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President's Message

A big thanks to Bob and Gayle for hosting the June meeting while we are vacationing in the Appalachian Mountains of Tennessee. I see from Rick's minutes that there was some discussion about planning meetings. We might want to try what several other SDC chapters do. That is, have a planning committee that plans the whole year's events in advance. I think this would work well if some creative folks would volunteer to serve in that capacity. The International Meet is right around the corner. If you plan on going, please contact me while in Dubuque so we can get together for lunch. I will do my best to represent the club in our proposal to the board for the 2026 meet.

25 paid members to date

Inside this issue

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June 15 minutes of the North Texas Studebaker Drivers Club

Gayle MacLeod officiated for our President Eddie Ranne who is out of town. The meeting was held at Kip Motors thanks to Gayle and Bob MacLeod.

Minutes of the May 18th meeting were accepted as printed in the newsletter.

Gary Meek attended the Grandberry car club car show, his car won best of show. Gary showed us the product assortment he won and suggested it would be something we might give as goodie bags for the 2026 National meeting.

Eddie Ranne will make the official presentation to the board for the national meet we want to host.

Ed Will toured the Grapevine area for our National Meet, and discussed it's advantages.

Ray consulted with Denton and Mansfield previously.

Rodney passed around books from the Studebaker Museum.

Group Works web site is closing down.

Mark Chambers has a 1931 roadster for sale.

Rick Watts is planning the July 20 meeting. More details will be Emailed.

Gary and Rick discussed getting commitments during the December meeting for our meetings each month. Meeting adjourned.

Attendees: Mike Dorn Ray Chartrand Gary Meek Ken Bruce Mike Geisler
Rodney Murphy Mark Chambers Gayle MacLeod Rick Watts
Ed Will
Guests, and employees of Kip Motors: Curren Harris Iain MacLeod.

Editor's Remarks

So nice to see fellow Studebaker drivers show up for this month's meeting. The idea of an early start to beat the heat seems like a good idea. Ruby was back home & parked before the temps really started to climb.

On a personal note, Thanks for the well wishes for a speedy recovery, With today's technology & modern medicine, I had my heart rebuilt with a new aortic valve in about the same time it would take to rebuild a Studebaker fuel pump. No lingering or loitering with this procedure. I was out the next day. Amazing what 75% more blood flow feels like.

I was blown away by a local car club that I belong to. During the past few months in preparation for surgery, I was told to lay low & cease any strenuous activities. I had just had the hood of my Hawk repainted by a local club member. He wasn't happy with the outcome & suggested that I color sand the hood to make it better & then he'd reshoot it. I advised him that the hood would have to take a back seat because I would be out of commission for the next few weeks. An hour after I contacted this gentleman he sent me a photo of my hood sanded & then an hour later it was repainted. He advised me to let it sit in his shop for a day to harden. I then drove Ruby over where members of the club reattached it. All uncalled for but most greatly appreciated.

It's not always about the car!



Members Cars out to the meeting



Thank you to the Macleods & KIP Motors for hosting the June meeting



Studebaker Concept Cars

(By Jack Gregory)



I've been doing a little research on Studebaker with regard to concept cars for an article, so here is what I've found so far: Personally, I get the impression Studebaker wasn't that "engaged" in the idea of putting one out for people to wonder about what could be... they appeared to just do it. That is, come up with a great concept car and then immediately put it into production (the Lowey coupe and the Avanti both come to mind). I started my quest by asking the "Chat GPT" thingy its artificial intelligence's opinion of Studebaker's concept cars was. I firmly believe that someday artificial intelligence will identify humanity as the true destructive virus endangering the earth and then kill us all. If you don't believe me watch a bunch of movies, they never lie (do they?) ... I digress. Here is what that nasty little robot had to say:

Studebaker was an American automobile manufacturer that operated from the mid-19th century until the early 1960s. Although Studebaker is known for its production vehicles, the company also created several concept cars that showcased innovative designs and futuristic ideas. While I can't directly show you pictures as a text-based AI, I can describe some notable Studebaker concept cars that were produced over the years. You can easily find images of these concept cars online.

