



July 2025
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President's Message

Even though several of our regular attending members were not able to attend the meeting today, we still had a good turnout of 16. I want to welcome our new members Joe Bustetter and Diane Truitt Saupp and Rick Saupp. Diane is the daughter of Dale Truitt, a past president of our chapter. Joe lives in Frisco and owns a 1953 Commander.

DeVivo Bros. did an excellent job of setting a nice table and getting our food out quickly. Ken Bruce won the door prize, a 16" tool bag.

Please remember to mark on your calendar the 2nd Saturday in September (Sept. 13) for "Drive your Studebaker Day". We will be driving to Waxahachie to tour the civic center and then to the Courthouse Square for photos and lunch. Hope to see everyone at our August breakfast meeting. More info to follow.

Inside this issue

PG.2 MINUTES OF MEETING

PG. 3 MEETING PHOTOS

PG.4 CALENDAR OF EVENTS

PG.5 EDITOR'S REMARKS

PG.7 ODDS N ENDS

PG. 12 IN THE NEWS

PG. 13 HUMOR

PG. 14 SERVICE & REPAIR

PG. 15 REGISTRATION FORM

Minutes of the North Texas Studebaker Drivers Club

July 19 2025

DeVivo Bros. Restaurant, Keller,

The meeting was called to order by president Eddie Ranne.

Minutes of the last meeting can be viewed in the June newsletter.

The treasury is in good shape, we have 40 active members and 13 in arrears.

New members were introduced, Diane and Rick Saupp and Joe Bustetter.

Old Business regarding the International meeting in 2026. We have commitments from most of the hotels, we have tours lined up, FT Worth Stock Yards, The Magnolia Silos in Waco, Texas. And The Dr. Pepper Museum. The medal of honor museum in Arlington Texas. We need two people to volunteer to be chaperones for the tours to make sure that people don't miss the tour bus. Thursday will be workshops. Thursday night will be the parade from the convention center to the town square. Eddie is trying to get the Oscar Mayer Wienermobile to be displayed during the Car show on Saturday. The swap meet will be Saturday also. The swap meet will be in the parking lot for large items and small items will be in the ballroom.

The August meeting will be a breakfast meeting in the Plano or Dallas area. Let Eddie know if you want to plan it.

Drive your Studebaker Day is the 13th of September in Waxahachie. We will be taking publicity pictures of your Studes for our international meeting.

Gary Meek has Drive your Studebaker tee shirts for sale.

The winner of the president's door prize was Ken Bruce. A tool bag.

People who drove their Studebaker today Ken Bruce / '53 Commander

Tom and Kathy Arenson / '63 Avanti. Eddie Ranne / '53 Champion.

Attendees

Ken Bruce

Jim McMeans

Diane Truitt Saupp and Rick Saupp

Fritz Poppe

Tom And Kathy Arenson

Joe Bustetter

Mark and Ryan Chambers

Eddie Ranne

Rick Watts

Nick Treaster

Gary Meek

Leon and Bella Carpenter

Meet our Newest Members



Diane Truitt Saupp and Rick Saupp



Joe Bustetter



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

July 19 Breakfast Meet DeVivo Bros. Restaurant, 750 S. Main Street, Suite #165, Keller, Note 8:30 start

August Breakfast Meet TBD

September Sept 13 Drive your Studebaker day to Waxahachie

Studebaker International Meet 2025

The 61st Annual SDC International Meet is being hosted by the Allegheny Region Chapter of the SDC and will be held in **Washington County, Pennsylvania**, September 16-20, 2025.

50th Northeast Oklahoma SDC Regional Zone Meet

Oct 4 Broken Arrow Ok—Contact Nancy Kimbrough – mztazz50@aol.com

Studebaker International Meet 2026

The 62nd Annual SDC International Meet is being hosted by the North Texas Chapter of the SDC and will be held in Waxahachie Texas, September 23-26, 2026.

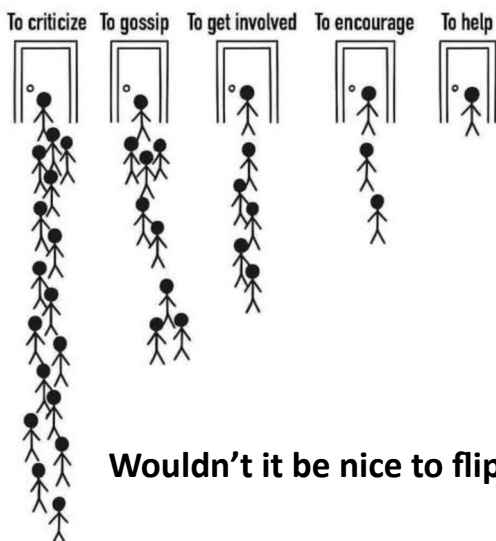
We'll need all hands on deck to pull this off.



