



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

[www.sdcsanjoaquinvalleychapter.com](http://www.sdcsanjoaquinvalleychapter.com)

**February 2023**

Next Meeting - Tuesday, February 7, 2022  
Black Bear Diner, 3602 W. Shaw Ave., Fresno  
6 pm -- Dinner ♦ 7 pm -- Meeting

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**1937 Coupe Express pickup**

### President's Message — Anne Goodman

Well, I have been sick since the last meeting, and finally diagnosed with bronchitis. I am happy to say I am finally getting better. David had it too; his was viral mine was bacterial. Still can't hear out of my right ear, hopefully one day soon. I hope everyone else is OK.

The kids and grandkids just got sick, so the sickness continues. I just found out through Facebook that a long-time friend just passed away. He had COPD, then got Covid, then pneumonia. As our population of Studebaker owners advances in age, we have to be very careful and proactive in our medical care. Pneumonia is a very real threat to us. Fast care is the key to our survival. Please be careful.

Well on a happier note, Mabel, my 1949 Champion, is roadworthy again. David finally felt better the other day and put a new master cylinder on her. I haven't got a chance to drive her yet but soon.

The Tower Car show is coming up on April 8. The girls want to enter a Hawk so we will let them pick which one. We would love to have club representation. Their raffle is always good. We really enjoy it. Our meeting date this month is February 7 since our regular date would have been Valentine's day and the room wasn't available.

So, mark your calendars for Tuesday, February 7. The room will be ready at 5:30 p.m. and we can start the meeting early at 6:30 p.m.

Thank you and see you at the meeting!

## **Barn dust for sale. Increases car value!**

**\$500** • Crittenden, KY

**Here I have buckets of authentic barn dust. Just scatter all over any pre-80's car, park it in a shed and turn a \$500 beater into a \$25,000 "survivor".**



## **Flood Damaged Cars Often Get Sold Again**

*By Consumer Reports  
September 30, 2022*

Thousands of cars are damaged or destroyed by floods every year, but don't assume all those vehicles end up in a junkyard.

Some are repaired and resold in other parts of the country without the buyer being aware of the car's waterlogged history. In fact, Carfax says there were 378,000 flooded cars were back on the roads in 2021.

The key takeaway is that you need to be vigilant when buying a used car, even if you don't live near a traditional storm area. That's because flood-damaged cars are often transported well beyond their original region after major storms to locations where consumers may be less aware of the warning signs to look for.

Water can ruin electronics, lubricants, and mechanical systems. It may take months or years, but corrosion can find its way to the car's vital electronics, including airbag controllers. Consumers need to carefully inspect any used car before buying one (or pay a mechanic to do it).

*How to Spot a Flood Damaged Car, see page 16.*

### **Your Officers**

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*It saves you money every thrilling mile*

**Y**OU drive up in style and you drive on in economy, when you're the proud owner of this new 1940 Studebaker Commander.

It has the same brilliant Studebaker engineering as the Commander that took first honors in gas saving in this year's Gilmore-Yosemite Sweepstakes, defeating the pick of the nation's cars.

It's smart and spacious inside and it rides restfully and sure-footedly on Studebaker's exclusive planar independent wheel

suspension. No extra charge for steering wheel gear shift, front-compartment hood lock, non-slam rotary door latches, automatic hill holder and other Studebaker advanced features.

You pay only a little more for this Commander than for a Studebaker Champion—on which prices begin at \$660 delivered at the factory, South Bend, Indiana. See your local Studebaker dealer now and drive this new 1940 Commander. Easy C.I.T. terms.

*NEW 1940*

**STUDEBAKER COMMANDER**

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**San Joaquin Valley Chapter Studebaker Driver's Club**  
Fresno, California

**MEETING MINUTES—January 10, 2023**

**CALL TO ORDER**

President Anne F. Goodman called the meeting to order at 6:55 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N Marty Ave), Fresno CA 93710.

**ATTENDANCE**

Anne & David Goodman  
Lou & Debbie Raimondi  
Greg & Edith Gustafson  
Buzz & Sue Madsen  
Jim & Karen McKeever  
Roger Scott  
Bruce Novak

Marc Varney  
Mike McKinney & Debra Foltz  
Frank Wenzel  
Kent Vandenberg  
Carl & Susan Thomason

**MINUTES**

It was moved by member Roger Scott and seconded by member Greg Gustafson to approve the minutes of the December meeting as corrected. Approved.

**TREASURER'S REPORT**

It was moved by member Bruce Novak and seconded by member Edith Gustafson to approve the Treasurer's Report for December as follows. Approved.

