will entice more people to attend because of our central location. Ray reached out to the vendors to see what they need to encourage them to travel to Texas. The contracts we make with Waxahachie have to be approved by the National Studebaker Club. The registration fees go to the National club, we generate our funds from merchandise sales, swap meet fees. We can possibly get state grants or corporate sponsors or advertising in our brochure. We will advertise in the Turning Wheels.

The April 19 meeting will be hosted by Leon Carpenter at the Meadowbrook Park Pavilion, 1300 Dugan Street, Arlington, Tx. 76010. We'll have a picnic from 11am to 2pm, please drive your cars, bring your own lunch. Drinks will be provided by the club. Eddie is inviting other car clubs. The May 17 meeting will be hosted by Mike Dorn in the Coppell area. Place to be determined later. Eddie is in discussion with The Central Texas Chapter to have a joint meeting with North Texas. If you have an idea for a monthly meeting, coordinate it with Eddie. The 50/50 pot was canceled today. Ray Chartrand won the president's door prize. The Pate swap meet is April 24 thru 26 at Texas Motor Speedway. The Good Guys swap meet is April 25 and 26 also at the Texas Motor Speedway.  
Meeting Adjourned

**Attendees 27      Cars Driven    8**

Rick Watts		George & Gail Jensen	
Jim McMeans	GT Hawk	Leon Carpenter	
Tom & Kathy Arenson		Bella Carpenter	
Rodney Murphy	85 Avanti	Bob & Gayle McLeod	
Larry Kollie		Edward Will	
Eddie Ranne	'53	Tom Pecena	'55 Champion
Ken Bruce	'53	Nicholas Treaster	
Mike & Audrey Jones		Sammy Treaster	
Mark Chambers		Gary Meek	'53 Coupe
Reza Molai		Gary Evans	'51 Pontiac
Ray Chartrand	'63 GT	Mike Dorn	
Kurt Overmyer			





**March Meeting at Ford's Garage with record attendance**



**Lots of Studies with a lone Pontiac**





**Larry Kollie in from Waxahachie**



**Reza Molai contemplating all the \$\$ he spent on repairs**



**Assistant Turning Wheels Editor Mike Jones & his wife made our meeting**





**President Eddie Ranne discussing the meeting**



**Always nice to see Mr. & Mrs. Jensen at our meetings**



**Good food & good times enjoyed by all**





**Gary Meek drove 82 miles one way in his 53 to the meet**



**Largest Studie gathering since I joined the club—Go Studies!**



# Editor's Remarks



I don't know if it was the smell of spring in the air, but boy was I blown away by the attendance at this month's event. Sure the locale of a vintage Ford garage certainly drew a few out but there were members there that I never have seen in my 7 years with the club. Keep it up guys!

Enthusiasm is infectious & the more participation we have the

more exciting things will become.



Pictured is the young son of a family that was looking at our cars as they were parked. I invited them to sit in the car & their biggest kick was blowing the horn. I'm not saying this kid will end up buying a Studebaker later on but I'm sure the memory will stick with him.

Regarding the planning & execution of our 2026 International meet, there is a philosophical difference that I see between clubs & our national leadership. Our understanding is to promoter & grow local membership whereas IMHO national are about a fat bank account &

profits from everything they touch. I'm sure this will get me in hot water, but being an editor I publish what I feel free to express. Our international meet in September 2026 will lean heavily on exposing & promoting the Studebaker brand to the good folks of Waxahachie Texas. Our meet & greet normally a restricted event will be open to the public as it will be hosted by the city to welcome us.

They have even hired a 50/60's rock band called the Studeabkers to welcome us.

The last day of the event will be **ALL** day not winding down by noon & open to the public. This will also give vendors a better chance of selling their wares as compared to a restricted audience.

I have solicited opinions from vendors on their wants & needs. They are a big draw to this event & some feel they have been slighted in the past. We're listening to what they have to say!

We all also have an all makes car show with little to no money as an entry fee. Our executive & staff members for the international committee believe that as long as we break even the we'll be happy & have accomplished our mission of having successfully hosted the first Texas meet since 1989!

