



March 2021
Volume 3, Issue 1



NORTH TEXAS

WHEEL

A NEWSLETTER OF THE NORTH TEXAS CHAPTER STUDEBAKER DRIVERS CLUB

PRESIDENTS MESSAGE

There will be no April meeting as I had hoped. I have looked at a number of locations where we could meet outside but I have not found a good central location. Even yesterday I went to the Euless Heritage park but the parking and table locations are not good, I have also tried the Corps of Engineers park locations around Benbrook Lake and they are not well maintained and built in the 50's. Have you ever driven on 183 from Bedford all the way to near loop 820? don't waste your time there are no good locations in those towns and right now 183 is being resurfaced in several locations. I still wanted a good central location and decided to go indoors at our Dickey's BBQ on Ballpark Way. This is the center of our DFW area however they no longer have a meeting room as the meeting room is now a bar. I am out of time to make to come up with a good April meeting location by newsletter deadline. If I do find something that will work in these Covid times I will send out

Looking ahead, who is planning a trip to the International meet? I plan on going but will not be taking my Studebaker, instead I will be with my brother pulling his 1955 Crown Victoria to the Great Smokey Mountains for a show called Shades- Hot Rod Roundup. Member Dr. Jim Yates will be going but will not be taking his 1956 Golden Hawk. Also member Jack Lockhart will be with his brother Steve and the plan is to have Jack's 1957 Golden Hawk at the International Meet this year.

Drive Your Studebaker Day once again falls on the same weekend as the International Meet, maybe we can figure something out. I must get this to the Editor for printing so drive safe.

Gary Meek

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EDITOR'S MESSAGE

Thank you for your kind words of encouragement and feedback. All comments are welcome. We are off to a roaring start with input from several members within hours of my first publication. I hope that traction sticks so we can continue to grow this as a useful conduit to all who subscribe. Remember, this newsletter is about you, not about me or officers of the club (although we want to hear their stories as well)



Speaking of stories, wait until you read what longtime member Fritz Poppe has to say. I love these stories & look forward to hearing from more of you.

What goes round, comes around.

In a previous issue I had mentioned the generosity of club members offering me technical assistance and even giving me parts. One, was Eddie Ranne who gave me a tachometer for my car, Ruby.

Eddie recently purchased a hot rod 53 Starliner coupe with an interior that he wants to upgrade. I had a spare GT Hawk dash & brought it for him to the Good Guys meet at Texas Motor Speedway last weekend.



There was a smattering of Studes throughout the vast number of cars on exhibit. It would be nice to someday see them all together in a row.

Here is Eddies new ride

I'm of the mind that a car regardless of whether it's 100% original, restored, a daily driver or hot rodded as long as it has some Stude to it, then that's fine by me. What are your thoughts?

THE STUDEBAKERS “Are They Coming or Going?”

A tale of the Adventures of Fritz Poppe

Presented at RWG January 13, 2014

I didn't grow up Studebaker. We were Pontiac people! But from a young age I was interested in **all things AUTO**. On road trips as youngsters, Harold and I would compete to see who could first call out the brand of the next car or truck coming down the road. We made a list of brands and put a hash mark by each car we saw. On several trips the results were always the same: #1 Chevy, #2 Ford, #3 Plymouth; then came a scattering of the middle-priced stuff: Pontiac, Dodge, Olds, and Mercury etc. More rarely we would see a higher priced car like Cadillac or Lincoln or maybe an “Independent” car like a Nash, Kaiser, Packard or Studebaker.

Studebaker was “The First by Far with a Postwar Car” according to their 1946 ads. NO cars were built from 1942-1945 during World War II. All automotive factories were converted to war production of tanks, guns, trucks and planes or other war materiel. After the war, for the 1947 model year, Studebaker was *the only manufacturer* to offer brand new, dramatically styled models. All the other brands offered stodgy, warmed over 1942 models with small rear windows and called them 47's. The large and wide rear windows on *all* the Studebakers, made them look from the rear like windshields: hence the question: “are they coming or going?” In fact, on the Starlight coupe models, the series of rear windows swept around to both sides and were sometimes equipped with venetian blinds.

At Christmas time in 1952, Dad, Harold and I were running errands in New Hampton, Iowa, our county seat. I was fifteen going on sixteen so I coaxed dad into the Studebaker dealership to see the dramatic and startling new '53 Starliner sport coupe designed by Raymond Loewy. It was not the most practical car in the world but it was *knock-out gorgeous!* (Of course, we didn't buy one!) Over the years, that model went on to win many design awards and was so recognized as recently as 1997 by “the Eyes on Design” event in Detroit.

Three years later I had my first taste of driving a Studebaker. Right after my May 1955 graduation from Nashua High School, my Uncle Hugo sold us and dad paid for a used '48 Pontiac for my personal use. The Pontiac soon conked out with a cracked piston so Uncle Hugo appropriately loaned us a light grey 1950 Studebaker Champion two door which was much appreciated. With the Studebaker, I could drive around the town of Nashua with my buddies all evening on Saturdays for a dollar's worth of gas! It was economical.

