



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

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

**October 2023**

Next Meeting – Tuesday, October 10, 2023  
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA  
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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**1952 Starliner Coupe**

### President's Message – Anne Goodman

Hello Studebaker Family,

We had a great time on International Drive your Studebaker Day. We had five Studebakers and one "Brand X."

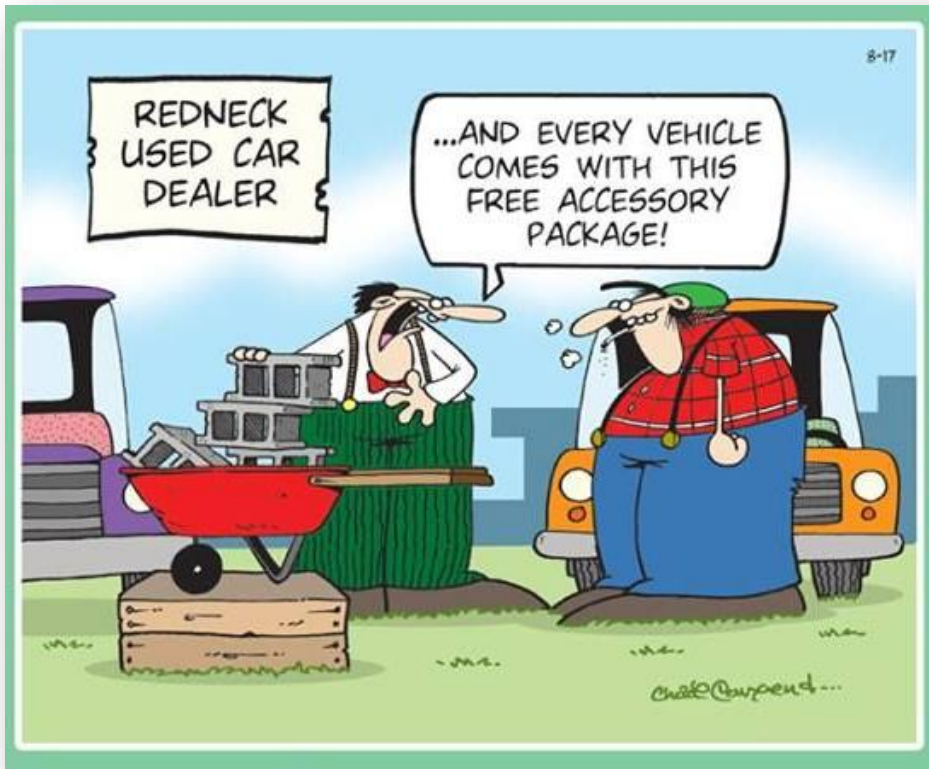
Lou Raimondi drove his 1960 Hawk. Greg and Edith Gustafson drove their 1950 Champion, as did Bruce Novak. David and Anne F. Goodman drove their 1957 Golden Hawk. Rodger Scott drove his pickup, Rob Nunes drove his 1964 GT Hawk, and Susan Thomason drove her Brand X.

We met at Willow and Nees and drove through Friant past the new Table Mountain Casino. Then we went up to Sky Harbor where there is a little park at the end of the road. The park ranger let us park for 15 minutes without paying.

It was a beautiful drive up there.

Then we went to the Yosemite Hemp Co. for lunch. The owner cooked us hamburgers and hot dogs. There were lots of neat stuff in there to see.

We had a great time!



## UK Backs Away from EV Goal

Is the United Kingdom walking back from the brink of total national conversion to electric vehicles?

It appears so, though the jury is out on the U.K.'s long-term commitment to EVs.

The fact is, according to an [Autoweek article](#) published September 21, UK Prime Minister Rishi Sunak's decision to push the goal of EV-only sales from 2030 to 2035 is based on its negative harm to consumers.

"We seem to have defaulted to an approach which will impose unacceptable costs on hard-pressed British families," Sunak is quoted as saying.

"Costs that no one was ever told about, and which may not actually be necessary to deliver the emissions reduction that we need," he concluded.

Protecting families from economic harm is admirable, but the government's decision may have more to do with the country's lagging energy grid readiness.

According to the article's author Jay Ramey, "Some industry observers have suspected Sunak's announcement of a 2030 pushback as reflecting the very real possibility that the country's energy grid and the demands on it may not be ready to support the increase in EV usage, especially when energy costs have drastically increased in UK and elsewhere in Europe in the past few years.

Perhaps not surprisingly, the decision was criticized by the automotive industry after costly investments had been made to meet the original 2030 goals.

To read the entire article, click on this [link](#).