**December 2022**

<b>Beginning Balance</b>	<b>\$4,506.74</b>
<b>Receipts:</b>	
\$64 – 50/50 Dec Holiday Party	\$64.00
\$340 – Annual member Dues	340.00
<b>Disbursements:</b>	
\$297.57 Balance due for Holiday Party/OSF	-\$297.57
<b>Ending Balance</b>	<b>\$4,613.17</b>

**PRESIDENT'S REPORT**

President Anne said she'd been working on 'Mable', the Goodmans 1949 Champion. She ordered a new brake master cylinder. Mable has always been able to go and now she is also able to stop!

Anne also told about various members, including her family, who are sick with Covid or the other illnesses affecting so many right now.

The relentless rains we've had also affected many of our members. Tim & Gloria Hennessey are stranded on an island at their ranch since Deadman & Dutchman Creeks around them have overflowed. Gustafsons had to drain

water from their pool. Anne said her sister's pool overflowed and water got into the house. Portions of highways 1 and 101 were flooded and there were 25 ft. waves on the Central Coast.

## **TOUR MASTER'S REPORT**

Carl asked members for feedback regarding our annual Blossom Tour & lunch. The peak time for the blossoms always depends on the weather and there was discussion about whether the recent rains would affect that. It was decided to plan the tour but determine the date at the February meeting. It will be Saturday, Feb. 25 or Saturday, March 4.

Debbie Raimondi talked about our two-night trip to San Simeon on March 24-26. An email will be sent with additional details. Members will call to make their own reservations. The sign-up sheet was passed around again for any updates.

After discussion, chapter members decided to bowl at Fresno State in August and have our holiday luncheon at the Old Spaghetti Factory again. Other suggestions were to have a tour to the Lindsey/Exeter area. They still have a cruise night at the A & W in Exeter. And, apparently there is a great pizza place in Lindsey. Future Events are listed below. Details & other events will be added as we receive additional information.

### **Future Events – Save the Dates (all on Saturdays)**

**April 8 – Tower Car Show**, Fresno

**April 8 – Wings & Wheels Show** in Visalia

**April 29 – Studebaker Picnic @ Grupe Park** in Stockton, sponsored by member Lou Van Anne

**July 15 – BBQ Potluck & 30<sup>th</sup> Anniversary Chapter Celebration**, hosted by Greg & Edith Gustafson

**Nov 11 – Veterans Day Parade**

**Dec 9 – Holiday Luncheon**, Old Spaghetti Factory

### **Future SDC International Meets**

September 12-16, 2023, Manitowoc, WI

June 25-29, 2024, Dubuque, IA

## **MEMBER DISCUSSION**

Pat Helzer, who is undergoing chemo, is showing improvement. Please let her know we're thinking of her. Al Guzman had knee surgery and he and Belinda have had Covid so no work is being done on the Avanti. It was good to see Marc Varney who is recovering from surgery. He's usually unable to attend meetings due to his work schedule.

Jim McKeever said he's got his 1955 running but is still working on the 1965. He's currently working on a theoretical solution to a Studebaker problem with the rear main seal. Members commented on the great technical article he wrote for the newsletter.

Herb Helzer is selling his 1952 Kaiser Virginian. We'll put details in the newsletter.

Mike McKinney told members about the Valentines Night at the Manhattan restaurant on West & Bullard, sponsored by the Fresno Kiwanis. 5:30 p.m. cocktails/7 p.m. dinner. Cost is \$60/person.

## **OLD BUSINESS**

There was no old business.

## NEW BUSINESS

There was no old business.

## 50/50 OPPORTUNITY DRAWING

The total received was \$85. \$42 was won by member Bruce Novak. \$43 went into the Club treasury.

## ADJOURNMENT

The meeting was adjourned at 7:35 p.m.

Submitted by *Susan Thomason*, Secretary/Membership



# Club Announcements

Dear SJVC Club Members:

Because our regularly scheduled meeting is on Valentine's Day this year, we're meeting a week earlier on February 7. Same time. Same location.

Thanks,  
Susan Tomlinson  
Membership Secretary

1950 Studebaker with the dealer optional Lindberg prop on the nose.





# Studebaker Club Plans Weekender to San Simeon



March 24-26, 2023



We had a great turnout and a fun time last year so we're planning another weekend trip to San Simeon. This year, we'll stay for two nights – Friday 3/24 to Sunday 3/26.

Debbie Raimondi has blocked rooms for our group. **Please call and make your own reservation. Ask for the rooms with the SJVC Studebaker Car Club to get the rate below.**

**San Simeon Lodge (pet friendly)**  
9620 Castillo Drive  
San Simeon, CA 93452  
805.927.4601

**\$99 + tx – 2 Queen size beds**  
**\$109 + tx – King**

**Ocean View rooms, 1 block from the beach, Restaurant & bar on site.**

We'll send more details later, but the tentative plan is to leave around 9 a.m. on Friday and drive together to Cambria for lunch and shopping. Our rooms in San Simeon will be ready at 3 p.m.

