



**February 2025**  
**Volume 5 Issue, 2**



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## **President's Message**

Thanks to Kip Motor Company, Bob, and Gayle for hosting the February meeting. We had an excellent turnout and a good meeting. I am always amazed at the craftsmanship that Kip Motors displays in the work they do and the parts they manufacture. Soon, I will be sending out info on our next several meetings. Hopefully, we can get together with the Central Texas Chapter for a joint meeting. It would be fun to caravan our Studebakers to Waxahachie for a meetup. I hope everyone is beginning to get excited about the 2026 International Meet. This event will require "all hands on deck." If you haven't paid your 2025 dues, please fill out a new form and send it to Leon with your \$20. There is usually a membership form in the newsletter. Also, congratulations to Nicholas and Sammy on the announcement of their upcoming marriage!

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# Minutes of the North Texas Studebaker Drivers Club

February 15, 2025, at KIP Motors Dallas

The meeting was called to order. Secretary Rick Watts was absent so notes were compiled by president Eddie Ranne.

Leon said 28 members paid their dues at the November meeting. Eddie said he was impressed & emphasized that members should all pay their dues at year's end. To date, there are also 28 unpaid members.

On Feb 7, Ray and Eddie went to meet with Laurie Mosley the director of convention & visitors bureau in Waxahachie. We toured the civic center that will more than fill our capacity needs. The ball room can seat 800!

Laurie then took us on a tour of historic downtown & treated us to lunch. Having taken her for the drive in Ruby, Ray's 63 GT Hawk certainly got her energized. She & the city are more than willing to assist in a host of ways that we hadn't even thought of. The icing on the cake besides very reasonable rental rates for the center is a \$5,000 rebate Oh, & let's not forget the Studebaker rock band!.

3 major hotels are within walking distance (as in in the same parking lot) of the center.

Ray will finalize details to secure the site next week by sending the contract to our national director Denny Foust for his signature.

Central Texas club said they would help us with our commitment to sponsor the 62nd International Meet to be held in September of 2026. We should plan a joint meeting with them in Waxahachie this summer to go over details & familiarize ourselves with the location.

Thanks to Eddie for supplying a lunch of delicious smoked pulled pork that he made. Thanks also to Gayle & Ray for the fixings & KIP Motors as always for providing an always changing landscape to visit.

Nick has an up and running club website and can be found at NTXSDC.com. Once it is well established and any corrections made, Nick will start working on the international meeting page. He has significantly expanded the site so please take time to visit it.

Nick also announced he's getting married in October. Do I see a Studebaker or 2 in the wedding parade?

2 attendance draws were won by Ray & Ed Will

Tom Arenson won the 50/50 that netted him \$40.

## Attendees: 18

## Studebaker Driven

Jim McMeans	Tom & Kathy Arenson	Bob & Gayle MacLeod	
Gary Meek	Mike Dorn	Ken Bruce	
Eddie Ranne	Leon & Bella Carpenter	Ed Will	
Mark & Ryan Chambers	Nicholas Treaster	Rodney Murphy	85
Avanti			
Manuel Vasquez		Ray Chartrand	63 GT



**Nothing draws this crowd more than free food**



**The archives on the shelves are manuals & blueprints dating back to the 1900's**



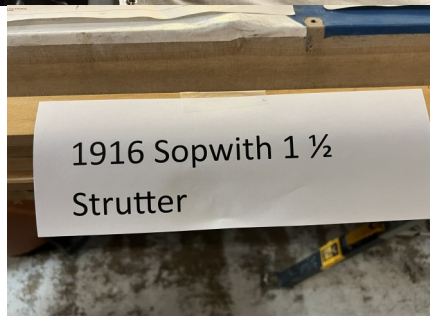




Some of the eye candy on display—if they can't restore a part then they fabricate themselves



KIP is basically a vintage British restoration shop but also has an aero division

