



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

January 2024

Next Meeting – Tuesday, January 9, 2024
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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Classic Studebaker '30s-'40s aftermarket ornamental truck radiator cap.

President's Message – Anne Goodman

Hello Studebaker Family,

I hope this message finds you well. The Covid is running around again. David and I got it on December 28. We don't know where we got it, but it is bad for me. David said it wasn't as bad for him. I think we are on the uphill side of it now.

The Studebaker Christmas Holiday Party was fun. I really enjoyed seeing everyone.

This past year. I have gotten sick a lot, like five times, with covid or covid-like symptoms. It's been a long year for it.

I'm looking forward to 2024. I'm starting this year off hopeful for a fantastic year.



Cale Yarborough Dies at 74

Legendary NASCAR driver Cale Yarborough passed away on the last lap of the year (December 31) at the age of 74.

Yarborough won 83 NASCAR Cup races in 31 years and took the championship in 1976, 1977, and 1978. He was one of only two drivers to have won three or more consecutive titles, according to an article published in [Autoweek](#).

“Cale Yarborough was one of the toughest competitors NASCAR has ever seen,” NASCAR chairman Jim France said.

“His combination of talent, grit and determination separated Cale from his peers, both on the track and in the record book. He was respected and admired by competitors and fans alike and was as comfortable behind the wheel of a tractor as he was behind the wheel of a stock car.”



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CAB-FORWARD COMPACTNESS PAYS! *More load space in less road space*

YOU carry more goods in a given wheel-base length—you turn and back up and park in less time—you maneuver easily in closer quarters—you use less fuel in doing it—with Studebaker Cab-Forward design.

It's the modern way, pioneered by Studebaker far in advance of the whole industry in the low-price truck field!

Cab-Forward compactness *pays!* That's



Studebaker Standard Models, pictured here, as well as Cab-Forward Models, are available with bodies mounted, either at Studebaker factory or by the body builder, in the most complete range of body styles in Studebaker history.

why it is capturing the urban truck market, just as Studebaker predicted it would. That's why so many others in the truck industry are following Studebaker's leadership.

But Studebaker, out ahead by a long, long lead, now provides Cab-Forward efficiency in its topmost development, in four great chassis models. In addition to these, there are four brilliantly engineered and new, smartly styled Standard model Studebakers—plus the sensational new Studebaker Coupe-Express described below!

Already Studebaker trucks are serving more than half the nation's foremost fleets. High value, enduring economy and efficiency are positively demanded in such service. If these are important considerations in your business, see your Studebaker dealer before you negotiate any future truck deals.

THE STUDEBAKER CORPORATION
Truck Division South Bend, Indiana



Studebaker Cab-Forward efficiency is most evident in cramped quarters, where the saving of upward of 40 inches in overall length saves hundreds of minutes and gallons of fuel in daily maneuvering.



Almost a third more loading space than usual is plainly evident in this streamlined Studebaker body, available as shown in Cab-Forward models. The Studebaker body program covers all normal hauling needs.

STUDEBAKER

TRUCKS AND BUSES



Coupe-Express! Passenger-car style, comfort, speed, combined with true truck load-capacity! A brand-new kind of vehicle—sold and serviced by all Studebaker dealers. See it, ride in it, drive it—you'll agree that it's without a match in the industry.

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

MEETING MINUTES—December 9, 2023

CALL TO ORDER

Our annual Christmas Party and Luncheon was held at The Old Spaghetti Factory, 1610 E. Shaw Avenue, Fresno. It was a great time to visit with Studebaker friends. After lunch, a brief business meeting was called to order at 1:20 p.m. by **President Anne F. Goodman**.

ATTENDANCE

Anne Goodman
Lou & Debbie Raimondi
Jeff & Sarah Garinger
Greg & Edith Gustafson (**)
Bruce Novak
Roger Scott (**)
Jacob Scott
Rob & Pam Nunes (**)
Robert Nunes
Rich Walker
Jim & Karen McKeever
Buzz & Sue Madsen

Herb & Pat Helzer
John & Robin Johnson (**)
Marc & Shiela Varney
David & Elaine Goudelock
Robin & Mona Shepard
Kurt, Janet & Lyla Zellman
Richard & Gay Mehelic
Debra Foltz
Carl & Susan Thomason

** **Drove a Studebaker/Classic Car**

RECOGNITION of GUESTS

Guests attending were welcomed: **Norie & Jeri Taylor**, friends of **Richard & Gay Mehelic** and **Henry Gozali**, friend of the Nunes family.