THE STUDEBAKERS, “*Are They Coming or Going?*”

The first money I actually paid for a Studebaker was in December 1977 at a city of Richardson, Texas, auction of impounded vehicles. With a newly acquired forty-acre spread, I needed a truck, but not much of a truck, so I placed the winning bid of \$175 for the only pickup on offer. It was a decrepit, faded pink and black model E-5 1955 Studebaker which had appropriately been abandoned, left for dead along the road!

This Studebaker was not so good looking, not running and had four flats and no spare! After dragging it the forty-five miles home the day before Christmas, I began the process of lovingly but cheaply repairing and restoring it. Four years later she was gloriously back to her factory original Cherokee Red self and most presentable for her first Studebaker Drivers Club South Central Zone Meet showing in Irving, September, 1981. She was a work truck for getting me to and from Victor Equipment where I worked and for hauling stuff like firewood, so long as I lined the bed with cardboard to keep from scratching the new paint. (A refrigerator box worked fine for that.) This truck became the “cover girl” on the back of the May 1989 issue of *Turning Wheels*, the Studebaker Drivers Club magazine. Her story is documented inside. Thirteen years later, in May, 1990, SDC member John Prikkel flew to Dallas with \$5,000.00 cash in his pocket to buy my nice, red truck. He drove it back to Dayton, Ohio, with a dollar change in his pocket!

I was still active in the Studebaker Club but I was “between Studebakers” (not currently owning one) when I paid \$1,000 for a basket case 1960 Studebaker Lark convertible. It was running, but the raggedy top let in the rain and the rodents and the ants made a home therein! It wore a “quick and dirty” white paint job and was topped by a faded, forlorn and torn black top. The red interior was barely there. I would swear Bondo was holding the car together! Joe Cerney of Wichita Falls had bought the car over the phone and paid \$500 to have it shipped from Ohio. Upon seeing it in the flesh, he realized what a “cat in the sack” he had bought so he pedaled it to Bill Jordan. Bill, knowing a good car when he sees it, decided not to keep and fix it so he sold it to me for \$1,000 in 1985. This Lark was powered by a gutless, flat head, six-cylinder engine with automatic. The best-looking accessories on this car were the add-on “Port-a-Walls” whitewall tire trim.

I lovingly restored this convertible with a brand-new interior crafted by Don Null, my friend and the fellow Victor employee that got me hooked on collectible old cars. With a totally new interior and a new black cloth top in place, my first Lark looked really sharp...and cute! The Larks, new models for 1959, were compact on the outside and roomy on the inside. Studebaker, with the new model compact '59 Larks arriving in the fall of 1958, beat the new compact Ford Falcon and Chevy Corvair to market by a full year. The Larks sold like warm cakes and became Studebaker's best-selling model since the 1950-51 bullet noses and the '53-'54 Loewy designed coupes.

THE STUDEBAKERS, “*Are They Coming or Going?*” Continued

I discovered that the rusted through splash pan behind each front wheel had been lovingly stuffed with cotton gloves and tarred over! I fabricated metal to restore that and the rusted-out floors in this car. The inner rear fender rust out had never been repaired, so driving on wet roads splashed water inside the trunk until I fixed that too. If you opened a door on this car and gently lifted up and down on it, the windshield would wave at you! It was definitely NOT structurally sound!

I found a Houston buyer for my Lark with an ad in the Studebaker Drivers Club Magazine *Turning Wheels*. I looked at a map and decided that Buffalo, Texas, was about half way to Houston so I agreed to deliver the Lark that far, trailering it on a dolly behind our '82 Ford Courier compact pickup. The dashboard red light for the water temperature lit up all the way down, though nothing boiled over! After all, it was a hot, 103 degree August day in 1987 when we pulled up to the Buffalo Post Office to meet Bart Brauer and exchange my car for his cash. We did just that and graciously accepted his \$4400. I was so happy when he had the car and we had the money! Then the long drive back to Denton was under way. I heard later that Bart, a Braniff Airlines mechanic, took the Lark apart, overhauled the mechanicals and used factory replacement metal to re-do the rusty floors right. Good for him! That Lark is probably still being loved by someone, somewhere.

My last Lark thus far (as of June 4, 2013) was a 1960 Regal two-door hard top I purchased May 4, 1997. It cost even less than the convertible, just \$500. I tell people I bought an antique high-backed wooden bed and the seller, John Caldwell, just threw in the Lark. But the honest answer is the other way around. I was offered the bed on condition we would restore it, which we did and it is gorgeous and no longer painted Oliver tractor green!

The black, six-cylinder stick-with-overdrive Lark lacked an interior, save for the wrong, ripped, avocado green seats I needed to drive it home from Dallas. Nearing Denton, the Lark started to limp along and then stalled. I don't recall if we log chained it the rest of the way or waited until more dirty gas seeped thru the clogged fuel filter to drive it for short distances at a time. I also noticed on the way that it pulled to the right badly so, first thing, I let James Hamilton, my personal mechanic and expert front-end guy, put it up on the alignment rack. He grabbed the left front wheel, jerked it side to side to check the joints and the wheel fell over in his hands!

