



September, 2024
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Fall Edition



President's Message

At our September meeting I enjoyed a good bbq meal, a nice meeting room, and good conversation with Studebaker friends. I look forward each month to seeing everyone. I had fun "testing" members on their Studebaker knowledge. Several had perfect scores, but Mark Chambers won the prize. There are only 2 meetings left in 2024: October in Fort Worth to tour the Peter's Family car collection and the November holiday luncheon at our home in Flower Mound. As per our By-Laws, officers are elected at the November meeting. Also, at the luncheon, we will be collecting donations for the "Heart of the City" food pantry in Lewisville. This organization is a tremendous help to hundreds each week in the Lewisville area. October is our membership drive month. I will be mailing a membership form to all those who didn't renew in 2024. Remember that 2025 dues are \$20. I will send active members a membership form PDF in October. Please print it, fill it out and attach your check or cash to the form and give it to Leon at the Luncheon. Hope to see everyone in Fort Worth October 19.

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Minutes of the North Texas Studebaker Drivers Club

September 21, 2024 at Spring Creek Barbeque in Keller Texas

President Eddie Ranne called the meeting to order. Minutes of the August meeting can be read in the newsletter.

Ed Will is at the National Avanti owners meeting.

Eddie mentioned, if you have a personal relationship with a member who doesn't attend meetings, talk to them about coming to the October meeting, which was arranged by Mike Jones. It will be a tour of the Peters family collection in Fort Worth. It would be great if we have a large turnout for this meeting.

Eddie asked about the progress we are making on our project cars.

Jack Melton bought his '51 Commander in Florida and has been driving it for two years.

We played a Studebaker ID game, Eddie showed us a picture of a car and we identified it on a list he provided. Mark Chambers won the prize.

We will elect new officers at the November 16 Holliday meeting at Eddie Ranne's house.

Meeting adjourned.

Attendees:

Rick Watts

Bob & Gayle MacLeod

Ryan & Mark Chambers

Fritz & Yvonne Poppe

Ken Bruce

Eddie Ranne

Jack Melton

Obituary

Thanks to past member John Caldwell for forwarding a message from former member Marty Cassidy that her husband Joe T Cassidy has passed away. No other Info available.

Wheels for Wellness

Given this event was on the same day as our monthly meeting, I was once again the only North Texas Drivers Club attendee. It has become very frustrating being a lone wolf as you are continuously booted from areas "reserved" for car clubs or friends of friends. I was parked at the end of a dead end street with zero traffic. I left at noon. Unless we can go as a group, this will be my last year participating.

Ray Chartrand



September Meet at Spring Creek BBQ in Keller



Light meeting with 10 members present



2 Studes— Jack Melton's 51 & good ole faithful Ken Bruce with his 53

EDITOR'S REMARKS

A sign of the times perhaps. In a recent conversation with our club president, he stated that he receives phone calls from strangers looking for advice such as a mechanic to repair their car. When offered the chance to become a member, most decline & say they just want free information.

Nobody wants to pay for a subscription anymore but yet complain when they see ads.

Nothing Lasts Forever

We have all become complacent with the use of internet search engines, online retailers & brick & mortar shops such as Studebaker International. This prime example from former member Steve O'Kelly illustrates that although we think we can order anything, anytime, such is no longer the case. I have a similar situation where my distributor was converted to a Chrysler electronic ignition. I need a new rotor which is no longer available.

Steve O'Kelley wrote of his recent dilemma

My '62 G.T. Hawk is in the shop due to a fuel pump failure. I called Studebaker International to get a replacement but was told that the pumps are now very scarce and that they could not even sell me a rebuilt fuel pump without first receiving my Studebaker fuel pump and could not even sell me a replacement if I paid the full price without sending in my rebuildable fuel pump.

I dutifully had the fuel pump pulled from the car, packaged it up and sent it to S.I. They received the pump on Tuesday, and I called today to see if they could send the pump via Federal Express but was told that my fuel pump was a replacement pump and that, therefore, they could not sell me a rebuilt Studebaker fuel pump. Prior to sending the pump from my car to S. I., I asked how I could tell if it was a Studebaker pump, and they told me that it would have a stamped pump lever rather than a cast lever arm. My pump met that description, so I packaged it up and sent it to them at a cost of over \$22.00 for shipping. Now, almost a week later, they sent me a message saying that my pump did not qualify and that they could sell me a rebuild kit for my pump but could not rebuild my pump. Arrrrgh!

