



October, 2024  
Volume 4 Issue, 10

## OFFICERS

### President,

**Eddie Ranne**

972 741 2795

[eranne@verizon.net](mailto:eranne@verizon.net)

### Vice President,

**Gayle Macleod**

214 562 9841

[gamacleod@verizon.net](mailto:gamacleod@verizon.net)

### Secretary,

**Rick Watts**

469 401 9165

[rswatts47@gmail.com](mailto:rswatts47@gmail.com)

### Treasurer,

**Leon Carpenter**

817 654 0722

[1301bac@att.net](mailto:1301bac@att.net)

### Newsletter Editor/Writer

**Ray Chartrand**

817 919 6558

[chartrain@gmail.com](mailto:chartrain@gmail.com)

### Webmaster, Nicholas

**Treaster**

913 660 4631

**Club Web Address:**

[https://](https://differ-entbydesignt.wixsite.com/notxsdc)

[differ-](https://differ-entbydesignt.wixsite.com/notxsdc)

[entbydesignt.wixsite.com/](https://differ-entbydesignt.wixsite.com/notxsdc)

[notxsdc](https://differ-entbydesignt.wixsite.com/notxsdc)

## President's Message

I would like to thank Mike Jones for hosting us to view the Peter's Family Collection. We had a good turnout to see this excellent group of automobiles. I apologize for the impromptu meeting, but I decided it might be better than having it at the fast food restaurant. I gladly solicit your input on what we can do to make our club stronger. We need to work hard at keeping our membership from declining. You may know of folks in your area that own Studebakers, but do not belong to our club. Everyone needs to be an "ambassador" for NTSDC.

Please plan on attending the November meeting. Per our bylaws, officers are to be elected at the November meeting. It will be most helpful if you fill out a membership form, attach your \$20 membership dues, and give it to Leon at the November meeting. Hopefully, we will have good weather so all of you that have running Studebakers can bring them to the November meeting. We will also be collecting donations for the "Heart of the City" food bank. My wife, Dana, is an excellent cook and will provide us a tasty lunch. I hope to see you all at the holiday luncheon on November 16 as we wrap up 2024 and plan for 2025.

## Inside this issue

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# Minutes of the North Texas Studebaker Drivers Club

October 16, 2024 at Peter's Family Auto Collection Fort Worth Texas

President Eddie Ranne called the meeting to order. Minutes of the Sept. meeting can be read in the newsletter. Eddie proposed based on his findings at the Oklahoma Zone meet that we hold our own as a dry run to the International meet. The same date & location would apply to both IE Denton with Embassy Suites in late Sept/early Oct.

Club secretary Rick Watts was unable to attend as he recovers from foot surgery

We'd like to thank Mike Jones for hosting the meeting at a very impressive car collection & also providing coffee & donuts.

We will elect new officers at the November 16 Holliday meeting at Eddie Ranne's house.

Eddie also suggested that you bring an extra \$20 to renew your membership in November at his home. He would also like to see members fill out a registration form so he has up to date data on you & your cars.

Bruce McKinney suggested that we reach out to members that we know that haven't attended & offer to bring them along. Keep this in mind for our next meet at Eddie's.

Meeting adjourned & lunch held at Firehouse Subs about a mile away.

## Attendees:

|                     |  |                                    |
|---------------------|--|------------------------------------|
| Bob & Gayle MacLeod | Kevin McKinney                           | George Jensen                      |
| Mark Chambers       | Ed Will                                  | Jim McMeans                        |
| Fritz Poppe         | Nick Treaster & Sammy                    | Gary Meek                          |
| Ken Bruce           | Rodney & Shawanda Murphy & mother in law |                                    |
| Eddie Ranne         | Leon Carpenter                           | Mike Jones & wife & grand daughter |
| Ray Chartrand       | Kurt Overmyer                            | Mike Dorn                          |





## October Meeting in Fort Worth



Host Mike Jones explaining the collection



The only Studebaker here is this 1949 2r 16 ramp truck



Some club members with host Mike Jones



# Editor's Remarks

I said it before & I'll say it again, you guys are great. I had a multitude of responses for the loan of a hub puller when I needed one & several offers for an axle when I had to replace a bent rear axle on Ruby.

