



January 2025
Volume 5 Issue, 1



President's Message

Thanks to Ray for setting up the January Meeting. Everyone seemed to enjoy Istanbul Grill.

I greatly appreciate Nick's work in developing our new website. Having a web presence is necessary in this digital world. If you haven't checked it out yet, explore the new site at NTXSDC.com.

Although there are still bargains to be found, auction prices of Studebakers are rising. Top notch restomod Studebakers are bringing big bucks, as are original Golden Hawks. I want to encourage everyone to get their Studebakers finished up and ready for the spring car shows. My dash 2.0 project is in primer and ready for color and clear coat. I bought all my paint and supplies from The Coating Store (www.thecoatingstore.com) and have been very satisfied. They have a wide range of automotive paint and supplies at very reasonable prices. They also ship very quickly.

If you attend car shows, make sure you have a few of the cards Ray printed up. When you see a Studebaker, put your contact info on the card, and leave it under the windshield wiper. I look forward to seeing everyone in February. Stay warm!!

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Minutes of the North Texas Studebaker Drivers Club January 18, 2025, at the Istanbul Grill

The meeting was called to order. Secretary Rick Watts read the minutes of the November 16 meeting. Leon said 25 members paid their dues at the November meeting. Eddie said \$200 was donated at the November meeting for the local food bank charity. Eddie has membership forms, if anyone hasn't filled one out, please attach your check. We need to work on recruitment.

On December 14, Ray and Gary went to meet with Mark Brians and the Central Texas Chapter in Bryan Texas to deliver the almost 60 Teddy Bears Ray collected. In all, they collected 363 bears which were donated to the Texas Highway Patrol!

They said they would help our club with our commitment to sponsor the 62nd International Meet to be held in September of 2026. .

Ray said we have 9 Months to submit our final proposal to National to get it approved. We still don't have an acceptable location. If you have a suggestion for a meeting location contact Ray. Central Texas Club suggested Waco as a location. They offered to help put together goody bags, man sales tables and financially or any way they can.

Nick is working on our website on GoDaddy. It's up and running and can be found at NTXSDC.com. Once it is well established and any corrections made, Nick will start working on the international meeting page.

Ray handed out Studebaker windshield stickers that he made and calling cards to hand to prospective members.

The Decatur swap meet will be February 21 thru 23.

The Pate swap meet, April 24 thru 26. At Texas motor speedway.

Good Guys swap meet, April 25 & 26 also at Texas Motor Speedway.

Next club meeting is planned at Kip Motors in February.

Mark Chambers is working on a future meeting at an auto museum in Meridian Texas.

Attendees: 15 Studebaker Driven

Rick Watts	
Tom & Kathy Arenson	
Bob & Gayle MacLeod	
Rodney Murphy	Avanti 85
Ray Chartrand	63 GT
Gary Meek	
Mike Dorn	
Ken Bruce	'53 Commander
Eddie Ranne	
Leon Carpenter	'53 Commander
Bella Carpenter	
George Jensen	
Ed Will	

Editor's Remarks

Let me begin by wishing everyone a Happy & Healthy New Year.

Thank you president Eddie Ranne for your continued leadership & efforts to invigorate & grow the club in times of attrition.

We're not getting any younger & the gap between current & potential new members is huge.

A huge shout out goes to Jim McMeans a behind the scenes guy who keeps the newsletters printed & mailed each month at his own expense.

To those of you receiving the printed version you should take time to thank Jim. Your subscription to the club only covers a small portion of the cost to print & mail the newsletter each month

Another shout out goes out to Nick Treaster who has resurrected our club website. This will become even more important as a communique with our upcoming International meet in 2026.

Although 2 years out, the meet will require many hands & minds to put it all together. We have 4 people currently on the International planning but will need many more as the date draws closer. Off hand I can think of the need for:

- Tour organizers for bus tours to the Fort Worth Stock Yards, Billy Bob's, downtown Dallas, Sam Pack museum, & surroundings etc.
- Social event organizer for example a line dance or western music at one of the dinners, a contest of some sort such as newly married contest but older.
- Hospitality suite coordinator
- Safety committee chairman for security & emergency contact information.
- We should all be thinking of potential advertisers for the event catalog we'll be handing out.

