



April, 2024
Volume 4 Issue, 4



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President's Remarks

Weather for the Colleyville Car Show was a nice, warm, and somewhat windy day. Attendees enjoyed the food trucks, live bands, and variety of interesting cars. Three Studebakers were displayed, along with a very nice AMC AMX (another orphan brand). The meeting and lunch went smoothly, as we literally had the restaurant to ourselves! Members voted to authorize Ray to present our bid for the 2026 International Meet. Spring is a great time to be out in the shop. I encourage you to get your Studebaker in running condition. I hope to have my current project (new dash, wiring, and console) finished within the next two weeks. Pate Swap Meet and Good Guys Car show is April 26-27 at Texas Motor Speedway. Our May meeting will be back in Fort Worth, hosted by Mark Chambers. Details to follow

34 paid members to date

See note about unpaid dues

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Total Eclipse Edition



Minutes of the North Texas Studebaker Drivers Club April 13, 2024

President Eddie Ranne called the meeting to order. Minutes of the March meeting can be reviewed in the March newsletter. The C.A.S.O. Drawing was won by George Jensen.

Leon Carpenter gave the treasury report. He said 26 members are late paying their dues. It was suggested that unpaid members' names be listed in the newsletter to notify them. Also we could call them on the phone to invite them back.

Ray Chartrand reported facts and figures of previous International Meets and what we might expect when we host the 2026 meet.

Mike Dorn made a motion for Ray to prepare a presentation to the National Studebaker Drivers Club board for the North Texas Club to host the 2026 International Meet. Frits Poppe made the 2nd. The motion was voted on and it passed.

Eddie asked for members to suggest fun things to do like riding the Tarantula Train during the 2026 International Meet.

Eddie wants suggestions for a company who can create a website for information about the International Meet in North Texas.

Ray started a North Texas Studebaker Drivers Club Facebook page.

Eddie said there is a Facebook page for Texas car shows.

Eddie suggested using the national roster to identify local Studebaker owners who are not North Texas members. April 26th -27th Good Guys car show and the Pate swap meet 25th - 27th.

North Texas Motor Speedway.

We need a member to plan the June and July meetings. Jim McMeans asked for volunteers to drive a courtesy cart at Pate swap meet. Email Jim at jrmcmeans@sn.com.

Lunch was at Bellissimo Italian Restaurant in Colleyville.

Attendees

Rick Watts

Adriane Jenkins

George Jensen

Bob MacLeod

Mike Dorn

Eddie Ranne

Jim McMeans **64 GT Hawk**

Fritz Poppe

Jack Melton **51 Bullet Nose**

Gayle MacLeod

Ray Chartrand **63 GT Hawk**

Ken Bruce

Keith Jenkins

Leon Carpenter

Rufus Nicholson Guest

Edward Will

Gary Meek **53 Starliner**



A Friendly Reminder

It is always a challenge for our membership chairman to keep track of our members as to who is current or overdue. If you've paid your dues for this year, and we've somehow missed recording it, please let us know

If you see your name here, it means you are delinquent in your dues & may be sent to a Studebaker prison near you. Seriously though folks, some of you say you only pay when you receive an invoice. Consider this your invoice. We haven't mailed out invoices in years, if ever! The last page of this newsletter has always had info on how & where to pay your dues. Make a check payable to North Texas Studebaker Drivers Club. We'd also appreciate hearing from you if you no longer want to be a member. The following are past due:

George Carter, John Caldwell, Alice Cushman, Gary Evans, Brian Fraley, Jim Johnson, Michael Kelley, Oat Kutcha, Doug Martin. Jeff McKellen, Jack Melton, Glen Mihills, Jack Neal, Steve O'Kelley, Tom Pecena, Robert Philippon, Pat Potts, Robert Stewart, R W Thornton, Ashby Toulmin, Russell Vincent, Hewitt Wheless, James T Yates, Richard Yeats, Andy Yuhas

Editor's Remarks

It's not from a lack of trying folks. At 10:00 PM on Friday I was bolting the unfinished hood back onto my 63 Hawk to attend the car show the following morning. I figure we're a drivers club & I certainly wasn't looking for any award except perhaps the ugly duckling award. It was also refreshing to have fellow Studes along for once. It would have been nice if we could have all parked together but hey 4 is better than 1.