They will send a rebuilt kit to me tomorrow at a cost of \$99.00. Who knows if it will work?

Not a happy Studebaker camper!

I on the other hand have had an overwhelming response from club members when I recently experienced a bent rear axle. Not only was I offered over a dozen loans of the hub puller but was also offered advice on what to do & what not to do as well as possible sources for a replacement axle. I'm glad to say that within 2 days that Ruby was back together with a replacement axle thanks to Bob Macleod & his unlimited collection of parts. Honorable mention to Rick Watts who also offered up an axle but it turned out to be bent as well.

A new feature we now have is member of the month. This month we feature Ken Bruce a die hard car guy.

Next month I have an interesting story from member Leon Carpenter.

Please consider sharing your experiences with the club.

See you in October at the Packard collection.

Many thanks to the editors of other clubs in sharing their articles with us & to Susan Lusted for coordinating & distributing them

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

September 21 Noon Spring Creek BBQ 660 Main St Keller

September 21 Wheels for Wellness Fort Worth

October 19 Peters Family Collection 9:30 hosted by Mike Jones 755 W. Broadway, Fort Worth 76104.

Nov 15 –16 Southwest Swap Meet Lone Star Park Grand Prairie

Nov 16 Holiday Luncheon—noon 3616 Raintree Dr Flower Mound 75022 hosted by the Rannes

STUDEBAKER DRIVERS CLUB

49th ANNUAL ZONE MEET

Sponsor: Northeast Oklahoma Chapter of SDC

October 5, 2024

Location: Stoney Creek Hotel & Convention Center

Room Rate: \$ 115 plus tax per night*

200 W. Albany Street

call 800-659-2220

Broken Arrow, OK 74012

code **1024STUDEBAKER** to book

Phone (918) 416-8100

*** breakfast included**

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 for any meet activity.

Name _____ Spouse _____

Street Address: _____

City _____ State _____ Zip _____

Email Address _____

NORTH TEXAS PACKARD AND STUDEBAKER CLUBS

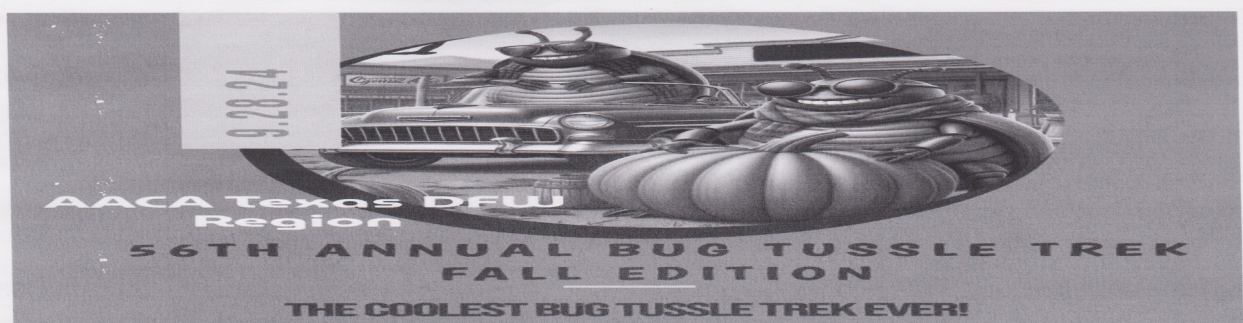
PETERS FAMILY COLLECTION

Saturday October 19. 930 am

755 West Broadway Ave., Fort Worth, TX 76104

Information contact: Mike Jones 954-594-2492

Seven Packards on Display



<https://texas-dfw.aaca.com/bug-tussle-2024/>

If you have a car, 25 years or older, you are encouraged to drive it with like minded car folks on the Trek to Bug Tussle, TX. This is a single day or a two day driving event as you choose. We will be driving Farm-to-Market roads of North Texas through Collin, Fannin, Hunt Counties arriving at the Bonham Community Center for lunch. After lunch we will continue the tour to Paris, TX, arriving at the host hotel, the Holiday Inn Express.

Bring your own picnic lunch or purchase BBQ lunch at signup.

