



## NORTH TEXAS

# WHEEL

A NEWSLETTER OF THE NORTH TEXAS CHAPTER,  
STUDEBAKER DRIVERS CLUB

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January 2021 ISSUE

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### MEETING

Our meetings continue to be cancelled with restrictions and social distancing requirements associated with the Covid-19 pandemic.

### KNOWN CANCELLATIONS:

Meeting of the North Texas Studebaker Drivers Club for the months of January, February, March 2021

### STILL HOPING TO HAVE:

North Texas Studebaker Drivers Club meetings as soon as the Covid-19 pandemic allows.

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## President's Remarks

I would have thought one article in a newsletter would have been enough but it is not often one gets copy space in a FIRST EDITION. The rest of you will have to wait until next month. It is like sitting in church as they pass the offertory plate around , you just feel like you should put something in even if it is just a little bit.

We have two members that are getting the spirit this month and that would be your new Editor and new Treasurer. I will start with the Editor since he gave me the space to write something. I have known for some time that Steve O'Kelley was really getting stressed out and not thinking straight, I mean who else would tear out the complete dash of his car because it did not look pretty enough. Something is wrong. Was it fatigue from working two jobs when he thought he was trying to retire. It's all the above and he asked for help in the newsletter, his own newsletter. Help arrived in the form of Ray Chartrand. Steve had talked to him about IT a few months ago, then I suggested IT to him by sending him copies of other newsletters from clubs we exchange with ( some fresh ideas he could call his own) and then a chance opened up. Ray called me and a return call was in order. Ray had decided that Steve needed some relief and he, Ray, volunteered to be our next North Texas Wheel editor. Congratulations on a job well done.

Our next volunteer should have known better, he is an ex Navy man and military men are taught not to volunteer when they are in boot camp. Leon Carpenter has already been an officer of the club before and is currently serving the club as Director of Sales, no that is Membership Chairman.

Leon takes the Regional list from Mike Kelly and looks for new members to the International SDC that live in the North Texas area, sends them a letter and an application to our North Texas Chapter of Studebaker drivers. Leon has done this for the club since 2015 when Dale Truitt and /or Mike Kelly were in charge. This is why you must drive your Studebakers to the meetings as often as possible, so Leon looks good.

Leon has taken a new job with the club, he volunteered once again, and this time it was for a paying position. Not true, but people do send their dues(money) to Leon because he will be our new Treasurer.

Kent and Tina Greenlee are both retired now and heard the call to GO WEST. Albuquerque, NM to be exact and their house is under construction as you read this. Maybe we will see them one more time if this pandemic goes away.

In all seriousness the club would like to thank all four of you for past and future work that you have all volunteered to do for your club. We know that all of our elections are rigged and we are more like a volunteer army. You should read the Bi-laws. Did you know a President can only hold office for TWO years, yes two. Of course we have not been able to have a meeting for ten months now so this year will not count.

The next meeting by the way might be in April so keep working on your cars because we have to make Leon look good when you drive them to a meeting.

If yours does not run, call RW Thornton and he will sell you his 1950 Champion Convertible, 940-231-4893

Thank you all for your support.

President, Gary Meek

## Member of the Month

Isn't she beautiful. The photograph is Genevieve and me at 22 years old on June 14, 1969, our wedding day. You are probably wondering what this photo and this date have to do with my history and Studebaker vehicles. There is a tie in but really , I just wanted you to see how beautiful Genevieve was on her wedding day.



My Studebaker history actually started with both of my grandfathers owning Studebakers, then it skipped a generation until I came along. In my last year of high school my parents gave me a 1962 GT Hawk. My brother was already off to college so with my slightly used two year old car I was to provide taxi service for one of my two younger sisters while my mom took care of the other. Sounded like a fair trade to me. The car provided me and my then girlfriend Genevieve with a great ride thru high school, college and the first year of marriage. Yes, back to that wedding photo. One weekend after the wedding, and since we could not afford a trip for a honeymoon, I took my bride to a Studebaker Drivers Club meeting. The marriage survived that first weekend outing and we became charter members of the North Texas Chapter of the Studebaker Drivers Club. It has been fifty one years since then and a good marriage except for one affair. That happened the second year into the marriage when I bought a 1963 Avanti. The GT Hawk was sold and the wife got a used VW Bug and I drove her 1952 Plymouth. I paid \$1400 for the well used Avanti but it was an Avanti.