SPECIAL PRESENTATIONS

Anne Goodman was given a Gift Card to show the club's appreciation for her service as president.

Congratulations to **Robin Shepard**, editor of our excellent chapter newsletter *Miles 'n' Smiles*. He was presented with a 2nd place award from the National Studebaker Drivers Club Chapter Newsletter Editor Recognition Committee.

MINUTES

Greg Gustafson moved to approve the minutes of the November meeting. It was seconded by member **Roger Scott**. Approved.

TREASURER'S REPORT

It was moved by member **Bruce Novak** and seconded by member **Jim McKeever** to approve the Treasurer's Report for **November** as follows. Approved.

November 2023

Beginning Balance	\$4,981.06
Receipts: None	
Disbursements: \$50 – Gift Card	\$50.00
Ending Balance	\$4,931.06

PRESIDENT'S REPORT

President Anne Goodman welcomed everyone and thanked them for coming. Due to daughter-in-law Ashley's ankle injury requiring a cast, she has been very busy with her granddaughters' activities. It is also time for making her Pomegranate Jelly. This is a major project and since it is well known that she makes it annually, many people bring her pomegranates and look forward to her jelly.

TOUR MASTER'S REPORT

Carl asked everyone to think about activities for next year so we can discuss it at the January meeting.

Robert Nunes had given the club information about proposed Princess Cruises next October 2024 but there wasn't enough interest. Members can still contact him for details.

Debbie Raimondi talked about the two-night weekend trip to San Simeon. After discussion, the date was changed to April 19-21, 2024. A sign-up sheet was passed around. She will reserve a block of rooms and have more information at the January meeting.

Herb Helzer talked about the annual Classic Car Potluck at noon on New Year's Day. It is being held this year at the neighborhood park at Clinton Avenue & Brawley Avenue.

The Turlock Swap Meet is the last weekend in January.

MEMBER DISCUSSION

There was an impressive display of toys brought by members for the Salvation Army. Also, \$350 in cash and checks were donated. Susan thanked everyone for their generosity. She and Carl will take them to the Salvation Army. They are so appreciative of our support.

Everyone was busy preparing for the holidays so there wasn't a lot of discussion.

Reminder: If you are aware of a member who is sick or dealing with health issues, please contact **Robin Johnson**, our Sunshine Coordinator. We want to send a card and hear about their progress. Text her at 559/999-4264 or email po67ny@comcast.net.

OLD BUSINESS

Election of 2024 Chapter Officers. Since no one volunteered to take an office for 2024, the current officers agreed to continue in their positions. **Carl Thomason** made a motion to accept the slate of officers as presented. It was seconded by **Edith Gustafson**. It was approved and the Officers were elected by acclamation.

CHAPTER OFFICERS FOR 2024

Anne F Goodman – President
Robert Nunes – Vice President
Susan Thomason – Secretary/Membership
Debbie Raimondi – Treasurer

Appointed positions:

Robin Shepard – Newsletter Editor
Carl Thomason – Tourmaster

NEW BUSINESS

There was no new business.

50/50 OPPORTUNITY DRAWING

The total received was \$167. \$83 was won by member **Lou Raimondi**. \$84 went into the Club treasury.

ADJOURNMENT

Anne wished everyone a Merry Christmas and the meeting was adjourned at 1:50 p.m. She reminded everyone that she had jelly available.

Submitted by **Susan Thomason**, Secretary/Membership



Flashback Halloween!

Talk about a great Halloween party! The Party Hangar was the place to be on October 21. SJVC members David and Elaine Goudelock hosted the event, with a surprise appearance by Sonny and Cher. How odd that when they performed David and Elaine were nowhere to be found!



SJVC Hosts Holiday Party

It was a grand time at our annual holiday party on December 9. We gathered together over great Italian food, swapped stories, gave free technical advice, and collected presents for children. Susan Thomason presented newsletter editor Robin Shepard with his 2nd Place Award for best internet newsletter. The club is making great plans for 2024. (More photos on next page.)

See you at a future meeting!





Fun! Friends! Fellowship! (and Cars!)



