



February, 2024
Volume 4 Issue, 2



24 Paid Members to date !

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President's Remarks

We had an excellent turnout for our February meeting! Thanks to Rodney Murphy for securing space at the Knights of Columbus Hall. I was happy to meet the Jenkins from Weatherford, and wish them luck in restoring their '53 sedan. I appreciate Ray's effort in preparing an excellent talk on diagnosing electrical problems. Ray's methodology for diagnosing electrical problems could also be used in solving other mechanical issues in our cars. Sadly, the art of diagnosing car problems seem to be disappearing in the new generation of car mechanics. If the computer cannot find the problem, they are at a loss for the solution. The McKinney Cars and Coffee event is Saturday, Feb. 24, from 7:30-10:00 on the square. Gateway Classic cars in Grapevine also sponsors Caffeine and Chrome. Check their website for more info. Details for the March meeting will be sent out soon.

Inside this issue

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Minutes of the North Texas Studebaker Drivers Club February 17, 2024

President Eddie Ranne called the meeting to order at the Knights of Columbus in Denton, Texas.

Adriane and Keith Jenkins paid their dues and are working on a 1953 Studebaker Commander.

Leon reported on the club's bank balance, which is in good shape.

Ray has contacted several convention centers, considering them as a location for the International Studebaker meeting including the Texas Motor Speedway and Arlington convention center. Our self imposed deadline to apply to host the international meeting is June 2025.

Eddie suggested dividing North Texas into five member groups to improve camaraderie and go to car shows and events.

Larry priest (903-571-5230) has a Studebaker 259 engine to give away.

Gary Meek introduced his guest, Paul Studebaker. Paul's Daughter is getting married and is looking for a classic Studebaker and driver to chauffeur them. I didn't get his number so call Gary Meek for more info.

February 23-24 Decatur swap meet.

March 16 meeting at Mike Geisler's home.

April 13 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 starting on the 25th.
at Texas Motor Speedway.

May 18 meeting at Mark chambers office. We will tour an auto restoration shop across from Marks office.
Lunch at JRS Grill.

Fritz Poppe asked who is going to the Dubuque, Iowa meeting June 2024.
I counted five hands raised.

Ray Chartrand had a class on wiring harnesses. He covered testing circuits, trickle V maintenance battery charging, checking spark plugs, testing gas gauges and sending units and replacing old type filament bulbs with LED bulbs.

The 50/50 pot was won by Kevin McKinney.

The Club paid for the Pizza lunch and Rodney paid for the drinks.

Meeting adjourned.

Members in attendance

Rick Watts Frank Machulis
Rodney & Shawanda Murphy
Reza Molai Leon Carpenter
George Jensen Gary Meek
Bob & Gayle MacLeod
Keith & Adriane Jenkins
Ken Bruce Ray Chartrand
Fritz & Yvonne Poppe
Tom & Kathy Arenson
Marvin Herring Eddie Ranne
Mike Dorn Kevin McKinney
Guest - Paul Studebaker

Editor's Remarks

It's always nice to see new faces at our meeting including a member of the Studebaker family. Let's do what we can to support Paul with his wish to have a Studebaker for his daughter's wedding. Why not show up in force & have several cars for the whole wedding party?

Wedding is Saturday May 11 in deep Elm. Gary Meek at 214 797 7158 for details

I feel a real synergy in the air this year. Let's keep it rolling with fresh ideas & suggestions.

As a copy of a page from a 1969 issue of our newsletter, there's not much that our members haven't done over the past 60 years. Let's give these guys a reason to turn out to our meetings!

My electrical workshop was well received & all too brief as how can you discuss an entire auto electrical system in less than an hour. I will put together a PDF presentation with reference materials from this class.

Below is a link to factory sales brochures on just about every year make & model car ever built.

Check it out!

Features Factory info on every car ever built. Kool

<http://www.lov2xlr8.no/broch1.html>

**Did you know that our club as best as I can ascertain was started in June 1969
Studebaker Newsletters aren't something new. I have an issue from May 1927
that was Volume 8 Number 5**

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.

Feb 17 Knights of Columbus Hall Denton

Mar 16 Mike Geisler hosting at his home Dallas

Apr 13 Colleyville car show

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

May 18 Mark Chambers Host

June 25 SDC International Dubuque IA

February Meeting at K o C in Denton



The top photograph shows a group of people seated at long tables in a room with wood-paneled walls. A banner for the Knights of Columbus is visible on the wall. The bottom photograph shows a wider view of the same meeting, with people seated at long tables, eating and talking. A large screen is visible in the background.