**Drive your Studebaker!**

**With 21 months to go you'll be hearing lots more on this subject. Please consider serving in any capacity you can & don't forget to include your spouse in volunteering duties. I know they volunteer me often**



# 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

March 15 Ford's Garage Plano

March 28 New Tech High Car Show 113 Samuel Blvd Coppell TX 75019

April 5 Colleyville's Annual Car Show

April 19 Picnic at Meadowbrook Park Arlington

April 24 thru 26 Pate Swap meet at Texas Motor Speedway.

April 25 & 26 Good Guys swap meet also at Texas Motor Speedway.

May 17 Mike Dorn Coppell aera TBD

June 21 TBD

Mark Chambers is working on a future meeting at an auto museum in Meridian Texas.

## Studebaker International Meet 2025

The 61st Annual SDC International Meet is being hosted by the Allegheny Region Chapter of the SDC and will be held in **Washington County, Pennsylvania**, September 16-20, 2025.

## Studebaker International Meet 2026

The 62nd Annual SDC International Meet is being hosted by the North Texas Chapter of the SDC and will be held in Waxahachie Texas, September 23-26, 2026. \*\*\*





## A Marriage made in Studebaker Heaven

Member A mentions that at some point he'd like to sell his 57 President. Member B mentions that he'd like to buy a 57 President. Member C (me) arranges the deal & the rest is history. Only 27,000 miles

Member A is Marvin Herring & he & his wife Peggie have owned the President for over 20 years. Marvin also owns a 53 Land Cruiser & can't drive both so it was time to let one go.

Member B is Mark Brians the chapter president of the Central Texas club. He was looking for a 57 4 door to make travel easier for his wife.

Mark doesn't fool around & after a brief inspection of the car, he was on his 160 mile return trip home



**Included were manuals for the car**



**Closed deal with a handshake**



**Fine looking automobile**



**Those are original miles!**



**Loaded up for the trip to Belton Texas**



## Mike Dorn's 63 Champ restoration is nearing completion



Mike has been awaiting this day for several years



Home from the paint shop



Note the 2 tone custom paint scheme



Rebuilt engine by Mark Frank with Holley Sniper





Lots of elbow grease Mike!



All new hardwood bed with stainless steel inserts



Mike Dorn's revamped dash in his 64 Champ



## **Progress with our members**



**Eddie Ranne's totally new dash for his 53 restomod**



**Finished product is now drivable after a year in the making**



# Troubleshooting the Headlight Circuit – Part 1

If you have been following the past three tech tips, you have probably found out by now you don't have to be a master electrician to work on the wiring on your vehicle. Given some of these basic skills we've been building on, you can troubleshoot/fix most electrical problems you encounter. (For the purposes of this article, we are assuming the headlights are sealed beam, due to the age of our vehicles. Sealed beam headlight bulbs were first manufactured in 1940 and were starting to phase out in the 1980s. However, these tips can be used with composite lights as well.) You start your car, turn on the headlights and you have one, or more, or all lights out. Your first instinct would be to run out and buy new lights, but a little extra troubleshooting might save you the expense of new lights and actually identify the source of the problem. (This scenario happened to SJVC club member Roger Scott on two of his cars, and each one had a different outcome. Results to follow.) This article will address the problem of NO headlights at all. Other scenarios of one light out, high/low beams out, or high beams out will be discussed in another article. Here's a troubleshooting technique: The problem could be anywhere in the circuit, from the battery to the headlight switch, to the dimmer, to the headlights. Rather than spending time removing lights first and working backwards, choose an in-between point that is easier to get to, to split the circuit, and check the voltage. In most cases the dimmer switch is easier to access since the headlight switch and all its wires are embedded in the dash and would be another time-consuming removal.

