



August, 2024
Volume 4 Issue, 8



**NORTH TEXAS
CHAPTER**

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President's Message

Considering that our August meeting was held on a "blast furnace like" Saturday, we had a good turnout. Norma's Cafe had a meeting room, so we were able to have a nice lunch and meeting without a lot of background noise. The food and service was good. Thank you Rick for finding this excellent location. We had a young man who drove a 1960 hawk to our meeting. Hopefully, he will be interested in joining our group. We have four volunteers to serve on the activities committee for planning next years meetings. We still need a person from the Dallas, Plano, Carrollton area to be on the committee. September is the beginning of the fall car show season, so, if your Studebaker is in running condition, show it off. I would encourage you to attend the Zone Meet in Broken Bow, Ok, October 5. Registration forms are in Turning Wheels. If anyone knows where I can find a '57-61 Hawk dash, please let me know. Looks like I will be starting over on my dash project.

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Minutes of the North Texas Studebaker Drivers Club

August 17, 2024

Minutes of the July meeting can be read in the July newsletter. President Eddie Ranne asked for volunteers for a committee to plan meetings and activities. Volunteers were Mike Dorn, Rodney Murphy, Nick Treaster, Ray Chartrand and Leon Carpenter. We have a Guest today, Jayson Woods. Jayson is a prospective member. He has a 1960 Hawk.

Gary Meek mentioned the Wheels for Wellness car show September 21st downtown Ft. Worth in Sundance Square. And Fly and Drive show at Pecan Plantation September 28th.

A September meeting is being planned by Eddie Ranne.

October meeting. Tour of a car collection is planned. Details furnished later.

We will have the Holiday meeting early this year, it will be November 16 at Eddie Ranne's house.

No December meeting.

The Oklahoma chapter is having a zone meet in Broken Bow, Oklahoma October 5th. We should attend to show our support of their club.

The Central Texas club and Oklahoma club have offered to assist us with our National meeting in 2026.

It was suggested that we create a storyboard of old club information and memorabilia to show the history of our club for our national meeting in 2026.

Rodney suggests that future emails have SDC in the subject line.

Eddie thinks we should have breakfast meetings in August in the future. Because of the heat.

Tom Arenson won the 50/50 pot.

Attendees

Rick Watts	Leon Carpenter	Bella Carpenter	Rodney Murphy
Reza Molai	Gary Meek	Ken Bruce	George Jensen
Eddie Ranne	Edward Will	Mike Dorn	Nicholas Treaster
Tom & Kathy Arenson		Guest Jason Woods	



Cars at August Meeting



EDITOR'S REMARKS

This is what the club is about.

A member needed recommendations & with 30 minutes, multiple suggestions were offered.

Member Nick Harper is searching for an alternative to KIP Motors who he says are booked out. His Metropolitan's gas tank & fuel lines have varnish & need to be boiled or steam cleaned. Anyone locally in the know please contact Nick at harper1425@sbcglobal.net or 214 349 6584

Dallas Radiator - Muffler Inc.

829 Singleton Blvd, Dallas, TX 75212

(214) 761-0724

<https://www.dallasradiator-mufflerinc.com/>

Contributed by Rick Watts

Centennial Radiator

(214) 634-8262

<https://g.co/kgs/xkfS4Lr>

Contributed by Jim McMeans

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202 N>E> 19th ST, GRAND P[RARIE , TX 75050 972-262-8121

Contributed by Leon Carpenter

Kirby's Radiator Service

2832 E Belknap St, Fort Worth, TX 76111

817-838-6722

<https://kirbysradiatorservice.com>

Contributed by Mike Jones

A new feature I'm adding is member of the month. Please welcome our newest members to the club.

John & Carol Ann Watkins

Next month I have an interesting story from member Ken Bruce. Please consider sharing your experiences with the club.

We'll be in San Francisco for our grand daughter's birthday next Saturday so please take pictures & notes for me to include in the August newsletter.

See you in September!