The Poppy's are always faithful attendees



**Our hosts Rodney & Shawanda Murphy had the only
Studebaker at the meeting**

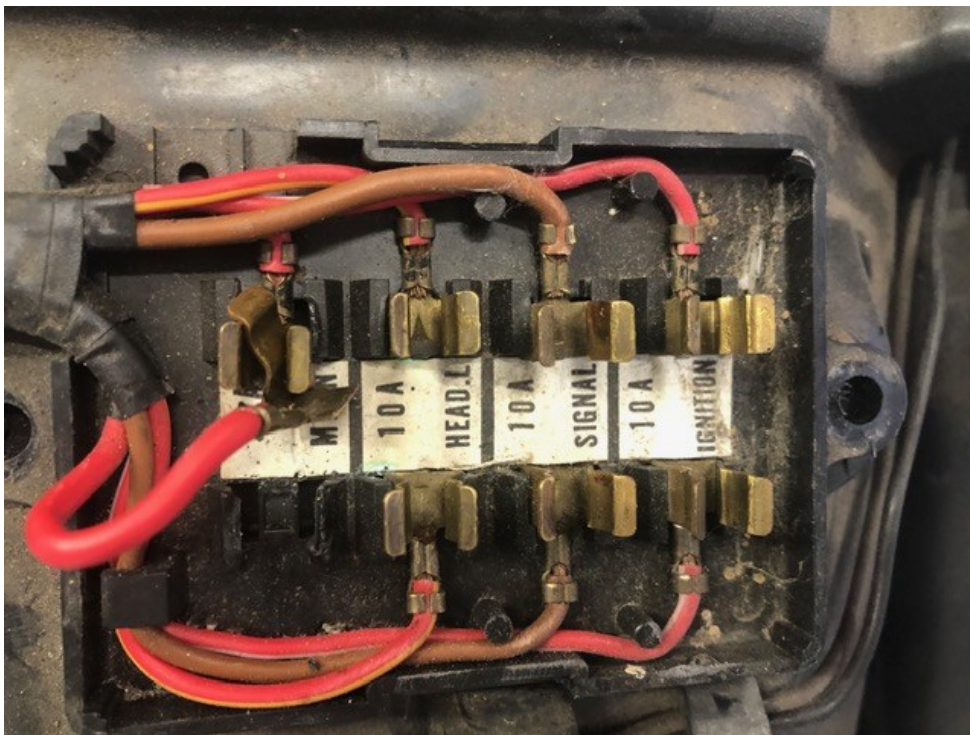
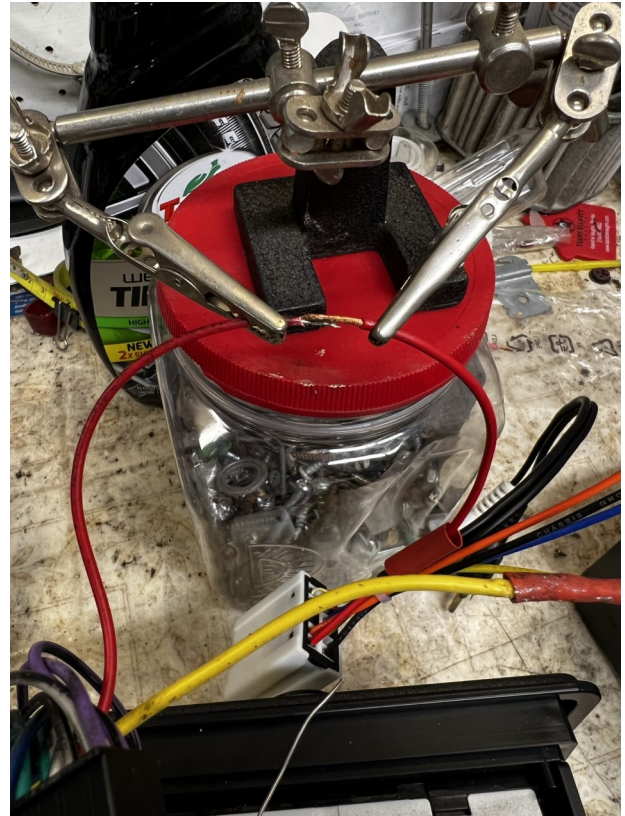