- 1. Studebaker Starlight Coupe (1953): While not a traditional concept car, the Starlight Coupe featured a unique design with a wraparound rear window. Its sleek and futuristic appearance made it stand out from other vehicles of its time.*
- 2. Studebaker Starliner (1953): This concept car was based on the Studebaker Starlight Coupe and shared its distinctive rear window design. The Starliner had a low, sleek profile and was considered ahead of its time in terms of styling.*
- 3. Studebaker-Packard Astral (1958): The Astral was a concept car designed by Studebaker in collaboration with the Packard Motor Car Company. It featured a bubble-top canopy with a futuristic appearance and a streamlined shape. The car also had a unique rotating front seat that swiveled out to ease passenger entry and exit.*
- 4. Studebaker Avanti (1961): The Avanti was not originally intended as a concept car, but rather as a production vehicle. However, due to financial difficulties faced by Studebaker, it became a limited-production model. The Avanti featured a radical design with a fiberglass body and a sleek, aerodynamic shape. It was one of the first American cars to incorporate a "Coke bottle" waistline and pop-up headlights.*

Studebaker Concept Cars

Continued

(By Jack Gregory)

Just to make sure I wasn't completely off track, I thought I would communicate with a real, live human being who actually knew what he was talking about. I sent off a missive to Andrew Beckman, Archivist Studebaker National Museum. Much to my surprise and delight, Andrew responded rapidly (thank you so much Andrew, you are a real treasure!), here is what Andrew had to say:

Studebaker's show cars mostly consisted of production models with some special paint and trim. The Sceptre was not a show car as such in that it was only for internal use and not public showings.

The most notable surviving Studebaker-related show cars are the Studebaker SS (Excalibur prototype) which is currently on display here at the Museum, the Packard Predictor and the Astral (both also here).

What did these cars look like? Next time you are anywhere near the Studebaker Museum, take time to seek them out! In the meantime, here are some pictures I pirated from the internet (the source of all truth, according to my grandchildren).



The Sceptre Studebaker SS (Excalibur Prototype)



Packard Predictor The Astral (I know it's in twice, but I like it!)

Hydraulic Brake Light Switch Fix Option #2

By Jim and Karen McKeever—SJVC/SDC

I was doing a maintenance check the other day before taking my Model A “roadster-baker” out for a spin when I noticed I had no brake lights!

Sure enough, my hydraulic brake light switch was bad, so I decided I would take my own advice and install a new one along with the horn relay modification I wrote about earlier in the year.

I had a new brake switch on hand but not a standard horn relay and I was too impatient to wait for an Amazon delivery. I did however have a 4 pin, 12-volt, 30/40-amp multi-purpose relay so I used it instead.

The installation procedure for using a multi-purpose relay is similar to the one using the standard horn relay, but instead of working with terminals marked B, S, and H you are working with terminals marked 85, 86, 87, and 30, which need slightly different wiring.

- Begin by removing the wires from the brake light switch. Using a test light/meter, identify the wire to the battery versus the wire to the brake lights and label them. Then unhook the negative terminal to the battery to remove and replace the old switch.

- Install the new brake light switch without hooking up any wires.

- Mount the multi-purpose relay in a convenient spot, using the appropriate wire connectors

for your application.

- Connect the battery wire (power wire from the fuse box) to terminal 30 on the relay.

- Run a jumper wire from terminal 30 to terminal 86 on the relay.

- Connect the brake light wire to terminal 87 on the relay.

- Run a new wire from one terminal on the brake light switch to terminal 85 on the relay.

(The brake light switch does not care which of its two terminals you use.)