Jack Melton, a new club member had his beautiful 51 Commander on display. Jack has also volunteered to be the get away car at the local Studebaker family wedding in early May. I suggested to Jack that although his car may sound "sporty" with a hole in the muffler, that he may want to replace it to not gas out the bridal party!

I get a bigger charge having someone stop to ask about Ruby than seeing a \$300 K Porsche that just came off the showroom floor win the best car award. How many brand new identical red Corvettes is one too many?

As for the International meet, I was appointed to present our proposal to the board in Dubuque this June

We will propose to host the 62nd International meet in Denton Texas from May 19 to 23, 2026

Our original proposal was for June 2025 but that was taken by a club back east.

We are 2 years out but store this event in the back of your mind as it will take a village to pull this off successfully. Think of potential sponsors or advertisers that could contribute to the income producing side of this venture. Many think that revenues come from registrations but that's not the case as that money goes to national & the registrar. We are left to generate income from side events such as the swap meet, an auction, excursions and events like perhaps a sock hop, ice cream social, Friday drive to the town square etc. Any & all ideas are welcome.

Since I'm standing on my soap box, an area of the club we fail in miserably is social media. We are the worlds best kept secret as no one knows we exist or how to get ahold of us. Google the club and you'll see info that is probably 20 years old & obviously wrong.

We used to have a web site that was hosted by Hemmings but that was dissolved and we no longer have a site. Social media such as Face Book, Twitter Instagram etc. are the areas people nowadays search for info. Guess what? We don't exist as we're not there.

I have seen many Studebakers for sale in the DFW area that are not club members. How can they be if they can't find us.

I recently launched a Face Book group for our club. I also actively update events on the new Group Works portal that is available to all.

If you are tech savvy or have a sibling that would like to put our club on the world stage, please contact myself or club president Eddie Ranne



Ruby being reassembled at 10:00 pm

At our house we were all prepared for eclipse including my buddy Ollie



Members at April Monthly Meeting

Unusual to have an entire restaurant to ourselves





Jack Melton, a new member had his 51 Bullet Nose on display



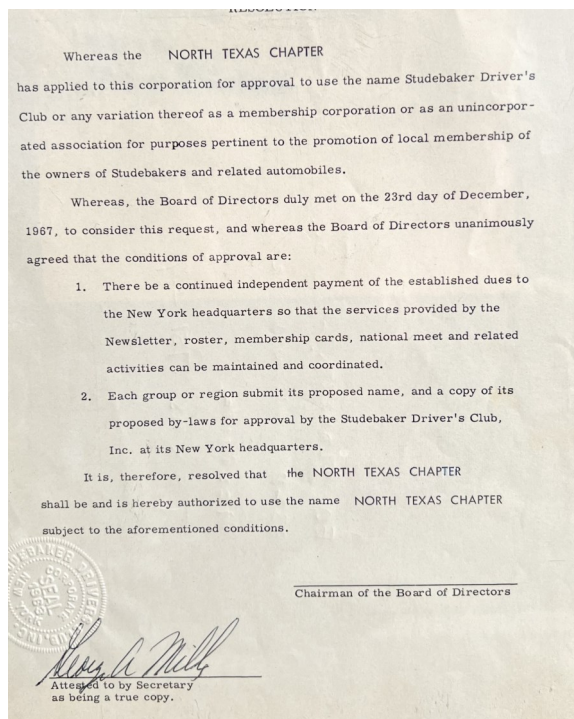
Gary Meek's 53 & Jim McMeans 64 Studes made an attractive pair



Ray Chartrand's 63 Hawk alone in the back lot

**This document is our charter
dated Dec 23, 1967**

**We've been around for a
while!**



Studebaker International Committee Report

The committee consists of Ray Chartrand, Eddie Ranne, Fritz Poppe & Kevin McKinney

The mandate of the committee is to investigate all possible venues & issue a report to our club members on the feasibility of holding an International Meet in DFW

Our initial goal was to host the 2025 meet but that has now changed to 2026 as a chapter back east want to hold it near Pittsburg

To date, we have investigated locations, sites and hotels and visitor bureaus in hopes of preparing a tentative budget to present to the club & vote on whether or not to hold the event.