- Take a voltage reading at the input and both outputs of the dimmer switch (see dimmer switch diagram, there are variations of old styles under the floorboard and new styles above the floorboard. Basically, a terminal by itself is the power from the headlight switch and the two terminals across from each other are low and high outputs.) If the input reads at least 12 volts you know the headlight switch and battery are good.
- If either of the low beam or high beam outputs have a low or non-existent reading (remember to tap the dimmer switch and take another voltage reading,) the dimmer is probably bad and needs replacing.
- If the low beam and high and high beam outputs read at least 12 volts then it's time to go to the headlights.
- First, unplug the headlight that is closest to the dimmer switch. Usually, other headlight has jumper wires to it. Take a voltage reading in each of the low and high terminals, with the negative probe in the ground slot. If you have at least 12 volts in both terminals, you know there is power to the headlight, so the bulb is bad, replace it.
- If you have a low or non-existent reading, move the negative probe to a clean, non-painted, metal source and check the voltage again. If you have 12 volts now, you have a bad ground. inspect the ground wire, looking for corrosion, loose connection, or broken wire. Clean and repair as needed and re-install using a star washer between the eyelet and the body (remember star washers are our friend.) Check the voltage again in the high and low terminals. If they are good, try your headlights. If they don't come on now, you have a bad bulb, replace it. If the voltage is still bad it's time to ohm the ground wire. (Remember when taking ohm readings, you MUST disconnect the item to be ohmed from its power source. The safest thing to do is just disconnect your battery when ohm-ing.)
- Take ohm readings from the front of the ground terminal on the headlight plug to the eyelet, the front of terminal to back of terminal, and back of terminal to eyelet. An ohm reading of more than .5 anywhere tells you to look for broken wire, corrosion in the terminal, bad or broken crimps, etc. Fix and replace as necessary, re-ohm for continuity, and take another voltage reading in the high and low terminals. If good, try your headlights. If they don't come on you have a bad bulb.
- If either of the high or low terminal voltage checks are still bad, it's time to ohm the wires from the dimmer to the headlight plug, looking for broken wire, corrosion in the terminals, bad or broken crimps, etc. Fix and replace as necessary, re-ohm for continuity and take another voltage reading in the high and low terminals. Voltage readings should now be good, and you will either have headlights or a bad bulb that needs replacing.



## Troubleshooting the Headlight Circuit – Part 1 cont'd

Follow these same voltage checks and ohm procedures on the other headlight plug(s) as needed.

Remember to check the jumper wires between headlights. (Some cars have 2 lights; some have 4 lights. On a 4 light system the other 2 lights are high beams and will only have two terminals, a ground and a high.)

Roger's coupe started and drove but had no headlights. It also didn't have a dimmer switch so, we had to unhook the battery and go to the headlight switch. Its output was at least 12 volts, so we went to the headlight plugs. They also read at least 12 volts which then told us BOTH headlights were bad at the same time, what are the odds!

(Here's a curiosity, the coupe was wired with the low beams in the parking light position and the high beams in the headlight position!

This works only because the coupe doesn't have parking lights, but it is not something I would recommend.)

Roger's Studebaker truck also started and drove but had no headlights.

We split the circuit at the dimmer switch (Yay, he had one here!). It read at least 12 volts from the headlight switch to the dimmer but had a non-existent reading in the outputs to the headlights on both sides.

We replaced the dimmer switch and had headlights again, no need to take the bulbs out to test them.

NOTE: Just like the adage, "measure twice, cut once," it is a good idea, before you spend money on a new part, to repeat your voltage checks enough times to verify your results are the same. Every manufacturer has some variation of wiring styles. Your vehicle's switches and plugs may vary slightly from these diagrams, but the procedures are basically the same.

(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.



# This is how fast our little 289's will go!



Studebaker Addicts (international)