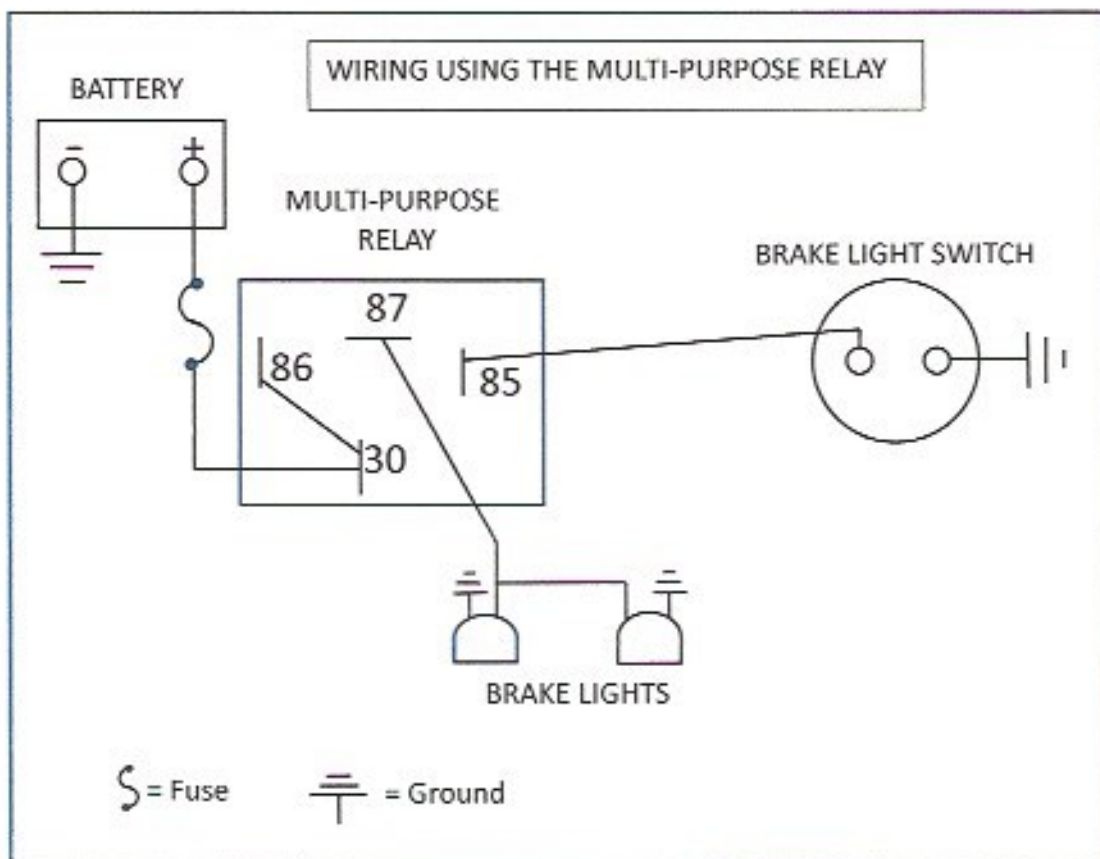
- Run a new wire from the other terminal on the brake light switch to a spot on the metal body, drilling a hole as necessary, (check for what is on the other side before drilling) and mount with an eyelet connector and screw, placing a star washer between the eyelet and the metal body.

- 14-16 gauge wire is adequate for the new wires.

You can also use a 5-pin relay with the 87a terminal on it, just don't attach anything to 87a.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints.)

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.) and links to other websites, is to be viewed and/or used at your own risk



Odds '*N*' Ends

Pre-Vacation check on your car and your needs

Nice weather generally means more travelling, more time on the road and to minimize trouble that may occur, do a pre-vacation check on the car before a lengthy road trip.

Advance precautions:

You can, of course, make some advanced precautions to make sure you don't run into problems. A lot of them can be made on your own driveway or garage.

The first thing is to check your radiator. Make sure that you have enough coolant. Make sure that your battery is charged and the terminals and posts or side connections are clean and free from corrosion and grime.

Check the oil and transmission fluid, get them up to approved levels. If it has been a few thousand miles or many months since the last oil change, it is time to do it again. When changing the oil, also change the oil filter too.

When checking the transmission fluid, the engine must be operating and warm when you check. Prior to the checking, set the parking brake and have the transmission in neutral. Wheel chocks in front of the wheels would not be considered a bad idea. When checking, the transmission mode is set in DRIVE, when you get out of the car, remember that the engine is running and the transmission is in DRIVE. Walk only beside or behind the car and not in front of it. It is a matter of trust. Do you trust the parking brakes and the wheel chocks that they will keep the car from moving forward? Do not overfill the automatic transmission. If the transmission level is low, just add a little at a time.

Tires:

It is important to check your tires. Look for signs of wear, or thinning tread. Do a pressure check on each tire, including the spare tire. Bring the pressure up to the manufacturer's specifications. Remember, if you do have to change a tire, you do need a jack so check to make sure that there is one in the car. When using a jack set it up so it is safe to work on while removing and installing another tire. Tire more than 6 or 7 years are considered, OLD. Old tires are considered to be unsafe.

Lights

Have someone check them for you as they walk around the car to check the brake lights, tail lights and head lights. Any burned out bulb is to be replaced.

Shock absorbers:

Push down hard on the fender of the car. If the car does not come back to level or the car keeps bouncing up and down, the shock absorbers need to be replaced.

What else:

Remove the air filter, tap it on the ground a few times to knock out the dust. If it is still dirty, change it.