An evening banquet is scheduled at Heritage Hall in Paris. The tour starts Sept. 28th in Downtown Farmersville, TX at 213 McKinney Street – Leaving at 8 a.m. Sharp.

See Our Webpage To Register And For Additional Details

<https://texas-dfw.aaca.com/bug-tussle-2024/>

International Drive Your Studebaker Day Sept. 14, 2024



Leon Carpenter with his 53 at Masonic Lodge in Arlington

Masonic Retirement Center Arlington Tx 09-14-2024

Gary Meek with his 53 & Ray Chartrand with his 63 at Original Pancake House in Fort Worth



Member Nick Dynis from Central Texas with his 1964 Wagonaire in La Grange

The INFAMOUS "RULES" OF INDUSTRIAL MAINTENANCE

Thanks to unknown author

- In manufacturing plants world-wide, there are two sets of people that are constantly thinking about machine run time and interacting with the machines and the machine operators. The Manager, and the Technician.
- The Manager lives in a world where the equipment has "mechanical opportunities" and "issues" that "need to be addressed".
- The Technician lives in a world of malfunctions and catastrophic failures that have to be repaired in as little time and with fewer resources than a normal person would think possible.
- This list is dedicated to the Technicians all over the world that do battle on a daily basis with those gremlins that live in every machine, just waiting to wreak havoc.
- A self- adjusting clutch, isn't. . . . A self- sealing fitting won't. . . . Interchangeable- parts aren't.
- The term "Maintenance free" is only a sales gimmick. there is no such thing. Maintenance free DOES mean it will be impossible to repair once it does break.
- The more difficult a bolt is to get at, the more Loctite® it will have on it.
- The probability of needing a tool that is still in your tool box is directly proportional to the distance between you and your toolbox.
- If a trouble-shooting guide starts with "Is the unit plugged in" throw the damn thing away.
- Check to see if the unit is plugged in prior to any other trouble-shooting steps.
- If at first you don't succeed, call someone else in.
- If the word "precision" is used to describe it, use a smaller hammer to adjust it.
- All repairs are temporary, all problems are permanent.
- Teamwork is essential for the industrial technician. It gives the machine operators someone else to blame.
- If you finally trace a problem down to one component, it WILL be the one that's out of stock.
- If finding the problem was easy, then it wasn't the real problem.
- The reliability of a machine is inversely proportional to the urgency of the order you are running.
- If it sounded stupid, but it worked, then it wasn't stupid.
- If it sounded like a good idea, but it didn't work, then it wasn't a good idea.

- Everything always works in theory. It only quits when you bolt it to a machine.
- The more something costs the further you will have to send it away to be repaired.
- The most dangerous thing in the world is a manager with a wrench.
- Hands-on experience is something you get just after you really needed it.
- The most difficult part on a machine to get at is the one that will go out first and most often.
- The second you take a break, or go to the bathroom, you WILL be paged.
- NEVER tell a machine operator you are bored.
- Smoke is an excellent indication that the electrical problem isn't fixed.
- If the hook-up instructions on a new electrical component are printed in Japanese, simply match the
- wire colors, and don't stand too close when the power is applied.
- The wrench you lose on your shift, the machine WILL find on the next shift.
- When the next adjustment that comes to mind involves a cutting torch and a sledge hammer, it's
- probably time for a break.
- WD-40® is the "holy water" of industrial technicians. Coffee is a VERY close second.
- NEVER ask "What else can go wrong?" ...A machine or an operator will be happy to show you.
- If there is only one grease rag within arms-reach, it WILL be greasier than whatever it is you were
- needing to wipe off.
- When an operator has a bad day, so will the maintenance technician.
- Machines have a higher probability of malfunction as the end of shift approaches.
- (This probability increases exponentially if it's the last shift before a holiday)
- When needing a tool from your tool box, you will always open at least one wrong drawer first.
- Loaned tools will never be seen again.

Member Profile—Ken Bruce

I was born and raised in the Texas Panhandle. A little town by the name of Plainview. Yes, the hometown of Jimmy Dean the sausage king. And yes, Ruth, his mother cut my hair when I was little. But that's another story. I'm the youngest of the family. With 5 of us kids and 5 years between me and the next sibling I pretty much was left to my own devices. Or that would be, "do as your older brother and sisters do and you won't have any trouble". Things were normal for the time. "Be home before dark, don't talk back and eat everything you put on your plate."