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Studebaker is building an unlimited quantity of airplane engines, military trucks and other matériel for national defense . . . and a limited number of passenger cars which are the finest Studebakers ever produced

*The Studebaker Corporation*

*Announcing three new*  
**STUDEBAKERS FOR 1942**  
*The President • The Commander • The Champion*



ORIGINATOR of the thrilling new Skyway styling that has been the talk of motoring circles for months, Studebaker now strikes still farther forward in design.

And thanks to the resourcefulness and research of Studebaker's engineering and production staffs, materials critical to national defense are being released for that purpose—without any impairment of Studebaker's traditional standards of quality.

Beautiful Studebaker models for 1942 are

now on view at Studebaker showrooms all over the nation—the finest motor cars Studebaker has ever offered the public.

Raymond Loewy, star stylist, has given these colorful new Studebaker creations the light-streamed contours of potent planes—and Studebaker's master craftsmen have built them with the rugged staying power of battleships.

See your local Studebaker dealer now and go for a trial drive. You may use your present car as part payment—C. I. T. terms.

World's first cars with Studebaker's new, perfected  
**Turbo-matic Drive**



**NO CLUTCH-PEDAL NO CREEP NO CLASH**

Fluid coupling—with controlled gear selection  
—and automatic overdrive—available on President and Commander models at extra cost.



San Joaquin Valley Chapter Studebaker Driver's Club  
MEETING MINUTES – Fresno, California

September 12, 2023

**CALL TO ORDER**

**President Anne F. Goodman** called the meeting to order at 6:32 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N. Marty Avenue), Fresno, CA 93710.

**ATTENDANCE**

Anne Goodman (\*\*)  
Debbie Raimondi  
Greg & Edith Gustafson (\*\*)  
Bruce Novak  
Roger Scott  
Rob Nunes  
Jim McKeever

Tim & Gloria Hennessey  
Mike McKinney & Debra Foltz  
Kurt Zellman  
Carl & Susan Thomason

\*\* Drove a Studebaker/Classic Car

**RECOGNITION of GUESTS**

We again welcomed potential member, **Rich Walker**, who said he'll be joining soon.

**MINUTES**

**Jim McKeever** moved to approve the minutes of the August meeting. It was seconded by member **Roger Scott**. Approved.

**TREASURER'S REPORT**

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

**August 2023**

<b>Beginning Balance</b>	<b>\$4,771.06</b>
<b>Receipts:</b> \$49 – 50/50 August Mtg	 +\$49.00
<b>Disbursements:</b> \$0	 \$0
<b>Ending Balance</b>	<b>\$4,820.06</b>

**Mike McKinney** reimbursed the club \$45 from the BBQ at his house in June. The Kiwanis also attended and this was half of the amount collected over the cost of the event.

**PRESIDENT'S REPORT**

**President Anne** said Mabel, her 1949 Champion, needed an outing so that's what she drove to the meeting tonight. She (and everyone else) was complaining about the price of gas. She paid \$4.22 tonight. **Greg and Edith Gustafson** just came back from a trip and said gas was \$3.22 in Kansas.

She also shared a feature story in the *Antique Studebaker Review* magazine about the 1937 Coupe Express she sold in 2016 to SDC Pacific Southwest Zone Director, Ed Smith. He wrote the article when he recently sold it.

## TOUR MASTER'S REPORT

We had a great time bowling at Fresno State on August 19. Our club has a few skilled bowlers but the rest of us just have a fun time. Thanks to Debbie for organizing this event. The lottery scratcher prizes for Highest Score, Lowest Score, Highest Team Score and Most Improved were a big hit.

Last Saturday, September 9 was International Drive Your Studebaker Day. *On the Road...Around the World*. **Lou Raimondi** and **Roger Scott** organized a scenic drive up Sky Harbor Road to a vista above Millerton Lake. ]Great lunch afterwards at a local hangout in Friant. We had six Studebakers "on the Road."

**Robert Nunes** wasn't at the meeting, but he had given information to **Debbie Raimondi** to ask if members would be interested in a Mexican/California Coastline cruise. He will bring details to the October meeting and we'll send out an email to see if there is enough interest to get a group discount.

## MEMBER DISCUSSION

**Jim McKeever** said that Vintage Hot Rod Design & Fabrication in Chico will rebuild Studebaker engines. He is familiar with the company as he was on their team when they set records at Bonneville.

Members also shared that EGGE is now casting high quality pistons and other parts.

## OLD BUSINESS

Chapter business cards and copies of *The Studebaker Story* are available to members.

We'll be placing an order for name badges. The price is still the same – \$5.50 with the magnetic back. Members will receive an extra 50/50 ticket if they wear their name badge to the meeting. Susan will send out an email to see if any members need to replace their name badge before ordering.