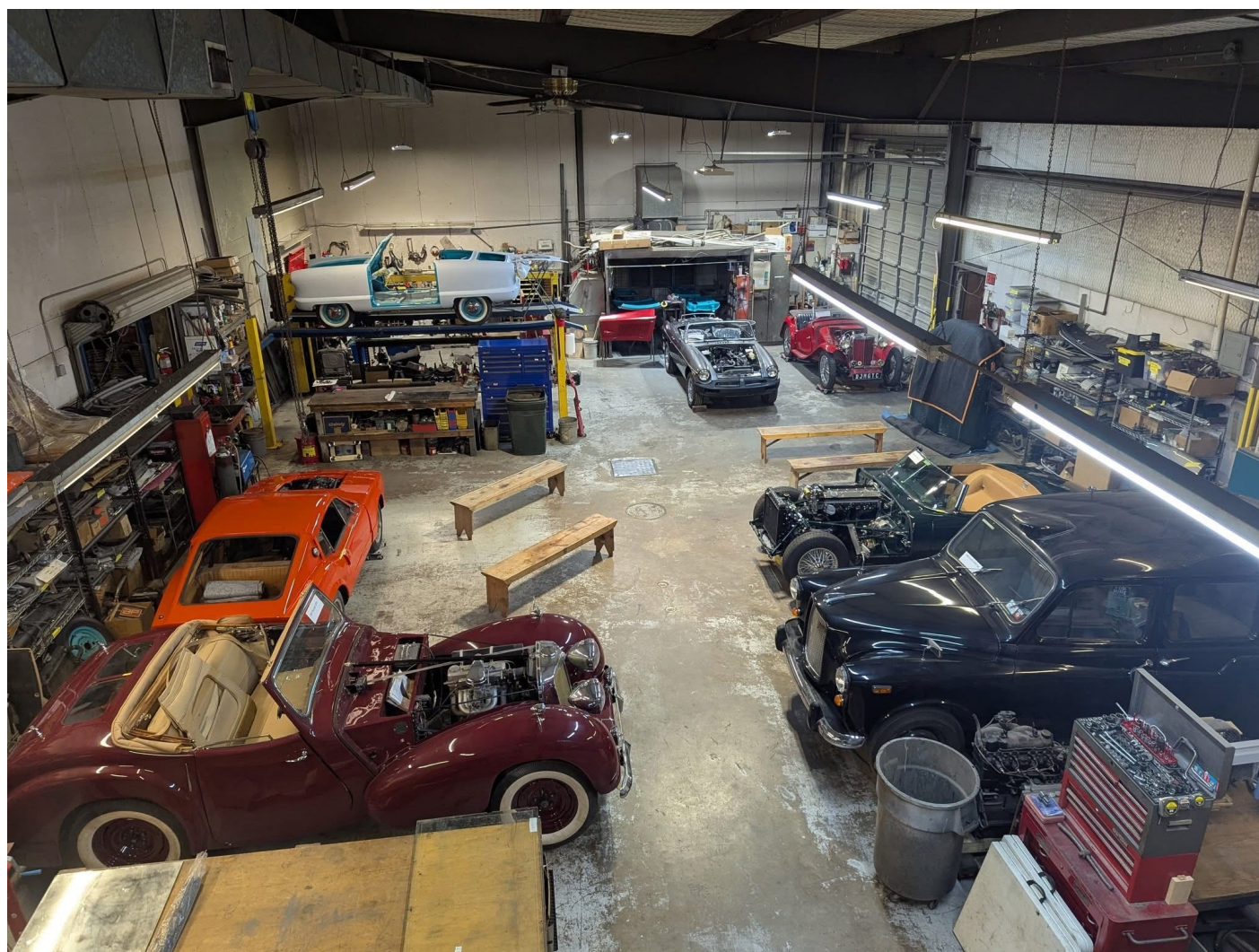


KIP fabricated, flew & crashed a 1916 Sopwith 1 1/2 strutter. The crash was the result of a design flaw in the original drawings





**Hand made emblems made at KIP by some of our club members**



**Quite the eclectic collection of cars being restored**



## Editor's Remarks



Exploratory assessment group in Waxahachie

The search for an International meet site continues. In our fast paced world, things change. What wasn't there yesterday is there & what was is now gone.

As such, I started from scratch & revisited all the venues I'd contacted a year ago for possible sites. To the list, I also added regional airports within a 50 mile radius of DFW. Most didn't respond or said they couldn't accommodate us.

One airport in Midlothian, forwarded my request to the Waxahachie visitor bureau who we are currently working with.

The Fort Worth convention bureau referred me to Texas Motor Speedway. I'd been in touch in the past where the opening bid was \$30 K /day. None the less I called & was very surprised to find a new can do attitude with the person I spoke to. I told them of my previous conversations. He concurred that those are the rates but that there were work abouts. Our chosen date falls on the same weekend as the huge Goodguys & Pate swap meet. He offered a show within a show with a section dedicated to our event. When he asked what my budget was, I told him to go no further as I basically had no budget. Surprisingly that didn't deter him. He asked if we planned lunches & banquets to which I replied in the affirmative. He then said he could write off the grounds rental cost & make it up by having us host our meals in their Speedway Club. The hurdle is whether Goodguys are interested in collaborating on this venture. He said the president is a personal friend & that he would put a hard sell on making it happen. He needs a few weeks to iron out the details so we'll see.