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

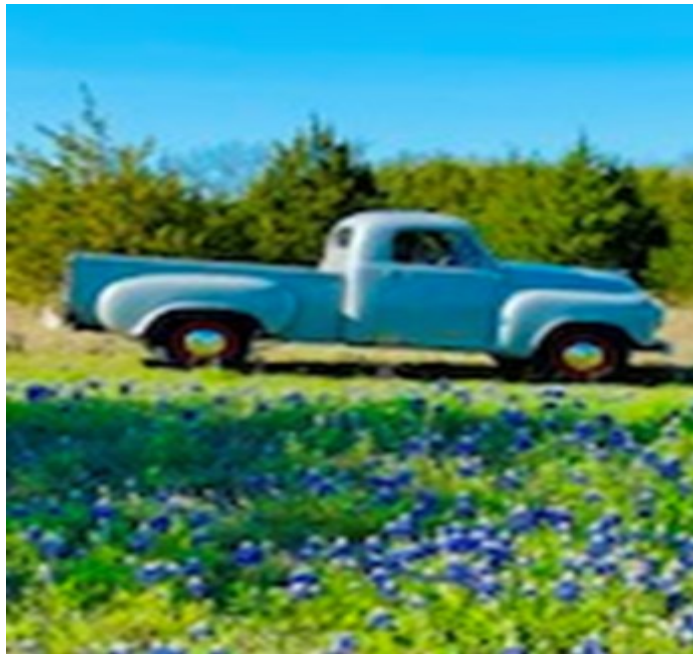
Members John & Carol Ann Watkins — Profile

My Grandfather purchased a 1953 Studebaker 2R6 pickup from a dealership in Riverside, California on January 6, 1953. He paid \$2088. The price included the following factory installed accessories: overdrive, windshield wiper booster, 2 stage rear springs, 1.3 qt oil filter and 6.50 x 16 6 ply tires for \$171.50. He only drove it for a year until passing away. My father, being in Veterinary School and low on cash, chose to transport his dad in a casket from Northern California 450 miles to the cemetery. He and his two siblings drove all night on rural highways. The truck spent the following years driven around Central California including the Sierras Nevada Mountains hauling snow back to the valley with us kids enjoying the ride. It was parked around 1968. As a kid, I enjoyed hoping in the cab and pretending how neat it would be to drive it. I recall as a kid, lifting the lid to a black canister in the engine compartment and seeing oil dripping off it. I figured it was something special on the truck. Instead, later to find out it was the oil bath air filter. In 1977, with the help of a family friend, we replaced the tires, rebuilt the fuel pump and carburetor and chose a stylish blue plaid upholstery for the seats. After being taught to drive stick shift on an unused taxiway on an airbase, I drove it all through High School. The truck sat virtually unused while I was in college and graduate school. It was brought to the Southern California mountains in 1993. It remained covered with a tarp then in a garage until 2009. Work started in earnest, most importantly with the upholstery being replaced by a near perfect match of the original "Ox Blood" colored vinyl. My wife Carol Ann and I enjoyed taking the truck to monthly Cars & Coffee events. Once a year we would drive it out of the mountains and head to the coast for the Inland Empire/Beach Cities SDC Chapter Show. It was quite an adventure controlling speed out of the mountains and navigating freeways. Since the truck had no turn signals, Carol Ann performed the important job of waving out the right-hand window to show fellow drivers we needed to change lanes. The climb back into the mountains required additional steps to keep the truck cool including using a garden sprayer filled with water dousing the radiator while driving. Carol Ann performed the task when I would say the temperature was rising. In 2020, the truck departed California for the Great State of Texas.

The truck remains with original paint and many original features. With any needed replacements an attempt to be as close to authentic as possible including the 6 volt electrical system and the bias ply tires that follow any small crack in the pavement. The photo was taken in a field of Texas Blue Bonnets owned by a friend in Weston. The older photo is my friend and me who got the truck back on the road.

John & Carol Ann Watkins

McKinney, Texas



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.](#) /2bb1

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

214-797-7158 & leave message and number

The HAWK is at my home in Granbury, Texas.

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

Tech Tip



Matthew Anderson

While you're up by the front taking care of those headlights, be sure to take a moment and pop the hood to check the latch is in good shape and holds properly. A hood flying up and over is not a situation that anyone *wants* to be in while driving, especially not in their vintage car. And that's before we talk about repairs.