Donny Brass · 4h · 🌐



Ted and George still holding serve

## 2024 List of All Time Fastest Small Blocks at the Pure Stock Drags

A samll block is defined as any engine 360 cid or smaller

	Name	Home	State	Year	Make	Model	Engine	HP	Trans	Axle	Best ET	Best MPH	Qual ET	Weight	HP Calc	Year
1	Owen Simpson	Glencoe	Ont.	1970	Chevrolet	Yenko Nova	350	360	4m	4.56	11.888	116.15	11.888	3480	426	2023
2	Paul Petcou	S. Lyon	MI	1971	Plymouth	Duster 340	340	275	3A	4.88	12.050	112.62	12.176	3350	375	2024
3	James Kryta	Bruce Twp	MI	1970	Oldsmobile	F-85	350	325	3A	3.91	12.302	112.61	12.302	3718	414	2020
4	Dan Kruger	Holland	MI	1972	Dodge	Demon 340	340	240	3a	4.10	12.396	108.77	12.396	3320	333	2018
5	Donny Brass	St. Clair Shores	MI	1966	Chevrolet	Corvette	327	350	4M	4.56	12.502	110.76	12.502	3188	338	2016
6	Eric Sawchuk	Saugerties	NY	1971	Plymouth	Duster 340	340	275	3A	4.57	12.541	111.60	12.541	3258	353	2016
7	Benoit Holloway	Marion	LA	1970	Chevrolet	Corvette LT1	350	370	4M	4.10	12.558	111.04	12.558	3266	349	2004
8	George Krem	Holdrege	NE	1964	Studebaker	Challenger R3	304.5	335	4M	4.27	12.614	115.84	12.614	3610	365	2024
9	Ty Taccone	Spencerport	NY	1970	Chevrolet	Z-28	350	360	3a	4.56	12.675	109.11	12.675	3610	365	2024
10	Ted Harbit	Summitville	IN	1963	Studebaker	Lark R3	304.5	335	4M	4.55	12.686	112.07	12.686	3630	399	2010
11	Mike Brass	St. Clair Shores	MI	1970	Chevrolet	Corvette LT1	350	370	4M	4.56	12.727	107.44	13.011	3430	332	2022
12	Larry Weymouth	Ray	MI	1970	AMC	Hornet SC-360	360	285	4M	4.10	12.738	109.14	12.834	3212	326	2019
13	Dave Watt	Atlanta	IN	1971	Plymouth	Duster 340	340	275	3A	4.30	12.741	108.89	12.837	3180	320	2019
14	Owen Simpson	Glencoe	Ontario	1970	Chevrolet	COPO Nova	350	360	4M	4.56	12.743	109.89	12.907	3506	363	2011
15	Mark Weymouth	Oakland	MI	1970	Ford	Mustang Boss 302	302	290	4M	4.86	12.847	109.07	12.847	3424	346	2014
16	Jeff Sawruk	Clarkston	MI	1969	Pontiac	Custom S 350 HO	350	330	3A	4.33	12.866	108.86	12.866	3772	380	2011
17	Alana Beltrame	Maple	Ontario	1969	Chevrolet	Camaro	350	300	3a	3.73	12.879	106.76	13.188	3660	347	2024
18	Brian McDowell	Three Rivers	MI	1969	Chevrolet	300 Deluxe	350	300	3A	3.90	12.910	106.30	12.910	3439	318	2006
19	Thomas Payne	Philo	IL	1966	Chevrolet	Chevy II	327	350	4M	4.56	12.915	108.52	13.044	3122	311	2011
20	Rich Straub	Pierson	MI	1970	Plymouth	Duster 340	340	275	3a	4.30	12.939	104.31	12.939	3300	292	2018
21	Caroline Straub	Pierson	MI	1972	Plymouth	Duster	340	240	3a	4.10	13.018	106.73	13.130	3580	340	2022
22	Benoit Holloway	Marion	LA	1971	Ford	Boss 351	351	330	4M	4.56	13.037	109.03	13.128	3640	368	2012

