



January, 2024
Volume 4 Issue, 1



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President's Remarks

I was happy to see 22 folks brave the frigid temps to attend our first meeting of the new year! I appreciate Nita Ketchum, our Zone Director, for attending our meeting and speaking to us. I also want to thank Michael Jones, Assistant Editor of "Turning Wheels", for attending our January meeting. We are lucky to have a direct contact with our national magazine in our local club! As we look forward to 2024, I want to encourage you to help promote the Studebaker brand by driving your car. If your car is a "work in progress", I know the club is interested in what you are working on... whether it be a small improvement project, or a full blown restoration. It would be great if everyone could send Ray a short description of your project for the newsletter. I would also like to hear your suggestions regarding meeting ideas, club activities, outings, cruises, and car shows. I'm looking forward to seeing everyone at our February 17 meeting at the Denton Knights of Columbus Hall.

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Minutes of January 2024 Meeting

President Eddie Ranne called the meeting to order.

Treasury report: Leon Carpenter said Eight members paid their due in January. Members who have not paid are jeopardizing receiving the newsletter.

Old business:

Eddie asked for two members to serve on an international meet exploratory committee for North Texas to host the meeting. Ray will chair the committee and Eddie will assist. Text Eddie (972-741-2795) to volunteer. Ray suggested we host a zone meeting to get experience before organizing a national meeting. Ed Wells and Gary Meek discussed the last zone meeting. Eddie wants members to contact the committee with suggestions for the zone meet.

New business: Ray's wiring workshop is moved to the February meeting.

Zone Director Nita Ketchum talked about her responsibilities with zone and international meets. She wants to be a source of information and assistance when NTSDC plans meetings.

Eddie gave us a list of future meetings and car shows.

February 17th meeting at Knights of Columbus in Denton.

February 23-24 Decatur swap meet.

March 16th meeting at Mike Geisler's home.

April 13th meeting at Colleyville car show and lunch at Gloria's Latin Cuisine.

April 26-27 Good Guys Car Show in conjunction with Pate Swap Meet at Texas Motor Speedway.

Note: Pate Swap Meet starts on the 25th

May meeting location needed, If you plan a meeting it can be minutes from where you live. Contact Eddie Ranne if you want to plan a meeting.

Meeting adjourned.

Attendees

Eddie Ranne	Bob & Gayle Macleod
Mark Chambers	Mike Dorn
Ray Chartrand	Rick Watts
Mike Jones	Tom & Kathy Arenson
Gary Meek	Leon Carpenter
Yvonne & Fritz Poppe	Nicholas Treaster
Kevin McKinney	Edward Will
Ken Bruce	Frank Machulis
Rodney Murphy	
Guests from Arkansas club Nita and Richard Ketchum	



Yes, it was cold that morning



Stop the press! President Eddie Ranne sent in an activity he recently completed

Baby steps, folks, baby steps

January 2024 Meeting at Dickey's BBQ in South Arlington TX



3 Studes braved the freezing weather

Left Eddie Ranne's 53 Restomod Middle Rodney Murphy's 85 Avanti II Right Ray Chartrand's 63 GT

Editor's Remarks

This first meeting was a great way to kick off the new year. Let's keep that momentum going with high levels of attendance & active participation from all club members.

I chuckled when Eddie came up with the idea of having you our members letting us know what you're up to both in your lives & with your cars. Maybe he'll have better luck persuading you. Prove me wrong!

Outside of the meeting photos you'll notice that all the material is imported from other sources - why ? Because you haven't provided me with any news. Reminder—this is a **NEWS**letter

So if you change the air in your spare tire, let us know. I for one can share that I topped up Ruby with anti-freeze as it was only good to 17 & it was 12 at that point.

Mark Chambers our first member baby was kind enough to lend me old copies of our newsletters going back to the early 70's. The club was very active back then with an emphasis or so it seems on socializing a trait that is fast disappearing in modern times. The gang wouldn't think twice about meeting up & caravanning in their Studes for an ice cream or a burger. In fact I have a copy of a route they planned & took through downtown Fort Worth stopping to see the sights along the way. That was 50 years ago & I'd like to duplicate it this summer.