Several sites were looked at but all were cost prohibitive such as Texas Motor Speedway at \$30 K/day

Our best bet to date seems to be a fair ground with Denton currently in the running

We visited the grounds & were quoted rates on the entire site or a la carte. The entire site is the way to go but not cheap at \$2.5K/day or \$15 k for the 5 day event

We also met with Embassy Suites as our host hotel.. It is perfect with complimentary breakfast, free happy hour drinks & plenty of parking.

We met with Denton Visitor bureau who can arrange overflow hotels, local tours, help secure the square for a Studebaker parade & various local outings.

We are guaranteed by national to see a \$5K profit. Most clubs in recent times have made many times that amount. Our goal is not to generate revenue for the club but rather assist in the continuation of this event.

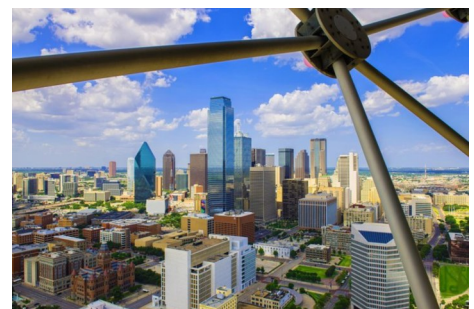
Strong marketing, advertising & sponsorship are the keys imho to generating revenues from this event.

We are fortunate in having a club member who has volunteered to oversee this aspect of planning the event.

It will take an army to host the event but we have commitments from a good many of you as well as assistance from neighbor clubs

We will visit & promote the venue to these clubs in the future.

AS noted in the minutes, I will make a formal submission to the board at this year's International Meet in Dubuque in June. Once approved, I will revisit with the club to move forward. Keep posted!



Interesting if not Actually True

1 of 2 Test Cars: 1961 Studebaker Hawk



Russ Dixon



The Studebaker Hawk was on its last go around of tailfins in 1961 with the aging body morphing into the Gran Turismo the following year. There was only one body style offered, a 2-door pillared sedan/coupe. The seller's car is a prototype that was developed to test the concept of a rumble seat in the rear, an idea that never went into production. Though two were built, just one survives and this is it. Located in San Lake, Michigan, this interesting



Studebaker built 3,929 **Hawks** in 1961. Somewhere between marketing and engineering, the idea to test market a rumble seat came about. Two were built but the idea was abandoned when the automobile went in a different direction as a personal luxury car in 1962. Most prototypes in the U.S. auto industry found their way into the crusher in those days. But given Studebaker's weak finances, we're told both prototypes were sold, but sadly the other one was wrecked.



I can't imagine that the rumble seat would have made a comeback 30 years after the fact. The four passengers inside the car would be warm and dry while the people in the rumble would be exposed to the elements. There appears to be a step on the right rear quarter panel to help people get in and out. The seller mentions that the 289 cubic inch V8 produces 259 hp, but that may be a mistake. 210 is more likely and there was also a 259 cubic inch V8 available, as well. If you're looking for an interesting oddity, could this Stude be it?



No mention is made of a restoration, but at 63,000 miles this beauty has likely had some work done in the past 63 years to stay this nice. The coral paint job and bright work look perfect, while the interior isn't quite as nice but tidy, nonetheless. It's only seen an average of 1,000 miles a year of road time since it was built. The seller can no longer drive, so that's the reason this beauty is up for sale.

(Datsum interview cont.)