Central Texas has offered to assist in any way they can. One suggestion is for them to assemble goody bags.

A short video clip of what we have to offer will also be a big asset.

We handed out business cards at the meeting. If you weren't present & would like some contact me & I'll mail some. The idea is if you see a potential member or his car, give him a card with your contact info. If not present slip it in his car window.

There are many more Studes in the area then we're aware of judging by the number available for sale on social media.

The bug in my bonnet this year will be to encourage members to drive their cars. They don't have to be perfect & we all carry tools to help in the event of a mishap. The few Studes that occasionally show up at local car events are all well worn & have patina. That's fine by me as at least their cars are out for people to see & enjoy.

Ride along with another member in his car. Until recently, I had never ridden in the back seat of Ruby.

North Texas Studebaker Drivers Club 2025



4 Studes braved the cold for our 1st meeting of 2025



Tire kicking at its finest!



Ed Will, Rodney Murphy, Bob MacLeod



Gary Meek



Leon Carpenter, Mike Dorn, Rick Watts



Bob MacLeod

Fine Dining at Istanbul Grill in Arlington Texas



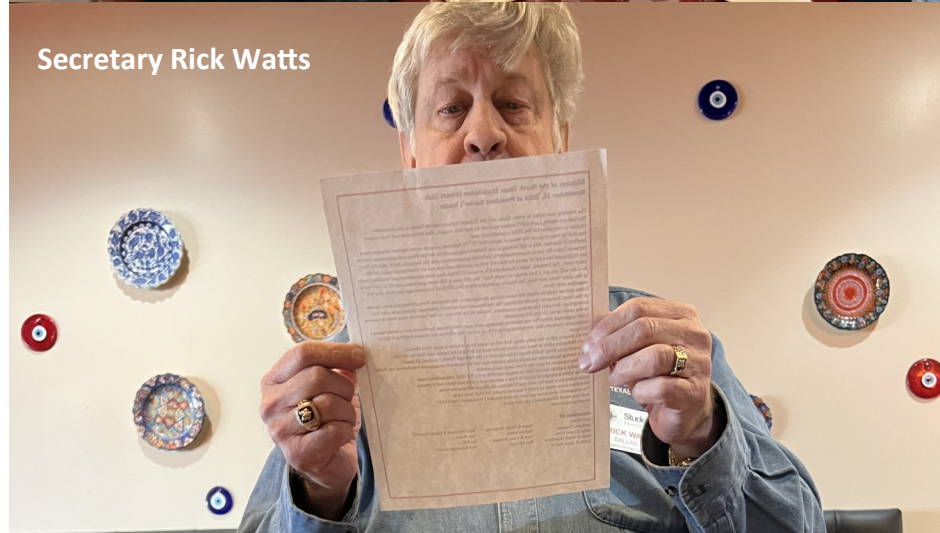
Studebaker
CARS & TRUCKS

&



Gary Meek

George Jensen



Secretary Rick Watts



Club President Eddie Ranne

Leon & Bella Carpenter

Waitress

Conversations, Reading Minutes & Conducting Meeting

We're Back & Better Than Ever

Thanks to Nick Treaster for launching our new website. It is interactive & promises to be a valuable tool for our upcoming International meet. Use it to stay abreast of current club events & items for sale.



North Texas Studebaker Drivers Club

Studebaker Drivers Club Located in
North Texas (South Central
Region)

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www.NTXSDC.COM

"Hot Wheels" The Hard Way—How to Avoid It == by George Hamlin

"HOT WHEELS" THE HARD WAY — HOW TO AVOID IT

by George L. Hamlin

A few moments taken now, if you are driving a '63-66 Lark or equivalent, can save wear and tear on you, your car, your fire extinguisher, and maybe the local fire department. It all comes down to the way the cars were designed.