Other member inquiring where to have this or that serviced have also had positive responses.

When picking up an axle from Rick he chased me down as I was leaving his home with a large box full of "classic" newsletters pretty much back from the club's beginnings in 1969.

Rick was once president of the club & I believe also a news editor. Thank you Rick & all those before & after you who have served to keep this club alive & active.

At the Oklahoma zone meet a few weeks ago the president announced that unless someone else stepped in that this would be their last meet - AFTER 49 YEARS!!

I scanned in a few articles that I read from the first 2 issues that I read in our 55 year history.

You can see that Gary Meek & his wife were there from almost day 1 & Gary still is a very active member. It may sound like a cliché but thank you for your service Gary.

With so much history we can surely continue to contribute to our "member profile" where each month we get the know a fellow member a little better. I have no one slated after this issue so please send me whatever you may want to share about yourself. No need to be fancy, I can dress it up.

I guess history has a way of repeating itself as this very same "plea" was in a 1972 issued that I just read.

## NOTES FROM THE GLOVE BOX

I would like to extend the personal invitation of your new officers to pitch in and participate in your club. We need your ideas and help to make this a better organization. C. P. Smith has put forth in his program a plea for unity and broad participation by all our club members. I would like to second those words and reiterate my continuing plea to use your newsletter as a creative outlet and to inform our club. Share your thoughts and get involved in something you enjoy doing and do it for the club.

In order to help the editor, it would be greatly appreciated if you type and would like to be your own editor to submit proof ready copy for reproduction to prepare it on sheets that are proportional to these pages i.e. 5 1/2 X 8 1/2 or 6 1/2 X 10 or 6 3/4 X 10 1/2, etc. Your editor can furnish you with paper. If you don't type or write too well submit a rough draft and your editor will do his best to polish it up. If you would rather have your editor extract a story from an interview set up a time and place with your editor and he'll try to put together a fantastic story for you. But please contribute your stories and ideas. If you have an idea talk to your editor he might print it and talk to your officers they might transform it or help you transform it into club policy or an interesting meeting.



This is how we rolled 55 years ago

# THE NORTH



# TEXAS WHEEL

Vol. II - No. 6

June 17, 1970

Pat Dishman, Editor --- 4014 Travis, Apt. 7 - Dallas, Texas 75204 - (214) 521-0091

## JUNE 28, 1969

### CONGRADS & BELATEDS

Congratulations to Gary and Genevieve Meek on their recent purchase of a '63 Avanti. Since they sold their '62 Hawk months ago they have been North Texas Chapter members without a Studebaker - how's that for an enthusiastic couple!!! Also belated thanks goes to both Gary and Genevieve for putting the newsletter together for mailing and especially to Gary for making the 'staple board', which is a great help in assembling the newsletter for mailing.

### FOR SALE

- '53 2 door hardtop, chevy V8, transmission & drive shaft, Commander dash, customized steering wheel, radio, rolled & pleated interior, body excellent, 14" wheels, good paint (maroon), dechromed (no grille, has door handles). Price open. Bob Ballard, 716 No. Plymouth, Apt. B, Dallas, Texas 75211, (214) 339-4725.
- '50 Champion 2 door, Blue, 2nd owner, automatic transmission, 41,000 miles, in good running condition. \$200. Dr. A. Howard Palms, 4350 Lively Lane, Dallas, Texas 75220, (214) 352-8724 or 368-3592
- '54 Loewy post coupe, 37,000 miles, original tires, new inside & out, 2 tone blue, 6 cylinder with overdrive. \$650. James Pullen, 8408 Santa Clara, Dallas, Texas 75218, (214) 321-5296
- '53 hardtop V8, ice green, dark green top, leather upholstery, tinted glass, wrap around bumpers, undercoated, starter on the dash, new tires, battery, muffler, \$500. James L. Rowland, 2233 Over St., Abilene, Texas 79605, (915) 692-4706
- '42 Packard Clipper, body & motor excellent, interior, licensed & inspected. \$200. Ed Flaherty, 3328 Shorewood Drive, Mesquite, Texas 75149, (214) 279-2933