Meanwhile in Waxahachie land the director of the convention & visitors bureau, Laurie Mosley invited us to a meet & greet. Eddie, myself & Larry Kolie a member & local resident met with Laurie. She toured us through the civic center a modern 60,000 sq ft facility that can easily meet all of our requirements & more. The site is also adjacent to 3 hotels all in the same parking lot. The entire area is also paved, a plus if it rains!

After the site visit we were invited to tour historic downtown Waxahachie where we were presented with endless possibilities for off site events such as a historic homes tour, vintage shops & tea rooms, a scenic park etc.



Laurie is a gear head & owns a square body Chevy pickup. Going out to lunch & tour in Ruby, my 63 GT Hawk really got her on board with this event. She has also offered a generous rebate on the rental of the civic center

It's kind of refreshing having people coming after us rather than the former "take it or leave it" attitude we first encountered a year ago.

I even have a local tourist bureau investigating the possibility of hosting us in a new stadium that isn't even built yet. These are exciting times with more to follow.

I thought I'd include a photo for those who read this but have never met the man behind the lens

Your editor, Ray Chartrand



W A X A H A C H I E

*A place to*  
**Discover**

**VISITORS  
GUIDE**

Bigger & better than ever with a 60,000 square foot air conditioned meeting center, this space allows us total flexibility to host our own events such as welcome dinner, awards banquet, technical presentations & more.

This modern facility boasts fully configurable spaces & more than enough room for both indoor & outdoor swap meets. Another plus is 3 hotels within walking distance, literally in the same parking lot.

Historic downtown Waxahachie offers visitors plenty to spend their time & money on. From antique shops & tea rooms to historic homes in the area.

Having total control of our site, we can come & go as we please. A local club member is a resident of the area with plenty of experience in hosting past similar events has come on board & offered to assist with local festivities. We are thinking of a parade, an ice cream social, a tour of historic homes, a vintage car drive locally, a sock hop etc.

The possibilities are limitless. I hope each & every one of you will participate in helping to make this the most memorable Texas meet ever.

If she's not up & running you have 19 months to make your Studebaker drivable to Waxahachie Texas



**WAXAHACHIE**

*A Place in Your Heart, Texas*

[waxahachiecvb.com](http://waxahachiecvb.com)



# 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

Feb 15 Next club meeting is planned at Kip Motors Host The MacLeods

February 21 thru 23 The Decatur swap meet

March TBD

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

April TBD

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

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

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. \*\*\*

## **OKLAHOMA Oct 4th, Broken Arrow, 50th Annual Zone Meet**

Will be hosted by the Northeast Oklahoma SDC at the Stone Creek Hotel & Convention Center. Use code 2025STUDB when making reservations. Show and judging will held on Oct 4th with an awards banquet held that night.

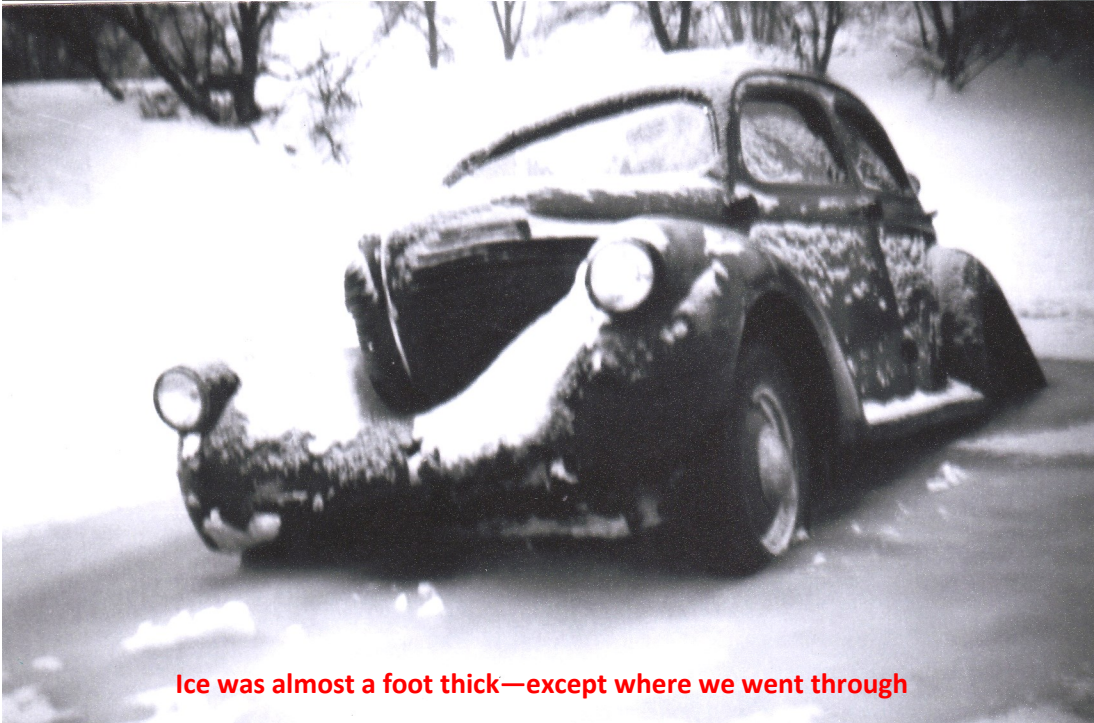
Contact info email: Nancy Kimbrough, [mztazz50@aol.com](mailto:mztazz50@aol.com) or John Kimbrough, [r4stude@aol.com](mailto:r4stude@aol.com).