It was a good idea in the preceding years: let's put the ignition switch right *here*, and hold it in place like *this*. The method they chose was to hold the ignition switch against the instrument panel with a bayonet retainer built into a decorative bezel, and lock it in place with a heavy spring. And most of them have ridden there, quite happily, for decades. Let's give the designers this much: it probably never occurred to them that this bunch of crazies would still be driving their cars yet today, over 30 years later.

However, there are only two kinds of Studebakers using this bayonet ring: those which have had a switch retainer failure and those which are about to have one. And when the retainer fails in a post-1962 Lark or equivalent, there is often a fire involved. Here's why.

The angle at which the switch sits, and the position it occupies, put its electrical terminals *very* close to a grounded surface. That surface is called a Z-bar, owing to its shape, and it's there for sound body-engineering reasons. Thing is, it's too close to the switch. In normal service the switch and the Z-bar are in this relation to each other, seen in cross section. You can see the problem immediately:


When the switch is off, there is generally no danger, but when it's on, all that is needed to cause fireworks is for the hot accessory termi-

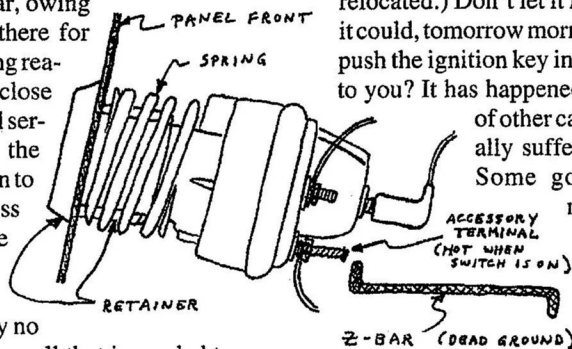
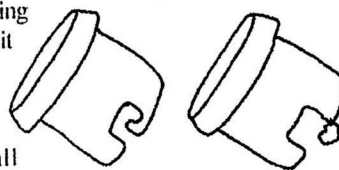
nal to move a couple of millimeters and short-circuit against the Z-bar. That happens when the retainer fails, usually when the switch is pushed during startup. And it doesn't even have to fail completely—all that's necessary is

for one of the ears to elongate too far. And because the bezel/retainer is made of pot metal, eventually the ears do begin to elongate, and shortly after that, one or both will break off.

When that happens with the switch on, you have a fire.

Prevention is very easy. Go downstairs this evening, get some duct tape, and tape two layers of the stuff onto the Z-bar behind the switch. It doesn't have to be very neat; nobody is going to look up there. See how hard it was to get the tape up between the Z-bar and the switch? *That is* what we mean by too close. (There is much more clearance in the '64-66 models, by the way, because the switch was

relocated.) Don't let it happen to you; it could, tomorrow morning, when you push the ignition key in. Can't happen to you? It has happened to thousands of other cars. Some actually suffered no sparks. Some got away with melted insulation. Some required serious rewiring. And some of them burned to the waterline. 