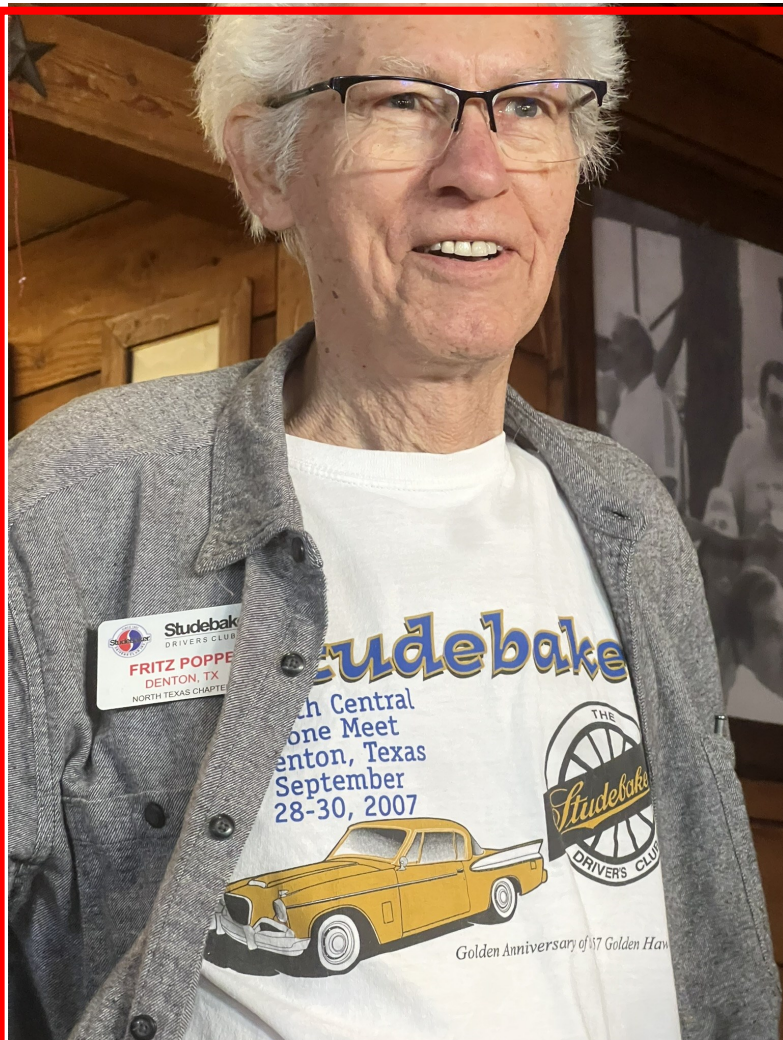
Everyone enjoying BBQ at Dickey's in Arlington TX







**Turning Wheels Assistant Editor Mike Jones with Nita Ketchum our zone coordinator
and new president Eddie Ranne**



This couple have been attending & organizing events for this club for many years, since 1981 to be exact

Yvonne & Fritz Poppe





B.S. Column ('bout Studebakers)

Studebaker Mechanical Fuel Pumps 1955 -1964 V-8

By, and Thanks to Jerry Blount



In my many years of selling Studebaker parts, I have probably sold hundreds of aftermarket replacement fuel pumps. Not that Studebakers are hard on fuel pumps, it's just that they fit a great range of years. Airtex was the most common source. I rarely had an issue. Once in a while one might be extra noisy - but they always did what they were supposed to do...pump fuel. Carter also supplied replacement pumps. These were based on a Carter design and they likewise always worked well.

In recent years, if you have been following various Studebaker forums, you have noticed a lot of discussion about brand new Airtex #4227 replacement fuel pumps not working at all. Unfortunately, this is not general speculation. I talk regularly to the major Studebaker parts wholesaler and he confirms he has returned entire new orders to the manufacturer. Said manufacturer seems to feel the Studebaker market is not worth much trouble. In fact, mechanical fuel pumps for many other older vehicles are being discontinued due to a shrinking market.