## Back in the day



1938 Willys—Ugly as sin but for \$20.00 who cared



Ice was almost a foot thick—except where we went through

It was 90 degrees as I was writing this! Back in the day, winters in my home town in Canada were cold enough that the river would freeze solid enough to drive cars on it. This winter (1962) we were the first to go on & the first to go through. I was driving & the first to bail when the car stopped moving. My 2 buddies in the back got wet before they got out as it was a 2 door. The back was under water with the nose pointing straight up. This photo was taken after a failed rescue mission with a bull dozer & a winch. The car was dragged back onto the ice but got torn apart as the back froze into the ice. We made the headlines of the local paper that day—for all the wrong reasons! Your editor at age 14.





**This was the first North American compact**



**This was not!**

# Studebaker in NASCAR



On February 23, 1963, **NASCAR** legend LeeRoy Yarbrough makes a pit stop on his way to winning his second straight NASCAR Modified Sportsman Series race at the **Daytona International Speedway** in Daytona Beach, Florida. Yarbrough was driving Gil Cramer's Pontiac-powered 1953 Studebaker.

 by ISC Images & Archives via Getty Images



# Batteries 101

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

Your car battery is the lifeblood of your vehicle. 12-volt batteries contain six cells, with each cell reading about 2.1 volts. Similarly, an 8-volt battery contains four cells, and a 6-volt battery contains three cells. The most popular type is the flooded lead acid battery (conventional.) It has lead plates which combine with sulfuric acid, causing the chemical reaction to power your car. The cells need to be filled (who can relate to pouring in distilled water without overflowing the cells!) to maintain that reaction.

Also popular are Absorbed Glass Mat batteries. AGM batteries are sealed (yay!) so there are no leaks or spills to worry about. They contain a synthetic fiber mat soaked with sulfuric acid, so there is no need for a liquid solution. **Optima** is one of the most recognizable names, however many battery brands now carry AGM styles. Here are some voltage readings to help you determine if your battery is running in peak condition:

- A fully charged battery should read about 12.6 volts (approximately 8.4 for 8-volt, 6.3 for 6-volt) with the engine off.
- Right when you start the car you should have about 10 volts (approximately 6.7 for 8-volt, 5.0 for 6-volt) or more. Cold climate conditions could alter that number.
- When the engine is running the voltage reading should be about 13.5 – 14.7 (approximately 9.0-9.8 for 8-volt, 6.7- 7.4 for 6-volt.) The alternator is charging your battery at this time or, if you still have a generator, it's charging your battery while driving above idle.

**IMPORTANT NOTE:** If you run an amperage gauge instead of a voltage gauge, and it's an original amp gauge (that would make it 60-plus years old!) it is highly recommended that it be replaced with a new one as everything electrical on your vehicle must pass through that gauge, making it the weak link.