I've always loved cars, particularly the years from late 1920 to 1942. No particular brand loyalty. Friend's fathers sold cars in their front yard. These were "\$100.00" cars. Think of shoebox Fords and stovebolt Chevy's. I was exposed to a lot of different vehicles and saw the art of the shade tree mechanic at work.

We could get our driver's license by taking Drivers Ed at 14 years of age. Of course, being a farming community, most of us were driving as soon as we could reach the vehicle's pedals.

As for Studebakers, two of my friend's family cars were Studebakers, one of our local "delinquents" had a midnight blue '53 Starlight Coupe. It was nice. My sister drove a 1956 4-door sedan. I drove a Champ for a United States Postal contractor running a Star Route on Sundays and holidays while I was in high school. This would be described as delivering and picking up bulk mail at small town Post Offices around Plainview.

In high school I was encouraged to think about a career. I was leaning towards electronics or auto mechanics. The decision was made by my brother, or that is, his car. He'd bought a 1956 Oldsmobile from a bootlegger. It was souped up, it was fast. By the time he'd got through college it was "past it's prime". It would barely run. He said he would pay me to pull the engine, thinking he'd rebuild it. Not that I knew what I was doing but dollar signs got my attention. I was under the car unbolting things. There was nothing but grease, oil, "blowby" and sludge. It was winter, cold, I was working in the dirt at night using a drop-light. It seemed every time I bumped it the bulb went out. I had to crawl out from under the car and go find another light bulb. Eventually I figured out it was a "do not droplight". I was already fluent in cursing but now I was expressing myself with made up profanity and mumbling swear words that would make a sailor blush. I was miserable. There was as much grime and dirt on me as the engine. At this point I decided I was going into electronics.

. After high school, assuming I'd get drafted, I took a job as a warehouse/delivery boy for a wholesale company headquartered in Amarillo, Texas. No sense in starting college if I was going to get drafted and head off to the war in Vietnam. Excuse me, that was a conflict, some say police action. I will move on. I didn't get drafted but within a year or so I ended up taking a sales route. Eventually that led to a supervisor position. After ~ 10 years I'd worked most of Texas, some of New Mexico and Colorado. Traveling, I had the choice of a company car or being paid mileage and using my personal vehicle. Believe me using a 1966 Corvette 427 "tanker" or a 1970 XKE Jaguar as a company car don't cut it. Particularly driving country back roads, a simple thing as getting a flat tire fixed could be problematic. I put a lot of miles on cars so I traded often.



This was easy since I could drive by a small-town dealership and “shop”. Prices were dependent on the local economy. If crops were good prices were high. A bad season and prices went down. This was when if you had 50K miles on your car, it was just broken in. If you had 51K on your car it was worn out. When time came to trade my car and I hadn’t found anything I liked, I’d sell it and pull a vehicle out of the company car-pool. I’d drive it until I found something that caught my eye. After 10 years I’d figured out I needed to get some “formal” education. That and I was burned out. I walked away. I took what retirement I had and went to Hawaii. Again, that’s another story and I’ll move on.

“Here I sit with a broken heart, took two pills and my truck won’t start.” Graffiti, men’s restroom wall, Union 76 Truck Stop, Amarillo, Texas circa 1971.

Eventually I made my way back to Texas, back to electronics. I enrolled in an avionics “tech school”. My thought was to get a piece of paper that would get me in the door of a company that would pay for my continued education. I ended up in Dallas at Texas Instruments in the Environmental Testing Laboratory. The “Lab”. We simulated Mother Nature under controlled conditions. Any military equipment that went out the door under contract went through the Lab. We simulated environmental conditions that the equipment would have to successfully operate in. Besides testing I helped maintain, calibrate and keep traceable records of the test equipment used to meet contract and government specifications.

This kept my interest in vehicles going and then the fire for new cars started when Mazda came out with the Miata. I had always wanted a MG but by the time I could afford one as a “toy” (second car) they’d stop being imported in the United States. Being 50 pounds lighter at the time I was able to “curl up” to get in the car. I bought a red 1994 B Package Miata and my love of cars was reborn. As I enjoyed the Miata the C5 Corvette came out and everybody sang GM’s approach to its design, engineering and marketing. I was hooked and ordered a red convertible. Other cars followed.