So, what do we do? The obvious easy solution is to add an electric fuel pump. These pumps can be installed on the right rear frame area close to the gas tank. These pumps like to push fuel - not pull - so closer to the tank is good.

I have a number of customers that prefer a conventional mechanical fuel pump. Studebaker International is supplying rebuilt, exchange fuel pumps for \$175.00 as of this writing. My personal solution is to sell the Avanti R-1 pump which is a Carter high performance pump intended for Dodge/Plymouth cars, but with the actuating arm modified by heating and reshaping to properly work on a Studebaker. If you try to use this pump without the arm modification, the arm will break at some point. I know of 2 cases where this has happened.

So, to install this properly modified pump on a '55 - '64 Studebaker V-8, you will only need to obtain 2 brass pipe fittings. The Avanti pump has 1/4" pipe thread and the other Studebakers use 1/8" pipe thread. These are readily available. An example would be Ace Hardware 4337887 Hex Head Bushing, 1/4" X 1/8"

I have sold several of these and every customer has been pleased. There was some speculation that a fuel pressure regulator may be needed, but so far it hasn't been an issue.

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Birthday Festivities for R W Thornton's 90 th Birthday



Happy Birthday from your fellow club members

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.

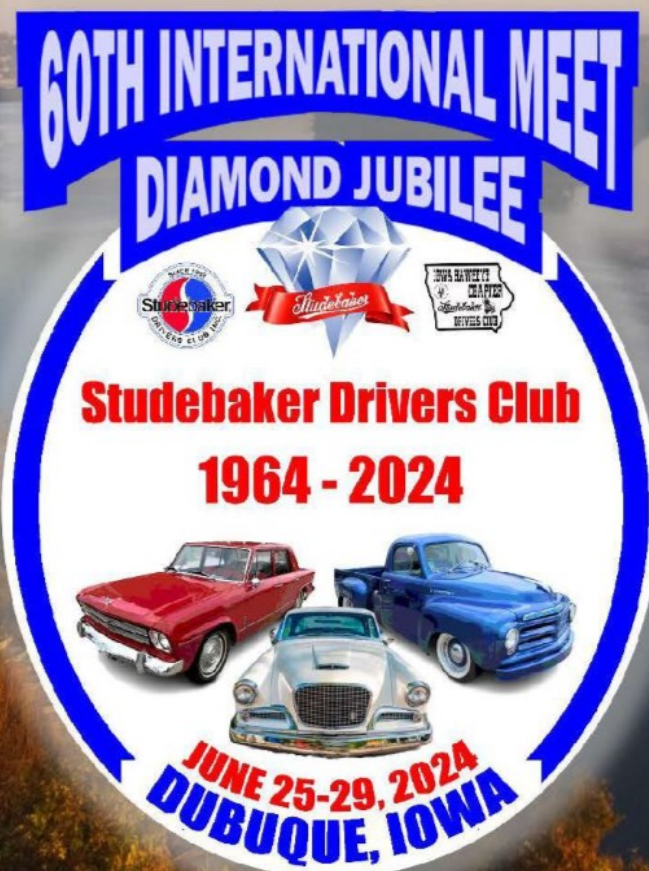
Iowa's hospitality guarantees you can gather with friends for an enjoyable visit to where Iowa started. We think you should come early and enjoy an extra day where limestone bluffs meet the Mississippi River. You can ride the world's shortest, steepest railway and enjoy stunning views from the top. Dubuque 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**



REGISTRATION
60TH Studebaker Drivers Club International Meet
Dubuque County Fairgrounds, 14569 Old Highway Road,
Dubuque, Iowa,
June 25-29, 2024



Last Name: _____

First Name: _____

Spouse/Guest: _____

Phone#: **Required** _____

Email: _____

Address: _____

City/St/Zip: _____

SDC# _____ ASC# _____ AOA# _____

Only one member number is required to register.