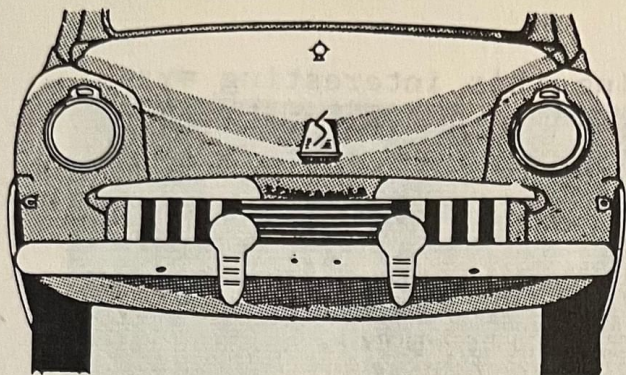
Turning Wheels • October 1996

Volume 28 No. 10

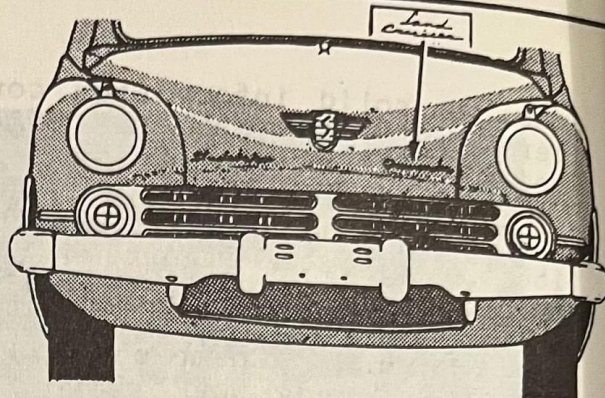
Congratulation

Contributed by Gary Meek

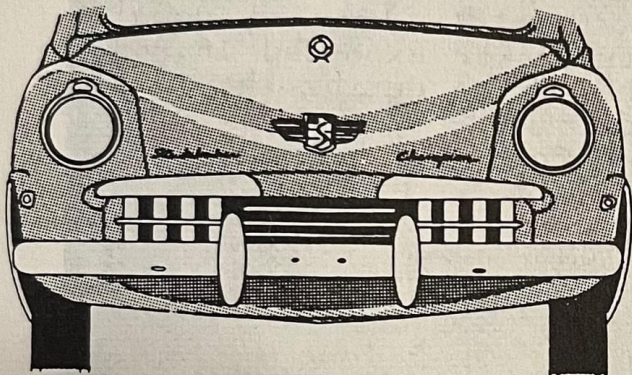
Do you know your late 40's ?