## NEW BUSINESS

There was no new business.

## MEMBER UPDATES

Some of our Studebaker family members are facing serious health challenges.

**Jim McKeever** shared that he received an early diagnosis of bone cancer in his lower spine.

**Tim and Gloria Hennessey** have both shown improvement with their cancer treatment and are waiting for testing results.

**Pat Helzer** is also continuing to show improvement with the medication she's taking for cancer. She and **Herb** both had Covid-19 recently.

**Debbie Raimondi** says her current medication has helped with gout.

Please keep them in your thoughts and prayers. There may be others. Please let **Robin Johnson**, our Sunshine Coordinator, know so we can send them a card and follow up with them. [po67ny@comcast.net](mailto:po67ny@comcast.net)

## 50/50 OPPORTUNITY DRAWING

**\$36** was won by guest **Greg Gustafson** (again!!) with **\$36** going into the Club treasury.

## ADJOURNMENT

The meeting was adjourned at 7:13 p.m.

Submitted by *Susan Thomason*, Secretary/Membership



**SAN JOAQUIN VALLEY CHAPTER – STUDEBAKER DRIVERS CLUB  
2023 ACTIVITIES**

*Chapter Meetings are on the second Tuesday of each month except July and December  
Details and other events will be added as we receive additional information.*

*Please let us know about any events so we can forward the information to our members.*

MONTH	ACTIVITIES
OCTOBER	10/21 – 3 <sup>rd</sup> Annual Car Show, Willow Creek Healthcare Center, Clovis. No registration fee. Contact Shayna Nagle. 559.977.6812
NOVEMBER	11/11 - Veterans' Day Parade
DECEMBER	12/9 – Chapter Holiday Luncheon/Old Spaghetti Factory (No Regular Meeting in December)

**Ongoing events**

Cars & Coffee, **Saturdays**, 8-10 a.m., NW corner of Fowler and Ashlan, Clovis

Clovis Missionary Baptist Church Car Shows, Friday nights, Fowler & Nees – **May** through **September** 6-9 p.m.

**Member suggestions**

Cruise night at the A & W in Exeter. Or, a driving tour to the Exeter area with a visit to a great pizza place in Lindsey. Any others?

**Future SDC International Meets**

Sept 12-16, 2023 Manitowoc, WI

June 25-29, 2024 Dubuque, IA

# Regarding SJVC Name Badges

We last ordered chapter name badges in 2020. Members voted to pay for the badges for any new members since then, so we're getting ready to send in another order.

We also voted to give an extra raffle ticket to members if they wear their badge to the meeting.

If you've misplaced yours and want to order another one, please let me know by **Friday, October 6**. Include how you want your name to appear.

The cost is still the same: **\$5.50** with a magnetic back.

*Submitted by Susan Thomason*



# Halloween Party!

At The Goudelock Party Hanger  
Saturday Oct 21st 4pm-?  
Bring side dish or dessert, BYOB  
RSVP (559) 259-3899, (559) 288-9898

Costumes and extra chairs encouraged

# Ethanol Fuels Fuel Evaporation in Float Bowls

*By John Crooks  
Kaw Valley Chapter,  
SDC*

With our Ethanol fuels the problem of the fuel evaporating in the float bowl resulting in slow starts is a well-known problem.

On the Stromberg 2 BBL carburetors used on 259 and 289 Studebaker V8 engines, fuel loss in the float bowl can also be caused by the two plugs leaking on the bottom of the float bowl.



This can often go unnoticed as it leaks onto the intake manifold and evaporates.

You can remove the carburetor and have it resealed. A simple fix is to clean the area where the plugs are located and

use a gas tank repair epoxy to cover the plugs.

J B Weld makes gas tank repair epoxy that works. Make sure it is suitable to stand up to gasoline.

*Note from Pete Yuen:* “Do not clean the carburetor

bowl with lacquer thinner as it will destroy the coating that inhibits the gas from going through the porous pot metal known to some as pewter.”

## Some Thoughts on Replacing the V8 Heat Riser

*By Jerry Blount*

This article is about replacing the heat riser, or, as the shop manual calls it, the “Manifold Heater Valve”

This valve is installed on the passenger side, between the exhaust manifold and the front exhaust pipe connection.

During warm up, the valve is held closed by spring tension and deflects hot exhaust gases into the lower passages of the intake manifold.

As the engine warms up the spring loses its tension and the weight on the valve operating shaft opens the valve, allowing the exhaust gases to pass directly from the exhaust manifold to the exhaust pipe. The valve improves the engine economy by heating the fuel-air mixture and reduces the time for engine warm up.