Local SDC Chapter: _____

Each Adult Guest after spouse/guest will pay a \$10 admin fee. Minors are free. Guests cannot be adult members of SDC, ASC, or AOA.

Guest #2: _____

Guest #3: _____

GENERAL REGISTRATION **Required**

Early Registration (per family) until **2/11/24** \$35 \$ _____

Regular Registration **2/12/24 till 5/25/24** \$45 \$ _____

Late Registration after **5/25/24** \$55 \$ _____

Adult Guest over 21 after spouse/guest \$10 \$ _____

Registration Deadlines for Concourse & Display

Classes 1-5, Wednesday, June 26, 2024, @5 PM

Classes 6-9, Special Int. Thursday, June 27, 2024, @5 PM

Concourse Registration: (Judged Vehicles)

Please verify that the Division you are entering is correct.

Car #1: Division _____ Year _____ Model _____ \$30

Car #2: Division _____ Year _____ Model _____ \$30

Display Only Vehicle (Not Judged)

Car #1: Division _____ Year _____ Model _____ \$20

Car #2: Division _____ Year _____ Model _____ \$20

Watches, Literature, Models, or Toys:

To Be Judged: # _____ @ \$15 each \$ _____

Display Only: # _____ @ \$10 each \$ _____

Car Corral Vehicles for Sale Only:

Car #1 _____ Year _____ Model _____ \$25

Car #2: _____ Year _____ Model _____ \$25

Subtotal Column A \$ _____

- ✓ SDC Meet Badges are required to be worn for all activities.
- ✓ The schedule is subject to change without notice.
- ✓ You must be registered for the Meet to have your car or other items displayed or judged on Thursday or Friday.
- ✓ A \$15 Cancellation fee will be incurred for registrations canceled before 5/24/2024. No refunds for cancellation on or after 5/24/2024.
- ✓ Wi-Fi and Bank Cash Machines (ATM) on the Fairgrounds

SPECIAL ACTIVITIES: the deadline is 5/24/2024.

See the schedule for dates and times.

Wednesday, Rock'n Fun Night # _____ @ \$10 each \$ _____

Live concert and ice cream. Food is available for purchase at the food stands.

Thursday, Ladies Luncheon # _____ @ \$45 each \$ _____

Ladies Luncheon, Monarch Butterfly Talk, and Bus transportation included.

Friday, Social Banquet # _____ @ \$45 each \$ _____

Buffet-style meal with several entre choices.

Tour Book with two guided and self-guided driving tours through the scenic upper Mississippi River Valley.

Easy, turn-by-turn instructions and all for one price! Gather your friends for a drive through the scenic upper Mississippi River Valley. We recommend a book for each touring vehicle. # _____ @ \$5 \$ _____

Car hauler/trailer parking at the fairgrounds is \$10.00/week.

_____ @ \$10 \$ _____

On-site camping is available; see the camping form.

Subtotal column B (this column) \$ _____

Subtotal column A \$ _____

Grand Total registration Fee: \$ _____

Please make registration checks payable to 2024 SDC International Meet and mail to:

Cornerstone Registration,
PO Box 1715, Maple Grove, MN, 55311-6715



2024 Great Race Route

June 22-30, 2024
Owensboro, KY to Gardiner, ME



Calendar of Events

Monthly meetings are typically held the 3rd Saturday of the month with locations varying around the metroplex

Tire kicking commences around 11:00 with lunch at noon followed by our meeting.

Members are welcome to suggest or host a meeting at one of their favorite venues.