**2026 STUDEBAKER
DRIVERS CLUB
INTERNATIONAL MEET**

SEPT 23-26, 2026 IN WAXAHACHIE TEXAS

The Lines of Life



Wouldn't it be nice to flip those lines around

Come & celebrate 50 years of Studebakering in Northeast Oklahoma

50th ANNUAL ZONE MEET

Northeast Oklahoma Chapter of SDC



October 4, 2025



Location: Stoney Creek Hotel & Convention Center
200 W. Albany Street
Broken Arrow, OK 74012
Phone (918) 416-8100

Room Rate: \$ 116 plus tax per night*
call 800-659-2220 before Sept 15th
to book use code 1025STUDEBA
* breakfast include

Located directly across the street from the Bass Pro Shop

Any car entered for display or for judging must have a UL listed or equivalent fire extinguisher.
Minimum type for all vehicles – UL type 1-A:5-B:C. Need not be mounted but must be clearly visible

Registration is required

Name _____ Spouse _____

Street Address: _____

City _____ State _____ Zip _____

Email Address _____

General Registration fee \$12.00 _____

Concours: Entrance fee for each vehicle \$10.00 _____

Awards Banquet at the hotel (per person) # attending _____ \$40.00 x _____

Total Amount Enclosed \$ _____

***DEADLINE FOR BANQUET RESERVATIONS IS SEPTEMBER 20th**

Make check(s) payable to: Northeast Oklahoma SDC

Mail to: Charles D. Musgrove, 5468 N. 52nd West Ave, Tulsa, OK 74126

List cars below. Note: Indicate if the car has won a 1st or Best of Show at a National meet in the last 3 years.

						Year of Best or 1st place
Year: _____	Model: _____	Body Style: _____	Stock _____	Modified _____		
Year: _____	Model: _____	Body Style: _____	Stock _____	Modified _____		

Schedule of Events: Saturday October 4th 8:00am - 11:00am General Registration the Desert Rose
11:00am – 2:00pm Concours Judging
6:30pm – 10:30pm Awards Banquet in the Desert Rose

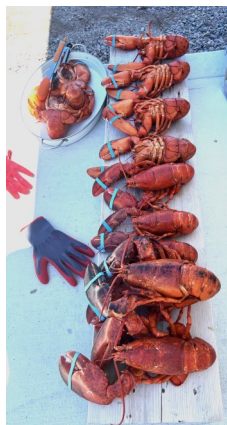
For more information email : John Kimbrough – r4stude@aol.com
Nancy Kimbrough – mztazz50@aol.com



Editors Remarks - Canadian Edition



Greetings from Newfoundland Canada.



Your editor goes to great lengths to publish the newsletter in a timely fashion. As such, I lugged a 15 year old laptop, bought a Microsoft office suite that I downloaded at 2:00 am and copied over your president's message & secretary's minutes this morning.

It's great to see new members in our club that will hopefully add to our ability to carry out our international meet next year.

The timeline to us hosting the 26 International Meet is fast approaching. We have to have everything in place and submitted to approval to national by this year's meet in Pittsburg.

With that being said, I'm not exaggerating when I say that I work on this project daily. I'm not complaining as I signed up for the job & quite honestly love the interaction with both club members & past & present meet hosts. Everyone I've dealt with has bent over backwards to help by providing what we've asked for including opening their books to me.

I have the better part of all our events researched with contacts, costs, contracts etc. ready to go. What I don't have are bodies to fill positions. For example we have 5 to 6 outings with excursions to Dallas, Fort Worth, Arlington, Waco & Waxahachie.

All the leg work is done but I need members to act as hosts on each of these outings to both insure people don't get lost & make it back on the bus. I'll have a list of attendees with their cell # & check lists so no one gets left behind.



Photo credit Cynthia Sale

Join us for a drive to Waxahachie to visit the site of our International Meet that will be held there next year. Explore the historic downtown & lunch

Drive your Studebaker for a group photo to be used in Turning Wheels & advertising

Odds n Ends

Contributed by: Peter Yuen

Wheels

Any of the late 70's through '89 Chrysler, Dodge, Plymouth rear wheel drive cars will work. Some are wider than others. The '85- Fifth Avenue wheels work great on Studebakers having disc brakes up front, plus they hold the original hub caps too. Wheels from rear wheel drive, full size models of Fords fit on Studebakers as well. When looking for replacement wheels, make sure that the holes are not elongated. The elongation is a result of wear due to the wheel being on a car driven when it was loose. Regardless of whether you use Ford or Chrysler wheels as replacements, be sure to use the Ford or Chrysler nuts which are 13/16" instead of the 3/4" ones that Studebakers used. "Why replace the wheels," you may ask. . . . It may be that your Studebaker wheels are worn or cracked around the bolt holes or you may wish to use wider tires than the original ones. After changing tires or wheels, be sure to tighten them. Studebaker specifies 75 to 83 foot pounds of torque for tightness. If tires and wheels are changed at a tire shop, ask that they use a torque limiting wrench for 75 foot pounds of torque. Some shops will try to tell you that their impact wrench used is set at the right pressure . . . Don't believe it! Over tightening or under tightening can cause wheel damage which is not immediately apparent. Over tightening can cause stripping of the treads on the nut and wheel stud. Also, you may have trouble to remove the wheel with the tools or strength that you have.