President Eddie Ranne opens the meeting



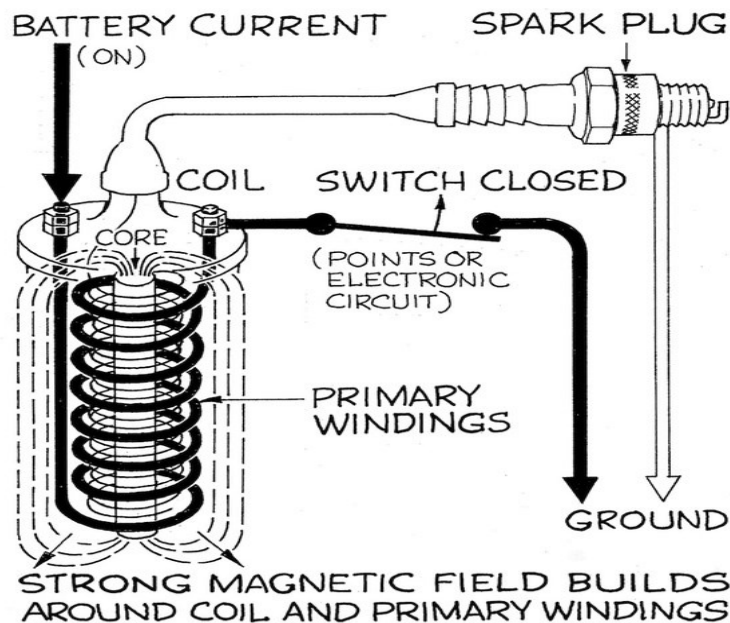
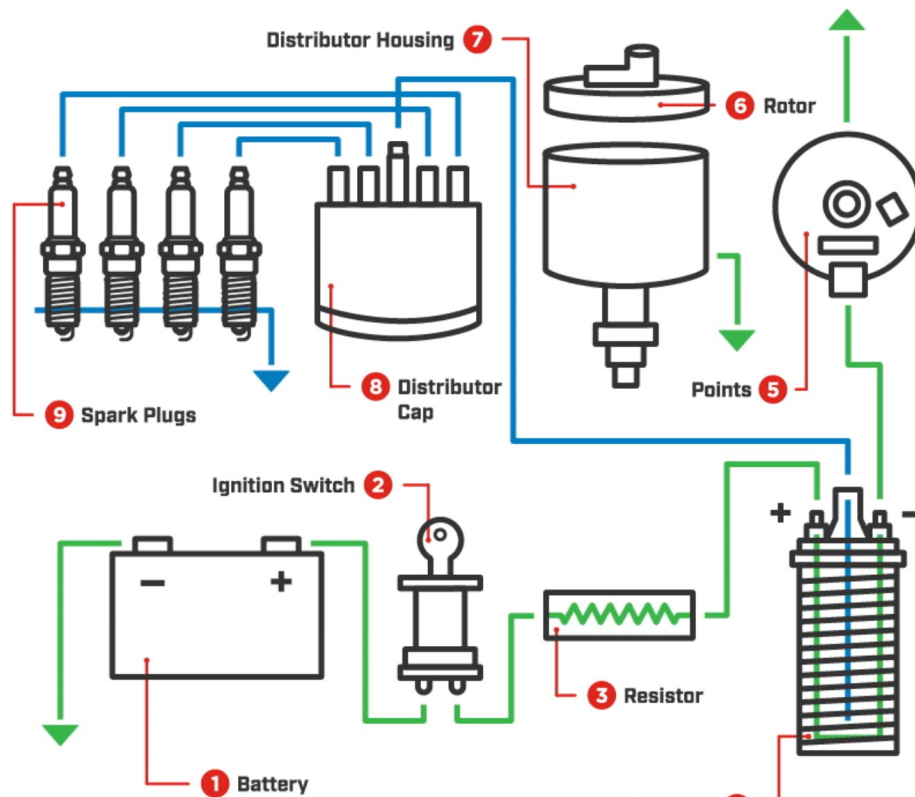
Ray Chartrand with his Electrical Troubleshooting Workshop

Vibration caused these crimps to loosen. I soldered every connect afterwards



Old glass fuses & loose fuse holders caused my motorcycle to intermittently stop running

Conventional Ignition System



Some of the topics discussed in the workshop

Wire gauge reference



WHICH RELAY?

Avoid low quality relays at all costs and stick with OEM brands. For instance, most late-model GMs use Bosch relays, which PSI Conversion uses exclusively. PSI Conversion recommends snagging them from the local junkyard before using a no-name relay.

03] MSD's new Stand Alone Solid State Relay (\$153.95; PN 7564) simplifies wiring and features LED indicator lights. It does the job of four relays with minimal wiring. It's another method to consider if you need multiple relays.

PROPER WIRE SIZE

A wire's required maximum amperage and total length to the power source will determine its size. See the chart below.



04] We've installed an LS1 F-Body radiator with OEM fans and shroud in an LS-swapped G-body project using a Painless Wiring universal harness.



05] Rather than splicing wires from a premade kit, we're adding the proper connections and building our own. We start with a Painless Performance relay base with terminals (\$6.99; PN 80133) and roll-over crimpers (\$48.99; PN 70900).

AMERICAN WIRE GAUGE (AWG) CHART

LENGTH OF WIRE

Amps at	0-4 ft	4-7 ft	7-10 ft	10-13 ft	13-16 ft	16-19 ft	19-22 ft
13.8V							
0-10	16-ga	16-ga	14-ga	14-ga	12-ga	10-ga	10-ga
10-15	14-ga	14-ga	14-ga	12-ga	10-ga	8-ga	8-ga
15-20	12-ga	12-ga	12-ga	12-ga	10-ga	8-ga	8-ga
20-35	12-ga	10-ga	10-ga	10-ga	10-ga	8-ga	8-ga
35-50	10-ga	10-ga	10-ga	8-ga	8-ga	8-ga	6/4-ga
50-65	10-ga	10-ga	8-ga	8-ga	6/4-ga	6/4-ga	4-ga
65-85	10-ga	8-ga	8-ga	6/4-ga	6/4-ga	4-ga	4-ga
85-105	8-ga	8-ga	6/4-ga	4-ga	4-ga	4-ga	4-ga
105-125	8-ga	8-ga	6/4-ga	4-ga	4-ga	4-ga	2-ga
125-150	8-ga	6/4-ga	4-ga	4-ga	2-ga	2-ga	2-ga
150-200	6/4-ga	4-ga	4-ga	2-ga	2-ga	1/0-ga	1/0-ga
200-250	4-ga	4-ga	2-ga	2-ga	1/0-ga	1/0-ga	1/0-ga
250-300	4-ga	2-ga	2-ga	1/0-ga	1/0-ga	1/0-ga	2/0-ga

Hi, I'm Larry Priest, a North Texas member, from the Tyler area.