The main failure of these valves, as used on 1955 - 1964 models, is cracking of the main body casting at the shaft pivot points. The valve may seem to be intact up to the time of unbolting the front exhaust pipe from the manifold, but will come off in two pieces - thus needing replacement.

There has never been an exact reproduction Studebaker heat riser valve ever made, and one reason may be that a certain Cadillac valve has always been available. It fits and functions well on any Studebaker V8 from 1955 to 1964, except R-3 and R-4 Avanti engines).

For years, all after-market exhaust system suppliers had this Cadillac valve available — I was selling them in the 1980s. Then, they gradually became less available until they were finally reproduced, which is what Studebaker parts dealers sell today.

These function perfectly fine on a Studebaker but don't necessarily look the same. They should be installed with the larger side of the internal valve opening to the downstream of the exhaust flow.

Lately, our local Studebaker mechanic, Mr. Chuck Tubens, has dealt with several cars with the valve installed upside down. Chuck then had to remove the valve and install it properly.

So, make certain that your new replacement valve is installed correct side up. I typically will mark “top” or “up” on the ones I sell.





## A Short History of Phillips Head Driver and Screws

*By David Menzies  
B.C. Coastal Chapter, SDC*

We all have a Phillips screwdriver in our tool kit and use it on a regular basis.

The Phillips head design was originally developed by John P. Thompson who sold the patent to Henry Frank Phillips in the '30s.

When Phillips began to market his new acquisition, he contacted General Motors and the first mass produced car to use the Phillips head screws was the 1936 Cadillac.

In the '40s the company was sold to a variety of subsidiary companies but still maintained the Phillips name and basic design.

There were a large number of makers of the Phillips design drivers and screws in the decades of the '40s and '50s to a point where the makers were ubiquitous and there was no further patent controls and the design became generic with no industry standard.

Phillips retired in 1945 died in 1958. In 1949 JJ Tomalis controlled the company and developed a new design and in 1958 there was a further new and improved design.

Further in 1966 there were additional improved designs; the Pozidrive was a Phillips improvement.

There were additional designs such as Torque Set, along with some name changes, Deckmate, Phillips II, Kwiktap, Phillips Plus and Con Grip. In 1999 Phillips and Dod Stacy of Creave Inc. developed a new design called the Mortorq.

With all the various designs there was no industry standard for the Phillips screw or driver. By comparison there are very little design differences with the Robertson square design. Square is square.

It is most important that the driver and screw are compatible, just a Phillips driver in a Phillips screw head may not necessarily be compatible and the head will get torn out.

With small normal screws there are usually no problems, however with the stubborn ones it is most important that the fit is proper.

*(See Phillips, Page 10)*

# Phillips

*(Continued from Page 9)*

Unnecessary damage can occur with a bad fit. In addition to the various fitting drivers, we also have worn drivers in our tool kits and are reluctant to discard them. There is no science to a good fit, just a good feel.

Some will exercise brute force while others will apply good engineering practice. With a compatible Phillips head the screw should break off before tearing the head out.

I have a variety of #4 Phillips and they are all different. Additionally I have three different POZIDRIVE drivers and they are all different.

Be vigilant when removing stubborn Phillips or Pozidriv head screws. If it doesn't "feel" right try another brand of driver, because once the damage is done it is too late.

## Don't Underestimate the Aging Process of Auto Tires

*By Peter Sant  
Ontario Chapter, SDC*

Are your tires tired?

It is a scientific fact that after seven years of age the rubber compounds that make up tires become brittle and deteriorates very quickly. At 10 years from date of manufacture tires are considered to be unsafe.

When we look at our collector car tires we usually see very little tread wear due to our driving limited miles over the course of a year.

Contrast this to our daily drivers and we normally see that tires that usually do not even last 10 years as they are worn out tread wise in less than 70,000 miles.

If you choose to drive on old tires you are taking a chance of blowout. This severe action usually results in a bad situation and often the vehicle careens off the road. A bad thing.

How do we check the age of our tires?

This is relatively easy since the tires are stamped with a date code on the sidewall. There are a string of numbers and letters on the

sidewall, but we are interested only in the last four digits which spell out the week and year of manufacture. For example, 2616 means the tire was made in the 26th week of 2016.

After you read this article, I hope that you go out to the garage and check your sidewall for the date codes of your tires and if necessary consider buying new tires prior to taking your car out on the road again.

While you are at it you may want to check the tire pressure. New cars have the pressure indicated on a sticker on the door jamb of the vehicle but our older cars leave that up to the owner to determine.

My recommendations for bias ply tires are to run them at 28 lbs. of pressure front and back.

If you have converted to radial tires (a good idea) you should probably run them with 32 lbs. pressure. Check them before setting out on a road trip.