The second area, complying with pollution and safety laws has not succeeded at all. In fact it's at a virtual standstill. This will eventually result in removing large quantities of Studebakers from the roads. It's taking a heavy toll here in Florida already.

The most immediate problem with Studebakers is oil consumption. By today's standards they use a lot of oil, mostly by pulling it down the valve stems. I've done quite a bit of experimenting to control this and have had excellent results. Installation of the high performance type manley valve guide seals has added a 1000 miles to a quart of oil in many cases. Best results have been with the V8 models.

About a year ago I designed and built a tool to install these seals without removing the cylinder heads, or even the spark plugs. This is more difficult than it sounds as the guides must be cut down to accept these guides. Not only is it faster than removing the heads but it saves gaskets, which will become increasingly harder to come by, and more expensive.

The equipment is costly and is really only suited for mass installations. If cars could be done in groups such as at club meets, cost for a 6 would be about \$10 and \$15 for a V-8 including the seals, much less than other methods, as even with the above mentioned seals Studebakers still use twice as much oil as any other car on the road. Many Studebaker owners are not aware that most brand X's will go between recommended oil changes, 4000-6000 miles without adding any oil.

The problem is to reach 150,000 Stude owners who still drive their Studebakers for transportation - before time runs out. Many of us had hoped to build a large National Club out of SDC, so as to provide the assistance everyone will soon need - for parts, service, pollution controls and so on. Unfortunately there weren't enough of us.

To produce a decent demonstration on just one or two cars would require 6-8 months of spare time work on my part. To produce a few seal installation kits as described in T.P. #1 or above would take a year. But a few kits could be used to install many hundreds and eventually thousands of seals, saving many Studebakers from the junk yards. This is not a scheme on my part to sell seals. I don't care where they come from. All I want to do is recover the cost of the equipment I make (which can't be bought). I attempted to get this started with some SDC groups last fall for their summer meets, but no success. A month ago several changed their minds, but it was of course too late. I'll probably try again this year on a limited basis, but have admittedly lost a lot of enthusiasm for the idea. To sum it up, my involvement in SDC seminars, project car, and other activities has been quite costly, but worth it, because it permitted me to meet many high performance people. This led to successfully launching TOTAL PERFORMANCE, Studebaker's first performance oriented magazine. While I'm delighted with the results, I'm also sorry I couldn't do more.

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THE PATE MUSEUM OF TRANSPORTATION

Invites all Studebaker lovers to visit the museum. Open year-round daily, except Mondays, from 9 A.M. to 5 P.M. Located on Highway 377 between Fort Worth and Cresson. Admission free.

The Pate Museum features 30 antique, classic and special interest autos, a train car, eleven aircraft, and a 1500 volume library. For information, write or call Jim Peel, Curator, P. O. Box 711, Fort Worth, 76101, 817-332-1161.

TREASURER'S REPORT

May 1, 1973 - May 31, 1973

EXPENSE

1. Nat'l dues	30.00
2. Printing (wheel)	78.49
3. Merchandise for resale	171.35
4. Regional Meet	29.00

TOTALS	\$308.84	\$413.69
Net Balance and cash in bank		\$104.85

INCOME

1. Perinring Bal.	161.33
2. Membership dues	72.00
3. Sale of club merchandise	176.36
4. Ads (wheel)	10.00
5. Subscription (wheel)	3.00

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Interview With Dick Datsum

Dick Datsum as all of you may know is editor of TOTAL PERFORMANCE, a magazine dedicated to making Studebakers run like you wouldn't believe.

Dick is 38 years old and has lived in Florida all his life. He and wife Judy are parents of three children. He has been in the laundry and dry cleaning business for 20 years and much of that time was spent designing, building and maintaining machinery used in his line of work.

Aside from TOTAL PERFORMANCE and other auto related projects, Dick has a great many interests such as boats, fishing, traveling, and gardening. He has built several sailboats, one of these was 24' long and he sailed it half way around Florida 5 or 6 years ago.