Friday night on your own. **If you'd like to see Hearst Castle, please book an early Saturday morning tour.** Mid-day Saturday, we plan to have a BBQ on the beach near the castle. Sunday morning, we can have a farewell breakfast together in Cambria before heading home.

There are so many things to see nearby. The hotel is about 150 miles from Fresno so it's about a 2½-3 hour drive. If you don't want to drive your Studebaker that far, that's OK – drive your Brand X.

We hope you can join us for this relaxing weekend with Studebaker friends.

*Submitted by Susan Thomason*

# Studebaker on Film



## 1955 Commander Shows Great Condition

This video is essentially a classic car dealership sales pitch for a four-door '55 Commander in solid condition. Though the video is several years old, and the car has no doubt long since sold, the video shows a very clean sedan. The pitch here is the condition of the car and the advantages of owning a family-sized sedan.

Production figures for the 1955 Commander in all versions show a total of 58,788 cars produced. The total production for all Studebaker models in 1955 was 116,333.

To learn more about this great Studebaker, click on the photo above to be taken to the video. If you have suggestions for videos to post, contact me at [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net)







## Studebakers Wow Crowds at Annual Vets Day Parade

Our favorite brand attracted a lot of attention during the Veteran's Day Parade in Fresno on November 11, 2022. Anne Goodman and Debbie Raimondi drove the 1957 Silverhawk. Bruck Novak drove his 1950 Bulletnose. John and Robin Johnson with friend Jan brought the 1956 Ford wagon, and Richard Mehelic and son Ron arrived in the 1972 Avanti.

Everyone went to Bobby Salazar's for lunch afterwards. Lots of people, and they were very excited to see the Studebakers. *(See more photos on page 9.)*