The A-frame-to-car-frame attachment had broken! Lucky that it hadn't failed on busy Interstate 35E! James trailered the inoperable Lark to our driveway where my loving wife Yvonne and I removed the “front clip”. (The clip is the entire front end, consisting of the hood, fenders, grill and bumper.) With the front clip off, Teddy Barclay could access and fix the broken area with his portable welder. We were road worthy once more after re-assembling the car!

THE STUDEBAKERS, “*Are They Coming or Going?*” Continued

Don Null and I worked wonders, crafting a new and original-looking red interior from scratch. Harry Plumadore expertly installed a new, soft, white headliner and covered the sun visors. With a little polish and new, correct white wall tires, it was now show time! I drove it as far as Tulsa for car show competition at the five-state Studebaker South Central Zone meet. I could always plan on a 3rd place trophy unless more than three cars showed up in my class!

I shouldn't deride this lovely Lark for she was a calendar girl in March, 1999. And she was roomy, having more front and back seat leg room than the 1960 Impalas which were three feet longer! With 47K miles showing (147K miles?), this pretty Lark went to Ray Altwein in New Braunfels, Texas, August 9, 2001, for \$4500. I had put only 1500 miles on it! When I checked with him in 2012 he no longer owned it. He had sold it after a few years, just like I had.

Don Null and I drove to Paris, Texas, in October 2002 to see the reincarnation of a junky '59 Chevy Impala hard top coupe he had previously owned. As we passed through the 'burg of Powderly, I spotted a gem green Studebaker Champ pickup. Naturally, we turned around and stopped to check it out. It looked decent so I bought it a week later over the phone for \$2500, having never heard it run. When we came to load it on a trailer, it hardly had the power to drive aboard! Mr. C. E. Gay was the seller. I took the truck and he took my \$2500 cash. Buyer's remorse set in almost at once!

Earlier that year I had paid only \$3500 for a restorable genuine GTO; a red '65 Pontiac Le Mans hardtop with great potential. Why had I invested so much in a barely running Studebaker truck? The GTO got most of my restoration funds and attention the next 4 years while the Stude languished. I did replace the overhead valve six cylinder engine with a V8 I got from Leighton Floyd in Denison, Texas for \$500. One more comment about the GTO. I bought it for \$3500 and planned to put fifteen thousand dollars in it and sell it for twenty five. In actuality, I put nearly \$28,000 in it and sold it for \$31,500.00 so I got about five cents an hour for my labor during the four years of total restoration!

Back to the Champ pickup: Inside the door, underneath the door panel, a driver's license number had been scratched along with the words “restored 1976” (I surmised somewhere in the rust belt). Champ pickups were the result of a desperate attempt by short-on-funds Studebaker Corporation to upgrade their pickup line from the 1947-based models they were selling clear up until 1959. To make a Champ, they took the front half of a Lark sedan, mounted it to their old pickup chassis, borrowed past-model “fleet side” box tooling from Dodge, assembled it all and called it the “new” Champ pickup! My Champ was built in February, 1963. On December twentieth of that same year the last Studebaker cars and trucks were built as the Studebaker factory in South Bend, Indiana, closed for good. The corporation continued to build some cars in Hamilton, Ontario, Canada, until 1966, but no trucks.

THE STUDEBAKERS, “*Are They Coming or Going?*” Continued

Don Null’s skill and nice front seats from a Buick transformed the interior of the Champ from shabby to sharp. But I am getting the cart before the horse. During the 1976 restoration, the then-owner had welded in place heavier steel plate over the notoriously rust-prone floor of the cab *without* first aligning the cab and the cock-eyed doors. Even with new weather stripping, the cab was not sufficiently water tight to protect my new upholstery so the Champ couldn’t be left out in the rain.

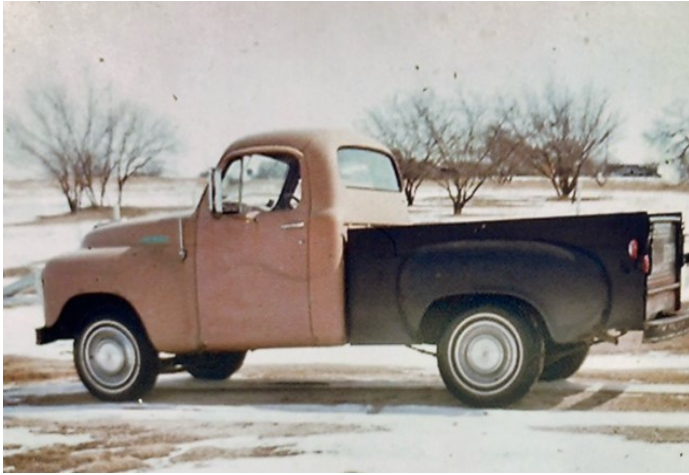
I lost my storage facility at Harry Downs’ when he sold his place. My truck was now out in the cold so I offered it at our fall 2007 garage sale for \$4400. Steven Gorham bought it and added it to a collection at his place in Krum which includes a ’56 Studebaker Power Hawk. He has been keeping the Champ indoors until he has time to make it weather tight. He recently told me he couldn’t believe I would sell it that cheap! I keep telling myself that tinkering with old cars is good therapy that keeps me out of trouble. Maybe it keeps me IN trouble with troublesome cars.