I have a 62 Hawk I've had for about 15 years. When I got it, it had a 1960 259 V8 in it that was a good running engine but had low oil pressure upon acceleration. I put about 20,000 miles on it. I've have found out that the low oil pressure is due to main bearing slop. I proceeded to install a 64 engine and have had the 259 sitting in the shop for a few years. Now is the time for shop cleaning. I would like to give the engine to someone in the club rather than scrap it. If you would like to have it, call me. Thanks, Larry

Email Address: VP289@gmail.com

Can you believe that a few years ago we had a decent 1960 Hawk that was offered for free & ended up going to a scrap yard!

One of the advantages of being a member is the inside scoop!



Ashley Toulmin is selling his 1963 Avanti. Location is in McKinney, Tx.

Gold with tan interior /R-1 /auto /air /power steering/radio/

This Avanti has been stored indoors and on blocks for 20 years. The car needs interior, brakes, and new battery for starters but is now on the ground and ready to roll, not drive, onto your trailer.

Contact: Ashley Toulmin at 214-232-0583 for information and address.

TECH TIPS

Spark Plugs Tell the Tale

By Jim & Karen McKeever

San Joaquin Valley Chapter, SDC

Spark plugs come in a bewildering assortment of what is known as “heat ranges,” or the ability of the plug to carry heat away from the electrode (the end where the spark happens) to the surrounding air.

You want the heat carried away so you don’t get the dreaded “glow plug effect” which makes the cylinders fire when you don’t want them to, and which causes all sorts of trouble inside the engine.

Plugs with a shorter path to carry the heat away will run cooler than those with a longer heat path.

By choosing the proper heat range plug, you will make your engine run better and get better gas mileage. (I personally like E3 spark plugs for performance and longevity.)

When you remove your spark plugs to examine them, make sure to mark which one came out of which hole, as it may be helpful for future troubleshooting. Then compare them to a spark plug color chart that can easily be found online. There are many websites that display color charts for reading your spark plugs.

A good one to review is gtsparkplugs.com. This is a site with info about why a plug looks like it does and whether changing the heat range will work, or whether a mechanical fix may be needed. I have actually met the site owner, Sandy Ganz! His website has a lot of information in other topic areas, not specifically Studebaker, but still interesting.

Back to reading the plugs; if they are a nice tan color, they are normal. With the advent of unleaded gas the color of the plug could be a reddish tan, which is still normal. If they’re not, find the picture that most closely matches the look of your plugs, and go hotter or cooler based on the reason.

Just because the parts store attendant pulls up a “recommended” plug on the computer doesn’t mean it will work best for your intended application. Consider what you want the plug to do. You may want to choose a plug that will:

1. Stay cool enough to avoid pre-ignition and/or electrode burning;
2. Run hot enough to burn off the combustion deposits that collect on the plug’s firing tip (electrode);
3. Adapt to the specific characteristics of your engine and the little idiosyncrasies of your driving habits and varying load (weight) conditions.

Spark Plugs Tell the Tale

Here are a few myths surrounding spark plugs that should be dispelled:

1. A too hot plug by itself will NOT burn valves. However too hot a spark plug can cause pre-ignition and/or detonation (ping), which can lead to other serious engine problems.
2. Heat range does NOT affect the voltage available to fire the plug; this is determined by the coil (stock coils put out about 26,000 volts, high energy ignition/HEI coils produce around 40,000+ volts.) Therefore, hotter plugs do NOT produce a hotter spark.
3. Colder plugs are NOT always better at the drag strip. You still need to match them to the conditions and use, using the color chart as a guide. To protect your engine from possible damage it is best to start 1 or 2 heat ranges cooler than the recommended street driven spark plug, working your way up as needed. When the heat range is right, and to achieve optimum performance while racing, there will be a bluish ring on the center electrode between the insulator and the tip. Beware of going too hot, as the result of pre-ignition and/or detonation on an engine when racing could be catastrophic.

(NOTE: 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.)

ONE LAST LOOK AT STUDEBAKER-PACKARD

By, and Thanks to Dan Kuhl

(In a previous article it was suggested that Studebaker be recognized with the “Big Three”, making a new grouping, as did S-P (Studebaker- Packard) management believed in 1954.)

In the early 1950’s, following the seller’s market created by the returning WWII veterans, the Independent auto makers found themselves in a very difficult situation, trying to compete against the Big Three. All of the independents believed a merger with one or more other independent competitors was necessary to ensure a future in the auto manufacturing business.

Even with excitement over the Packard Panther (Center of poster photo) and the Studebaker X-car (Porsche-Studebaker concept car from a previous article), the future looked bleak for Packard and Studebaker in 1954, especially with a six- million- dollar loss during the first quarter of 1954 and the announcement of the creation of the American Motors Corporation. Studebaker’s high wages and cut in defense contracts following the Korean War didn’t help matters either. There was a distinct urgency in the air for Packard and Studebaker to make a decision about a future merger. It should be noted that Packard failed to see Studebaker’s lack of profits, due in part by payment of the previously mentioned highest wages in the industry.