*Submitted by Anne Goodman*



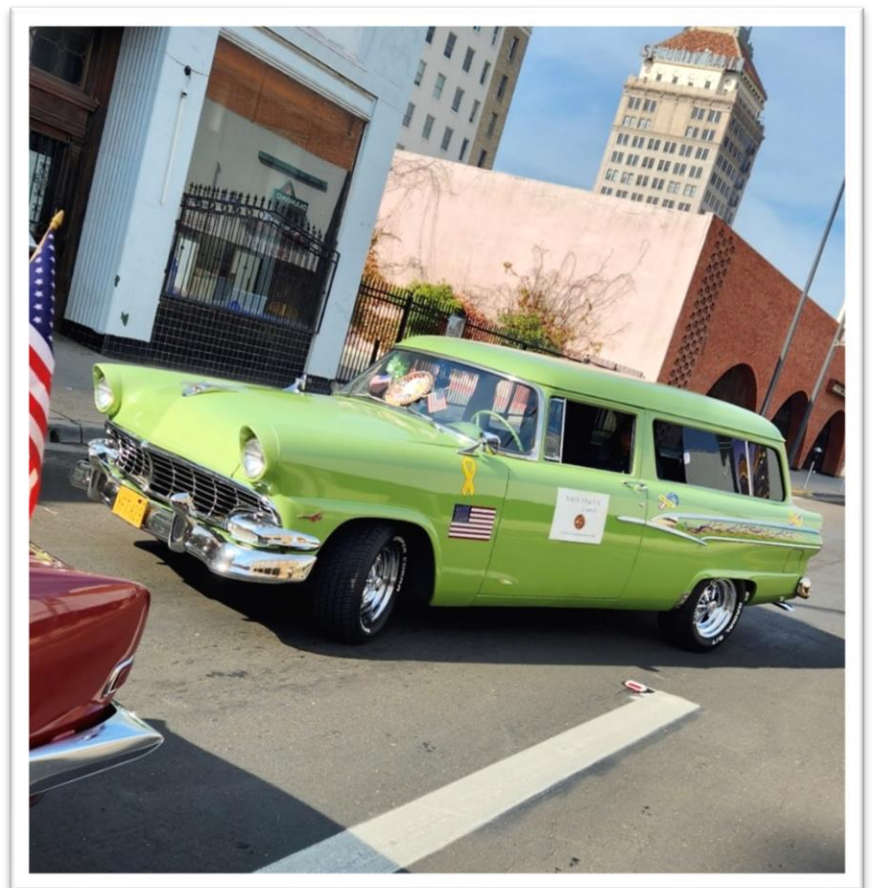




# Studebaker On Parade



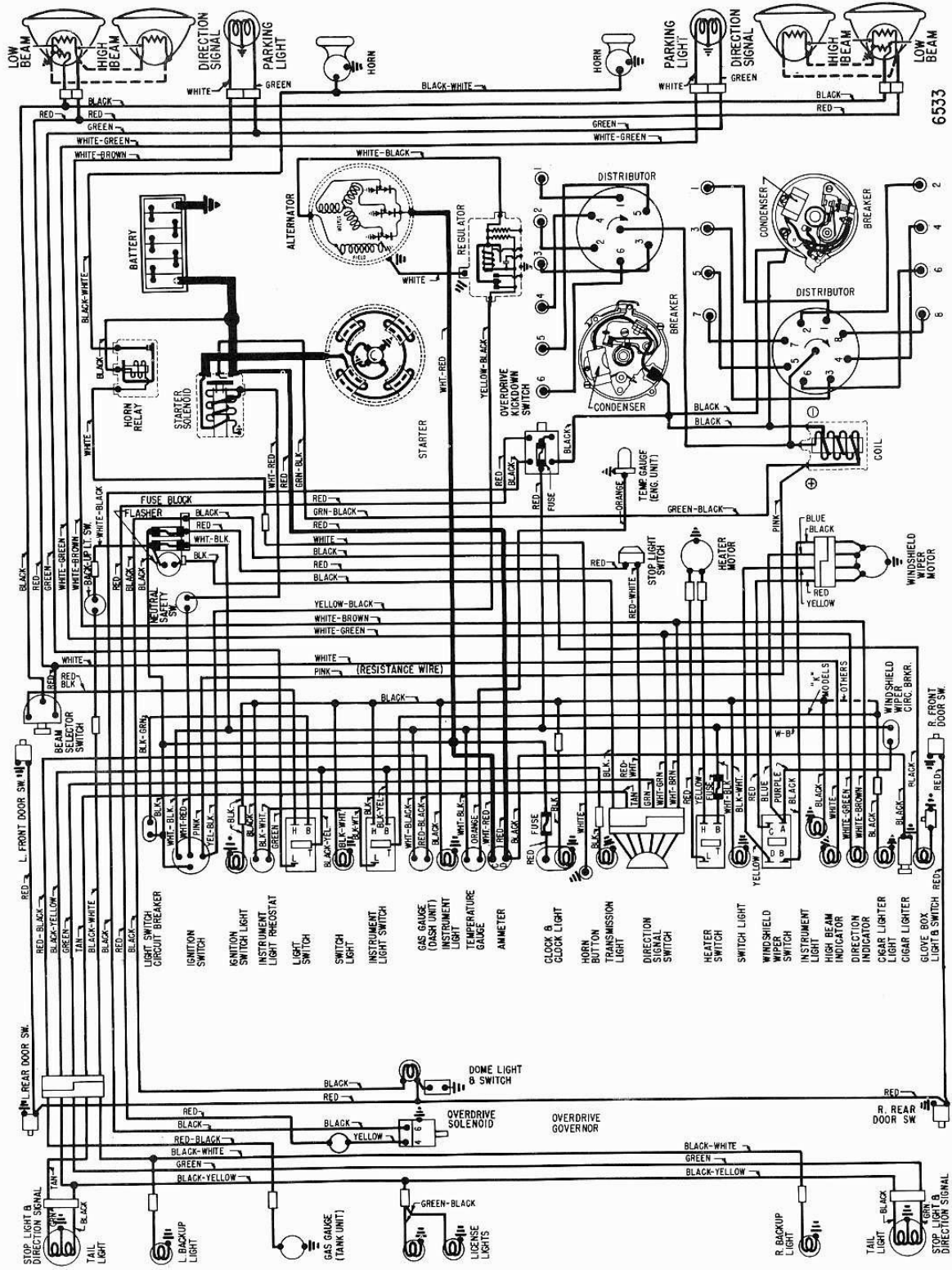
Photos by  
Anne Goodman



(Hey! Who let that Ford in there?)