The previous owner was a painter for a hotel chain so he and his family in tow traveled a lot. In tow was also a 16 foot house trailer. He said of the Avanti , It doesn't tow trailers very well. I paid him for the car and headed home only to have the fuel pump quit. Repairs started with mechanical items and learning how to do fiberglass repairs. We lived in an apartment and the repairs were done in my in laws driveway, weather permitting. A year passed and now it was time for both paint and a new ORANGE interior, both of which I farmed out. I was driving the car as often as possible and fielding the constant question of "when are you going to finish this thing?" It took about two years and it was worth it. We took a number of trophies, well the ones that members Jim and Shirley Lowry didn't take with their black 1963 R-3 Avanti. The black and white Avanti's always showed well together. The two best shows, the ones we really had to work for were the 1974 International Studebaker Meet held in Irving, Texas and the 14th Annual Autorama car show held at Market Hall , Dallas 1974. The club had a 9 car display that weekend and it looked exciting. The Autorama win was a 1st place in my class and felt good because the judges were not Studebaker club members, totally impartial. We had the Avanti about 30 years before we had to sell it. It had not been driven for almost two years and was being kept outside by that time. I couldn't stand watching it deteriorate any longer as it needed both new paint and interior.

Some months before the Avanti was sold I bought a junker 1947 Studebaker M-5 1/2 ton pickup. It was destined for the crusher so I had no choice. That was my thinking anyway so member Rick Watts and I borrowed a trailer from member and mentor Tom Hansen and the truck was brought to my house. Work started out as another two year project. Tom Hansen made me an engine out of two that I provided him. I sandblasted and painted the frame and other chassis parts, things were going well, until they didn't. Jobs and money again and so forty-plus years later the truck is still in boxes and the frame and chassis need to be started all over. That's OK, I am only 75 and still hope to finish the project. You may have noticed that when talking about the truck I said I, not We. Genevieve was never on board with the truck, she knew before I did that the money was needed elsewhere.

Most members of the club never knew us when we had the GT Hawk or the Avanti or our daughter Kathleen, she was a 1985 model. Most of the club members know the beautiful 1953 Starlight coupe with the continental kit. This car was a gift from the original owners, Tom and Charlotte Hansen. They purchased the car new just before they got married in Ohio. Soon after Tom was transferred by Sears to Dallas where he was co-pilot and mechanic for a Sears corporate airplane. The '53 was a daily driver from Irving to Dallas and then Charlotte's every day driver. In about 1973 the car was completely restored with the 1975 International meet being the target completion date. Judging was held at the old Cowboys Texas Stadium parking lot and Tom and Charlotte won their trophy. Many car shows later and a lot of road time, Tom had the car repainted in 1991, which is the paint job you see on the car today.

Genevieve and I had met Tom and Charlotte when we first joined the club and had been good friends all along. Tom was my mechanical mentor, almost always willing to give instructions/advice. The best advice was to read the manual. I would phone him with an Avanti problem. Tom would answer the phone, listen to the problem and then ask "did you read the manual first?" If the answer was no, he would say call me back when you have. The years of friendship continued until 2005 when Tom passed away. Soon after that Charlotte sold their home but took the '53, "Ole Blue" as they called it, to Park Place retirement in Bedford. About that time Genevieve and I had moved out of our home in Dallas after 40+ years and relocated to our present home in Granbury, TX. The new home had a three car garage and Charlotte had the '53. I was the only one that drove the '53 as Charlotte did not care to drive it anymore. I would visit Charlotte about once a month and also take the car for a spin around the near neighborhood. It needed brake work and a few things but the drive was good for the Studebaker and for me, remember I did not own a running Studebaker at the time. On one of those days Charlotte and I were sitting at the kitchen table and I asked her what it would cost to buy Ole Blue from her. She paused, said it is not for sale, paused again and said it is yours. You and Genevieve. I was pretty much speechless at that point. What a gift.



## Editor's Remarks

Greetings from your new editor.

Welcome to 2021 and hopefully an end to lock ups and a return to normal. My name is Ray Chartrand and I've been a club member for a couple of years now.

When searching for a local club to join, I found it was quite difficult to find any information on the club or how to join when I did. I hope to make that easier by providing more exposure and links for people to find us and join up.

I own a 1963 Studebaker Gran Turismo Hawk that I call Ruby.

Ruby is a bay area car having lived her entire life on the west coast. She was bought in Oct. 1962 at a dealer in Pasadena Ca.

I bought her sight unseen on E Bay. I did however first contact the Studebaker Drivers Club forum to see if anyone knew of the car and its owner. I received several favorable replies and bought the car based on these recommendations. I guess Ruby was meant to be mine as the owner reluctantly had it for sale because he was a renter of a single family home and was forced to relocate to an apartment where he had no room to store it. Several weeks after I had bought the car, his landlord changed his mind and allowed him to stay, fortunately by then the car had been transported to Texas.

More history to follow....





## **Articles for submission**

Any announcements or photographs should be submitted by the 21st of the month to be included in the next issue

## **Buy/Sell/Trade**

Member George Jensen supplied this info.

Here is the link to the Studebaker Windows that are for sale on Craigslist. But they are only going to work on a hardtop. Will not fit your coupe. Sorry.