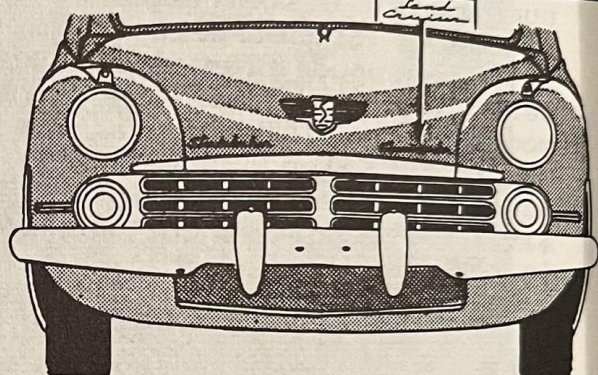
"47" CHAMPION — MODEL 6G



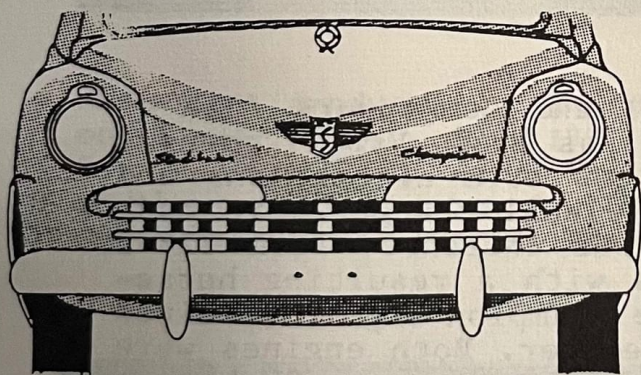
"47" COMMANDER — MODEL 14A



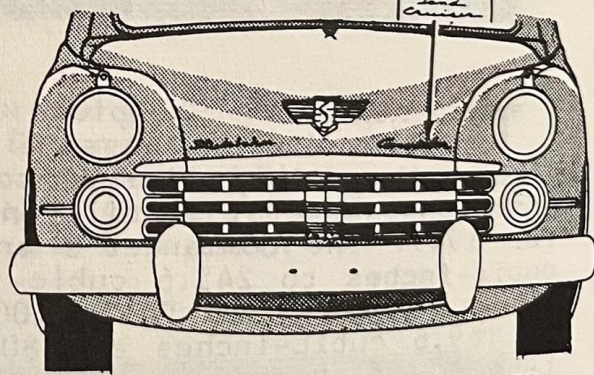
"48" CHAMPION — MODEL 7G



"48" COMMANDER — MODEL 15A



"49" CHAMPION — MODEL 8G



"49" COMMANDER — MODEL 16A

The Studebaker Story

The Story: 1736 - 1929

1736 - 1750: Members of the Studebaker family came to America from Solingen, Germany, in 1736. For generations, Studebakers, or Stutenbeckers as they were called in Germany, had been involved in the blacksmithing trade. Many were producers of fine cutlery. The members of the family who came to America brought with them their metal working craft. The ability to form metal was essential in the construction of early Conestoga wagons. One of the immigrants, Clement Studebaker, reportedly built his first wagon in America around 1750.

1852: In February 1852, two of Clement's great grandchildren, Henry and Clement, opened the H&C Studebaker blacksmith shop in South Bend, Indiana. During their first year of operation, they built two horse-drawn farm wagons.

1853: In 1853, with the help of younger brother John M., they constructed a sturdy wagon, which John provided to a wagon train as his payment for overland passage to the California gold fields.

The Story: 1930 - 1951

The Great Depression: Underestimating the impact of the Great Depression, Studebaker's president, Albert Erskine, inadvertently led the corporation into receivership in 1933. Paul Hoffman and Harold Vance saved the company, but much of Studebaker's momentum

had been lost. Studebaker would never completely regain the solid footing it had in 1929. Because of the Depression, Studebaker had to sell Pierce-Arrow in 1933. In the same year, they dropped the Rockne, another small car that Studebaker had launched in 1932. The Rockne was named in honor of famed Notre Dame football coach, Knute Rockne, and in many ways was a better car than the Erskine, which was discontinued in 1930.

For the 1934 model year, Studebaker introduced several advanced body designs, including the streamlined Land Cruiser, a car that was styled after the famous Pierce-Arrow Silver Arrow show cars. The Land Cruiser and Cruiser names were used off and on by Studebaker from 1934 to 1966.



THE Studebaker STORY

1 7 3 6 - T O D A Y

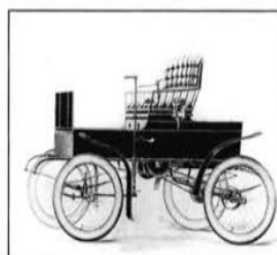


A History By
Fred K. Fox
Studebaker & Automotive Historian



1932 Roadster

1853 - 1858: From 1853 to 1858, John earned a small fortune in "Hangtown," Placerville, California, making wheelbarrows and other tools for the gold miners. In 1858, John returned to South Bend with his earnings and invested them in his brothers' business. The Studebaker brothers built hundreds of wagons for the North during the Civil War and by the time the United States was 100 years old, the Studebaker Brothers Manufacturing Company was the largest producer of horse-drawn vehicles in the world. By then, brothers Peter and Jacob were also involved in the company.



1902 Studebaker Electric

1902 and 1904: Studebaker entered the automobile business in 1902, when they introduced an electric car. Two years later, they brought out their first gasoline automobile, a two-cylinder, 16-horsepower touring car.

Commercial Trucks: During the thirties, Studebaker made a concerted effort to gain a foothold in the commercial truck field. In 1936, they introduced a line of cabover-engine trucks, and in 1937 the smoothly contoured Coupe-Express pickup premiered.



1937 Coupe-Express

Studebaker built quality trucks continuously from 1929 to December 1963. The Champ pickup, Transstar gas jobs, medium-duty Diesels and Postal Zip-Vans were their last commercial products. Studebaker also

built bus and fire engine chassis. Studebaker, off and on, assembled postwar military trucks until March 1964.

1939 The Champion is Introduced: The Champion, a very advanced small car, was introduced by Studebaker in 1939. The six-cylinder Champion proved to be an instant success. It was sold along with the larger eight-cylinder President and six-cylinder Commander. The Dictator name, for obvious reasons, was dropped at the end of the 1937 model year. Popular Studebaker options during this period were overdrive and the Hill Holder.