## 2024 List of All Time Fastest Small Blocks at the Pure Stock Drags

### Man Pedal Edition

	Name	Home	State	Year	Make	Model	Engine	HP	Trans	Axle	Best ET	Best MPH	Qual ET	Weight	HP Calc	Year
1	Owen Simpson	Glencoe	Ontario	1970	Chevrolet	Yenko Nova	350	360	4M	4.56	11.888	116.15	11.888	3480	426	2023
2	Donny Brass	St. Clair Shores	MI	1966	Chevrolet	Corvette	327	350	4M	4.56	12.502	110.76	12.502	3188	338	2016
3	Benoit Holloway	Marion	LA	1970	Chevrolet	Corvette LT1	350	370	4M	4.10	12.558	111.04	12.558	3266	349	2004
4	George Krem	Holdrege	NE	1964	Studebaker	Challenger R3	304.5	335	4M	4.27	12.614	115.84	12.614	3380	410	2024
5	Ted Harbit	Summitville	IN	1963	Studebaker	Lark R3	304.5	335	4M	4.55	12.686	112.07	12.686	3630	399	2010
6	Mike Brass	St. Clair Shores	MI	1970	Chevrolet	Corvette	350	370	4m	4.56	12.727	107.44	13.011	3430	332	2022
7	Larry Weymouth	Ray	MI	1971	AMC	Hornet SC-360	360	285	4M	4.10	12.738	109.14	12.834	3212	326	2019
8	Owen Simpson	Glencoe	Ontario	1970	Chevrolet	COPO Nova	350	360	4M	4.56	12.743	109.89	12.907	3506	363	2011
9	Mark Weymouth	Oakland	MI	1970	Ford	Mustang Boss 302	302	290	4M	4.86	12.847	109.07	12.847	3424	346	2014
10	Thomas Payne	Philo	IL	1966	Chevrolet	Chevy II	327	350	4M	4.56	12.915	108.52	13.044	3122	311	2011
11	Benoit Holloway	Marion	LA	1971	Ford	Boss 351	351	330	4M	4.56	13.037	109.03	13.128	3640	368	2012
12	Rich Straub	Pierson	MI	1971	Dodge	Demon	340	275	4M	4.30	13.076	108.13	13.237	3410	341	2020
13	Tom Cannon	Glenside	PA	1970	Plymouth	Duster 340	340	275	4m	4.30	13.077	106.83	13.212	3404	324	2018
14	Eric Maher	Saginaw	MI	1968	Chevrolet	Camaro Z-28	302	290	4M	4.56	13.081	107.20	13.081	3488	335	2011
15	Nash Solanki	Duluth	GA	1963	Studebaker	Avanti R3	304.5	335	4M	3.92	13.122	111.91	13.122			2013
16	Tom Cannon	Glenside	PA	1970	Plymouth	Duster 340	340	275	4M	4.30	13.155	105.84	13.244	3472	321	2014
17	Paul Richards	Clinton Twp	MI	1957	Chevrolet	Corvette	283	270	4M	4.10	13.160	104.04	13.493	2960	260	2007
18	Kory Marz	Chesterfield	MI	1970	Ford	Mustang Boss 302	302	290	4M	4.86	13.353	105.77	13.566	3490	318	2009
19	Dave Heilala	Northville	MI	1968	Oldsmobile	Cutlass W-31 Ram Rod	350	325	4M	4.56	13.405	104.29	13.501	3755	327	2001
20	Bob Richards	Eastpointe	MI	1962	Chevrolet	Corvette	327	360	4M	4.11	13.457	105.33	13.457	3178	290	2005
21	Jeff Ancil	McCordsville	IN	1966	Chevrolet	Chevy II	327	350	4M	3.73	13.529	103.40	13.529	3180	274	2014
22	Jim Jarrett	St. Clair	MI	1966	Chevrolet	Nova SS	327	350	4M	4.10	13.531	109.30	13.565	3308	337	2010



# Tech Tips

Credit and Thanks to AVANTIVENTS via Jon Meyer for the following article.

At this time we are going to cover the Studebaker engine's most notorious problem: Oil Leaks. While you often hear how leaky the Studebaker engine is, it seems that you never hear about the Chevys. . . Yet, the Chevy engine uses the same kind of seals and gaskets that are used in the Studebaker engine. In fact, if you observed a Studebaker V8 rear main seal next to a Chevy rear main seal, you would not be able to tell them apart.

The only difference is their size. The design principles are the same. . . So, why do our Studebakers leak? One reason is internal engine wear. Excess clearance in the bearings will cause oil to be slung out of the crankshaft main and connecting rod bearing journals. This causes too much oil to be thrown onto the main seals, overloading them which can cause them to leak. This applies, of course to any engine, not just to our Studebakers. Since the solution to this problem is obviously an overhaul, we will not discuss it further at this time. The other principle cause of oil leaks is improper engine gasket assembly. Common mistakes made by amateurs and professionals alike, including cutting the cork gasket to make them fit more easily.