As with other collector cars I’ve owned, I restore them, enjoy them for a while and then sell them, moving on to new adventures. I just got off the phone talking with a Texarkana seller who has two yellow, restorable 1960 Lark V8 convertibles. What am I to do? So many temptations! So little time! I hope my better sense prevails.

wfp

12-12-2015 note: I passed on the two Lark converts. One needs to be younger to take on complete restorations. wfp

The Fritz Poppe Collection over the Years



Finally Starting to Appreciate in Value

LOT S86 // KISSIMMEE 2021 // JAN 7-16

1957 STUDEBAKER GOLDEN HAWK HARDTOP

Supercharged 289/275 HP, Automatic

STAR **NO RESERVE**

\$74,800



Photo courtesy Mecum Auctions

A Note from Mike Jones

A couple of weeks ago my wife and I traveled to Oklahoma City to see the GM Futurliner that was on display for the weekend. It was on rare display having traveled from its Museum home in Auburn, IN. For me it was a bucket list vehicle that I always wanted to see in person. You were even allowed to enter the drivers compartment and sit behind

While here I had the distinct pleasure to meet up with new Studebaker friends from the Central Oklahoma Chapter, Don Sutherland and Peter Rodriguez. We had the opportunity to spend some quality time talking about Studebakers and getting to know each other. Two extremely fine gentlemen for sure.



Photo is Left to right.

Mike Jones, Peter Rodriguez, Don Sutherland.

GM Futurliner #10



https://www.youtube.com/watch?v=L1J_JFjm8Xo

to see it in action



BUY/SELL/TRADE

Your junk here

FREE!

My employer buys plate light assemblies for the bulb holder which is used in a park light assembly for Sunbeam Alpines that I cast and Gayle makes plastic lenses for. The rest of the plate light unit is not used. The only difference is that the lens is clear where the originals were a milky glass, which could be done with paint, or not. At the moment I have a dozen of them. It looks to be the same lens on our '66 Wagonaire and '53 Commander.

Bob MacLeod s2dbob@yahoo.com

A Note from our Treasurer/Membership Chairman

Dues for year 2021.

Annual dues of \$15.00 are to be sent to the chapter treasurer.
Leon Carpenter, 5711 Highgate Dr, Arlington, Tx., 76016

The money you saved not driving to meetings should easily offset the cost. I've been told that Leon will hunt you down like a wounded dog for delinquent fees. Don't mess with him!

Tech Corner

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



One easy upgrade to make your car more visible especially at night are led bulbs. They can be fitted as replacements for stock tail lamp, turn signal & dash lights as well.

The prices vary widely and I first paid \$10 a bulb and then found online for as little as 40 cents each. When replacing your turn signal bulbs you'll also either have to add a resistor in line to create a load for each bulb or replace your flasher module with an electronic one designed to allow the lamps to flash.

An other addition I added was a 4 way flasher module. Being digital it has selectable flash sequence from slow to fast to strobe like. All these parts are now inexpensive as they become mainstream.

I've also replaced my sealed beam head lamps with H4 halogen units that I find bright enough without the cost of LED head lamps.



Tech Corner

All is not what it appears

Last week while riding my motorcycle, a 1985 Yamaha, it suddenly died completely. There was no power anywhere. I had my wife tow me home and I dove into solving the problem (or so I thought)

First check was battery voltage which was OK. Next terminals at the battery and going to solenoid etc. I found corrosion so problem solved – except still no power. I started probing fuses and they all checked out OK.

After removing them to clean the terminals I once again had power – and then not. I probed with a trouble light and the power would come and go as I probed the terminals of the main fuse. I removed the fuse and tested continuity and it was OK. As I came to reinstall it, the metal end cap fell off of one end. The fuse had corroded and was making intermittent contact depending on how it was squeezed in the fuse holder. Needless to say, I replaced all the fuses in the 56 year old electrical system. You might want to do the same in your 50 year old car!



Meet our Newest Member Kevin McKinney

In Kevin's own words

Thanks so much for reaching out and sending the newsletter! I can't wait to get involved, meet everyone at the next gathering and learn more about my Studebaker. I will send a short blurb and picture or two in the next few days. I am probably like some of your members in that my 56 Power Hawk is a gift (hand me down) from my dad. While he owned many cars in his life, he had a thing for Studebakers, particularly the Hawks. His idea was to rebuild it back to its glory, but he only got as far as rebuilding the engine before he developed back problems and could no longer work on it. He then gave it to me. Unfortunately, at that time, my priorities were raising my family and long hours of work and travel. So, the Studebaker stayed in storage for more than two and a half decades. My dad's recent passing has given me renewed interest and drive to finish his goal of restoring her. She is in rough shape, but I am determined, with advice from SDC and the local chapter, to give it a shot.