Dick learned to drive at the age of 14 (in a nearly new 1949 Packard with overdrive), but at this time he was racing motor cycles and didn't really get into cars until a little later. When asked what spurred these early interest, Dick said "I like to win. It started with the motor cycles and then to cars."

About his knowledge of auto mechanics, Dick is very modest. Although he has attended many services schools, vocational schools, army (Pt. Knox), and even some Studebaker training courses in the mid-50s, he still doesn't think of himself as much of a mechanic saying "I don't have enough trouble to learn much."

A 1946 Champion coupe was the first car Dick owned. It was bought for him because it was "slow and safe". "It took about 6 months to figure out how to make it go", says Dick, "I still like driving a good running Stude 6".

Of the 20 good used Studebakers and 5 or 6 new ones, his favorite was a new 1955 President coupe. It was sold to him by a dealer for half price (\$1400). Of this Studebaker, Dick states "It must have been the faintest street car in the world at that time (full bodied). I raced at least 1000 cars in a 6 to 8 month period (just about a full time occupation) and never lost."

The following are some of the questions and answers exchanged during the interview.

- Q: What were your very first impressions of Studebakers?
A: I loved them. My parents owned a new 1950 Champion Starlite Coupe with overdrive, which was the first car I really spent any time driving and I loved it.
- Q: What do you consider to be top performance features of Studebaker?
A: Studebakers have always been light and better streamlined than other brands. And usually better built and stronger. I've never had a bad one.
- Q: What are the undesirable features of Studebaker?
A: I guess this is where I differ with others. They don't have any serious undesirable performance features. Studebaker engineers know more about performance than the competition. Others have problems because they treat Studebakers like other cars.

-R-

(Datsum interview cont.)

- ED: Most of our members are interested in performance for normal driving. What are your comments or suggestions for this type driving?
DD: I have always encouraged modifications that still retain normal or near normal driving characteristics. This isn't popular with the majority of modifiers today. They want trick cars and big carbs even if the car won't run and it usually won't. You can drive a really wild Studebaker normally if you do it right.

- ED: To improve the performance of a Studebaker where would one start?
DD: Just about every case is different as it depends on budget, type of driving, mechanical know-how, and so on. As a brief guide -- follow the factory -- standard engine to R1, R1 to R2, R2 to R3. The more you do yourself (like reworking heads) the cheaper it is.
- ED: Are there any improvements in performance that can be made easily?
DD: No, this is where Studebaker hurts. There are no easy bolt-ons that really work, like trick headers or "Trantula manifolds". Many owners spend large \$ and get nothing because they refuse to dig into the Stude engine where the performance is.

- ED: Are there any areas you advise to avoid?
DD: Don't spend money on cams, carbs, or headers. R1' cam, AFB four-barrel and factory dual exhaust can get at least 90 to 95% results and cheap. Cylinder head reworking and (or) supercharging is where the action is.

- ED: What do you think about the Avanti?
DD: I like Avanti as well as anyone, I'm sure, but they are more difficult to work on, parts are more costly and they are not well suited for low speed performance, like drag racing. So, I'm a Larkman.

- ED: How about the Avanti III?
DD: I'm indifferent to other engines in Studebakers. I wouldn't buy an Avanti II unless I could change out the engine. But I am glad they are still built and hope they continue to succeed. They are a good car.

- ED: What kind of experience do you have in racing?
DD: I've been drag racing for 24 years, I've raced motor cycles and sport cars (61-65).

- ED: How is Studebaker considered in the racing world?
DD: Indifferent. Everyone is looking at the winners, the big money boys. I would say that Studebaker has a good reputation as a "has been" in the average "racer's" mind.

- ED: Do you recommend STP?
DD: I've always used STP. I consider it insurance and wouldn't be without it - regardless of what others say. My cars stay together!

- ED: We next asked Dick about his magazine TOTAL PERFORMANCE. He corresponds regularly with between 30 and 40 people most of whom provide material of some kind or another. Probably a third of all T.P.'s articles are from his own Studebakers which are driven an average of 50,000 miles a year.