1911: In 1911, the Studebaker Brothers Manufacturing Company combined with Everitt-Metzger-Flanders Company of Detroit to form the Studebaker Corporation. The Corporation marketed the EMF "30", the Flanders "20", the Studebaker-Garford "40", and Studebaker Electrics.

1913: By 1913, all of the above models had been discontinued, being replaced by four and six cylinder automobiles, all of which bore just the Studebaker name. During 1913, Studebaker became the third largest producer of automobiles in America, after Ford and Overland. Starting in 1913, all Studebaker Corporation automobile assembly was carried on in Detroit, but after the discontinuation of horse-drawn vehicle manufacturing in 1920, automobile production was gradually shifted to South Bend.

The 'Teens through the '20s: Studebakers marketed during the late 'teens and early twenties used names like Big Six, Special Six, Light Six and Standard Six, but for the 1927 model year, these "generic" names were discontinued and the President, Commander and Dictator model names were introduced. Also introduced in 1927 was a new quality small car called the Erskine. In 1928, Studebaker purchased Pierce-Arrow, a Buffalo, New York company that produced luxury automobiles.



General Douglas MacArthur (left facing Weasel) with his "4-star" amphibious Weasel.

Studebaker and The War Effort: During World War II, Studebaker produced military trucks, aircraft engines and the Weasel, a tracked personnel and cargo carrier that was designed by Studebaker engineers. One version of the Weasel was amphibious.

Peace and a Postwar Economy: After the war, Studebaker was the first established automobile company to come out with all-new styling. The 1947 Studebakers were nicknamed the "Which-Way-Are-They-Going" cars for their similar front and rear stylings. Convertibles were again available in 1947, having been last marketed in 1939. Postwar convertibles were sold from 1947 to 1952 and from 1960 to 1964. The postwar design was revamped in 1950 with the addition of a bullet-nosed front end. This styling was continued through 1951. Studebaker's Automatic Drive was brought out in mid-1950, and a new modern overhead valve V8 engine was introduced in 1951 for the Commander models.

ember 1963. Engines for 1964 Canadian Studebakers were built in South Bend, but beginning with the 1965 model year, GM engines, which were assembled in the McKinnon engine plant in St. Catharines, Ontario, were used by Studebaker. Profits from the Hamilton plant were minimal, so it was decided to close it down in March 1966. The last Studebaker was produced on March 17, 1966.

Studebaker Subsidiaries: The production of the last Studebaker did not mark a definite end of the company or its products. The Studebaker Corporation (the Packard name was officially dropped from the corporate title in 1962) had acquired numerous subsidiaries, such as STP, Gravelly, Clarke and Onan. In mid-1967 Studebaker purchased the Wagner Electric Corporation and in November 1967 it combined with the Worthington Corporation to form the Studebaker-Worthington Corporation. In the fall 1979, the Studebaker-Worthington Corporation was absorbed by the McGraw-Edison Company. In April 1985, McGraw-Edison was acquired by Cooper Industries of Houston, Texas.



Post Studebaker Avanti: In 1965, Nathan Altman and Leo Newman formed the Avanti Motor Corporation and started producing the Avanti II in South Bend. The Avanti II was not a replica, but a continuation of the original Studebaker model. Since Studebaker had stopped building engines, the Avanti Motor Corporation used Corvette engines, but the frame, suspension and fiberglass body panels were essentially the same as before. From 1982 to 2007, Avanti assembly went through several changes of ownership and production location. During this period many new body styles were introduced, and more modern chassis were adopted. Post Studebaker Avanti production ended in 2007.

See Them at The Studebaker National Museum
www.studebakermuseum.org



STUDEBAKER NATIONAL MUSEUM



Founded in 1962 by Harry Barnes, the Studebaker Drivers Club (SDC) is an international organization dedicated to the preservation and use of Studebaker vehicles. It is one of the largest single-marque old car clubs in the world.