J. W. Davis and Dick Lambert are partners in a modified dirt track race car. Studebaker of course, a Lark chassis with a Hawk body. It is presently running a 259 V-8 with 2-2's on a 3-2's manifold and a 288 cam. If you want something unusual to do why don't you head on up to Princeton Speedway 5 miles east of McKinney some Friday evening and cheer them on.



# Wow Gary, this was 52 years ago!

## STUDEBAKER CHECK POINT



SUNDAY'S CREW L to R GENEVIEVE & GARY MEEK, BEN HARRISON, SCOTT ELLIS, MRS. HARRISON, VP elect KEN & MILDRED WORLEY

SCCA's Rustler's Run Rally provided the opportunity for the NTxCh to get initiated into the business of conducting a TSD (Time-Speed-Distance) Rally. Thanks to the initiative of Gary Meek and the patience of his wife Genevieve both of whom spent that whole week-end in April wandering over many miles and training seven other club members how to conduct a check point, we now have the experience and ability to attempt a rally of our own. We may start off with a fun type but look for a rally coming up in the near future. If you are going to South Bend they are going to have a rally there so be sure to participate and get the experience for our club and have fun doing it. Thanks again to Gary for all the work he put in on this event and all of you who came out and helped. Not pictured is Dale Clark who helped us out Saturday, and your editor.



STUDEBAKER CHECK POINT IN ACTION



## Nick Harper's before & after gas tank restoration at KIP Motors



## FILLING GAS CANS

Thanks to the Washington Dictator for the following article

You may notice the **NO SMOKING** signs at the local service station, but what if you saw a sign that read, **"No Filling Gas Tanks On The Bed Of Your Truck"**?

Several fires have occurred at service (gas) stations. The fires were caused by customers filling their gas cans on beds of their trucks, that have plastic liners. The plastic liners don't have a grounding effect, so static electricity builds up, resulting in sparks and spontaneous fires. Deaths and injuries have resulted from this procedure.

**Therefore,**

The next time that you are filling a gas can at the service station, remember-----

- **Always use an approved container.**

## Member Profile – Leon Carpenter



Leon is your club's treasurer & membership chairman.

He has been a member of the North Texas Studebaker Drivers Club along with the Studebaker Drivers Club (a prerequisite) since October 2010.

Leon was born Oct 12, 1934 in the in Anson TX, & grew up in the piney woods of east Texas.

He graduated from high school in 1953 & enlisted the Navy in 1954. There, he spent 5 years on active duty. He served aboard 3 different ships as well as Cubie Point in the Philippines & finally in Washington DC with the Potomac River Naval Intelligence.

Leon married Betty J Young in 1956, his first wife & bought his first 53 Studebaker Commander Coupe while on leave from the navy.



B. J. Carpenter  
8/1956

1953 Studebaker  
Commander Coupe



After leaving active duty in 1959, Leon attended the University of Texas at Arlington & while working several different jobs he received his BBA in Accounting in May 1968.

After 20 years with various firms in accounting, Leon retired to pursue another career when he bought & operated a Goodyear Tire & Service center in Lancaster. This was in 1978.

Leon is also a certified ASE auto specialist in the fields of engine repair, electrical/electronic systems & engine performance.

Leon's first Studebaker was a 1953 Coupe with standard shift transmission. Leon then traded it for a 1954 Pontiac.