With a declining number of dealerships, Packard’s Board of Directors agreed to merge with Studebaker. The new corporation would be known as the Studebaker-Packard Corporation. Pictured with this article is a poster showing America’s fourth full-line auto manufacturing company. Standing in the center is James J. Nance the President of the new company. Even with this announcement Associated Press considered the new corporation to be part of the “Little Three” with American Motors and Kaiser Motors.

Before the merger James J. Nance declared that Packard would join with any other manufacturer unless Packard benefited. After the merger he announced the benefit was in marketing because with Studebaker, there were 3,900 dealerships with a full line of cars to sell from the cheapest Studebaker to the most expensive Packard limousine.

Had Nance been aware of the dire financial situation at Studebaker the merger may not have occurred. The situation was further complicated by problems at Packard. After October 1, 1954, the effective date of the merger, production problems continued to plague any future success. The problems included the move to the new Conner Plant, introduction of a new V8 engine and transmission, and manufacturing issues with new line of 1955 cars, styled by Richard Teague. *Motor Trend magazine* declared the new Packard a styling triumph for 1955.

The storm worsened in 1956, with a series of recalls at Packard. With a threat of bankruptcy, Studebaker-Packard began negotiations with Curtis- Wright. A “Joint Program” was initiated that exchanged a number of long- term S-P plant leases for a badly needed 35 million dollars.

To say the least, 1956 was a pivotal year for Studebaker with the resignation of James J. Nance, who took the reins at Packard in 1952. He was replaced by Harold Churchill, who ushered in the highly successful 1959 Lark. The Studebaker-Packard era ended in 1962 when Packard was dropped from the corporate name.

REFERENCES:

Blond, Stuart R. (Summer of 2023), Cooperation and Competition, How Packard, Studebaker, Nash, and Hudson Faced Each Other and the Big Three in the 1950’s. *Automotive History Review*. No. 64, pp 44-61.

The 3-Tiered Traffic Light

Credit: Thanks to Duane Miller, Iowa Hawkeye Chapter, SDC.

*Source: **STUDEBAKER Spotlight**, Long Island Chapter Newsletter, Cathy Sammon, Editor*

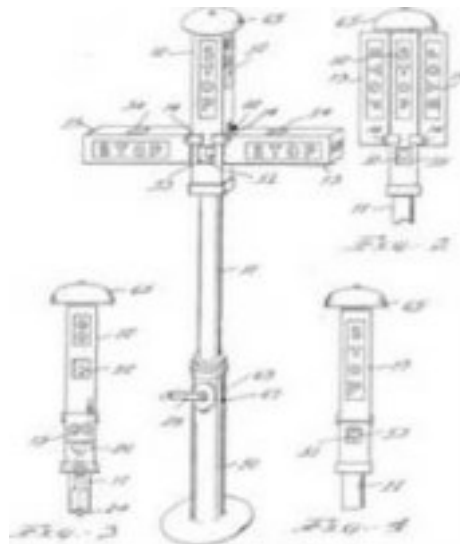
Meet Garrett Morgan, inventor of the 3-tiered traffic light. He was born in Paris, Kentucky, on March 4, 1877. He was the seventh of 11 children. Landing his first job as a handyman and then repairing sewing machines, Morgan developed the skills necessary to open his own repair shop in 1907. Morgan quickly became one of the nation's top inventors. He patented several inventions, including an improved sewing machine and traffic signal, plus a respiratory device that would later provide the blueprint for WWI gas masks.

In 1914, Morgan patented the breathing device, or "safety hood," providing its wearers with a safer breathing experience in the presence of smoke, gases and other pollutants. Morgan worked hard to market the device, especially to fire departments, often personally demonstrating its reliability in fires. Morgan's breathing device became the prototype and precursor for the gas masks used during World War I, protecting soldiers from toxic gas used in warfare. The invention earned him the first prize at the Second International Exposition of Safety and Sanitation in New York City that same year.

In 1916, the city of Cleveland was drilling a new tunnel under Lake Erie for a fresh water supply. Workers hit a pocket of natural gas, which resulted in a huge explosion and trapped workers underground amidst suffocating noxious fumes and dust. When Morgan heard about the explosion, he and his brother put on breathing devices, made their way to the tunnel and entered as quickly as possible. The brothers managed to save two lives and recover four bodies before the rescue effort was shut down.

After he earned enough to purchase his own car. Morgan noticed that the manually operated traffic lights were ineffective as they would switch from "Stop" to "Go" with no warning. This led to Morgan's idea for an interim warning position—what would become today's yellow light. The signal Morgan patented was a T-shaped pole with three settings. Morgan quickly acquired patents for his traffic signal—in the United States, Britain and Canada, he would later sell the rights to his invention to General Electric for \$40,000.

Morgan began developing glaucoma in 1943 and lost most of his sight as a result. The accomplished inventor died in Cleveland, Ohio, on July 27, 1963.