- What can we look forward to from TOTAL PERFORMANCE?
DD: When I got into T.P. I was determined to help Studebaker owners in two areas. The first, high performance has succeeded well. We have a lot of talent in the Studebaker "speed-freak" crowd and I feel Studebaker will be competitive for years to come in drag racing.

(cont. on next page)

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WAGONS HO!

(Taken from the Orange Empire Chapter newsletter and the South Bend Tribune, May 3, 1972)

A question was sent in, to the paper, asking about old wagons that looked like old Studebakers in some paintings of the Boer War on display there. Is it possible these "made in South Bend" products were used in South Africa?

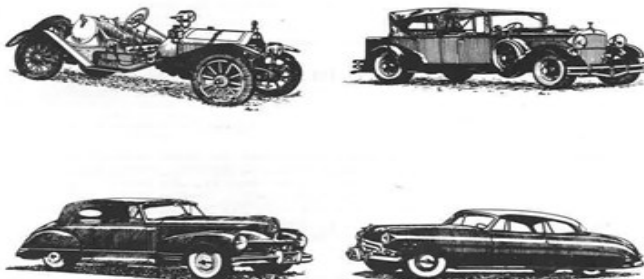
Sure, from China to South Africa, Stude wagons rolled wherever the action was. Both British and Boers used them in the Boer War as ambulances and quartermaster wagons. The wagons turned up in China during the Boxer Rebellion of 1900. And, during the Civil War, the Studebaker brothers filled many Union Army contracts for standard wagons, gun caissons, ambulances, and ammunition wagons. Confederate raiding parties often reported nabbing "needed Studebakers". In fact, the sturdy wagons were in demand for many purposes from 1852 to 1902. Pioneers trekked westward in Studeys, gold rushers rode them to California and Western businesses, like Nevada Mining Firms and Utah sale companies, used the South Bend Wagons. The U.S. Army stationed Studebakers at frontier posts. And when General Custer separated himself from his supplies at Little Big Horn, the supply wagons were of Studebaker manufacture.



Standing in front of an old Stude wagon in a barn near Meyersville, Texas, is Mark Chambers, son of Charles and Gail Chambers, North Texas Chapter members.

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HUDSON MOTOR PRINTS



Hudson Motor Prints-Available NOW from Triangle Press!

Four beautiful Pen & Ink renderings of Hudson motorcars prepared for us by the nationally known automotive artist Norman A. Ross. This first series of Hudson Motor Prints includes the 1912 Hudson Roadster, 1929 Hudson Phaeton, 1947 Hudson Cabriolet and the 1952 Hudson Hornet.

These fabulous Hudson Motor Prints may be purchased for only \$1.00 each or \$2.95 for the set of four. For the discriminating collector, a set of all four prints, personally autographed by the artist, for only \$3.95. These prints are 8" X 10" in size and suitable for framing as is, or with a matt of your choice.

ORDER NOW FROM:

Triangle Press
P. O. Box 44047
Dallas, Texas 75234

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SPECIAL INTEREST ITEM...

by Jim Lowry

This Special Interest item concerns a 1929 Pierce Arrow I ran across while on T. D. Y. at McConnell A.P. Base in Kansas. The car belongs to Frank and Becky Aksamit, 404 N. Broadview, Wichita, Kansas. Mrs. Aksamit has a very good literature library full of items that she will sell. By sending a SASE envelope she will send a list of Studebaker items for sale (list over a page long). The following article appeared Nov 1, 1972 in the Wichita Beacon.

Wichitans Frank and Becky Aksamit are among the very few enthusiasts in recent years who have been fortunate enough to find and buy a true classic car in original unrestored condition. Most classics were dug out of hiding in the classic boom of the mid-50s, but the Aksamits bought their 1929 Pierce-Arrow sport coupe just last year. It had been sitting in a garage since 1950 and had been stored in a house for 19 years before that.