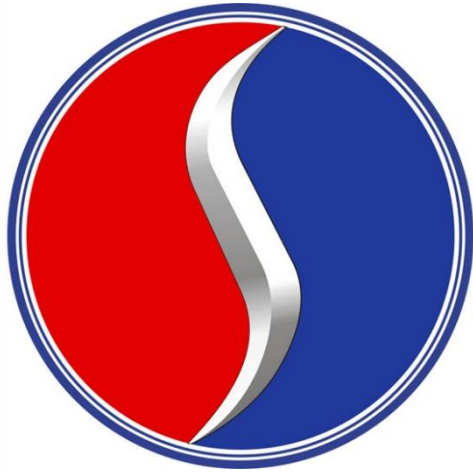
# 1965 Studebaker 6 & V8

3WD-401



6533





# Studebaker Myths and Misconceptions



*Studebakers have not been made since 1966. Over the passing years many myths and misconceptions have persisted. Here are 10 myths that are often repeated and the facts behind those myths and misconceptions to hopefully set the record straight once and for all.*

**Myth #1: Studebaker was owned/made by Hudson/ AMC/Ford/Chrysler, etc.)**

**Fact:** From 1852 through 1966, 1954-1962 were the only years in which Studebaker was a division of a larger corporation. The Packard Motor Car Company purchased The Studebaker Corporation in 1954 and formed The Studebaker-Packard Corporation. That company manufactured both Packard and Studebaker automobiles and trucks through the 1958 model year, when Packard production ceased. The Corporation dropped Packard from the name in 1962 and became The Studebaker Corporation until Studebaker automobile production was terminated during the 1966 model year. More Studebaker company history at <http://en.wikipedia.org/wiki/Studebaker>

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**Myth #2: Studebaker V/8 motors were designed and/ or made by Ford/Cadillac/AMC/Chevy, etc.**

**Fact:** Studebaker designed, cast, machined and built its own V/8 motors beginning in the 1951 model year through 1964. The Studebaker 289 c.i. V/8 was introduced in the 1956 model year, seven years before Ford introduced their 289 during the

1963 model year. It is true that a Cadillac intake manifold can be modified to fit a Studebaker V/8 but there were no ties between the Cadillac Division and Studebaker. For the 1965-66 model years only, all Studebakers were manufactured in its Hamilton, Ontario, Canada plant with V/8s and sixes sourced from General Motors' McKinnon Industries engine plant.

**Myth #3: The famous 1953 Studebaker Starlight (not starlite) coupe and Starliner hardtop were designed by Raymond Loewy.**

**Fact:** The actual designing of the '53 Studebaker was done by Bob Bourke, who worked for the Raymond Loewy design firm.

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**Myth #4 : The Avanti was made in Canada.**

**Fact:** Avantis were never built in Canada. 1963 and 1964 Avantis were built at the Studebaker plant in South Bend, Indiana. After Studebaker closed its South Bend (US) manufacturing, the Avanti (name, molds, parts, etc.) was sold to private individuals who produced the Avanti II and other Avanti configurations. The post-Studebaker Avantis are not officially "Studebakers", but the cars and their owners are welcomed and

appreciated by the Studebaker Drivers Club. More Avanti facts: [www.aoai.org](http://www.aoai.org)

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**Myth #5: My (buddy/relative) had a 1955 Golden Hawk (or 1961 Silver Hawk).**

**Fact:** Golden Hawks were ONLY produced in '56, '57 and '58. The '56 G.H. had a Packard 352 V/8 engine (but never supercharged and never with two 4 bbl carbs). '57 and '58 G.H. had a McCulloch supercharged 289 c.i. Studebaker V/8. Other '56 Hawks included Sky Hawk, Power Hawk and Flight Hawk. Silver Hawks were ONLY produced in '57, '58 and '59. All 1960 and 1961 Hawks were simply Hawks, with no other identifiers. '62-'64 had the Gran Turismo Hawk (not Grand Torino, which was a Ford). '63-'64 GT Hawks could be ordered with a Paxton supercharged engine.

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**Myth #6: Parts for Studebakers are impossible to get.**

**Fact:** Of course, there are a few exceptions but by and large, parts are plentiful and easy to get from a large number of Studebaker parts vendors. For NOS, used and reproduction parts sources visit [www.studebakervendors.com](http://www.studebakervendors.com).

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**Myth #7: Studebakers were built for Grandpas and Grandmas with flathead 6 cyl. engines.**

**Fact:** Studebaker was famous for its economical sixes BUT Studebaker also built a number of sporty and HIGH-PERFORMANCE cars. Powerful, stock-block Studebaker straight eights competed favorably in The Indianapolis 500 Mile Race during the 1930s. The 1953 coupe has been declared a work of art. In 1955, it was the sporty Speedster, and then became the basis for the entire Hawk line through the 1964 model year. High-performance R-1, R-2, R-3 and R4 Avanti engines

that could be (and were) factory available in any Studebaker car model in '63 and '64, as were 4-speed transmissions. The Avanti was famous on the Bonneville salt flats and Ted Harbit and his '51 Stude-powered "Chicken Hawk" is a 7-time NRHA champion and a member of the NHRA hall of fame. For more performance info check out [www.racingstudebakers.com](http://www.racingstudebakers.com).