The annual Studebaker Drivers Club International Meet attracts hundreds of members from around the world. Many drive their Studebakers thousands of miles to attend these meets. Zone Meets are also held each year in various parts of the U.S. and Canada. SDC members own everything from horse-drawn Studebaker wagons to late model Avanti sports cars.

The Studebaker Drivers Club has more than 100 chapters around the world with substantial memberships in Australia, New Zealand, South America, South Africa, and many European countries. Most of the chapters have monthly events, sponsor meets, publish newsletters and provide assistance in obtaining parts, service and technical assistance in the local area.

Turning Wheels® - Official Publication of SDC

The Studebaker Drivers Club publishes *Turning Wheels*, an award-winning monthly full color magazine that includes photos, feature articles, technical tips, meet reports, dozens of classified ads for Studebaker vehicles, parts and literature, and display ads by Studebaker vendors for parts and services.

Visit the Studebaker Drivers Club Website

At www.studebakerdriversclub.com there are complete listings of SDC chapters and Studebaker events and one of the most active discussion forums in the old car hobby. It's where Studebaker is spoken 24/7.

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It's Easy - Here Are Two Ways You Can Join SDC:

- Join by calling 763-420-7829
- Join online at www.studebakerdriversclub.com

The Story: 1952 - 2007

1952: 100 Years of Studebaker: The Studebaker company celebrated its 100th anniversary as a road vehicle producer in 1952. Cadillac, currently America's oldest automobile make, did not reach its 100th birthday until 2002.

The "Loewy Coupes": In 1953, Studebaker brought out the beautiful low-slung "Loewy Coupes." They were produced in Starliner hardtop and Starlight pillared coupe form, and have many times been listed among the most beautiful cars in the world. Raymond Loewy, who had directed Studebaker styling since the 1938 models, oversaw the development of the Starliner/Starlight design, although the actual styling was created by Robert Bourke. In 1955, a sporty version of the "Loewy Coupe," called the Speedster, was produced. The Speedster concept was continued in 1956 with the introduction of the Hawk line of "family sports cars." During 1956-58, the Golden Hawk topped the line.

Studebaker-Packard Corporation:

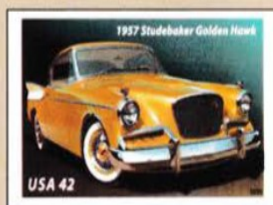
In 1954, Packard, a highly respected automobile company that produced its first car in 1899, joined forces with Studebaker. The resulting Studebaker-Packard Corporation had a hard time competing with the Big Three (GM, Ford and Chrysler). From 1954 to 1958, Studebaker-Packard never had a profitable year. Because of this, the Packard line ended in 1958. The 1957 and 1958 Packards were actually Studebakers with special interiors and Packard trim.

New Models Introduced: In addition to the Hawks, Studebaker introduced several new models during the 1950s. In 1954, the Conestoga station wagon premiered. In 1955, the President line returned, having been marketed last in 1942. In 1957, a new economy series called the Scotsman was unveiled, and was fairly successful in 1957 and 1958.

1959 Lark . . . an All-New Compact Line: Due to the Scotsman's success and growing demand for practical transportation, in late 1958, Studebaker dropped all of its existing automobile models except the Silver Hawk and introduced an all-new compact line called the Lark. The Lark project was directed by Studebaker's president, Harold Churchill. The 1959 Lark was extremely successful, producing the highest one-year profit Studebaker had ever had up to that time.



In 2005, the US Postal Service honored the 1953 Starliner with a postage stamp.



Again, in 2008, the USPS honored Studebaker, this time with a 1957 Golden Hawk postage stamp.

1962 and 1963 . . . Speed and Sport:

In 1960, the Big Three countered with their own compacts and Studebaker again found itself struggling for survival. In an attempt to create a sportier image, Studebaker brought out the Gran Turismo Hawk in 1962 and introduced the dynamic Avanti for the 1963 model year. The fiberglass-bodied Avanti, when fitted with an optional supercharged



1963 Avanti

R3 engine, was capable of a true 170 miles per hour. It was the fastest production car that had ever been built in America. The Avanti also sported a wind cheating aerodynamic design, a built-in roll bar and caliper disc brakes, the first brakes of this type used on a full-sized American production car. The Avanti was instigated by Studebaker's new president, Sherwood Egbert, and styled by a team, under the direction of Raymond Loewy. The team included John Ebstein, Robert Andrews, and Thomas Kellogg. Final details were handled by Robert Doehler.