Jan 20 Jan meeting Dickey's BBQ Arlington

Feb 17 Knights of Columbus Hall Denton

Mar 16 Mike Geisler hosting at his home

Apr 13 Colleyville car show

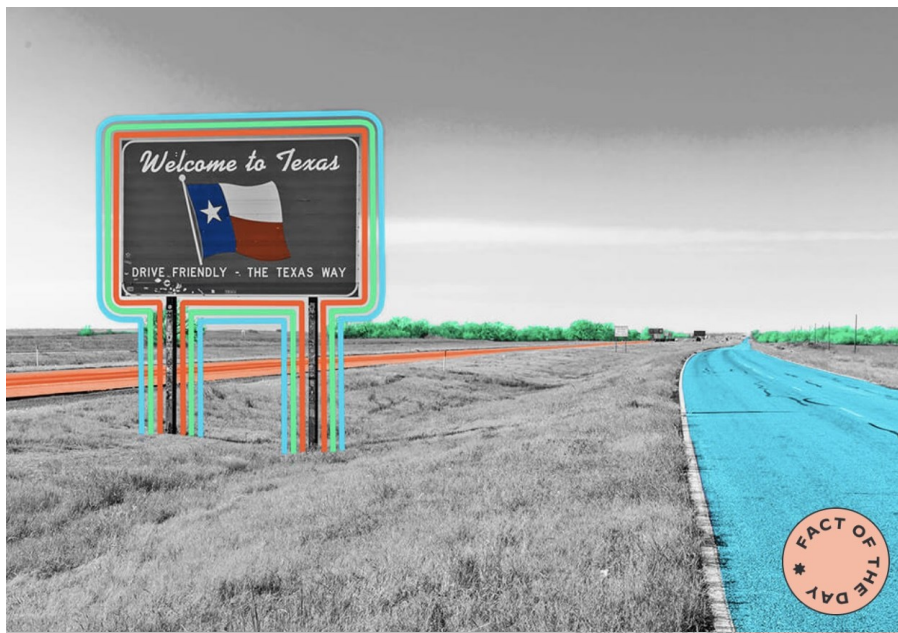
Apr 25-27 Pate swap meet & Good Guys at TMS

May TBD

June 25 SDC International Dubuque IA



And I thought my Studebaker was old



The phrase “Don’t mess with Texas” was created to discourage road littering.

Three decades ago, Texas was facing an enormous problem: trash, as far as the eye could see, piled up along its scenic and city roadways. The cleanup was arduous and costly — by the mid-1980s, the Texas Department of Transportation (aka TxDOT) was spending nearly \$20 million each year in rubbish removal along highways alone. To save money (and the environment), leaders of the Lone Star State knew they had to get trash under control, which they decided to do with a series of public service announcements. But little did TxDOT know that its cleanliness campaign would become larger than life.

The iconic line, dreamed up by an Austin-based ad agency, initially launched on bumper stickers deposited at truck stops and fast food restaurants. The first “Don’t Mess With Texas” commercial, which aired at the 1986 Cotton Bowl, honed in on Texans’ love for their land, telling viewers that littering was not only a crime but “an insult” to the state’s landscape. The phrase — spoken in that first commercial by Dallas-born guitarist Stevie Ray Vaughan amid a bluesy version of “The Eyes of Texas” — soon became a rallying cry for Texans. The spot was so popular that TV stations around the state received calls asking for it to be aired again. Within a year, TxDOT estimated that roadside litter had dropped by 29%. The ad campaign continued — featuring celebrities such as Willie Nelson, George Foreman, and LeAnn Rimes — and is credited with reducing highway trash by 72% in its first four years. The slogan has become only more popular over time, used at protests, declared by presidential candidates, and chanted at football games — all proof that state pride is held deep in the hearts of Texans.

Little Known or Forgotten Facts About Studebaker

Source: e-mail to Pete Yuen

Before WW1, there was a 100,000 Mile Club for Studebakers that had been driven 100,000 miles or more. In 1918, A Studebaker Big Six Touring car, called "Old Granddaddy," was driven over 500,000 miles in 5 1/2 years.

The first wagons were built in 1852. The first carriage in 1856 and the first car in 1899. It was an electric car.

The first gasoline Studebaker was built in 1904. The first 4- cylinder Studebaker was built in 1905 and had a driveshaft. Many cars still used chain drives at the start of WW1.

In 1925, Studebaker built a \$1,000,000 proving ground. GM had built a smaller one in 1924. Proving ground trees spelled out the Studebaker name and can be clearly seen at 10,000 feet altitude.

In 1926, a Studebaker Commander Six had beaten the transcontinental record by 16 hours and beat the transcontinental trains by 6 hours and 25 minutes.