Instead, double check that the mechanism moves freely, and that the latch attached to the hood is both secure and hitting the appropriate place when closing. Use lubrication appropriate for the situation and drive a little easier knowing your hood will be staying right where you put it.

ARE YOU IN THE CLEAR?

That near invisible protector we give so little thought to can be the difference between life and death.

For most Studebaker owners, they're well protected with safety glass. But for many with such cars from the twenties and early '30s, they may not be as well protected as they believe themselves to be.

Today every new vehicle comes with laminated and tempered safety glass, but this wasn't always the case.

Studebakers once came only with plate glass, the same type as usually found in your older home's windows. As long as you weren't in a serious crash, everything was fine and dandy. But when your 1925 Light Six was hit hard by another vehicle (not another Studie, of course, as fellow Studebaker motorists are too polite for that), the resulting large shards of broken glass could slice you in places that only an undertaker could "fix."

In America, by 1923, half of all car-crash injuries were the result of broken glass, sometimes with fatal results. This had started to become a problem in the teens, with the first such lawsuits appearing that decade, including those aimed at the Ford Motor Company. They owned half the market with their Model T and, consequently, began to offer laminated safety glass in 1919. No doubt, Canadian streets were undergoing a similar metamorphosis.

This state of affairs began to change more significantly in the late '20s when some luxury car manufacturers began offering safety glass. In 1926-27, Stutz, who had campaigned as a "safety car," offered wire-reinforced glass, while some luxury automakers, including Pierce-Arrow in 1929 (then owned by Studebaker), instituted laminated safety glass in their windscreens. Studebaker followed suit in December 1931 by being the first US automaker in the medium-price class to offer safety glass without extra charge. Their President model had been the first Studebaker to offer safety glass, in 1929.

Like many inventions, safety glass was accidentally discovered, in 1903, by French artist and inventor Edouard Benedictus. One day he accidentally knocked off a shelf a glass beaker that broke in many pieces, but held its form. Very surprised by this turn of events, he soon learned that a film of cellulose nitrate, a clear liquid plastic, had dried inside the beaker and prevented it from breaking into shards. With experimentation, he developed the first safety glass, which he soon turned to automotive use after reading about a little girl who was seriously injured in a car crash.

Triplex safety glass, as Edouard Benedictus named it, was called that because it bonded two layers of glass to a middle layer of celluloid polymer, otherwise now known as laminated glass. This allowed such glass to bend and flex before cracking.

Years later Triplex was made standard in the windscreens of the brand-new Model A Ford (plate glass was used everywhere else), beginning in December 1927, which was very unusual for an economy car. Henry Ford had decreed this after learning one of his engineers had been badly injured after being purposely run off the road. He had told the engineer to give the prototype Model A "heck" on the streets of Detroit, which prompted the ire of another motorist.

The first windscreens did not appear on automobiles until 1904, as cars were few and far between then, while speed was greatly impeded by generally poor roads, so safety was hardly a concern.

A year later, using a very similar process, another safety glass was patented in England by John C. Wood.

But it wasn't until 1913 that the Triplex Safety Glass Company of London made this glass commercially available, under French license. With the advent of The Great War, in 1914, widespread adoption of safety glass became commonplace militarily, beginning with gas masks, as that use was quite successful.

By the late '20s, other glass manufacturers were also making laminated safety glass, including Pittsburgh Plate Glass who introduced Duplate and Duolite in 1928. Chrysler and General Motors were amongst their early clients.

But like any new technology, there were growing pains. Early laminated glass was particularly vulnerable to heat, cold and vibration. Consequently, the middle celluloid layer would become opaque. Furthermore, separation of the laminated glass into its component parts would allow water to enter and freeze, which could crack the windshield.

As motorized traffic jams became commonplace by the 1920s, safety was now a very pressing issue, which prompted some automakers to offer four-wheel brakes. It also led to changes in law. By 1932, California and Michigan had made mandatory the use of safety glass in school buses and public vehicles, including buses and taxis. Just five years later, at least 30 states had similar laws, including making safety-glass windscreens standard equipment across the board. This became a US national standard later that year. In Canada, the Department of Transport was established in 1935 to start mandating vehicle safety regulations, including safety glass.