In 1970 he began a 40-year search for another 53 coupes. The search ended with the purchase of one from Bob Lowery a club member. This was in September 2010. Originally sold for \$3,000 the car was delivered to Leon for a revised price of \$3,500.

The car was complete save for a battery, keys & a title. Leon obtained a title for it in November that year.

He has the build sheet that states the car was built in May of 53 & delivered from South Bends IN. to Cleburne Texas.

Leon started working dismantling the car in September 2010 & one month later had it blown apart where it was dipped & epoxy primed.

Two months later it was ready for bodywork & paint.

The car was delivered to a shop in Red Oak where it sat untouched for a year. Leon then picked it up to have the work done by someone at Eagle Mountain Lake in their mother's garage. The car was completed by July 2012.

While this was going on, all chrome work was either replaced or replated while Rene in Tenn. redid the interior with original Studebaker stock.

Discovering a cracked block, Leon bought a block out of a 56 Hawk. He had it bored .040 over and fitted it with a 4-barrel carb.

All glass was replaced by Renfro Glass while the automatic transmission was rebuilt at Bart transmission.

Final assembly consisting of exhaust installation, engine prep, alignment & wiring as well as glass installation was all handled by Tommy's Rod shop with a completion date of November 2013.

The car retains its original paint colors & also retains its 6-volt electrical system.

The car is a beauty & runs great.

It has won numerous awards & trophies.



**As purchased on September 2010**



**Under going Restoration**





**As completed in 2013**



# 1960 Hawk for Sale



This is a one owner car belonging to former SDC member, Pat Dishman Talkington. She bought the Hawk new in Denver, Colorado and named it Sidney. By 1962 Pat was living in Dallas Texas, helped start the North TX. Chapter in '68-'69 and in 1971 through 1973 was the Secretary of the Studebaker Drivers Club Inc., and still driving Sidney.

About Sidney, her 1960 HAWK:

Engine: original 289 [cu.in.](#) /2bbl

Trans: 3 speed manual/ & overdrive.

Odom: shows 103477 plus miles. Plus is because speedometer cable was broken for unrecorded miles.

Full set of gages plus tac and clock.

Reclining front seats.

Reupholstered seats, door panels, headliner & carpeting.

Radio, good glass & most of chrome.

Air conditioner - it blows hot but you will get Freon with the car.

Paint and tires are not good, sorry.

Total production of all 1960 HAWKS was 4280 units.

**Price. \$20,000**

The car is at my home in Granbury, Texas. Call: Gary Meek 214-797-7158 & leave message and number



## 49 th Annual Zone Meet Broken Arrow Ok



Best of show was a 1930 Dictator Six owned by Virgil Studebaker of Missouri



M6 truck is a restomod with Chevy power while 55 is all original restoration



## 49 th Annual Zone Meet Broken Arrow Ok



This Hawk owned by President John Kimbrough was shortened by 18 inches



This truck sits on a full Dakota chassis & drove in from Alabama over 500 miles away



The white Lark was built by the owners father in South Bend & is fully restored restomod



## My Car Won't Start . . . Part 2 – Voltage Checks

By Jim and Karen McKeever—SJVC/SDC

Last month we investigated why your vehicle doesn't start by doing some simple troubleshooting on the solenoid, starter, and battery, and you manually turned over your engine. Now it's time to get technical.

Helpful hint: Whenever you are dealing with things electrical, it is always a good idea to check your grounds to the frame and to the engine.

Use a multimeter to do some voltage testing to isolate the defective part. NOTE: This article is written for a negative ground system. If you have a positive ground system, the red and black leads will need to be reversed. You will know if you have a positive ground system because your positive battery cable will go to ground.

Set your meter to D.C. Volt (Direct Current) and then choose the next volt range number larger than your battery voltage.

Turn on the multimeter, place the red, or positive lead on the positive, or + post and the black, or negative lead on the negative, or – post. The meter should read about 12.5 volts. If

the reading is less than 12.5 (give or take a couple of points) recharge the battery. If the reading is over 12.7 volts take it to a parts store to be checked to see if it is good.