From Turning Wheels Archives

The Studebaker Co-Operator

edited by Bob Palma

THE STUDEBAKER CO OPERATOR



A monthly column of current Studebaker-related technical questions and answers. Researched and prepared by the advisors listed to the right. Edited and compiled by: BOB PALMA, TECHNICAL EDITOR, 309 SOUTH JEFFERSON STREET, BROWNSBURG, IN 46112. Please address all additional information, corrections, etc., to the appropriate advisor with a copy to the technical editor, for material that has appeared in the column.

Mail your question with a self-addressed,
stamped envelope to the appropriate person listed below:

Mechanical Advice 1961-1966: Bob Palma 309 South Jefferson, Brownsburg, IN 46112	Automatic Transmission Problems: John Metzker 12302 Jerome Street, Garden Grove, California 92641
Mechanical Advice 1953-1960: Dwain Grindinger 920 McKenzie Avenue, Bremerton, WA 98310	Authenticity, Postwar: Fred O. Bartz 4214 Fleetwood Lane, Manitowoc, WI 54220
Mechanical Advice 1946-1952: Earle Haley 508 Potomac Avenue, Arnold, MO 63010	Pickup Trucks: Ingvar Vik Route 62 Box 30986, Livingston, MT 59047
Mechanical Advice Prewar: Adolph P. List 1050 Methodist, Carlyle, IL 62231	Avanti Troubleshooting: Jon Myer 3842 Bledsoe, Los Angeles, CA 90066
Body Work & Painting 1950-1966: Gregg Lentini 609 North Roberta Avenue, Northlake, IL 60164	Supercharger Repair & Advice: John Erb 4019 Ponderosa Dr., Carson City, NV 89701

Hose Clamp Research

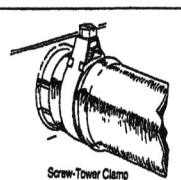
Long-time SDC member John Brichetto is also a member of the Antique Automobile Club of America (AACA). He was recently asked to complete research on hose clamp types used by Studebaker to help AACA judges properly judge Studebakers shown at AACA meets. After reviewing parts books and other sources, John was able to make the following determinations. First off, he was unable to locate any factory usage for screw-tower clamps, worm-drive clamps or thin-wire clamps. (See accompanying sketches.)

He determined that the flat band clamps were correct for early Studebaker models. Spring-wire clamps began usage in circa 1952 (the 1953 Shop Manual shows both types—see pages 2 Body and 1 Cooling System) and continued through 1964, for both sixes and V8s.

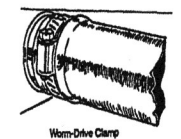
Slotted flat band clamp



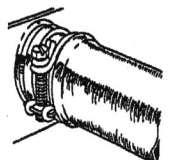
Hose clamps are one item that causes untold grief during SDC judging as well, because so many people use the widely-available worm-drive clamps. Yes, they work well and are probably "safer" than the original



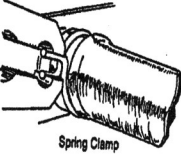
Screw-Tower Clamp



Worm-Drive Clamp



Thin-Wire Clamp



Spring Clamp

spring-wire clamps but, nonetheless, they are not correct for any authentic Studebaker restoration. It may be difficult to restore a car or truck and "ignore" improvements that could be made to the original production along the way, so that is where you must decide to have either an accurately restored car or a slightly modified one. Thanks, John, for sending along the results of your research, and these sketches.

For additional hose clamp information, please refer to the April 1990 (page 14) and June 1990 (page 16) *Turning Wheels*. Here, and your Technical Editor agrees, it is reviewed that the water pump end of the V8 lower hose continued to use a flat band clamp until the end of Studebaker V8 production, even though the other three clamp positions were spring wire on a given car. Further, *Avantis* used flat band clamps at all radiator and water pump hose con-

nections. The jury is still out on correct hose clamp usage for 1965-66 production cars. We would solicit reader feedback on those cars as originally produced.

Heads Up! (and other assorted drag racing vocabulary)

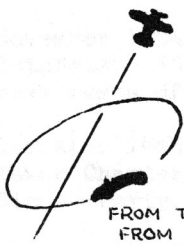
The February *Co-Operator* contained another Ted Harbit update on the "first-ever-to-be" Studebaker Drag Races to be held during the National Meet this summer. Ted used a couple of possibly new terms in that column. I asked him to explain those terms here, in the March column, for those of us (myself included!) who might not be wholly familiar with today's drag racing terminology. So here are a few Drag Racing terms that you'll want to be familiar with when you attend that activity this summer, if you can!

Breaking Out: This is when you turn a quicker Elapsed Time than your *dial-in*. This keeps someone from dialing slower than what their car will run, to gain an advantage in the handicap system employed as part of bracket drag racing. When a contestant "breaks out" they lose *unless* the other contestant breaks out *more*! When both contestants break out, the one who breaks out the least is the winner of that race.