Waxing Nostalgic: Old Burma Shave Signs

Before there were interstates when everyone drove the old two lane roads, Burma Shave signs would be posted all over the countryside in farmers' fields. They were small red signs with white letters. Five signs, about 100 feet apart, each containing 1 line of a 4 line couplet . . . and the obligatory fifth sign advertising Burma Shave, a popular shaving cream.

Here are some of the actual sign couplets:

DON'T STICK YOUR ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR.

Burma Shave

TRAINS DON'T WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S LAP

Burma Shave

SHE KISSED THE HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT WAS
HER HUSBAND JAKE

Burma Shave

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT

Burma Shave

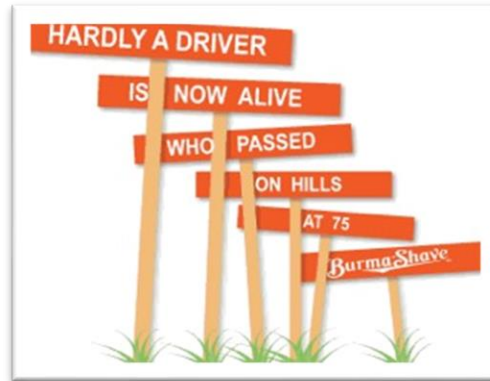
DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING

Burma Shave

BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING, NURSE

Burma Shave

CAUTIOUS RIDER
TO HER RECKLESS DEAR



LET'S HAVE LESS BULL
AND A LITTLE MORE STEER

Burma Shave

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT

Burma Shave

THE MIDNIGHT RIDE
OF PAUL FOR BEER
LED TO A WARMER
HEMISPHERE

Burma Shave

AROUND THE CURVE
LICKETY-SPLIT
BEAUTIFUL CAR
WASN'T IT?

Burma Shave

NO MATTER THE PRICE
NO MATTER HOW NEW
THE BEST SAFETY DEVICE
IN THE CAR IS YOU

Burma Shave

A GUY WHO DRIVES
A CAR WIDE OPEN
IS NOT 'THINKIN'
HE'S JUST HOPIN'

Burma Shave

AT INTERSECTIONS
LOOK EACH WAY
A HARP SOUNDS NICE
BUT IT'S HARD TO PLAY

Burma Shave

BOTH HANDS ON THE WHEEL
EYES ON THE ROAD
THAT'S THE SKILLFUL
DRIVER'S CODE

Burma Shave

THE ONE WHO DRIVES
WHEN HE'S BEEN DRINKING
DEPENDS ON YOU
TO DO HIS THINKING

Burma Shave

CAR IN DITCH
DRIVER IN TREE
THE MOON WAS FULL
AND SO WAS HE.

Burma Shave

PASSING SCHOOL ZONE
TAKE IT SLOW
LET OUR LITTLE
SHAVERS GROW

Burma Shave

**Author Unknow*

Advice: Get a Battery Disconnect Switch

Owner Solves His Lack of Door Lock

*By Wayne Lee
South Georgia Chapter, SDC*

My Studebaker has only one locking door and it's on the wrong side of the car. It's kind of a pain to have to lock my door, slide across the seat and get out on the passenger side and then lock that door.

Recently, while researching my options for a solution, I discovered a remote battery disconnect switch that comes with two small remotes.