In 1937 another major advancement came to safety glass when tempered automotive glass was developed, with the aim of using it for side windows. As these glass panes were mostly roll-up/roll-down windows, they were much more susceptible to vibration, making laminated glass less suitable.

With tempered glass much less vulnerable to deterioration, it was an ideal safety glass for this use. That practice continues to this day in combination with laminated windshields. Designed to shatter into small pieces to greatly reduce the chance of injury, tempered glass is created by heating and then rapidly cooling it. That process allows the outer surface to compress as the inner surface increases in tension, significantly boosting its' strength.

A year later laminated glass took on more healthful properties when American inventor Carlton Ellis developed polyvinyl butyral (PVB). This synthetic resin absorbs ultraviolet rays and tremendously increased windscreen longevity, and is still used today. It also further strengthened laminated glass and became standard by 1939.

By the 1940s, automotive safety glass was generally used everywhere except on rear windows. Post-war tempered glass, which was initially four to five times stronger than conventional glass, was also used for windshields, as it was cheaper then, (and now) to manufacture than the laminated variety. Later in the 1950s and '60s, laminated glass once again came to the forefront in wind-screens, and rear windows

Today's laminated glass, which is even stronger than tempered glass, can filter about 99 per cent of all ultraviolet rays, which is especially important on sunny days. Since the '90s, a hybrid film with dye has been used on this glass to absorb heat and greatly reduce infrared rays resulting in cooler passenger compartments.

Yet don't assume that because your 1930's Studebaker was originally built with some safety glass, it still has it. During the Dirty Thirties and into the early '40s, automotive safety glass still got broken and replaced. As Canada didn't fully recover economically until the end of WWII, motorists often replaced their cracked safety glass with plate glass to save money.

To determine if your Studebaker, Pierce-Arrow or Packard is still glass safe look closely at a corner of each piece. There you should see a small stamp or "bug" (as the auto industry called it) denoting it as some sort of safety glass, which most manufacturers utilized. If there is no bug, but the glass has a yellow tinge to it, you have laminated safety glass. That is because until 1933, cellulose nitrate was used as the middle layer. It was then replaced with cellulose acetate, which didn't yellow, although it slightly weakened the glass. Another way to identify laminated glass is to look at it from the top edge. If you can see three distinct layers, it's laminated. As well, in using a coin, tap on it. If the sound is dull, it's probably laminated. Whereas tapping a tempered side window will emit a high ping sound. If you see any subtle deformation or "bubbling" in the glass, it's laminated. By the way, if the glass comes marked "AS," that means American Standard, which also tells you it is safety glass.

Like laminated glass, the tempered version will likely have a bug. As well, its edges have a very smooth and sleek finish, or look and feel, whereas plate glass is usually rough by comparison. You can also identify tempered glass by using a polarized lens, which will show a distinctive strain in polarized light. In all cases, make sure to test your glass very carefully to avoid incurring any cuts.

Now you should have a clear understanding of how safe your older Studebaker's glass really is.

Thank
debar
Thank

Collier's for November 11, 1932

WE INVITED Lefty Gomez TO PROVE THAT LIBBEY-OWENS-FORD SAFETY GLASS WILL PROTECT YOU

From an unbroken photograph taken by Edmondson H. DeHaven at Comiskey Park, Chicago, Illinois

● "Lefty" Gomez of the New York Yankees, picking occasion of 1932, threw a baseball at this L-O-F Safety Glass windshield with all the force of his powerful arm behind it. It actually bursted back, leaving nothing but that crack of four lines to show where it struck. It does not take much imagination to picture that same baseball hitting a regular plate glass windshield... to see in your mind's eye jagged, cornered chunks of broken glass flying through the air in all directions.

It is unfortunately true that 45% of all motorists hurt in automobile accidents are cut by broken, flying glass. However, the striking demonstration shown above proves that such a terrific ball is as needless and avoidable. You can see for yourself that Libbey-Owens-Ford Safety Glass does not chatter and fly, that it does not set free those danger-dealing pieces that cause ugly cuts... and worse.