In 1926, all counties in the desert states of New Mexico and Arizona used Studebaker Commanders exclusively for their Sheriff's cars.

In the teens and twenties and early thirties, Studebaker used more Timken Bearings than any other car maker, even using them on kingpins and spindles. They also used ball bearings in the shackles on some models.

Also, in the teens and twenties, Studebaker exported more high- powered cars than any other makes.

There were probably 150 makes at the time. Only 7 brands had more horsepower than the Big Six.

In the late 1920's three President Straight Eights were driven on the Atlantic City Speedway continuously, 24 hours a day for 30,000 miles at over 60 MPH. Three Commanders were driven for 25,000 miles at over 60 MPH.

In 1931, Studebaker built a 10 cylinder-in-line experimental engine.

In the 30's the Big Six Commanders were often referred to as the "Bootleggers" being popular with those law breakers of prohibition days. The big luxury cars could outrun anything else on the road at the time. Very handy if the following car was the police in pursuit.

An Avanti in 1964 ran 92 mile plus in a one mile from a standing start and ran 168 plus mile per hour in a flying start. Both runs were made in two directions and then average. In all Studebaker record events, the AAA had strict supervision. In the 20's and 30's, when a company entered a speed of endurance event. the AAA came to the factory and picked the cars off the assembly line, saying, "These are the cars that you will race." There could be no cheating.

In 1964, the Avanti averaged 170.8 MPH for all distances from 1KM to 10 miles.

Studebaker held Indianapolis stock car record in the 500- mile race for 15 years, 1933 to 1948.

Thousands of trucks were built by Studebaker as well as thousands of engines for the B-17 Flying Fortresses for WWII.

Studebaker had introduced a station wagon in 1963 with a sliding roof panel in the rear, an innovative idea but it was costly.

In the Studebaker laboratories, they discovered Molybdenum, and the first to use it in their engines.

With the exception of the Lark Models, Studebaker used heavier gauge metal than used brother American car makers with the exception of Lincoln and some Thunderbirds. The gauge of metal used was 18 gauge while other brands used 20- gauge metal.

The electronic gauge for measuring the thickness of paint on a car was invented by Studebaker. At the time of the invention, the cars had 13 coats of paint which included the primer. The competition used only 3 or 4 coats including the primer

For the 1947 models, it was planned to have the torsion bar suspension but this never came to being used due to the shortage of the type of steel that is necessary for the torsion bars.

51 Studebaker Commander 232 V8 Automatic



Contact Doug Campbell at 469 610 0991 in Irving Texas.

This is a one owner car.

Electrical Gremlins

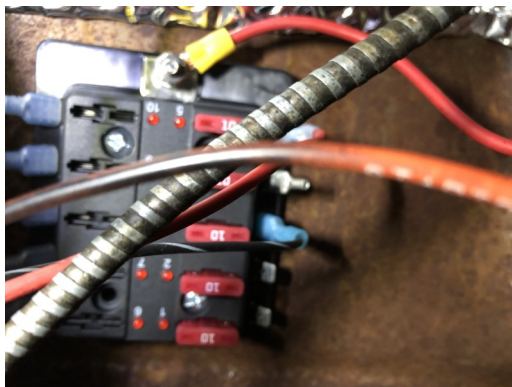


Automotive glass fuses are what most of us are used to dealing with. They provide a visual indication of whether the fuse is good or bad. But what if the fuse on the left that looks good is bad?

I had a random occurrence on my early 80's motorcycle where it would suddenly quit running then resume with a loud backfire. The problem living in Texas is that everyone took it for gunfire and took cover.

The issue was the glass fuse supplying power to the ignition was fractured inside the metal base so it wasn't visible. I suppose that tension of the fuse in the fuse holder made the continuity but a bump or jolt would momentarily lessen that bond and no ignition and no run. I also ran into another incident with the same bike where after replacing all the fuses, I found that the fuse holders had lost some of their tension & could also cause an intermittent failure. I tried to squeeze them tighter but ended up breaking several. My solution was to replace them with modern blade type fuses. They are readily available & easy to spot if a failure occurs.