The “muscle car” era ended, mostly because of the oil crisis, car manufacturers chasing better gas mileage and meeting the Clean Air Act. But mostly because President Nixon was trying to deflect attention away from Watergate. Again, I will move on. I wouldn’t say I lost interest in new cars but Detroit wasn’t putting anything out that I was interested in. I’d run across a 1956 Ford Pickup that grabbed my eye and that satisfied my interest in vehicles. The 272 Y-Block engine had oiling problems and a cracked head so I chased down a 312 Y-Block, rebuilt it and swapped it with the 272. This was back when you found parts in wrecking yards and modified them. Specialty restoration part vendors were few and far between. Makes me think of thumbing through the JC Whitney catalog and seeing all the wondrous parts you could buy. That was before I found out they didn’t really carry all that stock. You ordered from them then they would order the part from the supplier, eventually sending it to you. That might take a month or maybe more. It got to the point if the company didn’t have your order they had to send you a postcard giving you the option of cancelling. But again, that is another story. The pickup was my daily driver for years.



I have always been infatuated by Chrysler's early Hemi's. As a child my father would be doing "manly" things under the hood of his New Yorker. I'd peek over the fender and there was this humongous engine with valve covers saying Chrysler Fire Power. I had no idea what it meant but I was impressed.



I'd walk across the street and see my buddy's father under the hood of their family car. I'd peek over the fender and see a "tiny" Chevy hot water 6, AKA a stovebolt 6. It just wasn't that impressive.

At work, under new management, we went from maximum overtime to nothing. I needed something to keep me busy. I'd built a shop behind my house for storage and maybe a future "project". The shop was pretty much empty. Sitting in the corner was a Chrysler 392 cu. in. Hemi that came out of a 1957 New Yorker, so I rebuilt it and stuck a Weiland Log Manifold with 6 Stromberg 97s on top of it. Then I needed some way to display the engine. I've always loved the 1934 Ford Coupe so here we go. My next project.



After 40 years I was laid off from my job (old age discrimination?). During this time Raytheon had bought the government contracts division of Texas Instruments so I walked away as a Raytheite. I went ahead, retired and started my "Golden Years" (what fool came up with that term?). As all of this was happening, I'd ordered a Dodge Charger Hellcat. All I can say is, "you can really merge into traffic when you punch it out. Later I ran across a Shelby GT350 still sitting on the showroom floor when the new models came in, I bought it. Obviously, I've got more vehicles than room or money. Over the years I had been looking for a Studebaker Starlight Coupe. One that was in good shape but had already "modified" so I wouldn't be destroying any history. Eventually I found a 1953 Commander Regal Starlight Coupe. Covid-19 hit a day or so after I took delivery. It seemed that time was frozen, for months. Again, that in itself, is a whole 'nuther story. I'll move on. I joined the Studebaker Drivers Club, North Texas Chapter in 2021. I've met some great people that have been a big help with information and chasing parts. As for my Studebaker, I've gone through it mechanically, adding front disc brakes, air conditioning and an engine rebuilt to R1 specs with EFI. I wanted to make sure it was road worthy and able to keep up with today's traffic. I've done some cosmetic work with more planned

There are times when I'm lying under my Studebaker, covered in grease and oil. Shop towel in hand, I'll be wiping the area when I have flashbacks of working on that damned 1956 Oldsmobile...

"My car doesn't leak fluids. I will admit it does mark its territory though."

"If I were a rich man, I'd live in a 3-bedroom 2 bath home with a 10 maybe 20 car garage".

-Ken



1960 Hawk for Sale



This is a one owner car belonging to former SDC member, Pat Dishman Talkington. She bought the Hawk new in Denver, Colorado and named it Sidney. By 1962 Pat was living in Dallas Texas, helped start the North TX. Chapter in '68-'69 and in 1971 through 1973 was the Secretary of the Studebaker Drivers Club Inc., and still driving Sidney.

About Sidney, her 1960 HAWK:

Engine: original 289 cu.in. /2bbl

Trans: 3 speed manual/ & overdrive.

Odom: shows 103477 plus miles. Plus is because speedometer cable was broken for unrecorded miles.