<https://dallas.craigslist.org/mdf/pts/d/lewisville-1950s-studebaker-windows/7250655233.html>

## **Upcoming Events**

Currently nothing is planned – so nothing is cancelled  
Look forward to having a full page of events

## **Remembering**

Member JW Davis of Denton, TX. has died at his home on December the 5th. JW was a charter member of your North Texas Chapter of the Studebaker Drivers Club back in 1969.

## **Other News**

Member John Caldwell was ill and might appreciate a call.  
His number is 214 559 3155

## **New Members and their Rides**

Send me an email with your info and a picture of your ride.  
I'll add it for the rest of the club to get to know you.

## **Useful Links**

<https://www.studebaker-intl.com/catalog.html>

Studebaker International on line catalog

<https://studebakerdriversclub.com/>

Studebaker Drivers Club

<https://www.studebakerswap.com/swap/swap.php>

Studebaker Parts Swap Page

<http://studeblogger.blogspot.com/2010/03/adjusting-your-studebakers-steering.html>

Stude Blogger

<https://forum.studebakerdriversclub.com/forum/>

Studebaker Forum

## **For your Viewing Pleasure**

<https://www.youtube.com/watch?v=8mso0GGUOI8>

Stephen Allen's Studebaker complex in Florida

## Tech Corner

Any technical tips on repair, maintenance or modification to your Studebaker is welcomed here.

Just send me basic info and detailed photos & I'll take it from there.

In the past I've written on an alternator replacement that bolts right in and an electric fuel pump installation.

### **Additional Fuse Protection**

Today I offer a brief overview on a simple way to add additional circuits to your electrical system while at the same time protecting it.

In my case I was looking at additional fusing protection to the limited 2 or 3 fuses sprinkled through my 63 GT Hawk. I added an electric fuel pump, and a radio, 4 way emergency flashers and wanted circuit protection for items that weren't currently fused. I have rewired several cars with entirely new wiring harnesses and that is the way to go if you intend to disassemble your car. My inexpensive solution is an add on to your existing system.

It all begins with an inexpensive 10 circuit fuse block from Summit Racing – my local go to as it's less than 10 miles from my home

The part number is Sum – 900368 which sells for \$24.99

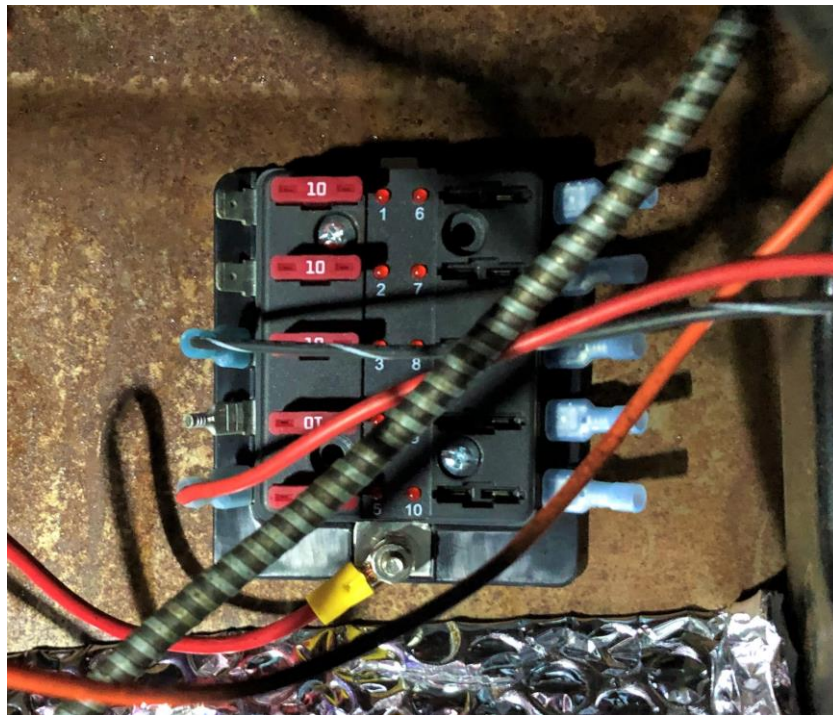
This box uses modern blade type fuses & the beauty is the fuse terminal illuminates when a fuse is blown or defective.



The box has a cover that is weather resistant – not waterproof and has a 100 amp capacity with a maximum of 30 amps on any one circuit.

Because it has one central feed you have to decide to use it to control constant (battery) or switched power. As the name implies constant power is always on as long as the battery is connected while switched power is on when the ignition key is turned on. That is the route I chose to feed my electric fuel pump, tachometer, blower fan motor and wipers. I will continue to add to it as I have many spare circuits. Although weather resistant I chose to mount it under my dash to save fishing wires through the firewall.

I ran a 10 ga. wire from the ignition switch in the on or switched position to the central lug on the fuse block, All feeds from the block are 12 ga. wire.



This is a view looking up under the dash