Test the brakes while driving. If the pedal goes to the floor or very near the floor, the braking system needs to be checked out. You do not want this to happen out on the highway so do it close to home.

Bring extra keys, just in case you lose a set or get locked out of the car with the keys in it.

Keep windshield clean, both, inside and outside of the car especially if you are driving towards the sun.

On a very hot day, if your car does not have air conditioning or if the air conditioner is not extracting enough heat to cool the car, then bring along a misting bottle of water and use the spray to keep yourself feeling cooler.

Wear long clothing with long sleeves to protect the arm(s) from getting sunburned.

Tinted glasses to reduce glare to make it easier on the eye while driving is preferred to transition glasses as the effectiveness of the transition lens are affected and reduced by the windshield of the car.

Your Studebaker or Avanti can be stolen in a few minutes if it is parked outside during the night by someone that wants it. If you have a "Club" that attaches to the steering wheel, use it. If you don't have one, go and buy one.

Check the condition of short, flexible oil hose that runs up the firewall to deliver oil to the oil pressure gauge. It should not be hard and inflexible. Change if necessary. Later models of Avanti cars that have Chev engines do not have this hose as the oil gauge has an electric sender.

Check the windshield wiper blades to see if they clear the windshield as they should. Replace if necessary.

Avoid driving if you are tired, sleepy or feeling ill. Take periodic breaks when driving long distances.

Have a fire extinguisher handy in the car.

The sun and heat will dry the leather upholstery in a car. If your car is so equipped, apply leather conditioner no less than twice per year to keep the leather supple. If the leather is not supple, it will crack during use. Leather repair is costly.

If you own an Avanti that has air conditioning, there likely will be the condenser place in front of the radiator. There will be a gap between them that leaves can get sucked in between radiator and the condenser. The leaves will block the flow of air needed to cool the radiator and the engine. It will be impossible remove the leaves without taking the radiator out of the car. **That is a lot of work.**

To stop the leaves from get sucked up and impeding the air flow, install a screen under the radiator and the condenser.

“Leave a Lot of Happy Tracks”

FINISH LINE

Being Realistic When Having Your Hot Rod Painted

We've all heard the phrase "Champaign tastes on a beer budget", well it's almost like that phrase was coined with hot rodders in mind. It especially applies to show-quality paintjobs and hiring a shop to do the job. Now I'm not a painter, but I've spent decades hanging around custom car shops, and the stories I've heard from shop owners and the things I've seen have given me some real head-scratching moments.

Steven
Rupp

Email us at
hotrod@motortrend.com

There was a shop I spent a lot of time at called Best of Show Coachworks in Southern California. They built cars, but their main gig was higher-end paint. Many times, potential customers would come in off the street and ask, "How much to paint my car?" The shop would ask them what sort of paintjob they wanted, and nearly every time they would say "show quality". Well, first that's a wide avenue that ranges from million-dollar Riddler cars to your local show-and-shine type of event. To weed out the tire-kickers, the shop would toss out "\$15,000 to \$20,000 plus" and explain they would have to see the car to determine how much bodywork it needed. Sometimes the person would nod, and other times, they would get that deer in the headlights look. "That much?" The shop down the street said they could do it all for under \$5,000! Good luck with that. To be fair, you can easily paint a car for \$5,000, but a high-end, show-quality paintjob takes two things: time and materials. The cheaper the paintjob, the more that has to be cut from either the cost of the materials or the time spent on the car. It's just math. Earl Scheib used to advertise that they could paint your car for under \$100, but you weren't winning any shows with that. I've seen show-winning paintjobs surpass \$50,000 without even breaking a sweat.



\$100 per hour, and that can add up fast. Keep in mind that a higher-end, show-quality paintjob is all about the details. The big flat areas are easy; it's the nooks and crannies that take the time to prep and will make the car stand out from the crowd. With a show-quality paintjob, the finish on the rocker panels or inside the fuel door needs to be as nice as the roof or hood. This detail work takes time that can easily add up to 100 hours or more, and that doesn't even account for the cut and buff.

The cut and buff are what separate the good paintjobs

from the showstoppers. After the paint and clear are laid down, the clear needs to have any imperfections carefully sanded out. These could include debris that found its way into the booth, orange peel, and even small runs or thick spots. On a 1968 Camaro we painted recently, there were more than 60 hours in the cut and buff process, but it was stunning when done. When we are judging a car's paintjob, we don't look at the big, relatively-flat areas like the quarters, roof, and hood, we get on our knees to see if they went the extra mile and color sanded the rockers and hard to reach (and see) areas like the underside of the hood. A quality cut and buff can make a so-so paintjob look tons better provided they laid down enough clear. So, with 60 to 100 hours for the cutting and buffing process, you just added \$6,000 to \$10,000 to the price tag. Are you sure you need a show-quality paintjob, or just a nice "I'm going to drive the wheels off of it" paintjob?