While we are on the subject of tires, it is a good time to speak about tire balancing.

All tires should be balanced when installed on a rim. If you get a vibration usually felt in the steering wheel at 65 mph it likely means it's out of balance.

Besides the shaking, which does not do anything good for your suspension, it normally begins the process of "cupping" or making flat spots on your tire, if left untreated. If left for a long time in an unbalanced state the tire will be rendered useless.

Tires are the only contact that your car has with the road. That small patch of rubber is all that separates you from serious accidents.

Inspect your tires for cracks especially near the rim where the sidewall contacts the rim. This is usually the first place that tires start to deteriorate and cracks appear.

I know that Studebaker people are often referred to as "cheap" but when it comes to your tires do not take a chance on them for the sake of saving a few dollars.

# STUDEBAKER—Body Style Identification



1953 Champion Regal Hardtop  
Body Symbol 14G-K5



1953 Champion Regal 4 Door Sedan  
Body Symbol 14G-W5 (Regal)  
14G-W1 (Custom)—14G-W3 (DeLuxe)



1953 Champion DeLuxe 2 Door Sedan  
Body Symbol 14G-F3 (DeLuxe)  
14G-F1 (Custom)—14G-F5 (Regal)



1953 Champion 5 Pass. Coupe  
Body Symbol 14G-C5 (Regal)—10G-C3 (DeLuxe)



1953 Commander 5 Pass. Coupe  
Body Symbol 4H-C5 (Regal)—4H-C3 (DeLuxe)



1953 Commander Regal Hardtop  
Body Symbol 4H-K5 (Regal)



1953 Land Cruiser  
Body Symbol 4H-Y



1953 Commander DeLuxe 2 Door Sedan  
Body Symbol 4H-F3 (DeLuxe)



1953 Commander Regal 4 Door Sedan  
Body Symbol 4H-W5 (Regal)—4H-W3 (DeLuxe)

# International Drive Your Studebaker Day: A Great SJVC Outing



Photos by Anne F. Goodman

# Studebaker on Film



## Custom '53 Commander is a Stunner

Dennis Gage of My Classic Car TV declares that this custom built 1953 Studebaker Commander convertible is the most beautiful Studebaker he's ever seen.

As you'll see, it's not difficult to understand his sentiment.

One might wonder why Studebaker never manufactured the famed Bob Bourke design as a convertible. This custom includes a raked windshield and a 289 Avanti R2 factory supercharged engine. This is a one-off instant classic.

Recorded at Oregon Mountain Cruise in Joseph, Oregon.

Click on the photo link above to see the video. If you have suggestions for other videos to post, contact me at [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net).



## Name That Automobile!

We're looking at a scene from the 1960s somewhere in California. It looks to be a motel parking lot, but it's full of classic cars. This one ought to be easy. Have fun!

Write down your answers below and share your list with your fellow club members. There's no prize for the person with the most correct answers, but you'll have earned our admiration, so give it a try anyway.

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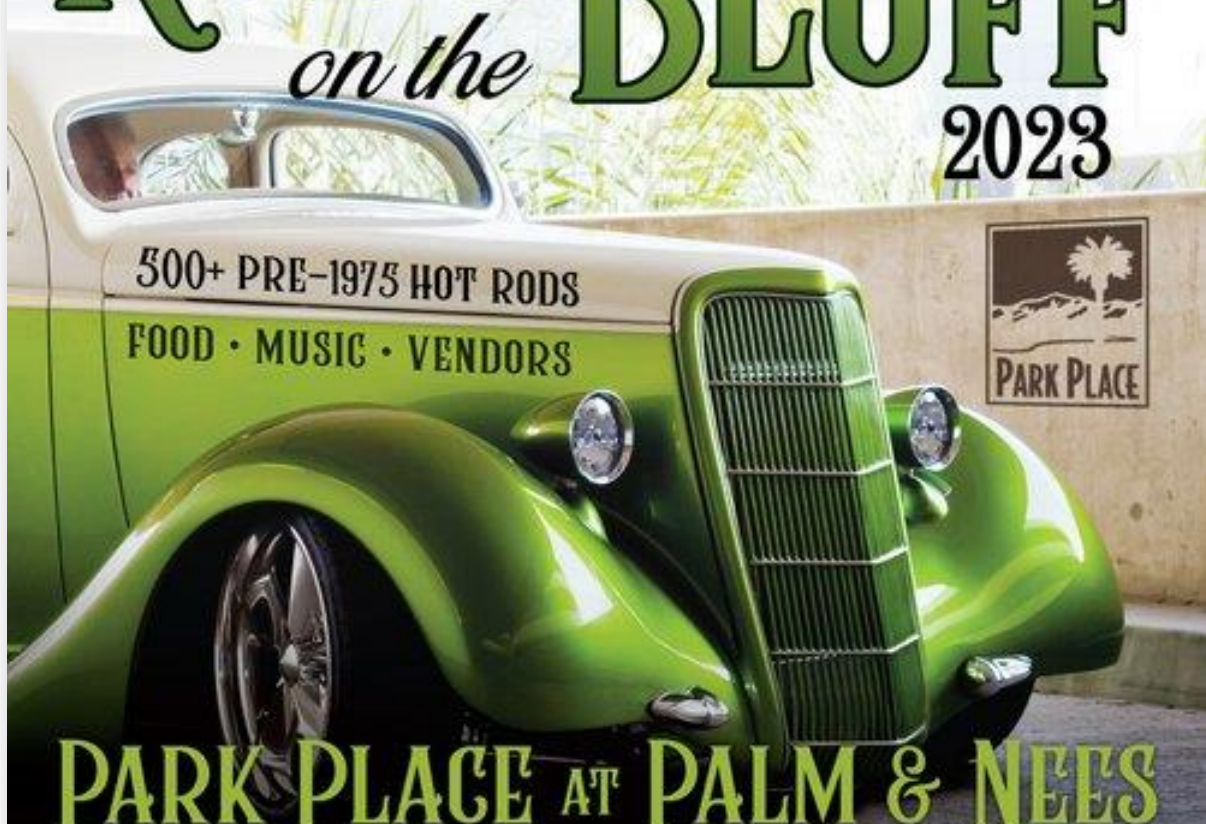
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**\$10** PER CAR.  
PER EVENT