New Lark Models: The Lark line was given a flashier image with the introduction of the Cruiser in 1961, the Daytona in 1962 and the unique sliding-roof Wagonaire station wagon in 1963. A Lark Commander and Challenger were introduced for the 1964 model year. The 1962-64 Lark stylings and the GT Hawk were designed by industrial designer Brooks Stevens, the creator of the Excalibur motor car. Early Excaliburs used Studebaker frames and suspension. The original prototype had an Avanti engine.



1963 Wagonaire

Production in South Bend Discontinued: Unfortunately, the GT Hawk, the Avanti and the new Lark models did not improve Studebaker's economic position. Because of this, the board of directors voted to close down most of the South Bend plant in December 1963, and concentrate production in their small assembly plant in Hamilton, Ontario, Canada. Studebakers had also been assembled in other plants outside North America, and in Los Angeles from 1936 to 1956.

Production Continued in Canada: In 1964, only Lark-type vehicles were assembled in the Canadian plant, which meant the discontinuance of Avanti, Hawk and truck production after De-

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

Jan 18 Istanbul Grill South Arlington Host Ray Chartrand

Feb 15 Next club meeting is planned at Kip Motors Host The MacLeods

February 21 thru 23 The Decatur swap meet

March TBD

April TBD

April 24 thru 26 Pate Swap meet at Texas Motor Speedway.

April 25 & 26 Good Guys swap meet also at Texas Motor Speedway.

Mark Chambers is working on a future meeting at an auto museum in Meridian Texas.

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.

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 the DFW area Texas, September 23-26, 2026. ***





Old School Stude Power



SP1215MP
Mechanical Fuel
Pum...

\$36.49

Buy it now
Sponsored



1962 Studebaker
Gran Turismo...

\$36,500.00

Buy it now



1964 Studebaker
Gran Turismo...

\$39,500.00



1963 Studebaker
Gran Turismo...

\$51,900.00



1963 Studebaker
Avanti

\$49,500.00

Buy it now



1962 Studebaker
GT Hawk

\$49,500.00

Buy it now



1962 Studebaker
Gran Turismo...

\$20,000.00



1964 Studebaker
Avanti

\$49,500.00

Buy it now

Are prices finally rising or wishful thinking?

Studes at Bonneville Salt Flats



Is that Eddie's in the foreground?

Humor

IF YOU'RE GONNA BE DUMB,
YOU BETTER BE TOUGH



I'm confused
how a
cemetery can
raise its funeral
prices and
blame it on the
cost of living

Service & Repair



The largest post-war Studebaker parts inventory in the Southwest!

We are lucky to have a large supplier of Studebaker parts located right in our back yard. Barry always has a large selection of new and used Studebaker parts along with a good stock of postwar body, trim, brake and mechanical parts. ***CUSTOM POLISH AND CHROME PLATING —**

I sometimes forget that Barry also offers **Full service chrome, copper, nickel, and gold plating and polishing.**

Contact **Barry Hackney 281-787-6230 OR website at: www.Studebakersite.com.**

Mark's Repair & Service

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Automotive Repair & Machine Shop Services
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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!**

KIP Motor Company

Since 1991, our goal is to be the premier source providing you with the parts, expertise and information required to restore and maintain your British and Domestic exotic vintage vehicle(s) to the highest level of authenticity and originality.

2127 Crown Rd, Dallas, TX 75229, USA

+1 (972) 243-0440 Local & International (888) 243-0440 Toll Free US & CN

Monday-Friday : 9am to 6pm CST

Saturday : By Appointment Only

Emergency Towing Service : Dallas Discount Towing (214) 941-1221





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