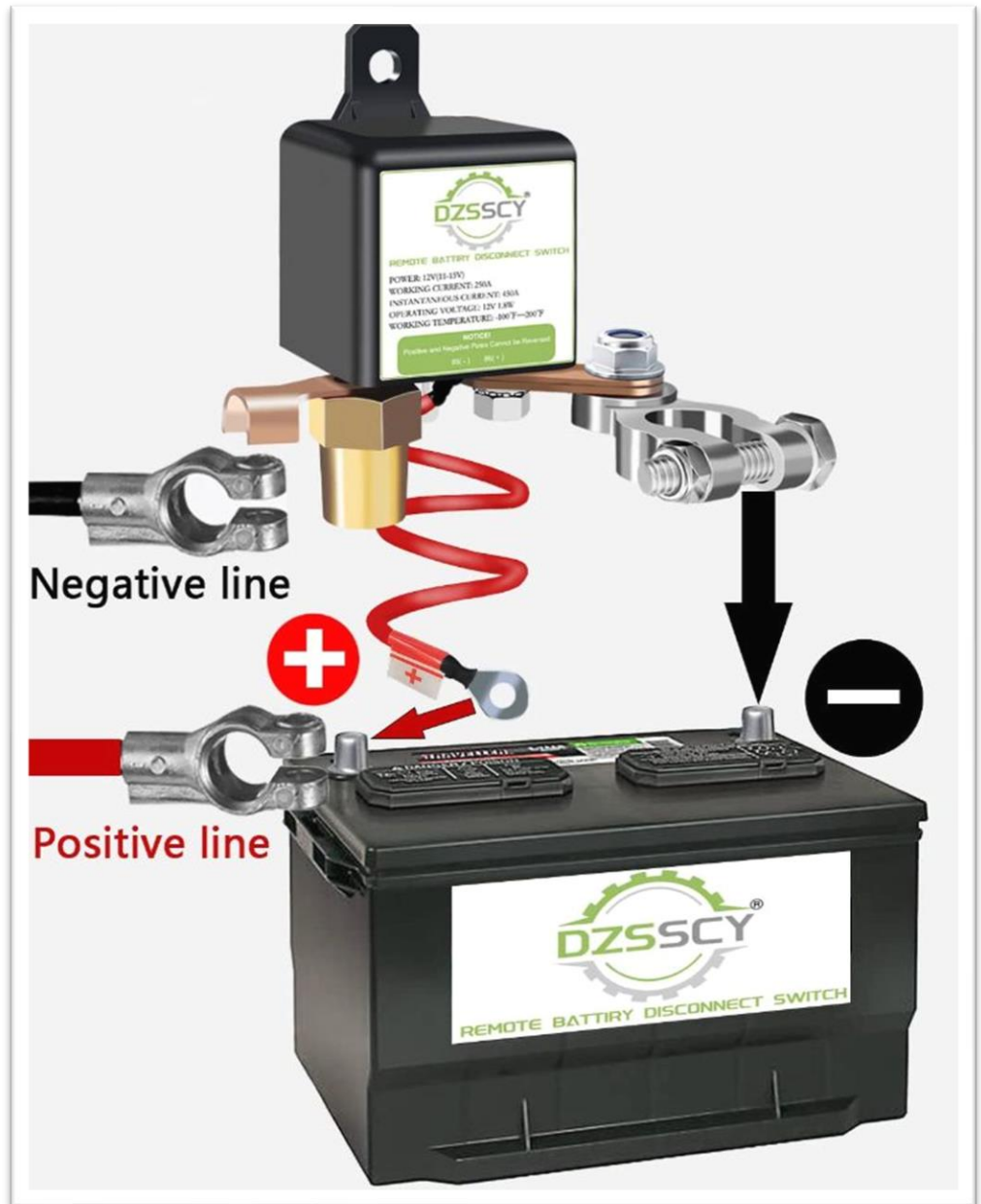
The operation is simple: push the "off button" and the battery is electrically disconnected from the car. Push the "on button" and the battery is re-connected to the car.

The switch I picked is available through Amazon for \$22.98. Click here to see it: <https://tinyurl.com/Remote-Battery-Disconnect>.

It includes the pieces needed to fit batteries with the fat top posts or the small front posts.

Installation on the negative battery post was really straight forward with simple hand tools.

Connecting the red wire to the positive battery post completed the job; all in less than 15 minutes start to finish.