# RODS *on the* BLUFF 2023



500+ PRE-1975 HOT RODS  
FOOD • MUSIC • VENDORS

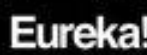
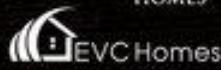


## PARK PLACE AT PALM & NEES

### FIRST FRIDAY OF THE MONTH

APRIL 7TH • MAY 5TH • SEPTEMBER 1ST • OCTOBER 6TH

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# Notes from the Studebaker Nation – Robin Shepard

Three weeks into the United Auto Workers strike, its effects are beginning to be seen throughout the national economy.

Suppliers such as Dana, a powertrain manufacturer, are warning of hundreds of potential layoffs.

According to [Car and Driver](#) writer Tim Stevens: “. . . the UAW's scope of action looks set to expand, and we're likely to see more action soon.”

UAW president Shawn Fain appears ready to "amp up the pressure" on automakers, Stevens reports, and Ford will likely see strikes as its separate negotiations with the UAW have bogged down.

Both the Big Three automakers and their workers have common interests, and the national economy would benefit from some common sense from both sides.

Workers who gave up compensation packages to help the industry through the economic dislocations since 2008 can demand honest negotiations for wage and benefits package.

The Big Three, whose profits increased since 2008 due to low inventory, high demand, and higher consumer prices, can be more generous with a share of gains made during the same period.



While automakers need to recognize the union's legitimate demands, workers should put themselves in management's shoes and see the picture from its point of view.

Essentially, the stumbling block in negotiations is the size of the wage and benefits package automakers are willing to deliver and the union is willing to accept. Automakers can promise more, and the union can accept a little less.

From their perspective, US automakers are peering into the uncertain future of electric vehicles. The tremendous capital outlays from converting to electric vehicle production, along with the promise of slim profit margins, means a limit on what it is willing to offer workers.

The UAW should also look into the future and see that EV production means fewer workers are needed.

Both sides should realize that there's more here at stake than a contract settlement. The entire viability of the US auto industry is at stake. The shaky rationale for converting from gas to electric cars is reason enough for both sides to realize they share the same self-interests.