In the Sunset Year of the Roaring 20s, a wealthy family bought the coupe new. It came from the factory with all the sporty accessories of the time—leatherette padded top with landau iron, six wire wheels (one spare mounted in each front fender) with wide whitewalls, a trunk and rack in the rear and a buffalo-hide upholstered rumble seat.

In two years of driving 18,000 miles were clocked on the speedometer by the original owner. The car was last driven in 1931. One of the original family members was driving it, evidently on a muddy road, and struck something that broke off the oil pan drain plug. Immediately thereafter the big Pierce-Arrow was rolled through a pair of large doors right into the owner's house. There it would remain unscathed still caked in mud, until 1950.

A rancher from Beaumont, who also owned the local phone company, traded a load of telephone poles and some cash for the Pierce-Arrow in 1950. It was loaded into a cattle truck, taken to Beaumont, and stored in a frame garage on Beaumont's main street where it remained in virtual seclusion until 1960.

The Aksamits had read about and traced the car to Beaumont and on Labor Day of 1971 were invited to discuss the sale. Almost 40 years to the month after the Pierce Arrow had been delivered, it returned to Wichita on a trailer behind the Aksamit's pickup. Frank quickly unstuck the big, straight-eight engine, freed up the frozen water pump and re-



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(special interest item continued...)

placed the original gas tank which had rotted badly over the years. That was about all it required to get the Pierce-Arrow running.

The Aksamits replaced the original brocade upholstery, which was moth eaten, with fresh leather. The leatherette top was still in fine shape and presented no problems in restoration. Most of the chrome had deteriorated from weather, so it was replated. The factory-green paint was also too far gone. In repainting the car, the Aksamits chose a bright yellow original color. With black fenders and a beautiful set of 19 inch wide whitewalls, the Pierce-Arrow turns heads wherever it appears.

The Aksamits drove the restored Pierce-Arrow to Petit Mountain, home of Winthrop Rockefeller's car collection, for an old car meet. Frank cruised at 50 miles per hour, getting eight miles to the gallon out of the old car.

In 40 years, this 1929 Pierce-Arrow changed hands twice. The Aksamits like their sport coupe so much that rate will undoubtedly be maintained, or even slower.

International Meeting

TO ALL SDC MEMBERS:
AN INVITATION TO JOIN US FOR YOUR VACATION AND THE 1ST WESTERN SDC 9TH INTERNATIONAL MEET IN COLORADO SPRINGS, COLORADO...JULY 5 THROUGH 8, 1973!

"PIKES PEAK OR BUST"
Flying W Ranch - SDC business meeting; supper; entertainment

Pikes Peak Hill Climb - July 4th

Interesting Tour to Royal Gorge

Places to see, things to do!

Great Studebaker and Packard vehicles

Studebaker & Packard Parts Sources nearby!

Koon-O-Run - Studebaker-related ARTS & CRAFTS SHOW

SDC & VMCCA Hugo Swap Meet!

JUNE 20 - MAIL-IN REGISTRATION DEADLINE

The Sheraton Inn (Headquarters) has no more room; the new Holiday Inn is close by and the other motels, hotels and campgrounds. Register today! Help us make this Meet the best yet!

BE SURE TO BRING YOUR STUDEBAKER, PACKARD, HOCKNEY, ROCKING, PIERCE ARROW, GARFORD, EMF, FLANDERS, AVANTI

TO COLORADO THIS YEAR!

Colorado Springs is a little over 800 miles from Dallas-Ft. Worth

and is served by many driving time. Check your way home of

Traveling. Again for complete details of our National Meet.