Dial-In: This is the time that you declare that your car can run through the traps, be it eighth-mile

March 1992 • Turning Wheels
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This is how we rolled in 1969



THE NORTH TEXAS WHEEL



FROM THE SPEEDWAY COMES THEIR STAMINA
FROM THE SKYWAY COMES THEIR STYLE

Ed Flaherty, editor - 3328 Shorewood Drive, Mesquite, Texas 75149 - 214 279-2933

Newsletter #5

October 6, 1969

Coming Events - October 19th - Picnic at Pate Museum
November 16th at Lamplighter Inn, Dallas
December 14th - 1st annual Christmas party
Details follow:

As you can see, the North Texas Chapter's Newsletter now has a name. We had several good suggestions, but the title was cinched when we received the latest publication from the Indiana Region and found they are using the "Hoosier Wheel" on the masthead. There is also the "Southeastern Wheel" published in Alabama-Mississippi, and some years ago Studebaker published a magazine called simply, "The Wheel"; so there was no further indecision.

Our mailing list of non-member Studebaker Owners has now grown to the point where printing and distribution of the Newsletter is becoming a financial burden. We have gained several members via this publication, and we hope that those of you who are receiving it are enjoying it. Starting with the January edition of the North Texas Wheel, only those who are members or have subscribed will be on the mailing list. If you are not at this time interested in joining SDC but wish to continue receiving the wheel, the annual subscription rate is \$3.00. If you decide to join the North Texas Chapter later, this will be credited against your registration fee and dues.

October 19th will be a big day at Pate Museum of Transportation. The doings will start at 1:30 p.m. and continue until ????. Pat Dishman has received several calls from single persons who want to be fed, and from what I hear the program committee has a full afternoon scheduled. We have invited members of the HET (Hudson-Essex-Terraplane) and KFOC (Kaiser-Frazer Owner's Club) to join us, so you'll have a chance to meet them. In the meantime, if you know of any Hudson or KF owners who are not members of their respective clubs, invite them along.

Swimming Pool

Horse Shoe Courts

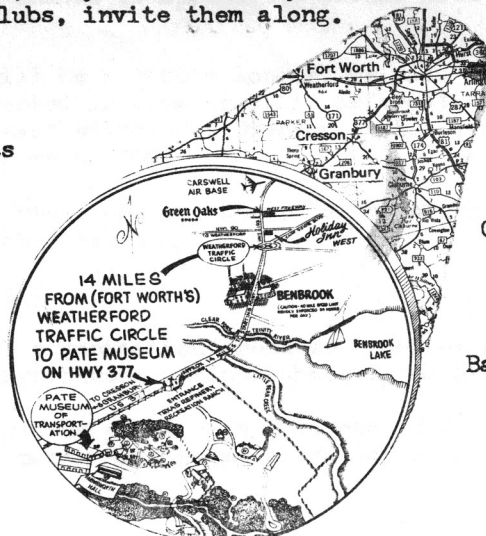
Rare Bird Pens

Trampoline

Ball Diamond

Historical Cemetery

Observatory



Croquet Courts

Volley Ball Courts

Barbeque Pits

Picnic Tables

Timeline: Follow the history of Studebaker during its 111 years in South Bend

South Bend Tribune archives South Bend Tribune

Published 5:14 a.m. ET Dec. 7, 2023 | Updated 5:14 a.m. ET Dec. 7, 2023



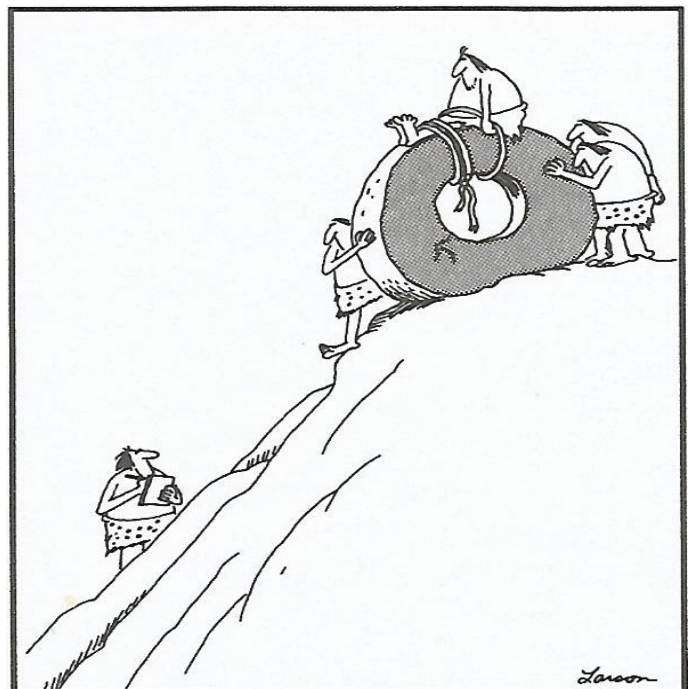
- 1820: John Clement Studebaker marries Rebecca Mohler, settles near Gettysburg, Pa., opens blacksmith and wood shop.
- 1850: Clement Studebaker, second of their five sons, moves to South Bend; rest of family follows a year later.
- 1852: Clem and brother Henry open blacksmith and wagon shop in South Bend with \$68 capital.
- 1853: Brother John M. heads for California looking for gold, makes wheelbarrows for prospectors, returns in 1858 with \$8,000, invests in struggling wagon works.
- 1861-65: Studebaker supplies wagons to the Union Army during Civil War.
- 1865: On April 14, President Abraham Lincoln travels to Ford's Theatre in Washington, D.C. in a Studebaker carriage. He's shot during the performance of "Our American Cousin" and dies the next day.