Having realistic expectations of what things will cost as well as digging down deep in your soul to see how high-end of a paintjob you REALLY need for your project will do a lot to make this process less painful. There are a ton of paint and body shops out there, and many are suspect at best. So, ask for references and recommendations. Also, when you're out at a car show, ask car owners how much their paintjobs set them back. People lie, either to brag or out of shame, but it should still give you an idea of what to expect when you start shopping for a show-winning paintjob.



Quality materials have skyrocketed in cost over the last 10 years. A gallon of top-shelf clear can set you back \$1,000 easily, and that's not even talking about reducers, hardeners, the actual color, and the shop supplies to make it happen. Not all paint supplies are created equally, and the materials for a "show-quality" paintjob can easily add up to well over \$5,000 without even trying. The guy that tells you he can paint and bodywork your car for \$5,000 isn't doing it as charity work, so he's going to have to cut corners someplace, and materials is one of them. Cheaper materials might even look pretty good when the car is first done, but how will it look in five years? A shop can cut their costs by going thinner on the clear or using lower-shelf materials, but this may not be what you wanted in the end, or maybe the car is just a nice driver and that's all you really need.

The other area that raises the price is labor. Time is money, and if a shop spends an hour on your car, then they need to bill you accordingly. Common shop rates are around



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Liquid Black Stove Polish Keeps Headers Looking Good

By Jim and Karen McKeever San Joaquin Valley Chapter, SDC

Here is an inexpensive way to keep cast iron exhaust headers looking nice under your hood: black stove polish.

Black stove polish liquid is designed to restore and preserve cast iron and steel wood stoves and fireplaces. This makes it a suitable option for your exhaust headers. It is also water soluble and low odor.

It is best to start with a clean, non-rusted surface, so sand blasting is recommended. Then just brush or wipe on the liquid and let dry, preferably in a warm or sunny location.

Another coat or two is suggested. You might also want to give your headers a light scuffing in between coats.

After putting them back on your car, the heat from the engine should help the paint to cure even more. (If your wife will let you, you could even put them in your oven. Response from wife may be unpredictable!)

If you do get a scratch on the paint, (for instance I dropped the wrench on it,) you can touch it up before the cast iron rusts, and it should flow and blend right in.

I chose Imperial brand on Amazon, however there are other brands as well. I personally chose the liquid over the paste brands, so it gives me more options on how to apply the product. This procedure can also work on exhaust pipes as well as the master cylinder, or anything made of cast iron or steel that can get warm enough to dry completely.

(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.)

Fixing a Common Problem with Grease Zerks

By Jim and Karen McKeever—San Joaquin Valley Chapter, SDC

Any place on your vehicle that has a moving part, such as steering components, bushings on rear springs, ball joints, u-joints, etc. will eventually need lubricating to keep everything working properly.

That's where grease fittings, also known as grease zerks or zerk fittings, and your trusty grease gun come into play.

Most older cars came from the factory with grease fittings already installed. Most replacement parts also come with grease fittings. Some vehicles have plugs that need removing, and grease fittings installed, in order to lubricate the part.

If you have a newly installed grease zerk, or an existing one that does not allow the grease to enter, it could be a faulty fitting but it's probably because, after it's screwed in, the end of the fitting butts up against the part.

In my case, on my hot rod, the zerk bottomed out on my king pin, preventing the grease from entering (Installed by a previous owner.)

To solve this problem, I cut slits through the threaded end about halfway up, with a hack saw.

Any small rotary tool, such as a Dremel, or metal hack saw will work.

One cut makes slits on opposite sides at once. This will allow the grease to spread through the slits into the area to be lubricated without having to back out the fitting, risking a leak or having it fall out.

Once you make your cut, check your threads and dress them with a file, if needed. You can choose to leave in your grease fittings or replace with plugs, which is usually done on show cars.

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My Car Won't Start . . . Troubleshooting Part 1

By Jim & Karen McKeever San Joaquin Valley Chapter, SDC

You turn over the key to your car and nothing happens. Is it the battery, the solenoid, or the starter motor?