Full set of gages plus tac and clock.

Reclining front seats.

Reupholstered seats, door panels, headliner & carpeting.

Radio, good glass & most of chrome.

Air conditioner - it blows hot but you will get Freon with the car.

Paint and tires are not good, sorry.

Total production of all 1960 HAWKs was 4280 units.

Price. \$20,000

Call: Gary Meek

FOR SALE - 1928 Studebaker Dictator



1928 Studebaker Dictator has been in the same family for 50+ years. This is a survivor. Everything is there, including the wooden wheels the emblems, the lights, the trim it's all steel and all there. The car will roll but the motor is stuck, cylinders are filled with marvel mystery oil, but the motor is still stuck. Sold on a bill of sale. I can get a bonded Texas title for \$400 more. Located in Mansfield

Texas Best Used Motorcycles

2850 N Main St

Mansfield, Tx 76063

www.texasbestusedmotorcycles.com,

Bob Luecke Cell 817-946-7500

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.

(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 & precautions)

STUDEBAKER V-8 SPARK PLUG CABLES AND BRACKETS

By, and Thanks to Jerry Blount

The harnessing and routing of the spark plug cables on a Studebaker V-8 is important, so they can perform reliably, safely and look good at the same time!

The 1951 through 1954 232 cu.in. V-8's and the 1955 224/259 cu. in. used large steel brackets to guide the set of 4 cables neatly over the valve covers on each side.

Various parts numbers of brackets were used over the above model years, but the brackets left little doubt as to their purpose.

Starting in 1956, and through 1964, a less elaborate was used to route the spark plug cables, a Pair of brackets, #153892, were mounted using the rear-most bolt on the intake manifold, one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From here, the wires were routed to 533007 clips, which held 2 cables each and were mounted using the valve cover stud and nut. The four stud covers used through the very early 1960's used a total of four # 533007 clips, Two for each side. Most of the 1960 production through 1964 used "two stud" valve covers which, each had a spot-welded cable clip attached midway between the stud holes, and thus, only used one 533007 clip per side, at the rear valve cover stud.

Many cars are seen with their 153892 brackets missing. Apparently, if a car is being worked on, the mechanic just neglected to re-install them. It is important to have in place beyond eliminating an unsightly tangle of spark plug cables, there is a real possibility of the cables getting caught in the throttle linkage and holding the throttle wide open. If your 1956 1964 V-8 does not have these brackets at the rear of the intake manifold, get some soon. They may still be available new and can be found used.

The Studebaker V-8 fires 1-8-4-3-6-5-7-2 as most V-8's. The firing order on the left side is 1-3-5-7 and the firing order of the right, (passenger side) is 2-4-6-8. The problem is that two adjacent cylinders, #5 and #7, fire consecutively on the same side of the engine. To avoid induced-cross-firing, the #5 and #7 cables **MUST NOT RUN NEXT TO EACH OTHER!** This means, run cables # 1 and #5 through the forward routing and then #3 and #7 through the rear-most routing, then cross the #3 and #5 cable so they reach their respective spark plugs, to make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward, relative to the valve cover stud. On the passenger side, the best routing for cables #6 and #8, is the rear-most 533007 clip positioned to the rear, pointing at the firewall.

The exceptions to all of this, are the 1963 and the 1964 Avanti(s). They use an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body.

The left side cables all run together in a rubber channel within the stainless steel shield, but, again, the cable arrangement needs to be 1-5-3-7 so that cables #5 and #7 are separated.

History & Specifications of the 1962-64 Gran Turismo Hawks



One must admire the ad men of yore. Consider Detroit's automotive landscape in the early Sixties, for instance, when a basic formula for a five-passenger car was a sturdy chassis, a road-smoothing suspension, a thrifty six-cylinder or capable V-8 engine, a comfortable interior, and an attractive body. Everyone in the industry checked each box, so claiming the lion's share of the market came down to individual styling, creative engineering, and a talented wordsmith to woo buyers.

This was especially true of automakers like [Studebaker](#), which had been reeling from a litany of missteps that are still endlessly debated. The South Bend-based company was determined, though, banking on one of its infrequent halo models to pull its bottom line back into the black.