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Good Reference Material

Contributed by unknown on Face Book



1937 Coupe & Hardtop



1938 Hawk



1943 Hawk



1937 Except Coupe & Hardtop



1939 Lark



1947 Lark



1938 President



1940 Lark



1942 Lark



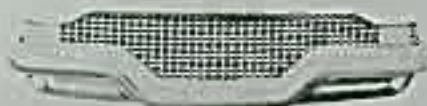
1938 Champion



1947 Lark With Dual Headlamps



1943 Hawk



1938 Stationer



1939-41 Hawk



1944 Lark



1938 Commander



1941 Lark With Single Headlamps



1944 Hawk

Member Activities

Since you're the keeper of the flame I thought you'd be interested in this. The engine builder that is working on my Studebaker V8 sent me these pictures of some "NOS" rods ordered from Studebaker International. The "NOS" rod below has the remains of a spun bearing welded to the bearing surface. NOS rods don't come with pinch bolts. The packaged "NOS" rods look used and came with and without pinch bolts. When I called Studebaker International saying I was returning the rods for credit, the lady I talked to was apologetic. We'll see how the credit will go.

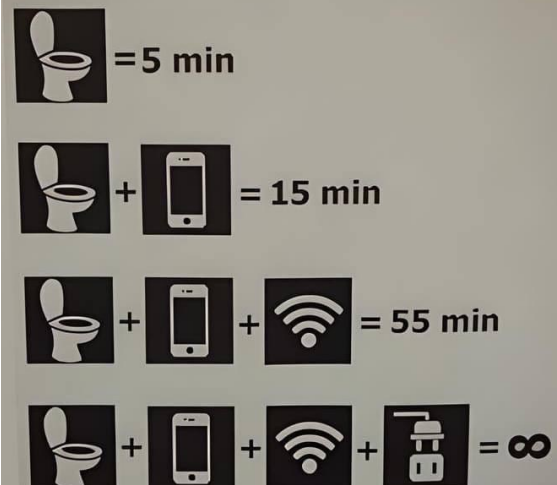
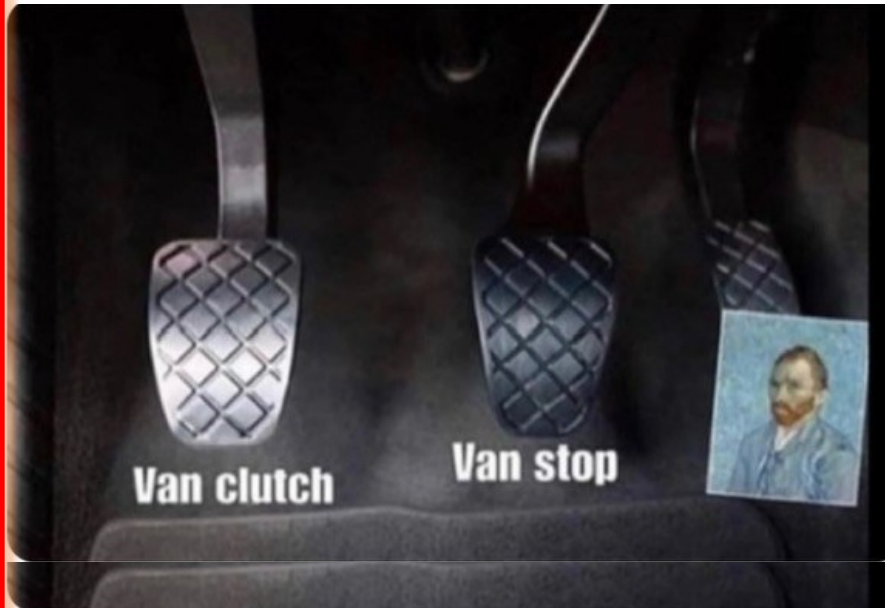


Ken Bruce's Tale of Woe



Eddie Ranne's hand fabricated dash for his 53 Studebaker resto mod

Humor



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

Apr 25-27 Good Guys & Pate swap meet at Texas Motor Speedway

May 18 Mark Chambers to host in Fort Worth - details to follow

May 23-25 DFW Swap Meet Traders Village Grand Prairie

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**



62nd Studebaker Drivers Club

International Meet

Denton Texas

May 19 to 23, 2026





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

Leon Carpenter
5711 Highgate Dr
Arlington, TX 76016-1532