**Battery Chargers** The battery died (oops, I left the lights on all night) or it's getting old and no longer holds its proper charge. Many car owners have a battery charger for such occasions. However, if you have an AGM battery, check to make sure your charger is designed for AGM charging, as most chargers for conventional batteries can ruin an AGM. The safest thing to do is take your battery to your local auto parts store and let them charge and diagnose it for free. Since classic car enthusiasts tend to store their vehicles for long periods of time, as opposed to using them as daily drivers, battery maintainers are often used to keep the battery ready for use. Again, as with battery chargers, AGM batteries need to have a maintainer specifically designed for them, so as not to ruin them.

**Battery Sizes** Battery Council International (BCI) created the grouping designations given to batteries. Their website, [battery council.org](http://battery council.org) provides The BCI Group Size Chart consisting of length, width, height, terminal positions, assembly configurations, and cold cranking amps of each battery, with its corresponding code, which is the same across all battery manufacturers. Various automotive websites offer similar, or abbreviated versions of the specifications. This information can be quite useful if you have done some modifications under the hood, and you need a new size, or a barn find is missing its battery. Start with length, width and height when researching which battery will fit your needs. (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.)

**Side Note:** Sulfuric acid ( $H_2SO_4$ ) reacts very vigorously with water in a highly exothermic reaction. **If you add sulfuric acid to water, it can boil and spit and you may get a nasty acid burn**



Old Cars Enthusiast · [Follow](#)

3d · ⚙



Studebaker introduced an overhead-valve V8 in 1951, years before Ford or Chevrolet, and it was an impressive achievement for a company a fraction of the size of the mighty Big Three.

Introduced in 1951 on the deluxe-sized Commander line, the Studebaker V8 beat Ford and Chevrolet to the market with a postwar overhead-valve V8 by several years. Months earlier, Studebaker had pulled off a similar coup with the company's first automatic transmission, which was developed in collaboration with Borg-Warner and marketed as Automatic Drive. We might not think of Studebaker as an industry innovator in those days, but it seems the South Bend automaker could hold its own in engineering against the production giants of the Motor City—for the time being at least.

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# TECH TIPS

In our never-ending quest for ways to loosen up stuck screws and fasteners, I have some new/ old techniques. I have a battery powered drill driver that uses ¼ inch hex bits. It has adjustable torque settings and hammers away. It works well for me on things like gas sending unit screws and door threshold screws. I set it on low power and push hard and it hammers those screws loose without stripping the screw head or breaking it off. I find that hitting the handle end of a Phillips screwdriver with a hammer seems to help loosen up a screw after you try and drown it with penetrating oil. Use a screwdriver that has a good or new tip. If it is worn you will only wallow out the screw head and we all know that is not good. I have been buying some screwdrivers at Harbor Freight for less than two bucks that are tough and hold up well. After they are worn, I grind the tip down and use it as a scribe or alignment tool. I have a #4 screwdriver bit from an impact tool that I use on a ½ inch impact wrench on those door hinge screws. To protect your bit, push on the impact tool like you've got no more push left. Start out with lower power and work up. Most of the time this works to get them out. A drill and bits are your backup so be careful and take your time. The #4 phillips bit is bigger than most and fits the screws better so you can get more power without stripping the head. I like to use a #4 phillips screwdriver bit in a 3/8 inch ratchet for tightening when adjusting. I also like a little anti-seize on the threads for some future removal. Heating the screw or bolt is always helpful if you can. Sometimes a small cape chisel and a hammer on a screw will get them moving. Patience is always better than breaking off the screw or bolt. I have been using WD 40 Specialist Rust Release Penetrant in the black and silver can with good results. I have used many others but that's my favorite. Keep those Studebakers Driving!

**Credit Mark Brians**





# This months Price Index on EBay



[1960 Studebaker Hawk](#)

**\$1,000.00**

1 bid

## You might also like



[1962 Studebaker  
Gran Turismo...](#)

**\$810.00**

12 bids



[1950 Studebaker  
Commander Re...](#)

**\$14,500.00**



[1955 Studebaker  
President](#)

**\$22,500.00**



[1962 Studebaker  
Gran Turismo...](#)

**\$22,125.00**



[1962 Studebaker  
Gran Turismo...](#)

**\$5,000.00**



[1948 Studebaker  
M5](#)

**\$25,000.00**



[1959 Studebaker  
Silver Hawk](#)

**\$6,950.00**

23 bids



[1935 Studebaker](#)

**\$82,000.00**



# Humor



**MEET JOSEPH PATTERSON (96 YEAR OLD). HE IS CREDITED WITH PURCHASING THE 1ST TOOL, A FLATHEAD SCREWDRIVER, FROM THE 1ST SNAP-ON TRUCK IN 1920**





# 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.

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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