I am not sure how much you want to know, but I will continue with my Studebaker story/history (see my initial comments below). As previously mentioned, My wife Karen and I moved the Studebaker a few times all around Texas, but she mostly stayed in storage for 25+ years, because I did not have the time to restore her like I wanted. My wife and I have been married 33 years and have 4 grown children and 5 grandchildren. I made my living in the banking and investment business and my wife was a kindergarten teacher. We currently reside in Prosper, Texas, but we grew up in Corpus Christi, where my dad purchased our 1956 Studebaker Power Hawk.

Our Studebaker story is more about my father, who gave us the car when he could no longer work on it, than it is about me and Karen. As far back as I can remember, my dad was working on cars. He always had a project or two and I would consider him to be one of the original car barn finders. His job required him to travel most days through Southeast and far South Texas. As a result, time willing, he would take back roads and look for old cars, particularly Studebaker automobiles. I guess that he owned close to 10-15 Studebakers in his lifetime. While I have great memories of his 1933 Chevrolet, the 1939 Buick Special, his 1969 Olds 442 convertible and his project of dropping a corvette engine into his 1964 Chevy Impala, it was always Studebakers that he came back to. I guess he had a thing for them, and after all, it was one of his first cars.

On many weekends, I couldn't wait until Saturday morning when we would work on whatever project was in the garage at the time. (after the lawn was mowed, of course). I was the original "hey boy", as in, hey boy go get this tool or that tool, or even a frosty adult beverage on a hot day. One Studebaker memory from the late 60's, when we lived in Houston, stays with me more than many others. It was one weekend after my father towed home a 1950 Studebaker bullet nose Commander. He had found it in a field and asked the owner what he would take for it. Fortunately, the owner felt like my dad was doing him a favor by hauling the car away, and so, away it went. My recollection is that my dad worked on the Studebaker all weekend, and by Sunday it was running. My dad and I were so excited as we drove it around the neighborhood until we were called for supper by my patient mom. I'm not sure the neighbors were as pleased as we were about the weekend's project, for when we drove it around, there was a noticeable amount of blue smoke trailing the car. A few weeks later a buddy of his gave him \$50 for the old Commander, and off it went in a trail of blue smoke for its next stage of completion. I think that I figured out, for my dad, that it wasn't about making these project cars perfect, but much more about the thrill of getting an old car, that someone had cast aside in a field, running again. He did this many times over the years, and then he was off again on a mission to find a new project car somewhere in

I apologize that this short blurb turned into a long blurb, but it brought back good memories as I wrote it!! However, use as much as of it as you see fit. Our families goal is to honor my dad's memory by completing this gift he gave us so many years ago. It is not a rare car and it will never win trophies at a car show, but when we are finished, it will be a beautiful reminder of my dad's gift and his love for Studebaker cars.

You also asked for a couple of pictures of the car, but I am embarrassed to say that I will have to send that later when I can get it out of the garage and clean it up respectfully for a picture. I gave up trying to find one in our piles of pictures, but oddly enough, we don't have many of this current car because it has never been complete and always in storage. I do have a couple of pictures of dad working on this 1956 Studebaker engine—I am not sure why he used the bright orange/red paint! I also found a picture of my mom (circa late 1950's) posing in front of my dad's late 50's Starlight Coupe (I love those spoke wheels!). I believe this is the car they drove in to Mexico City for their honeymoon. Can you imagine that trip???



Kevin's Mom



Kevin's Dad



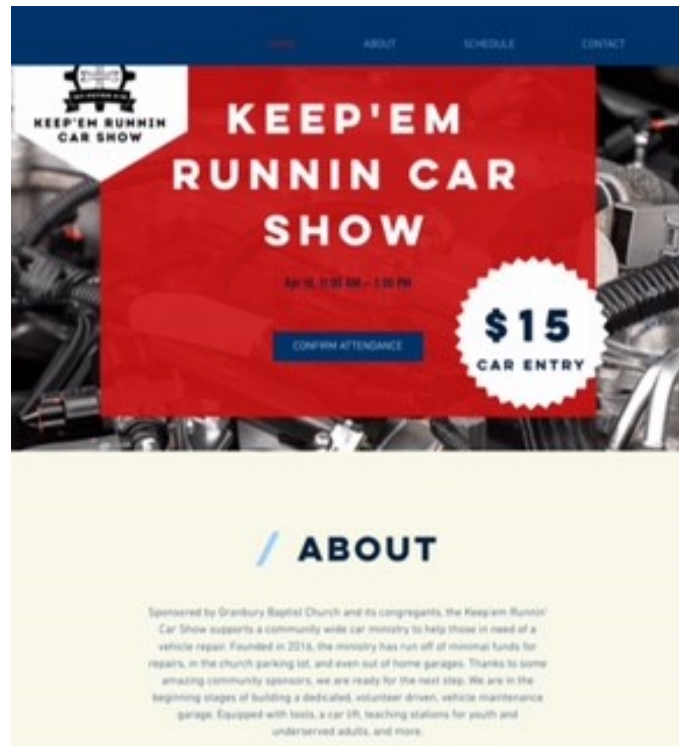
Kevin & his 56

UPCOMING EVENTS

NORTH TEXAS WHEEL

Many of our members on top of attending our monthly meetings also participate in local car shows to benefit many community functions.