If your battery is found to be good and properly charged, and has clean posts and terminals, check the voltage between the battery negative terminal to the solenoid battery input cable.

It should read the same as the battery voltage. If not, check the cable for corrosion (usually a green coating) and clean or replace the cable with the same gauge.

If the voltage between the battery negative terminal to the solenoid battery input cable is the same, have an assistant crank over the engine with the red lead on the terminal of the starter (or as close to the starter as possible, as different manufacturers have different

configurations of solenoid to starter assemblies) and the black lead on a ground (any bare, clean metal can be used for the ground.) While cranking over the engine the meter should read 11 volts, or about 1.5 volts less than the battery. If it doesn't, check the cable for corrosion, and clean or replace the cable with the same gauge. If the voltage at the starter is good but the cranking is too slow, have the starter checked at the parts store and replace it if bad.

If you have a 6-volt battery system, the procedures are the same, but your voltage numbers will be different. This chart shows the corresponding numbers. Some vehicle owners have 8-volt battery systems. I don't have those equivalents yet but will provide them as soon as I can.

|          | <b>12 Volt system</b>           | <b>6 Volt system</b>            |
|----------|---------------------------------|---------------------------------|
| Battery  | 12.5 volts (check if over 12.7) | 6.23 volts (check if over 6.35) |
| Solenoid | 12.5 volts                      | 6.23 volts                      |
| Starter  | 11.0 volts                      | 4.8 volts                       |

# TECH TIP

## Antifreeze and electrolysis

By, and Thanks to Ted Geisert, Kaw Valley Chapter Member

The antifreeze in your car doesn't last forever. So how can you tell if your antifreeze is going bad? You might be familiar with testing the antifreeze's freezing point and boiling point. These testers draw some antifreeze into a tube with small colored beads in it. Based on which bead floats you can easily tell the freezing point or the boiling point of the antifreeze. Those testers are very inexpensive. But there is another test that is just as important as maintaining correct freezing and boiling points.

Antifreeze, as it ages, can become more acidic. The additives in it eventually break down. While the antifreeze may look good, it could be eating away at the water pump and other metal surfaces including head gaskets. Moreover, deposits could be building up in the water jacket of the engine. Big repair bills could result. Checking to see if the acidity level is at an acceptable level is really easy. All you need is a simple multi meter used in testing electrical circuits.

- \*Remove the radiator cap to expose antifreeze in the radiator reservoir.

- \*Set the multi meter to 20 volts D.C.

- \*Place one probe on a grounded part of the engine.

- \*Place the other probe into the antifreeze. (Do not let it touch any metal surface) \*If the voltmeter reads 0.50 volts or less, the antifreeze is "good". If the voltmeter reads above 0.50 volts the acidity of the antifreeze is at a damaging level and indicates metal is corroding. Fresh antifreeze might read less than 0.10 volts.

Some sources suggest 0.70 volts as the critical point while another source suggest 0.40 volts. It's better to be on the safe side so I would choose 0.40 volts. Changing antifreeze is far easier to do than changing water pumps, or head gaskets. Good maintenance is good practice.



## Automotive Trivia- Thanks to Rock Auto Parts

Older engines designed to use ethylene glycol, the classic “green” coolant / antifreeze, should be filled with 100% ethylene glycol when located in extremely cold regions such as Siberia.

A. True      B. False      Answer below:

Answer: B. False (Ethylene glycol should be mixed with distilled water because an ethylene glycol and water mixture has a much lower freezing point than pure ethylene glycol does. When summer arrives, an ethylene glycol and water mixture also cool the engine more effectively than pure ethylene glycol.)

## Valve Seals

The valve seals in Studebaker V8's are usually made of neoprene and get hard in time and come apart or just don't seal at all. The best type is made of teflon, curing that blue stuff that comes out of your Stude's tailpipe at the bottom of a long hill, after you've put your foot on the accelerator again.