To be continued.....

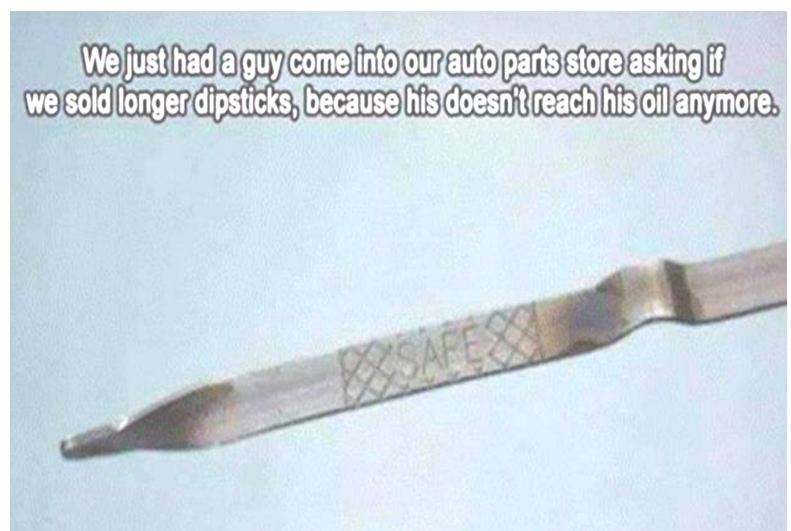
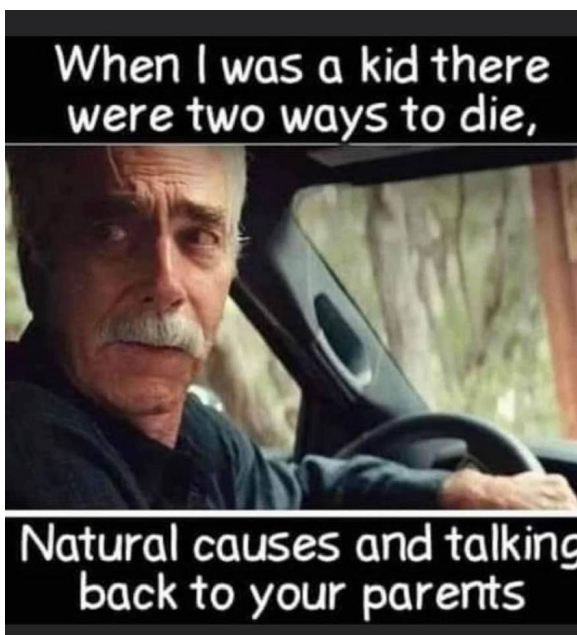
Humor



What appears to be an ancient fossil is actually
the door rubber on my Studebaker



Early experiments in transportation



We just had a guy come into our auto parts store asking if
we sold longer dipsticks, because his doesn't reach his oil anymore.

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.

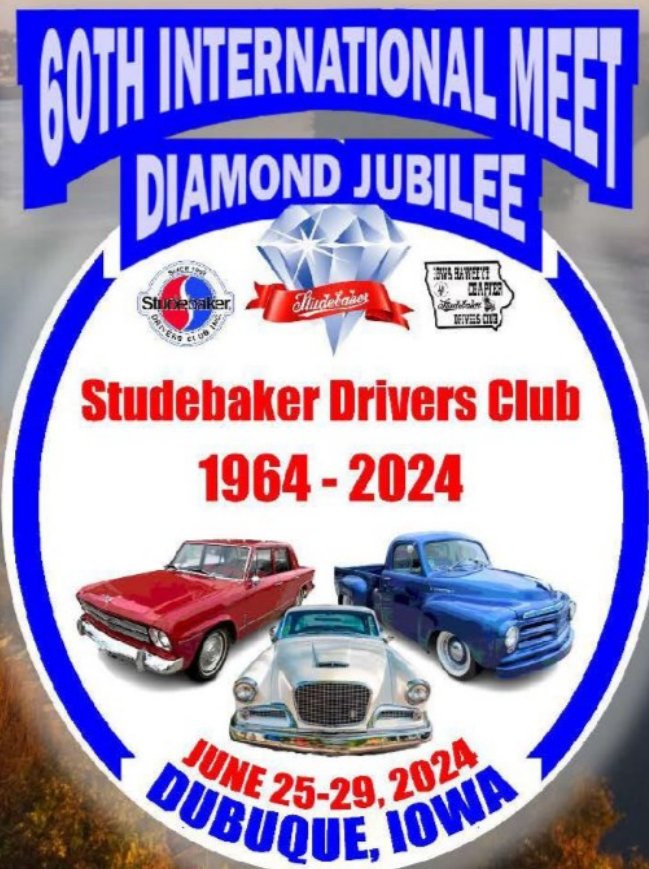
Iowa's hospitality guarantees you can gather with friends for an enjoyable visit to where Iowa started. We think you should come early and enjoy an extra day where limestone bluffs meet the Mississippi River. You can ride the world's shortest, steepest railway and enjoy stunning views from the top. Dubuque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