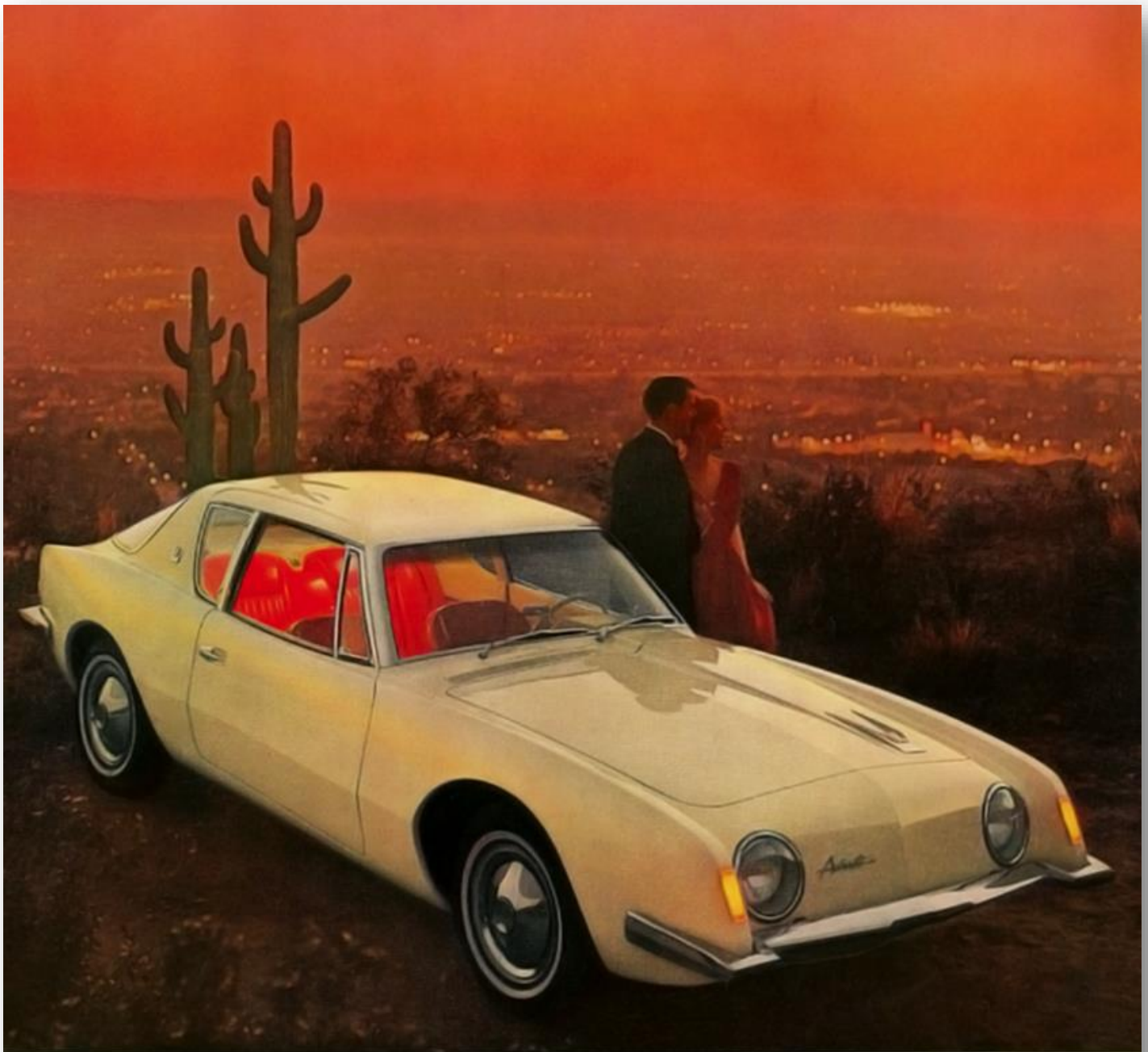
In their long history, there's never been a better time for a major industrial company and its workers to align on strategic economic interests.

Industry profits and worker compensation go hand in hand, and when it comes to EV production, both will surely shrink.

The reality is that labor and management should be on the same page.

Saving the US auto industry and the middle-class living standards of its workers calls for a joint effort to resist the coming EV revolution.





## AVANTI—Dramatic, Dynamic...and Docile

Avanti's promise of pleasure is clear from the moment you first see it.

Its distinctive aerodynamic wedge shape alone is an enticing invitation to an exciting new experience in road travel. For the Avanti is the unique product of precise engineering—immediately apparent from its quietly authoritative power and silky handling. Once inside this mag-

nificent machine, you are surrounded with a combination of luxury and safety features without equal in any other car.

No other U. S. car has a padded steel safety arch overhead to protect you and safety-cone door latches that cannot accidentally open...or a built-in Beauty Vanity. Nor caliper disc power brakes—unique in a U.S. car and safest known.

Avanti, moreover, seats four in ample roominess. What other car in its performance class does!

Avanti's promise of performance is ready to be kept at your bidding. Indeed, here is an automobile that is uniquely dramatic, dynamic and docile. It will bring you the ultimate in driving pleasure. It is a pleasure reserved to Avanti owners alone. See it at your Studebaker dealer's.

From the advanced thinking of



**Studebaker**  
CORPORATION

# The Way We Were

## Studebaker and Packard Companies Merge



In 1954, the Studebaker Corporation and the Packard Motor Car Company join forces to form The Studebaker-Packard Corporation.