Grinding Noises

When you apply the brakes and hear a grinding noise that sounds like metal being scraped together, it may mean that you have worn brake shoes on drum brakes or worn disc pads on the disc brake system. It is generally caused by normal wear over a long period of time and it is the one problem that should not be ignored. Brake troubles always get worse. If you suspect that the scraping noise is coming from the braking system, get it checked out as quickly as possible. The cause of the scraping noise is bad and the damage that the scraping causes accelerates from bad to worse very quickly. Since the braking system is considered to be the most important in your car as far as safety is concerned, give it the attention that it needs. As a driver, your life depends on it.

Chattering

If you are trying to start the motor and hear a chattering sound, you may have a problem with the starter. Check your battery and cable connections first. Then make sure that you have a full charge in the battery and good contacts on both positive and negative battery and cable connections. If this checks out, then you will have reason to check the starter.

Of all of the parts on your car, you've probably paid the least attention to, are the hoses and connectors that make up a very critical part of the engine cooling system. In time, this is going to give you trouble. The engine, in the car when operating creates a lot of heat from the engine block and for that reason, most cars have radiators and water pumps. Their function is to keep the cylinders from overheating - - - and possibly destroying the engine.

The Radiator

The engines' cooler is the radiator and the water/antifreeze solution in it. The water in the radiator is cooled by the air drawn through it by the fan, be it belt driven or electric. The water pump circulates the water after it passes through the radiator.

Hoses

The weakest link in the cooling system are the hoses. They should be checked regularly. Since they are usually rubber covered fabric, they deteriorate in time and with oil contact as well as with heat. In addition, it can be subjected to electrolysis if there is poor electrical ground back to the battery if the water in the radiator is not clean. The dirtier the water is the more electrolysis there will be.

In Checking

The most critical things to check for n any of the hoses are hardening, cracking and flaking. Deterioration can happen inside the hose as well as on the outside which causes softening. During the checking, if a hose has gone soft, and swelling, it is time to replace it.

Changing the Hose/s

The first thing is to purchase a replacement hose for the application. Make sure that it is the right hose. If the heat in the engine and radiator are high, let it cool down before attempting to change a hose. Drain the water from the cooling system if the system has a petcock (valve) then remove the clamps on the hose, then the hose. Twist or wiggle the hose until one end comes off the hose adapter. Generally, the other end will come off the adapter more easily. If the hose is really hard to remove, then it can be cut with a knife by slitting it at the adapter. If the slitted end is removed then the other end can be wiggled and removed.

Be careful when installing the hose to the radiator as the fitting/adaptor is made of thin material and it can be easily damaged if care is not taken. Perhaps it is better to connect the hose to the radiator first. If the hose clamps are not damaged, they can be re-used. Expand them and put them on the hose before connecting the hose to the engine. Once the both ends are connected, set the hose clamps and tighten them. Refill the system with coolant and check for leaks.

Possible causes for high operating temperature of the engine:

- 1 – The ignition timing may not be properly adjusted.
- 2 – The radiator cores may be plugged if unclean water is used.
- 3 - Defective thermostat.
- 4 - On newer car models, some have plastic impellers in the water pump, which, in time and usage will loosen itself from the water pump shaft. The shaft, when the engine is operating will turn but the impellor inside the pump will not turn with the shaft. Your Studebaker or Avanti will not have this problem.
- 5 – Heat riser valve on the exhaust manifold may be stuck in closed position.
- 6 – In the case of your Avanti, with air conditioning, there is a space between the air conditioner condenser and the radiator that will allow leaves to be sucked up to block air flow through the radiator. When this happens, the only way that I know of to remove the leaves is to remove the radiator. This is not a fun job! To avoid having to do this, install a screen under the radiator and the condenser to stop the leaves from sucked up between the radiator and the air conditioner condenser.
- 7 – Low water level in the radiator.
- 8 – Rust and crud build-up in the water channels of the engine block.
- 9 – Excessive idling time of the engine on a hot day.
- 10- Loose or broken fan belt.
- 11 – If your Stude or Avanti has an electric fan installed, it may not be working. Check electrical connections, grounding and the fuse to make sure that it is not burned out. After everything has been checked and the fan still does not work, then there is a very high possibility that the fan motor is defective.