Teflon valve seals:

'55 to '64 V8 engines

Perfect Circle VS10

Tool part- Perfect Circle VST - 1711

'61 to '64 - 6 cyl. engines

Perfect Circle VS1

Tool Part - Perfect Circle VS1 -1811

**This item by way of The Vancouver Island Chapter**

## Voltage Regulator Failures

Anyone who has repeated failures of the voltage regulator on the 1963-66 vehicles should check the condition of the brushes in the

alternator. The brushes may be worn to the point where they will short out intermittently while under load and yet check out okay

otherwise.

**Credit and Thanks to the Washington Dictator**

# DIVERSIFY OR DIE

## (A BRIEF HISTORY OF CORPORATE DIVERSIFICATION AT STUDEBAKER AND HOW EMPLOYEES AND CORPORATE AMERICA WERE AFFECTED)

### **By, and Thanks to Dan Kuhl**

This chronicle is concerned with the sad ending for some of the employees who were left with no pension when the South Bend Studebaker factory closed in 1963.

Prior to 1950 no Studebaker employees were provided a retirement pension.

During its automotive history Studebaker made many attempts to improve its' future success in the automobile manufacturing business. Beginning in the 1920's Studebaker's President, Albert Erskine tried to improve the company's position in the marketplace by expanding the models it offered. This plan ended in bankruptcy and receivership in the early 30's. By 1939 a single new model, the Champion, was chosen to save Studebaker's future. It was a great automobile but its success was cut short by WWII and its lucrative military contracts.

After the dust had settled from the seller's market created by returning WWII vets, Studebaker again found itself looking for a way to continue as a viable auto manufacturer. As mentioned in a recent article, a 1954 merger with Packard gave Studebaker an array of models at multiple price points, to better take on the "Big Three". Soon after the merger Packard faltered, leaving Studebaker to find another avenue to success. Again, they chose a single new model to exploit, the 1959 Lark. Its success couldn't be hidden from Detroit; small cars were in and so were the cars from overseas. What to do? The New York bankers who controlled the corporation answered with one word—Diversify!!

With diversification the South Bend Studebaker plant closed its doors, leaving 6,000 hourly-paid employees with no employment. As some of you may know many of the employees were older and their only hope was a pension. For some a pension did not exist. What happened to the pension plan initiated by the company and union officials in 1950? The plan, which was quite unique, had the Studebaker company pay into it over a 30 year period, but, the South Bend factory closed its doors after 13 years. The pension account was far short of being fully funded.

According to Richard Quinn in a follow-up to a 1973 South Bend Tribune article, Studebaker paid out pensions from 1950 through 1964. When the plan ended, annuities were purchased for all those eligible for pensions. The remaining money after this purchase was distributed to employees who were not eligible for a pension. These payments were based on the length of time employed at Studebaker. A second point of interest is found in the epilogue of Studebaker, the Life and Death of an American Corporation. The author, Donald T. Critchlow, contends that pension funds were short because the New York bankers decided to use pension funds to invest in acquisitions for the diversification plan. In either case not everyone that deserved a pension received one.



Ten years after the Studebaker pension debacle the federal government stepped in and passed the Employee Retirement Income Security Act (ERISA). ERISA regulates the operation of a pension plan once it has been established. It does not require employers to establish pension plans and does not require the employer to provide a minimum level of benefits. Prior to ERISA employers could end promised retirement funds with a stroke off a pen.

(actors note: Perhaps ERISA contributed to the disappearance of pension plans from Corporate America).

Even in its death-throws Studebaker made automotive history with ERISA. Thank God that none of this had any effect on the cars and trucks we love.

References:

Critchlow, Donald T. (1996) Studebaker, The Life and Death of an American Corporation. Indiana University Press, Bloomington, IN.

South bend Tribune, Michana Section (Dec 8, 1973) Bitterness Over the Pension Plan.