Naturally, you want the car you drive to be as safe as it is humanly possible to make it. That means it must have Safety Glass. Many manufacturers are now co-operating with you to the fullest extent by making L-O-F Safety Glass standard equipment at no extra charge. Others offer it, optionally, at nominal cost. If there is anything further you would like to know about Safety Glass, write us. We shall be glad to answer all inquiries.

WARNING Don't gamble when the odds are stacked against you. Don't expose yourself to danger when it is so easy to have L-O-F Safety Glass in your new car. It is used by Packard, Graham, Studebaker, Franklin, Buick, Willys, Willys-Knight, Ford, Cadillac, LaSalle, Lincoln and Nash.

LIBBEY-OWENS-FORD SAFETY GLASS

ades from the Ontario Chapter and their newsletter, The Stu-
is article.

The following article is taken from **THE DOWNEASTER**,
newsletter of the Eastern Carolina Chapter, SDC.

Written by and Thanks to Ted Banner

TRANSMISSIONS

At one time, I considered automatic drive Studebakers as practically extinct for the lack of tranny parts. I thought those clutch packages would wear out and replacement parts would be a thing of the past. I think that my vision was blurred, 'cause now, the exact opposite is becoming more evident.

Except for the 1951-1955 Detroit Gear automatics, the FLIGHTOMATICS (1956-66) have parts available everywhere. GM, American Motors and Ford ran the things for years. Even the FORD FMX tranny internals are about 95 % like our Studebaker FLIGHTOMATICS. All these are either somewhat or readily available.

With some modifications, some people even change to late model brand X configurations. The advantage of changing over to one of the Brand X transmissions is 1st gear start. Other than that, I cannot see much reason to change. Fortunately, most of the parts which do not interchange, never wear out anyway, under normal use. So, in retrospect, the automatic transmission dudes are in luck. Parts will be around for these for a long time.

However, the straight drive, manual transmission dudes are beginning to feel the pinch. The 3 speed, that is. These parts which were thought of as never wearing out. Or they can be damaged by abuse, misuse or lack of maintenance (ie.-Low gear oil) It's true that we ran some gears in Studes for a long time.. However, we are the only ones that use them. Ford ran out our gear package on '55-'57 but only behind the engine, just the 292 w/ od Rambler ran the same gears too, but only for a very short time, '57 - '61, V8's only. I am not familiar with anyone else running our straight gear combos, probably, there is. However, their run has to be extremely limited too. This narrows our field of replacement parts considerably. I am only talking about the gears. Worst yet, the small parts needed for overhaul are, for the most part, NLA. at best, they are as scarce as hens teeth. Unfortunately, once again, Studebaker did not even offer a small parts kit, ever. You ordered what you needed individually. This fact always seems odd to me.

'It seems that the brass blocking rings for synchronizer are one of the first things to go. Many times, finding these needing replacing even when something else needs repair. You guessed it, these are NLA from any source that I know of. They are catalog listed by some vendors, but they are out of them too. Shifter parts are a thing of the past as well. Cluster gear thrust washers are gone as well as most of the companion countershafts and needle bearings. Now, that is bad news. These keep the cluster gear aligned in the transmission housing and adjust the end play. I think that the 6-cylinder countershafts are still available.

Now, let's say that you piece-meal all of the above parts together and have collected the complete, everything. Guess what? You will find that even the late T-86 and T-10 gasket sets are NLA. That is bad news when you cannot get the gasket set. On the lighter side, the four speed boys are lucky. Chevrolet and Corvette dudes ran the T-10 tranny for quite a while. These parts are still available. The only problem is that the prices are sky high because they are considered "performance parts." Like I said, Humm-mm-n.

Please note: This article was written years ago. Things change, at times, not for the better.

Brake Master Cylinders

Push on the brake pedal, and the pistons in the brake master cylinder convert pedal movement to hydraulic pressure that activates the brake calipers and/or brake drums. Prior to the 1967 model year, brake master cylinders typically use a single piston to pressurize all four brakes. A brake fluid leak anywhere in the system can mean there is not enough hydraulic pressure to activate any of the brakes.

From 1967 onward, brakes were divided into two systems or circuits. If one circuit springs a leak or otherwise fails then the second circuit can still stop the vehicle. The front brakes are separate from the rear brakes. Alternatively, the right front brake is coupled with the left rear brake and the left front brake is coupled with the right rear brake. The metal body of the master cylinder looks longer because it has a second piston inside.