*Courtesy of Studebaker National Museum*

*“Too bad that all the people who know how to run the country are busy driving taxicabs and cutting hair.”*

*George Burns*

# Tech Tips

## More 'Helpful Hints and Hacks'

*By Jim McKeever  
& Karen McKeever  
San Joaquin Valley Chapter/SDC*

### Decoding the numbers on a V-belt

Many v-belts have five digits printed on them, for instance, 41515.

The first two digits are the length of the belt in inches. The third digit is either a 5 or a 0, 5 meaning 1/2 inch, 0 meaning no fraction. This example is 41 1/2 inches.

The last two digits refer to the width of the fan belt. It will either be a 13, 15, or 17, with 13 being narrow (the only time I've ever seen a 13 is on a smog pump).

V-belts with 15 as the last two digits are the most common on cars and trucks, with 17 being the widest, usually found on cars from the 1940s and older.

The width digits don't coordinate in inches, websites say they are in millimeters. I measured one of my 15 belts, and it measured 11 millimeters. However, the outside width of the channel on my pulleys did measure 15 millimeters.

Different manufacturers may put the width first and the length last, so it might read 15415. They may also have their own codes for the width, such as A, B, and C or 5, 7, and 9. There are various charts on-line with belt width specs and codes.

### Figuring the length of a V-belt

When your old belt wears out and the numbers are so worn you can't read them, you can just take it to the auto parts store and they match it up, either by eye or by spec sheet.

Remember when they used to stretch the old one around one of those length-finder measuring tools? They are considered vintage now!

But what if your belt shredded and ended up in pieces all over the road, or your fabulous barn find doesn't have any, or you added an air conditioner and now have an extra pulley to wrap around?

There is a fancy formula for figuring out the length that looks like it came out of a high school algebra book you can find online – OR – you could use the string method.

Using a nylon cord or 12-gauge wire (something that doesn't stretch) wrap it around the pulleys, overlapping the ends and drawing a line

across both, then measure between the lines.

Do this two times, one with the alternator/generator adjustment set to the minimum and one with the adjustment set to the maximum.

An approximate average between the two lengths will allow for the height of the belt you don't get when measuring in the V groove, as well as give you enough room for tightening the tension.

To tighten your v-belt you could use the finger deflection test by pulling it tight and then pressing your finger against the belt until it stops deflecting, which should be about half an inch, and when your fingernail turns white.



*(See Hints, Page 21)*

# Hints

(Continued from Page 20)

The Kriket belt tension gauge is a cool tool for less than \$30 on Amazon and at auto parts stores that helps you accurately set the proper tension for your belt.

## Did you accidentally get antifreeze on your v-belt and now it constantly squeaks?

You could try rinsing the belt with water, brake cleaner, or purple degreaser, but those are usually

temporary fixes and the squeak returns because the antifreeze has absorbed into the belt.

Some people claim to have success with cleaning their belt in Dawn dish soap, I haven't tried that yet for a long-term fix.

It might be better, and cheaper in the long run, to just replace the belt.

*(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.)*

## Studebaker lets you show your "go"

Put yourself behind the wheel of that good looking Studebaker Cruiser (or for that matter behind the wheel of that spirited Studebaker Avanti going by).

What happens?

In either case, you are out front—in beauty and performance. Studebaker's new crisp-line styling speaks for itself. Now let's look beneath that beauty for performance. Want to get into the traffic flow quicker, safer? Studebaker gives you the extra power to do it. (We proved that with our tests at Bonneville by cracking 72 U.S. Auto Club records.)



But Studebaker performance is a lot more than turnpike cruising,

stop-and-go driving and country road sightseeing.

It's safety, comfort and that bit of extra luxury.

For safety you are protected by the Armor Guard frame, padded instrument panel, quick and responsive brakes (including caliper disc type if you wish, that stop you without swerve or fade—every time).

For comfort Studebaker gives you those chair-high seats that let you relax, and flat floors with no foot wells to trip over.

For luxury there's the "primp as you go" ladies' beauty vanity.

Why not show your "go" by guest driving the '64 "different-by-design" Studebaker today. Compare it with any other car and you'll see the downright value and get yourself a buy!

*different...by design*



**Studebaker**  
AUTOMOTIVE SALES CORPORATION



# *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).

**YOUR  
CLASSIFIED Ad  
Here**

**SEND YOUR INFO, PHOTOS to:  
r-m-s\_57@comcast.net**



## 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.

<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>  <b>Regular Membership with First Class Mail: \$62.00</b>	Mailing Address:  <b>The Studebaker Drivers Club, Inc.</b> <b>P.O. Box 1715</b> <b>Maple Grove MN 55311-6715</b>  For information: email <a href="mailto:mark@cornerstonereg.com">mark@cornerstonereg.com</a>
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NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

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

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