Enter the ad men, who wrote, "Classic styling ... timeless elegance... enhanced for '63 in keeping with its traditional lasting beauty and a bold new approach to luxury and power! Elegant perfection in a magnificent European-type road car is yours in the Gran Turismo Hawk by Studebaker. The performance of the Thunderbolt V8 [*sic*] is quiet and responsive to your slightest wish. And the Hawk's velvet-smooth ride, sure handling and steady going is contributed to by its 120.5-inch wheelbase and rugged chassis. Its luxury sports car flair is enhanced by the bucket seats and sport console. The functional new instrument panel places all of the direct reading gauges squarely in front of the driver. The Gran Turismo Hawk is truly an automobile for connoisseurs." Were such glowing words effective?

Introduced for the 1962 model year, the [Gran Turismo Hawk](#), or GT Hawk, was arguably the grandest addition to the storied Hawk series (the Hawk itself was announced in 1956, a clever redesign of the Starlight and Starliner). At the time, the new flagship model—the only Hawk now available—offered the most advanced styling of any Studebaker; it was a masterfully refined facelift of the older Hawk profile, managed by Brooks Stevens. As ad literature boasted, it was easy to see the clean, crisp, European influences throughout the bodywork, which hid the venerable 120.5-inch wheelbase chassis. Also unaltered was the body's overall height of roughly 54 inches that, in turn, retained a low center of gravity for better cornering stability—one of the hallmarks of grand touring steeds from Europe.

SPECIFICATIONS--1963 Studebaker Gran Turismo Hawk



Base price: \$3,095

Options: R2 289-cu.in. V-8; Flight-O-Matic automatic transmission; power steering; power front disc brakes; Climatizer (heater/defroster); Twin-Traction differential; electric clock; AM push-button radio; tinted glass; tachometer; whitewall tires; undercoating

ENGINE

Type: Studebaker V-8; cast-iron block and cylinder heads

Displacement: 289-cu.in.

Bore x stroke: 3.56 x 3.62 inches

Compression ratio: 9.0:1

Horsepower @ rpm: 289 @ 4,800

Torque @ rpm: 303 lb-ft @ 5,000

Valvetrain: Solid lifters

Fuel system: Single [Carter four-barrel](#) with Paxton supercharger; mechanical pump

Exhaust system: Dual manifolds; dual outlets

TRANSMISSION

Type: Borg-Warner Flight-O-Matic; heavy-duty automatic

Ratios: 1st/2.40:1 ... 2nd/1.47:1 3rd/1.00:1 ... Reverse/ 2.00:1



1963 Super Hawk and Super Lark photographed during engineering evaluation tests at the South Bend test track. Both cars were equipped with R2 engines capable of helping them achieve 130 mph.

The new GT was equipped with a 289-cu. in. V-8 as standard equipment (the economical 112-hp, 169.6-cu. in. six-cylinder could be had in exported GTs). Base equipment included a two-barrel, 210-hp 289 coupled with a three-speed manual with improved suspension; the power mandate gave the GT a sure-footed driving attitude that matched its exterior sophistication.

The new Grand Turismo Hawk was a hit out of the gate. Sales reached 9,335 units—small compared to anything produced by the Big Three, but when one considers that the outgoing 1961 Hawk attained a combined total of 3,929 buyers, there was much for Studebaker to rejoice about.

Which brings us back to the sales pitch for the '63 Gran Turismo. What it didn't mention was the subtle exterior styling changes to the front and rear fascia, along with new emblems. Interiors were also upgraded slightly, most notably with the addition of woodgrain trim and vertically pleated seats made covered in higher-grade vinyl upholstery.

Mechanical improvements were more noteworthy. While the 210-hp 289 remained the base V-8, and the 225-hp version continued as an available upgrade, new to the option chart was the "Jet-Thrust 289." Known by its R1 designation, the four-barrel engine boasted a higher 10.25:1 compression ratio that contributed to its 240-hp rating. If that were not enough, a more powerful R2 version of the 289 was available. Equipped with a [Paxton supercharger](#), the R2 delivered an eye-opening 289 hp. The R2 version, a \$210 option, would provide a 40- to 50-percent increase in reserve power as an extra margin of performance and safety for passing and highway cruising, period advertisements stated.