Single & Dual Piston Master Cylinders

Attached to the master cylinder may be two distinct brake fluid reservoirs for the two circuits. Two reservoirs cast in metal or two plastic reservoirs with separate caps may sit on top of the master cylinder. Newer vehicles are more likely to have a single plastic brake fluid reservoir with a single cap. This does not mean we have gone back to pre-1967 style single-circuit brake systems. A newer, single reservoir stores fluid for both brake circuits. Two outlets leading into the master cylinder are often visible at the bottom of the reservoir. The shape of the reservoir, internal partitions or other clever design methods ensure that even a “single reservoir” will provide adequate brake fluid to the good brake circuit even if the other circuit springs a leak.

Master Cylinders with Plastic Reservoirs

At first glance, the newer plastic brake reservoirs might also seem like a step backwards because they do not have the big flexible diaphragms that sit under the metal lids of older, two-circuit master cylinders. The diaphragms are pushed up and sucked down as brake fluid is forced into and out of the reservoir. This helps keep moisture laden air or dust from contacting and contaminating the fluid. A close look under the caps of newer brake fluid reservoirs will reveal floating plastic baffles or films that perform the same functions as those older style diaphragms.

Pre-1967 brake master cylinders may have one port for the system's only circuit, and post-1967 master cylinders may have two ports for transferring brake fluid to and from the system's two circuits. However, counting the ports/brake lines coming out of the master cylinder can be a misleading way to count the number of brake circuits. On older master cylinders there may be additional ports for the valves (proportioning, metering, combination of those two) that balance fluid pressure so the two brake circuits activate simultaneously and do not lock-up/skid separately. On newer vehicles, brake fluid proportioning and metering is handled by an anti-lock brake system (ABS) which may need its own ports on the master cylinder. Pressure sensors also add fittings/ports to some master cylinders.

Look under “Brake & Wheel Hub” in the [RockAuto.com catalog](#) to see the brake master cylinder for your specific vehicle. Photos and specifications in the catalog will provide crucial assistance in identifying the correct replacement master cylinder and/or reservoir (inlet/outlet ports, mounting holes....). Thanks to Tom Taylor, RockAuto.com

Odds 'N' Ends

Guinthers Law of Problem Solving: It is better to solve problems than crises.

What is a Crisis? – Any car that has a brake malfunction when driven, especially a Studebaker that won't stop when needed, leading to an accident.

After the car has been started and driven, check the brake function.

If the car has not been driven for a long period and has been sitting in a high humidity surroundings, the brakes may "grab", on some wheels and not on others. This, I am told, is due to rust problem on the brake drums. If this problem shows up on your car, drive it around, slowly and carefully in an area that has little or no traffic and apply the brakes several times, or perhaps, apply slight pressure on the brake pedal while the car is driven for a short distance.

After this, check the brakes as you would when coming to a normal stop. If the car veers in one direction instead of stopping straight, there are 2 things that may have caused it, assuming that the brakes are properly adjusted:

- 1 - The rusty problem still exists, --- or
- 2- One or more wheel cylinders are seized.

Whatever the problems are, the problems must be fixed since the car is now an accident waiting for a place to happen.

After you have applied the brakes and release the pressure from the master cylinder and there is still some drag on the wheels, it is likely that the old brake hoses need to be replaced. Deterioration of the hoses will be on the inside and not noticeable to the eye. When pressure is applied to the master cylinder, it will force the brake fluid through the hose. The fluid that went through the hose under pressure may not be able to return to the master cylinder in a deteriorated hose, -- thus the problem. Another thing that can cause this problem is that there is insufficient free play on the brake pedal. Generally, there is about an inch of free play on the pedal in the relaxed position. There is adjustment on the push rod between the master cylinder and the brake pedal. Adjust so that when the brake pedal is released and in a relaxed position, the springs that are anchored on to the brake shoes should be sufficiently strong to retract the shoes and in turn, allow the brake fluid to return to the master cylinder. The pedal return spring must also be strong enough to bring the pedal fully back to the floorboard. If the spring is weak, the fluid from the wheel cylinders may not return to the master cylinder as it should.