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**Myth #8: Studebaker didn't build "big" trucks.**

**Fact:** Not true. Studebaker did build heavy trucks, including diesel powered until truck production ended in 1964 model year. Studebaker also built the highly-regarded "US-6" 6x6 military trucks that helped win WWII.

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**Myth #9: All Studebakers were built in South Bend, IN**

**Fact:** While South Bend is the revered ancestral home of Studebaker, the company also had manufacturing plants in Hamilton, Ontario, Canada and Los Angeles (Vernon), California. In addition, Studebakers were assembled in a number of countries around the world including Australia.

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**Myth #10: It is hard to find anyone that knows how to fix or advise on Studebakers.**

**Fact:** There are many Studebaker repair people in different parts of the country. The 12,000 member Studebaker Drivers Club (SDC) has a magazine "Turning Wheels" with a huge technical section each month and the SDC Forum offers incredible expertise on all things Studebaker 24/7. Join Us! Visit [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com) or talk with your local SDC Chapter.

*Courtesy of Pete Yuen  
B.C. Coastal Chapter, SDC.*

## The Way We Were

# Studebaker's 1962 Indy Pace Cars



“Two different Studebakers served as pace cars for the 1962 contest. Studebaker’s new Avanti served as the “honorary” pace car while a Lark Daytona Convertible handled the actual pace car duties. The Daytona was driven by 500 veteran Sam Hanks. The Avanti, the 34th one produced, was awarded to winner Rodger Ward.” *Courtesy of the Studebaker National Museum.*

*“The problem with the designated driver program, it’s not a desirable job, but if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house.”*

*— Jeff Foxworthy*



# Tech Tips

## Spark Plug Color Tells the Whole Tale

By Jim McKeever  
San Joaquin Valley Chapter,  
SDC

Spark plugs come in a bewildering assortment of what is known as “heat ranges,” or the ability of the plug to carry heat away from the electrode (the end where the spark happens) to the surrounding air.

You want the heat carried away so you don’t get the dreaded “glow plug effect” which makes the cylinders fire when you don’t want them to, and which causes all sorts of trouble inside the engine.

Plugs with a shorter path to carry the heat away will run cooler than those with a longer heat path.

By choosing the proper heat range plug, you will make your engine run better and get better gas mileage. (I personally like E3 spark plugs for performance and longevity.)

When you remove your spark plugs to examine them, make sure to mark which one came out of which hole, as it may be helpful for future troubleshooting. Then compare them to a spark plug color chart

the heat range will work, or whether a mechanical fix may be needed.

I have actually met the site owner, Sandy Ganz! His website has a lot of information in other topic areas, not specifically

Studebaker, but still interesting.

Back to reading the plugs; if they are a nice tan color, they are normal.

With the advent of unleaded gas the color of the plug could be a reddish tan, which is still normal. If they’re not, find the picture that most closely matches the look of your plugs, and go hotter or cooler based on the reason.

Just because the parts store attendant pulls up a “recommended” plug on the computer doesn’t mean it will work best for your intended application.

Consider what you want the plug to do. You may want to choose a plug that will:

- Stay cool enough to avoid pre-ignition and/or electrode burning;



that can easily be found online.

There are many websites that display color charts for reading your spark plugs.

A good one to review is [gtsparkplugs.com](http://gtsparkplugs.com). This is a site with info about why a plug looks like it does and whether changing

(See Plugs, Page 18)

# Plugs

(Continued from Page 17)

- Run hot enough to burn off the combustion deposits that collect on the plug's firing tip (electrode);
- Adapt to the specific characteristics of your engine and the little idiosyncracies of your driving habits and varying load (weight) conditions.

Here are a few myths surrounding spark plugs that should be dispelled:

- A too hot plug by itself will NOT burn valves. However too hot a spark plug can cause pre-ignition and/or detonation (ping), which can lead to other serious engine problems.
- Heat range does NOT affect the voltage available to fire the plug; this is determined by the coil

(stock coils put out about 26,000 volts, high energy ignition/HEI coils produce around 40,000+ volts.)

Therefore, hotter plugs do NOT produce a hotter spark.

- Colder plugs are NOT always better at the drag strip. You still need to match them to the conditions and use, using the color chart as a guide.

To protect your engine from possible damage it is best to start 1 or 2 heat ranges cooler than the recommended street driven spark plug, working your way up as needed.

When the heat range is right, and to achieve optimum performance while racing, there will be a bluish ring on the center electrode between the insulator and the tip.

Beware of going too hot, as the result of pre-ignition and/or detonation on an engine when racing could be catastrophic.

***(NOTE: 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 and precautions.)***

## How to Spot a Flood-Damaged Car

Water damage can be hard to detect, but Consumer Reports says you should look for some telltale signs.