Incorrect or defective radiator cap.

This has nothing to do with the engine temperature directly. The pressure rad caps are used to increase the boiling point of the water in the cooling system. Each pound of pressure of the rad cap increases the boiling point by 3 degrees F. A 4- psi cap increases the boiling temperature to 224 degrees F, a 12 degrees difference. Check with the owners' manual to see which is the right cap to use with your car.

Subject: B S Column

Rear Axle Nut Tightening

Studebaker passenger cars used a tapered rear axle shaft/hub assembly up to the mid-1965 models, when the rear axle shafts were changed to a flanged style.

The concept of a separate axle shaft and hub was not unusual in the era that Studebakers were commonly on the road. Fords used a similar style through 1948, Chrysler cars through the late '50s, AMC cars into the '60s - so repair shops that worked on a variety of car brands were accustomed to this style of axle/hub assembly. Most of these repair shops had the hub pulling tool that

This was in the era that many corner gas stations had a full time mechanic that did brake jobs,

As time passed on there seemed to be fewer general mechanics that understood the details regarding tapered axle/hub assemblies.

Occasionally I would be asked by a Studebaker owner about a clunking noise, especially when changing from forward to reverse. I would find the axle nuts not sufficiently tightened. A couple of times I found them finger loose. The problem was easily cured by tightening them to specification.

Back in the middle '60s I was fortunate to talk to real Studebaker mechanics who were happy to share information with me. One of them told me, in regard to rear axle nuts, "Tighten them as tight as you possibly can, and THEN tighten to the next cotter pin hole." If you get his humor! The proper specification is almost that. "Tighten rear axle nuts to the first cotter pin hole beyond 170ft.-lbs, then install the cotter pin."

Troubleshooting the Headlight Circuit - Part 3

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

The previous two articles talked about troubleshooting the headlight circuit from the dimmer switch to the headlights. Let's go back to the dimmer switch for another scenario. You took a voltage reading at the dimmer switch input terminal and it had low or no voltage. That means there is a problem from the dimmer switch to the headlight switch. Make note of the color of the wire from the dimmer switch so you can easily identify it at the headlight switch, as there will be multiple wires. Unhook the battery while you make the headlight switch accessible and safe to work on. Use the same voltage check techniques, clean, fix and repair processes, and wire ohm-ing procedures outlined (in the previous 2 articles,) as needed, to determine if the headlight switch is good or bad. If necessary, continue the path from the headlight switch toward the battery. Depending on the year and model of your vehicle, you may have a circuit breaker, or a relay, or the ignition switch in the path from the headlight switch to the battery. The procedure for checking stays the same. Remember to unplug the power source when ohm-ing and use star washers when reattaching ground wires. Your older Studebaker may have a wiring distribution bar (junction block) between the dimmer switch and the headlights, with wires going separately to each headlight. It is usually on the motor side of the inner fender panel, on the driver's side. Voltage and ohm checks still remain the same. Around the mid 1950s junction blocks were replaced with jumper wires going from the driver's headlight to the passenger headlight. Now would be a good time to have a wiring diagram, specific to your vehicle, to identify where everything is, and to help with wiring colors, providing they haven't been spliced over the years with non-matching colors. ClassicCarWiring.com sells laminated color diagrams, color coded specifically to the vehicle, for less than \$20. It is well worth the investment for the novice doing electrical repairs. Studebakerparts.com is a good website to visit for free wiring diagrams you can copy and print yourself. Just click on – Products – Wiring Diagrams – then choose from a huge selection of vehicle specific diagrams. Helpful Hints • If you have diligently performed your checks as needed, determined your headlight needs replacing, and the new one you just purchased doesn't work, your correct voltage readings on the output of the headlight plug will verify to the auto parts store that their new headlight is bad (for instance, they didn't want to admit they dropped the headlight before placing it on the shelf.) • If your older Studebaker still has cloth covered wire, be extra vigilant inspecting it for exposed wire and corrosion. Coated wire replaced cloth covered wire around the mid-1950s. To summarize these troubleshooting techniques, take voltage readings to reduce the circuit to the smallest point of the problem (i.e. there is voltage at the output but not at the input) and then take ohm readings to look for broken or loose wires, corrosion, or bad terminals. Fix and replace as necessary and applaud yourself for a job well done. (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.)

In the News



After a complete restoration, the Muppet Car was delivered to the Studebaker National Museum where it's on display
Pictured are Tom L Sexton (L) & Tony Ulrich



HUMOR

The black charger I want-



Black charger I have-



Service & Repair



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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.**

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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!**

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Saturday : By Appointment Only



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