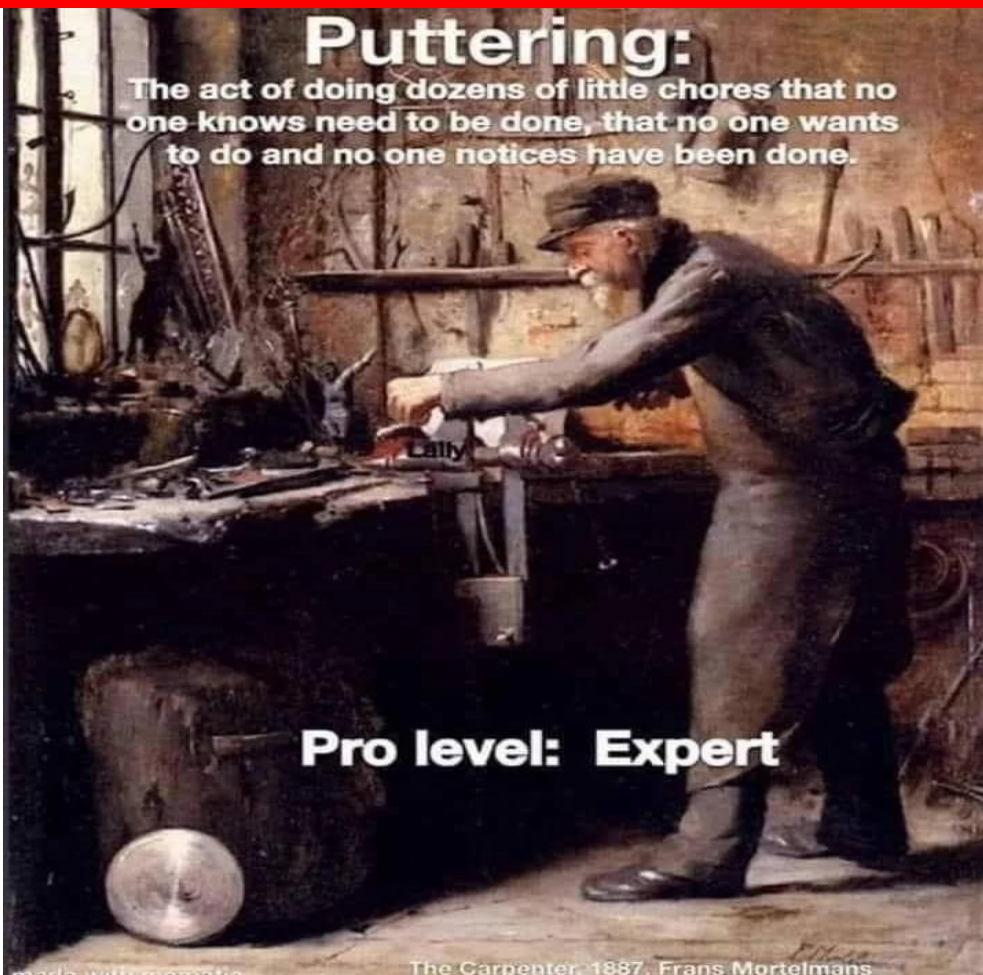
Having had that issue with the bike, I decided to avert the same problem in my GT Hawk. I bought a 10 circuit fuse panel where an LED beside each fuse is off until the fuse fails in which case it lights to indicate a failure. I wired the supply to this panel from the power on side of the ignition switch. I then took most of the accessories such as electric fuel pump, radio etc. and wired them into this panel. Literally every fused wire could be fed to a separate fuse on this panel. It's compact, inexpensive (CASO) & easy to install



This is part of what I'll discuss in February at our meeting

Putting:

The act of doing dozens of little chores that no one knows need to be done, that no one wants to do and no one notices have been done.



Pro level: Expert

made with creative

The Carpenter, 1887, Frans Mortelmans

Time is precious,
Don't waste it





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