This is wrong! Those gaskets are made to fit the way they are and should not be trimmed. Cork shrinks and the gaskets that fit so easily after they are trimmed will shrink, later, allowing oil to seep by. Often, what is attributed to a rear main seal leak is, in fact an oil pan gasket leak sometimes due to the rear main bearing cap gasket having been trimmed back at the time of installation or the flat pan gasket having the tabs that go under the bearing cap gasket cut off. When assembling these gaskets, study the diagrams, use a good quality gasket cement and follow instructions in your shop manual, which you should have one for your car. While on the subject of gasket cement, it is a good idea when assembling the rear main seals to use a good RTV cement at the face where the upper and lower seals meet. Be sure not to use any type of cement or sealers to help attach the rear main seals to their seats. This will only make it next to impossible to remove them in the future, but changes slightly the spacing of the lip of the seal to the crank shaft journal itself. Another source of leaks at the rear of the Studebaker V8 engines is the distributor base gasket. oil leaking out at this runs down the back and is often mistaken for rear seal leak. This gasket is easily replaced by lifting the distributor. When you have the timing gear cover off the front of your Studebaker engine, you will notice that there is a felt seal where the crank shaft protrudes through the cover. This is held in place by a steel retainer plate that is attached by 4 self tapping screws or rivets. One design shortcoming that contributes to the Studebaker engine's reputation for leaking is that the felt seal becomes saturated with oil which slowly works its way out the front of as well as back into the engine despite the best efforts of the oil slinger on the crankshaft located just behind the front seal assembly. A way to discourage this undesirable front oil leak is to drill a small hole in the bottom of the seal retainer plate into the seal chamber. This will allow the excess oil to drain back into the gear chamber. We have an engine I overhauled some time back in which this was done. The front of the engine is dry with some dust around it. Not a trace of oil can be seen anywhere near the front main seal. "Nuff said." \*\*\*\*\*

Credit and Thanks to Gordon Richmond, Member, Foothills Chapter for following tip:



# Southern cops have a way with words!

These are great! These are actual comments made by South Carolina troopers that were taken off their car videos.

Source: E-mail sent to Pete Yuen

1. "You know, stop lights don't come any redder than the one you just went through."
2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."
3. "If you take your hands off the car, I'll make your birth certificate a worthless document."
4. "If you run, you'll only go to jail tired."
5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you." (LOVE IT)
6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?"
7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"
8. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."
9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"
10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."
11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."
12. "In God we trust; all others we run through NCIC." ( National Crime Information Center )
13. "Just how big were those 'two beers' you say you had?"
14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."
15. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail." AND THE WINNER IS....
16. "You didn't think we give pretty women tickets? You're right, we don't. Sign here."
17. And one that I saw - My lawyer agrees that's impossible to read the 40 mph sign at 120 mph



# E BAY Monthly Index of Stude Prices

## New day, new search matches

[See all](#)

[1964 Studebaker Hawk Gran Turismo](#)

**\$48,000.00**



## You might also like



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10 bids



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# Humor



# Service & Repair



## The largest post-war Studebaker parts inventory in the Southwest!

We are lucky to have a large supplier of Studebaker parts located right in our back yard. Barry always has a large selection of new and used Studebaker parts along with a good stock of postwar body, trim, brake and mechanical parts. **\*CUSTOM POLISH AND CHROME PLATING —**

I sometimes forget that Barry also offers **Full service chrome, copper, nickel, and gold plating and polishing.**

Contact **Barry Hackney 281-787-6230** OR website at: [www.Studebakersite.com](http://www.Studebakersite.com).

## Mark's Repair & Service

**12919 N. US Hwy 281, Lampasas, Texas 76550**

**Automotive Repair & Machine Shop Services**  
**Boring, Valve Jobs, Crankshaft Grinding, Balancing**  
**Studebaker Repair Specialist**



Of course, long-time member **Mark Frank** has been rebuilding Studebaker engines and restoring Studebakers for years and I think is pretty well recognized as the best in Texas.

So we now have two possible sources that we can suggest members consider using when they ask for help.

It is a start at helping each other keep our Studebakers in good condition. Who do you use when you need that outside help? How about sharing that information with the rest of us?

Send me the contact information for your resource in whatever issue they specialize in. You can email it, snail mail it, or just pick up the phone and call me at 361-816-0375. **Studebaker folks are the best at helping each other. Lets do this thing!**

## KIP Motor Company

Since 1991, our goal is to be the premier source providing you with the parts, expertise and information required to restore and maintain your British and Domestic exotic vintage vehicle(s) to the highest level of authenticity and originality.

2127 Crown Rd, Dallas, TX 75229, USA

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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 where dues are \$20.00 per year.

Signature

Date

SDC Membership #

**You must be a member of SDC to belong to a local club**

<https://studebakerdriversclub.com/wp-content/uploads/2020/04/SDC-Membership-Application.pdf>

Mail application along with dues payable by cash or check to :

Leon Carpenter 5711 Highgate Dr. Arlington Tx 76016-1532

Check made out to North Texas Chapter Studebaker Drivers Club