While using the brakes and there is a grinding noise, the cause will be metal to metal contact between the brake shoes and the drums after the brake lining has been totally depleted through usage. Prolonged usage of the brake under this condition will likely result in having to replace the brake drum(s) Current price of a brake drum is in the area of \$250 USD. each plus shipping. (Think \$550 to 600 per pair of drums) It is a good idea to check and change the lining if it is getting thin.

Humor



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

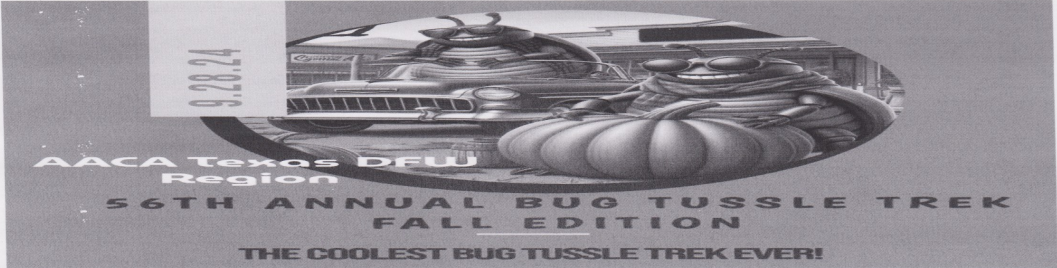
August 17 Norma's Cafe, [605 W. 15th St, Plano, TX 75075](https://www.google.com/maps/place/605+W+15th+St,+Plano,+TX+75075). Tire kicking at 11:00 and meal at 11:30.

September 21 Noon Spring Creek BBQ 660 Main St Keller

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



<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/>

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

Porsche's First Four Door Was a Studebaker



Here is a link to the story that's too big for our newsletter

<https://www.msn.com/en-us/autos/enthusiasts/porsche-s-first-four-door-was-a-studebaker/ar-BB1kuQ6w?ocid=msedgdhp&pc=U531&cvid=377b103b1c984688b9a3ae5af7674f7e&ei=13>

Story by Ronnie Schreiber - Hagerty Media

Contributed by member Ken Bruce



Members Far & Wide

Greetings antique (car) friends,

Want to make \$550 for one days use of your antique car? Continue reading!

A friend and I from the Dallas Model T club were contacted today by Tim Woods, a movie car guy for "1923" which is a continuation of the "Yellowstone" TV series. This is a Legacy Casting/Paramount production. My friend and I have already been to Austin with this company for a one evening film last month and had been fitted with costumes. Additionally, we spent almost four months in OK in 2021 driving old cars for Tim in the "Killers of the Flower Moon" movie. So we are familiar with these "Hollywood movie folks." And I am involved in another Legacy Casting production in Ft Worth. Who would have thought I would be doing this in retirement?

Anyway, I know it's rather short notice, but Tim is needing some antique cars of any variety 1923 or older for a 1 day film shoot on Thursday, September 19 in San Antonio.

Here are the details we have so far: He is offering to pay \$550 per car for one day of use on the set.

They need at least 20 cars for this day of filming. We would need to get a head count of who would be interested and what cars they would plan to bring as soon as the details are worked out, so time is of the essence. I have been on the Texas T Party and I know there are a lot of T's in the area, but they would like other models too.

You would be responsible for bringing your vehicle to the movie set in San Antonio at your own expense the day before or day of filming depending on time of the shoot on Sept. 19 - more info on when/where will be provided later.

Our understanding is that the cars used in the project will be parked on a designated street scene for filming purposes; nothing was mentioned about the vehicles actually being driven during filming.

He indicated they were open to the idea of providing reasonable compensation for a hotel room for one night per car owner for those from outside the San Antonio area- (that is still to be confirmed, so stay tuned for more info on this.)

Please distribute this information to your club members and have them let me know of their interest ASAP. Thank you for your assistance,

Larry Kollie
972 903 9037

Dallas Lone Star T's, Horseless Carriage and other club affiliations...

Maybe you know other clubs or car owners of other varieties that might be interested in participating



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