Increasing power and updating the GT visually were not the only areas addressed. In early 1963, a high-performance "Super" package became available to those who ordered the R1 or R2 engine. It was designed to improve handling by providing heavy-duty front and rear shocks and springs, in addition to front disc brakes, radius rods, a rear anti-sway bar and front seatbelts. It also mandated the installation of either the four-speed manual or automatic transmission. GTs equipped as such became known as "Super Hawks."

During 1963, both a [Super Lark](#) and Super Hawk—equipped with R2 engines—topped 130 mph in timed USAC runs at Bonneville. In '64, Andy Granatelli returned to Bonneville and set 72 USAC records with Lark-based Daytona convertibles, while GT Hawks made a credible showing by setting several records as well.

Yet despite the headlines, and engineering and styling changes, Gran Turismo production dropped to 4,634 units, in part—one could argue—because of the 3,834 potential customers who instead purchased an [Avanti](#). Regardless, there's little debate when it comes to brand loyalty, even after nearly six decades have passed since the last Studebaker car was produced.

Specifications

DIFFERENTIAL

Type: Dana Spicer 44; Twin-Traction

Gear ratio: 3.31:1

STEERING

Type: Bendix, power assist

Turning circle: 42.6 feet

BRAKES

Type: Bendix hydraulic, power-assist

Front: 11.5-inch rotors with two-piston calipers

Rear: 11 x 2.00-inch finned drums

CHASSIS & BODY

Construction: Body on frame, all steel

Body style: Two-door, five passenger coupe

Layout: Front engine, rear-wheel drive

SUSPENSION

Front: Independent; unequal length upper and lower control arms, heavy-duty coil springs, tubular hydraulic shocks, anti-sway bar
Rear: Solid axle, semi-elliptic leaf springs, tubular hydraulic shocks

WHEELS & TIRES

Wheels: Stamped steel; full covers (Currently: Hali-brand, aluminum)

Front/Rear: 15 x 5 inches

Tires: 6.70-15 blackwall bias ply (currently Cooper whitewall radial)

Front/Rear: P205/75R14

WEIGHTS & MEASUREMENTS

Wheelbase: 120.5 inches

Overall length: 204 inches

Overall width: 71 inches

Overall height: 54.5 inches (loaded)

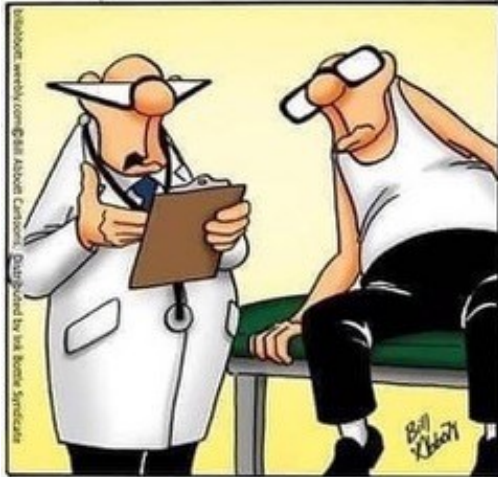
Front track: 57.4 inches

Rear track: 56.5 inches

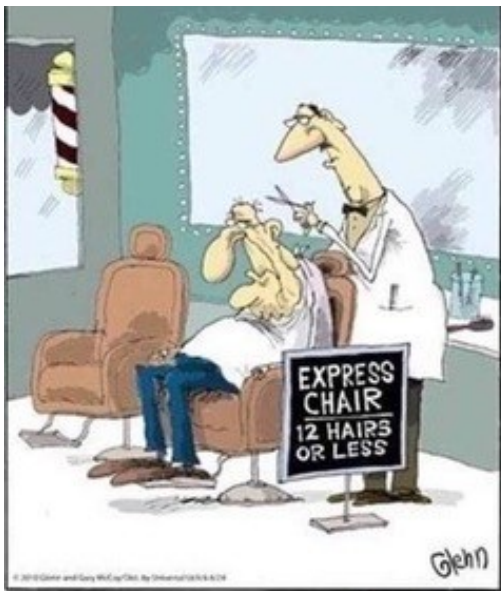
Curb weight: 3,230 pound

Thanks to: Mac's Motor garage??

Humor



"High sodium, high cholesterol, lots of toxins - your blood test is remarkably similar to a potato chip."



Don't worry about getting older.
You'll still do stupid stuff,
only slower.





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