Here are some quick tips to help you decide.

☐ Tick, tick, tick sound – If you turn the key and all you hear is a ticking sound the solenoid is “talking” because it doesn’t have enough voltage to engage properly. Check your battery. Look for dirt or corrosion on the cables, clean them if necessary, and charge the battery.

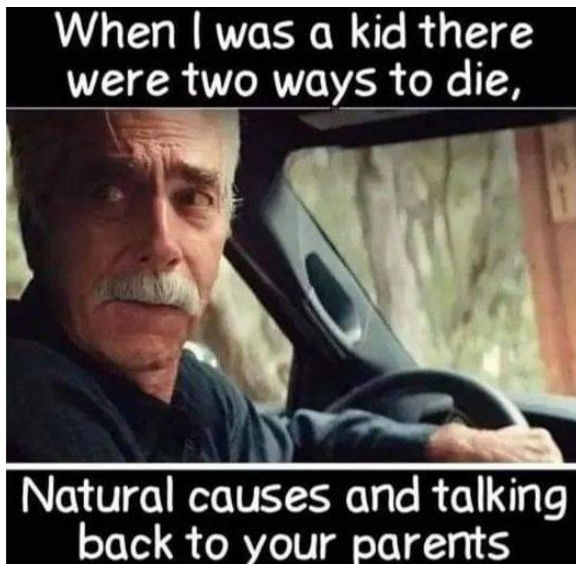
☐ Headlight test for the battery. Turn on your headlights and have an assistant tell you if they are bright, dull, or no lights at all. If the lights remain bright the battery is charged and good. If the lights are dull or non-existent, check your battery. Look for dirt or corrosion on the cables, clean them if necessary, and charge the battery.

☐ Ignition test for the solenoid and starter. With the headlights on, turn the key to the start position. Have your assistant tell you what the lights look like. If the lights stay bright, electricity is not going through the solenoid to the starter. Also, you will not hear the tick sound. Check the cables and wires on the solenoid to see if they are corroded, broken, or loose. Clean, repair, and tighten as necessary. If the lights go noticeably dim or go out, electricity did go through the solenoid to the starter, so the starter needs checking. You can take the starter to your local auto parts store, and they can check it for you (and sell you a new one if it’s bad!).

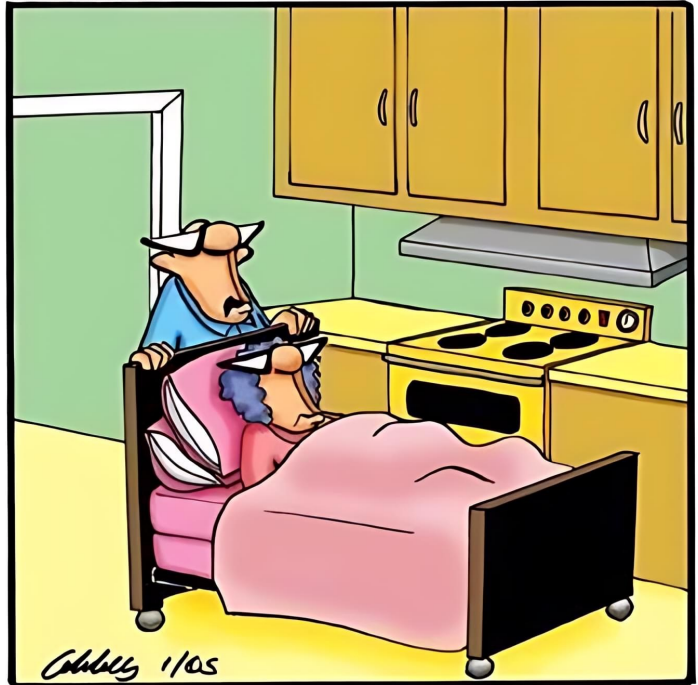
☐ Manual engine turn – If your starter is good, check to see if you can manually turn over your engine. If it won’t move, you probably have bigger problems than are covered in this article. If you can manually turn over your engine . . . we will discuss voltage troubleshooting next month.

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.

HUMOR



BILL ABBOTT



“I figured you should have breakfast in bed on your birthday. Can you reach the stove okay?”



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

June 25-29 SDCI Dubuque IA

July 20 Host Rick Watts Spring Creek BBQ Desoto

July 26—28 Hill Country Swap Meet LBJ Park Fredericksburg

August 17 TBA

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**



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