If you know of such an event please forward to your editor for publication



The Indy Chapter of The Studebaker Drivers Club (SDC) would like to personally invite all SDC members to attend the 57th annual SDC International Meet September 8-11 2021, Indianapolis Indiana. The past twelve months have been challenging due to the COVID pandemic, hopefully with the vaccines we can return to our normal lives. Over the past year the Indy Chapter has been planning for an annual meeting in a casual setting at an affordable price.

The location for the International Meet is the Marion County Fairgrounds, the facility mimics closely the 2019 Mansfield meet. The fairgrounds encompasses 144 acres with several buildings that will be utilized. Camping with full hook up is available on the grounds as well as free car trailer parking. The entire facility is secured by fencing. From the fairgrounds our chosen hotels are a short 10 minute drive on rural roads. The hotels were chosen by a three point criteria, safety, cleanliness and price. Three of the seven hotels are under \$90.00 per night and filling fast. Hotels are within walking distance of each other so it is easy to gather evenings and visit with friends, new or old.

We are not finished, there are more events still to be confirmed. Check your monthly issue of Turning Wheels for updates. SDC events have been cancelled and members separated for too long by this pandemic, we look forward to once again joining together in the hobby we love. Book your hotels and register early, see you soon!

Just in — hot off the press!

The time is here!!!! Get ready for an amazing weekend with Time Machine Car Shows!!! We're packing two great shows into one amazing weekend!! You don't want to miss either one!

SATURDAY MARCH 27TH, 2021:

Join us at Cycle Center of Denton for our 5th Annual Veterans Car Show benefitting the Vietnam Veterans of Denton. Every year the turnout gets better and better and 2021 is no different! We've got a great Full Class Show planned this year with dash plaques and t-shirts to the first 50 to register!

Location: Cycle Center of Denton, 521 Acme Street, Denton, TX 76205

Registration: 10:00 AM- 12:00PM

Registration Fee: \$20.00 Benefitting the Vietnam Veterans at the Green Valley School

Show: 11:00 AM- 3:00 PM

For more information regarding these shows or any of our other 2021 Shows, email us at ray@timemachinecarshows.com



Saturday, March 27th, 2021

(Rain Date April 10th)

Registration: 10:00am-12:00pm

\$20.00 Registration Fee

Show: 11:00am-3:00pm

Full Class Show with 26 Great Classes and 6 Best of Show Awards

Including a custom Veterans Pick Award!

Dash Plaques and T-Shirts to the first 50 to register

50/50 Raffle Prizes, Food, & Vendors

Proceeds Benefitting the Green Valley School

521 Acme Street
Denton, TX 76205

For more information email us at ray@timemachinecarshows.com

Or call us at 940-367-1798

SUNDAY MARCH 28TH, 2021:

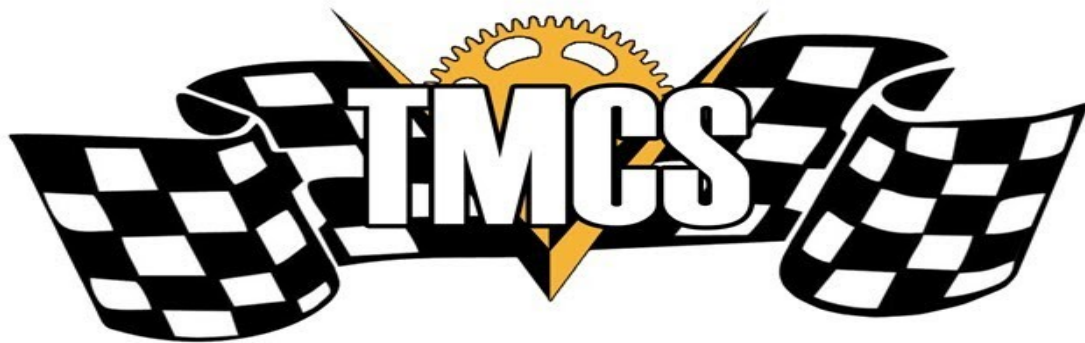
We know how much you love our Parker Square shows, and they thought it would be a great idea to bring us back monthly! It's going to be a great day for a great show! Local restaurants, coffee shops, etc. will make this day even better!!! Join us every month!!!