## THERE WAS NO TV IN THE HOME

By, and Thanks to Dan Kuhl

In 1932 Franklin Delano Roosevelt (FDR) became President. I have a nice 1932 framed memento in my collection of his portrait with a thermometer which advertises a Studebaker dealership in Massachusetts. A sidetone: he was reelected for three more terms; the only President to do so.

The very next year while the Studebaker Corporation was stumbling through the early days of the Depression, President Roosevelt began a series (30) "Fireside Chats" on the radio to help the public get through the trying times created with the downturn of the national economy and pending war in Europe.

There is an audio book, that I just finished that presents all 30 of these radio presentations from 1933 until his death in 1945. They really give the listener a new dimension on his plan to solve the hardship and uncertainty created by the Depression and WWII.

1914 saw the start of the "Great War" that was supposed to be the end of wars in the world.

Yes, the whole world was involved but the majority of it was fought in Europe or on the high seas. And, the US did not enter the war until 1917, the year before it ended.

WWII was on a bigger scale affecting almost every continent to some degree with American troops sent too many of these places to destroy the menacing axis powers. FDR realized the huge sacrifice that America was making and wanted to help the citizenry know where their family and friends were stationed.

In February 1942 he gave the "The Progress of the War" radio speech which became the "Map Speech" told listeners what was going on and where. In 1943 Studebaker jumped into help out with publication of the "Radio Listeners" pocket atlas that showed the reader where all of the important war areas were located. Inside the back cover was an advertisement for the cyclone engines that powered the Flying Fortress, an airplane that was helping win the war. Studebaker was definitely instrumental in winning WWII as it was in WWI. That is a legacy that we should never forget.

References: No author, Historic Moments in Speech: Fireside Chats, an audio book by Blackstone Press, 2017.

No author, Studebaker Radio Listeners' Atlas, 1943.

## Recent Studebaker Sales at Hemmings



**Sold Price: \$12,600**

1958 Lancia Appia



**Sold Price: \$38,850**

1963 Studebaker Avanti



**Sold Price: \$42,000**

1963 Studebaker Avanti



**Sold Price: \$30,450**

1956 Studebaker Power Hawk



**Sold Price: \$12,600**

1954 Studebaker Conestoga



**Sold Price: \$29,400**

1951 Studebaker Champion



## Most expensive Studebaker ever sold at auction

**\$1.000.000**

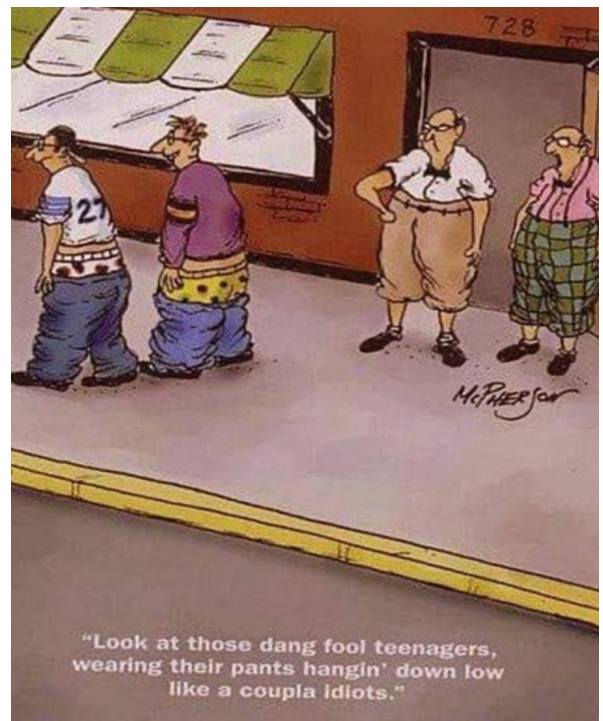
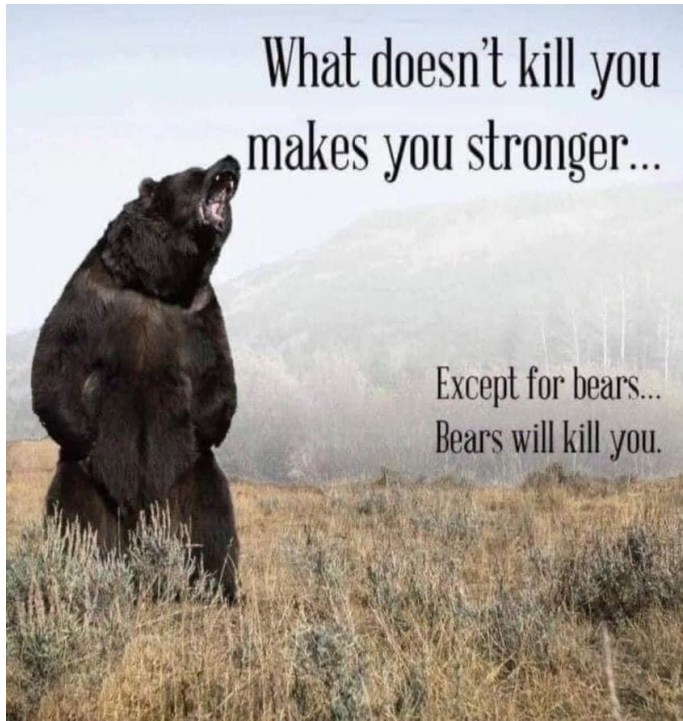