- **Inspect the carpets** to see whether they show signs of having been waterlogged, such as smelling musty or having caked-on mud. Brand-new carpets in an older vehicle may be another red flag.
- **Check the seat-mounting screws** to see whether there's any evidence that they were removed. To dry the carpets effectively, the seats must be removed and possibly even replaced.
- **Inspect the lights.** A visible waterline may still show on the lens or reflector.
- **Inspect the difficult-to-clean places,** such as gaps between panels in the trunk and under the hood, for mud and debris.
- **Look on the bottom edges** of brackets or panels, where grime wouldn't settle usually.
- **Look at the heads of any unpainted, exposed screws** under the dashboard. Bare metal will show signs of rust in flooded cars.
- **Check to see whether the rubber drain plugs** under the car and on the bottom of doors look as if they have been removed recently. That may have been done to drain floodwater.





**REVOLUTIONARY NEW STUDEBAKER TRUCKS!**  
**As modern as Studebaker's new cars!**

**YOU CAN SEE** right away that this is sensationally different truck styling.

From that low front end all the way back, everything about a 1949 Studebaker truck has a brand new look. Even the steps are enclosed inside the doors of the driver's cab!

But this outside view doesn't show you half the new Studebaker truck features.

Wide doors with "hold-open" stops reveal an enormously roomy cab—a driver's dream of all-weather comfort and convenience—with 22.8% more windshield and window vision!

These 1949 Studebakers are the world's first trucks, too, with real "lift-the-hood" accessibility. Engine, ignition, instruments and ac-

cessories are easy to get at without standing on a box or fumbling under the dash panel!

More sizes and wheelbases than Studebaker ever offered before! New ½-ton, ¾-ton, 1-ton, 1½-ton and 2-ton models!

New ruggedness! New riding comfort! New handling ease! Gas-saving new performance that increases Studebaker's reputation for low cost operation!

**NEW 1949  
 STUDEBAKER  
 TRUCKS**

**WORLD'S NEWEST AND FINEST**

© Studebaker Corp'n, South Bend 27, Indiana, U.S.A.



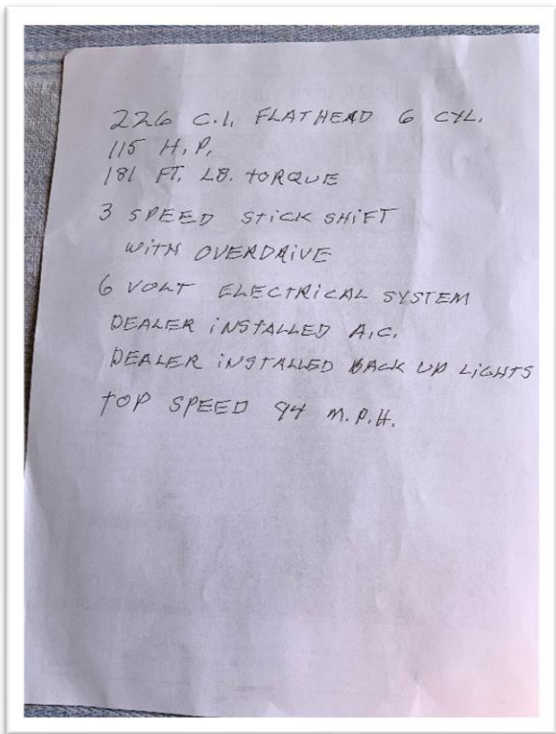
Studebaker's new pick-up models load and unload with new ease! Tail gate automatically locks when open! Huge rear window! Cab has window wings; automatic light; two arm rests, windshield wipers, sun visors; ash tray; rotary door latches. Rear bumper—Truck Climatizer—at extra cost.



# Studebaker


## Classified Ads

Sitting on extra Studebaker parts? Looking for parts? This is the space for club members to advertise their needs. If you have something to sell or something to buy, send your information to [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net).





## Herb Helzer's 1952 Kaiser Virginian Traveler for Sale

1952 KAISER VIRGINIAN  
2 door Traveler with Deluxe trim package

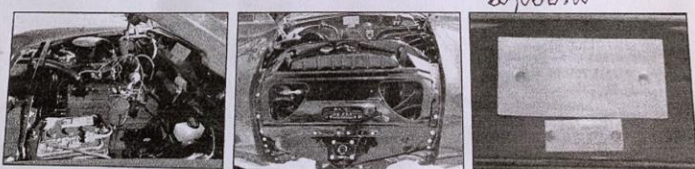


It has been totally restored back to its original condition: Red with tan interior, 3 speed trans with OD. Air conditioning and backup lights installed at the dealership. New tires with less than 100 miles usage. Only 23,000 miles on car since it was restored going to car shows.