Location: Parker Square, Flower Mound, TX

Registration: 10:00 AM- 12:00 PM

Registration Fee: \$20.00

Show: 11:00 AM- 3:00 PM



Time Machine Car Shows

Parker Square 2021 Car Show

Schedule

March 28th

April 25th

May 23rd

June 27th

July 25th

August 29th

September 26th

October 24th

November 28th

December 19th

Registration: 10AM-12PM

Show: 11AM-3PM

Registration Fee: \$20.00


For more information regarding any of our 2021 shows, please email us at ray@timemachinecarshows.com

Studebaker was also known for performance

1953 STUDEBAKER
WORLD'S FASTEST STOCK BODY CAR 335 MPH

* LES LEGGITT * JOHN SALKINS
* LLOYD ARNOLD * BILL HODDINOTT
* BRANDON LEGGITT

CREW
JOHN BRADSHAW
LAWRENCE GLANCY
MEGAN LEGGITT
BRUCE MCQUERRY
MIKE PEASLEY
WARREN ROBBINS
WALLY STRATTON
ALLYN - CANDY - HAYDN
JAYDE - KYM - MARY

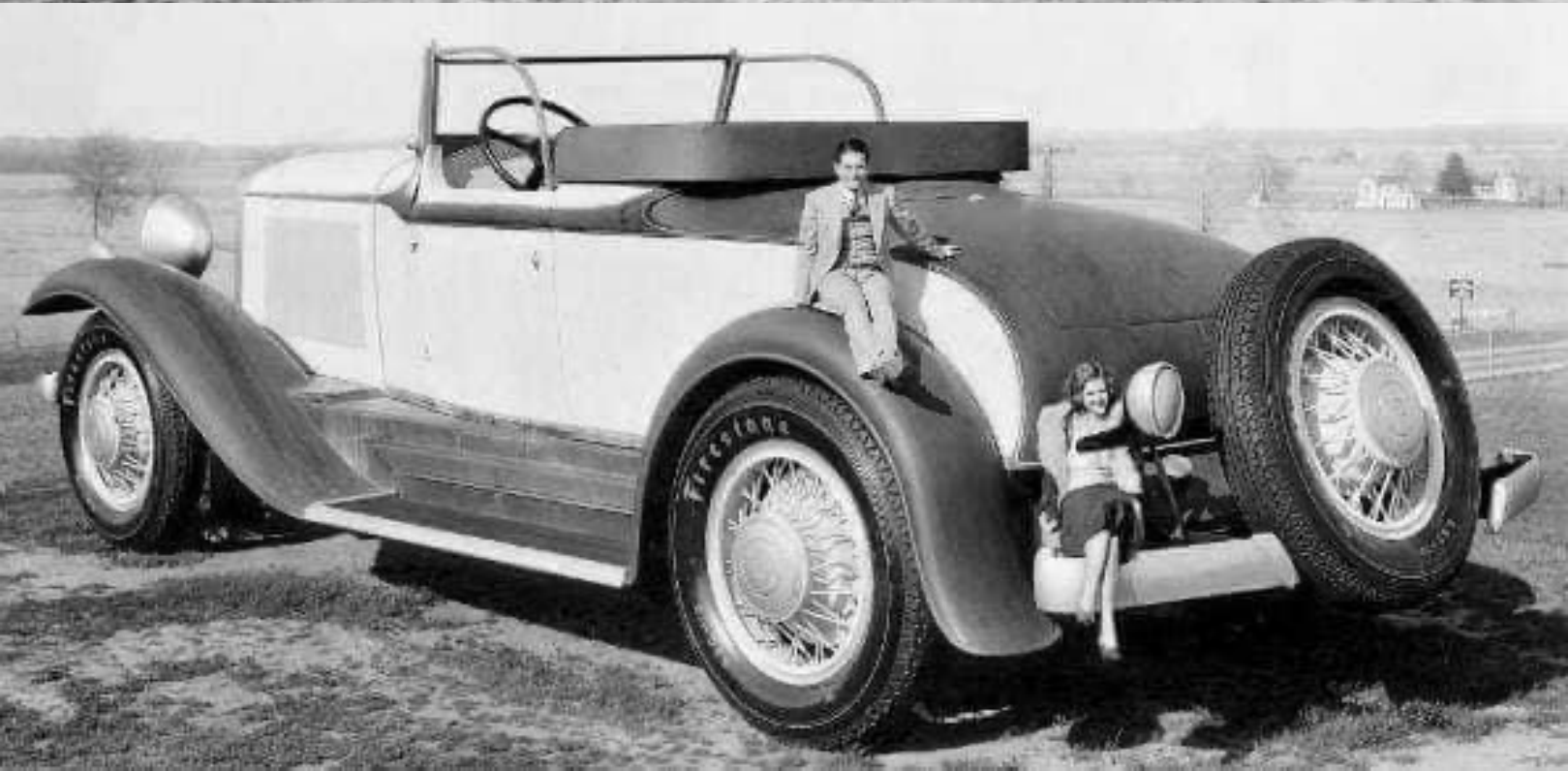
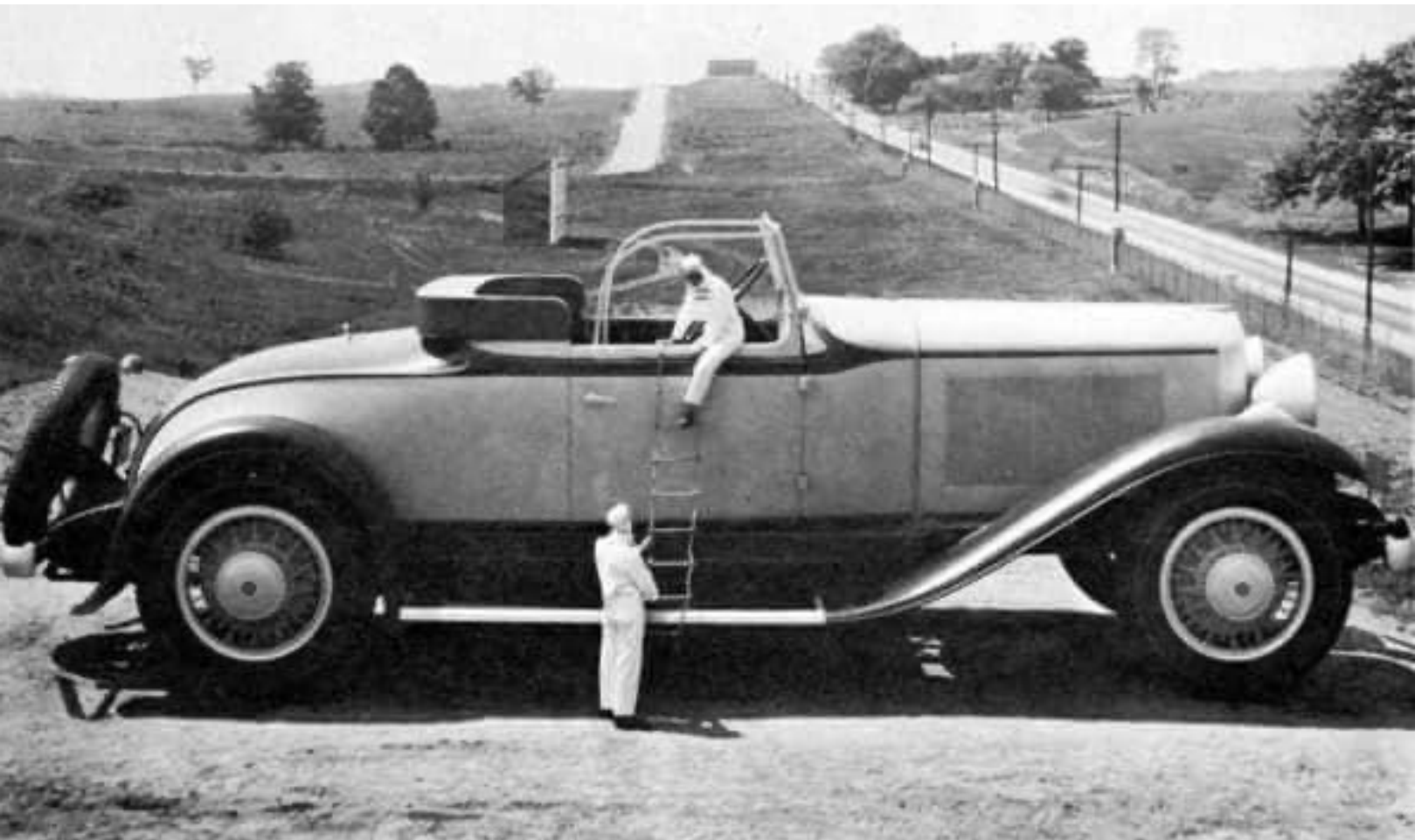


BONNEVILLE
SALT FLATS



Catching some air under those front wheels!

Studebaker Advertising



World's Largest Studebaker

Photos courtesy Hemmings Motor News

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 (circle one) Yes No

NAME _____ SPOUSE'S NAME _____

ANNIVERSARIES (Day & Month) BIRTHDAYS: HIS _____ HERS _____ WED.ANN. _____

TELEPHONES: HOME _____ WORK _____ CELL _____

EMAIL ADDRESS _____

NEWSLETTER DELIVERY IS BY EMAIL. US MAIL IS AVAILABLE BY SPECIAL REQUEST.

PLEASE LIST YOUR STUDEBAKERS (Owning a Studebaker is not a requirement for membership.)

YEAR	MODEL	BODY STYLE
_____	_____	_____
_____	_____	_____

(Own more than three? Just use the back)

Signature _____ Membership starting January _____

International Membership # _____ National membership is a prerequisite for local 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 below. Make checks payable to North Texas Studebaker Drivers Club and mail to:

We currently have about 50 members in our club. Average attendance at our meetings is 15-20. 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 has interesting articles, color pictures of our members and their Studebakers, current club news, and items of interest.

Please mail to: Leon Carpenter, 5711 Highgate Dr, Arlington, Tx., 76016