World's Most Expensive Studebaker. 1931 Studebaker Special Indy Car.

Commisioned by Ab Jenkins. Ran Indy 3 times (31,32,33). Won Overall at Pikes Peak 1931.

Never before offered for public sale, the Studebaker Special is among the most important survivors from the popular stock-block era of Indy racing. Unlike the vast majority of two-man Indy racers, this car remains remarkably intact and original. Not only has it been certified by the AACA, it still retains the President Eight engine with which it ran three outings at the Indianapolis 500 and took an overall win at Pikes Peak. Furthermore, its magnificent design – characterized by outstanding lines, striking colors, and ample chrome – is a lasting testament to this vibrant era of motor sport.

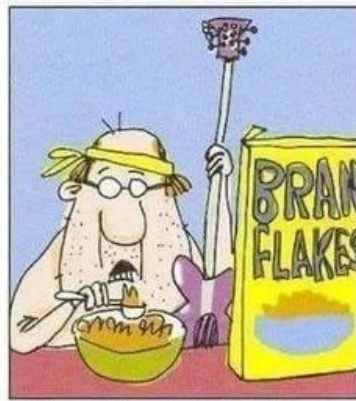




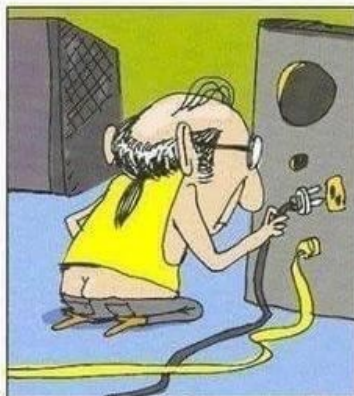
## ROCK'n ROLL BANDS FOR FOLKS YOUR AGE



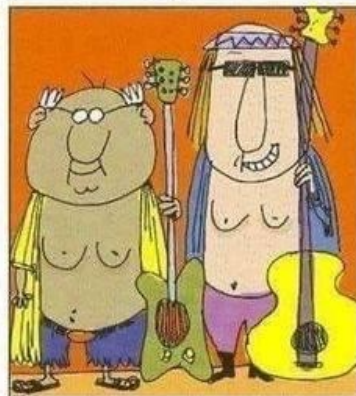
The Grateful  
We're not Dead



Earth, Wind  
and Fiber



Fleetwood Crack



The Boobie Brothers





## 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!**



# 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