Orson Wells was the first owner of the car, from 1952 until 1956. He sold it to his friend Curt Stodmak, an author, screenplay writer, movie producer and movie director. When Curt died in 2000 the car was given to his friends Earl Davis and Elmer Wallen. I knew it needed to be restored and bought it from Elmer in 2002. Curt was still the registered owner, so I am owner #3. When I purchased it, my wife asked "Why do you want that car? It's the ugliest car I've ever seen." But when the restoration was completed in 2007 she said "It can't be the same car. It's the prettiest car I have ever seen." We would take it to 1-3 car shows per week but had to stop having it judged because there was no more room for trophies. It is a Concours car. It cost \$160,000 to restore. Due to health problems, I can no longer drive it. We would like someone from the club to buy it and keep it original. If you're interested, please give me a call and let's talk.

Asking ~~\$20,000~~  
60,000.00



Herbert Helzer #9391, 1136 W Weldon Ave, Fresno CA 93705  
559-486-8406 (home), 559-349-4672 (cell), helzerherbert8@gmail.com

PAID AD

We're asking our SJVC Studebaker club members to help spread the news about the sale of Herb Helzer's beautifully restored 1952 Kaiser Traveler. Here's a chance to own a very rare example of the America's first hatchback sedan. This one was once owned by the famed actor and director Orson Welles. There wasn't a more beautiful American car in 1952 than the Kaiser. Call Herb at 559.349.4672.



## Studebaker Drivers Club - San Joaquin Valley Chapter MEMBERSHIP APPLICATION

The Studebaker Drivers Club is an organization dedicated to the preservation, restoration and driving of all vehicles produced by the Studebaker Corporation. Owning a Studebaker is not a requirement for membership. Our chapter can offer technical and historical information, help in locating parts and an opportunity to take part in meets and other club activities and events. We have a monthly chapter newsletter, *Miles N' Smiles* and meet at 6:00 PM on the second Tuesday of each month (except July & December) at Black Bear Diner, 3602 W Shaw Ave (at N Marty Ave), Fresno, CA.

**San Joaquin Valley Chapter dues are \$20.00 per year** due in January (prorated \$1.66/mo for new members joining later in the year). Membership in the Studebaker Drivers Club National organization (see below) is a prerequisite for local Chapter membership for insurance purposes. If you have questions, please call Susan Thomason/SJVC Membership (559) 641-5125 or email to [thomason2@earthlink.net](mailto:thomason2@earthlink.net).

NAME(S): \_\_\_\_\_ SDC MEMBER #/EXP DATE \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY/STATE/ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ CELL: \_\_\_\_\_ EMAIL: \_\_\_\_\_

BIRTHDAY(S): \_\_\_\_\_ ANNIVERSARY \_\_\_\_\_

### STUDEBAKER(S) OWNED

### TO JOIN OUR CHAPTER

YEAR/MODEL/BODY TYPE	Mail this form and a check (payable to SJVC-SDC) to:
	Susan Thomason SJVC Membership 43306 Running Deer Drive Coarsegold, CA 93614

## Studebaker Drivers Club NATIONAL MEMBERSHIP APPLICATION

Membership in the national organization is required to join a local chapter for insurance purposes. Annual Membership includes 12 issues of *Turning Wheels* magazine, the award-winning official publication of the SDC organization. You may join online at [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com), call **(763)420-7829** with a VISA or Master Card, fax to **(763)420-7849** or send this form to the address below. You may also include the national dues with your chapter dues above and our treasurer will send it for you. The SDC website also contains an abundance of information regarding Studebaker history and stories, parts availability, technical tips, classified ads and discussion forums as well as links to other Studebaker related sites.

<p><b>Regular Membership with Periodicals Class Mail:</b>          New Members – FIRST YEAR ONLY: <b>\$29.00</b>          Regular Renewals/periodicals class mail: <b>\$36.00</b>          Student/Young Adult (up to age 22): <b>\$29.00</b>          Membership WITHOUT <i>Turning Wheels</i>: <b>\$12.00</b></p> <p><b>Regular Membership with First Class Mail: \$62.00</b></p>	<p>Mailing Address:</p> <p><b>The Studebaker Drivers Club, Inc.</b>  <b>P.O. Box 1715</b>  <b>Maple Grove MN 55311-6715</b></p> <p>For information: email <a href="mailto:mark@cornerstonereg.com">mark@cornerstonereg.com</a></p>
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NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY/STATE/ZIP: \_\_\_\_\_

PLEASE LIST YOUR STUDEBAKERS BELOW (Yr/Model/Body Type) NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_