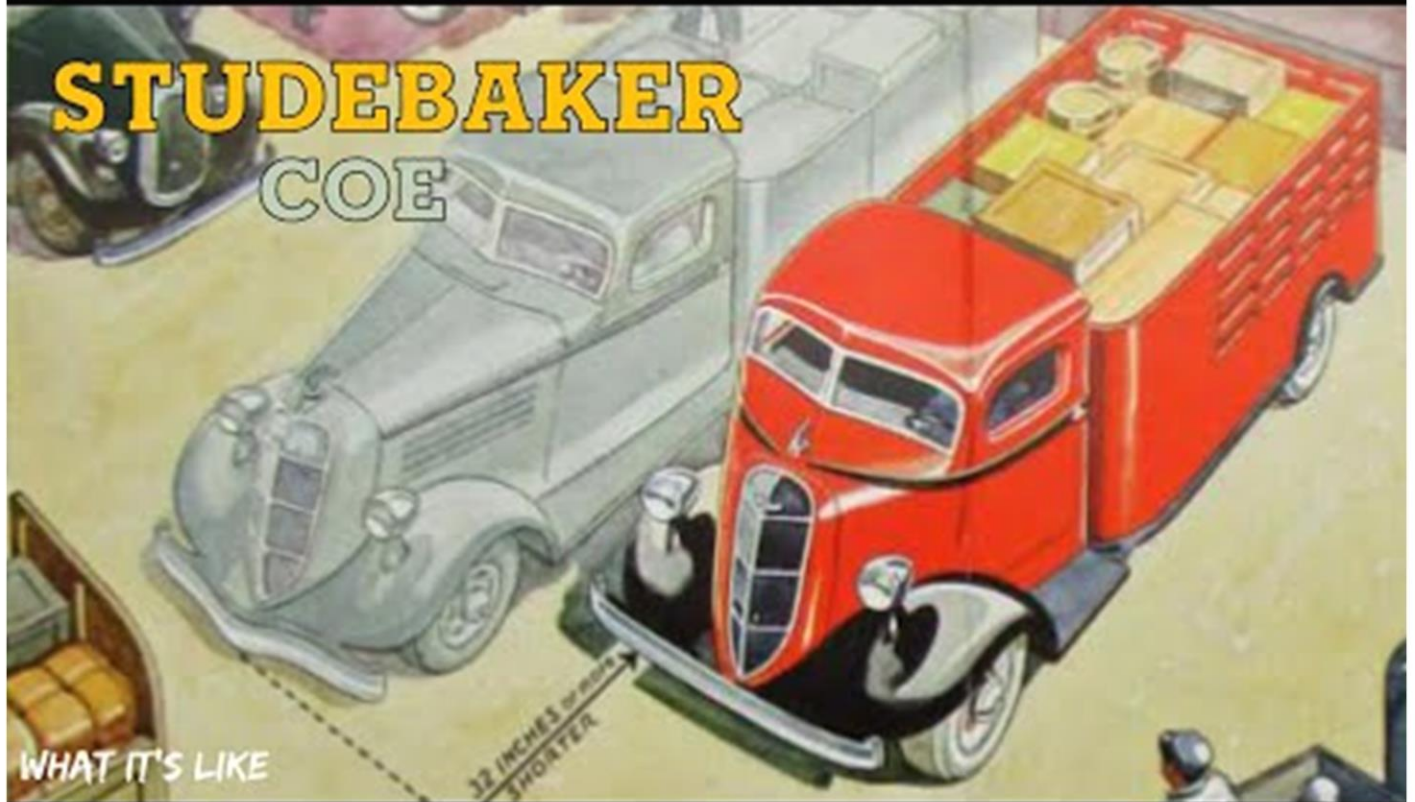


Now I can disconnect the battery with a simple push button and the car cannot be started without the remote.

Isolating the battery and denying anyone the ability to start the engine will give you confidence that whatever vehicle you've installed this switch on will still be right where you left it when you come out of the store.



Studebaker on Film



Once you get past the promotional jibber-jabber, this video is full of great technical information on Studebaker trucks, including the amazing COE design.

This 1938 model is for sale at \$172,500 (yikes!) through Classic Auto Mall in Pennsylvania. But, if you've never seen an example of this truck (and who has?), the video is a good introduction.

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.



Name That Automobile



Here's the Big Apple, circa 1979. Look at that hulking mass of humanity on the streets. Some of them walk and some of them prefer to ride in their muscular beasts of metal. This shouldn't be too hard identifying the rides. Good luck!

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.

Notes from the Studebaker Nation

*By Robin Shepard
Editor*

There's not much information on him.

After 1959, his story disappears and his life's work fell into obscurity.

But for a short while, beginning in about 1935, Eddie Edmunds was a notable designer and manufacturer of speed parts for flathead engines.

His Edmunds Custom (sometimes spelled "Kustom") performance heads, dual and tri-carb intake manifolds, and air cleaners were revolutionary. Each was a polished jewel that gleamed under the engine hood.

Amazingly, his promotional materials boasted that Edmunds equipment resulted in a 100 percent increase in HP!

After his business was sold to Fenton in 1959-'60, finding an original Edmunds finned aluminum head became nearly impossible. Legend has it that Fenton collected the heads in a massive pile and melted them down, effectively erasing Edmunds' name and achievement.

Fortunately, Edmunds air cleaners are being remanufactured and sold direct through Charlie Price Vintage Speed in Vero Beach, Florida. The website notes: "EDMUNDS CUSTOM is a trademark of Charlie Price--Vintage Speed."

The air cleaners are also being sold through online auto parts retailers.



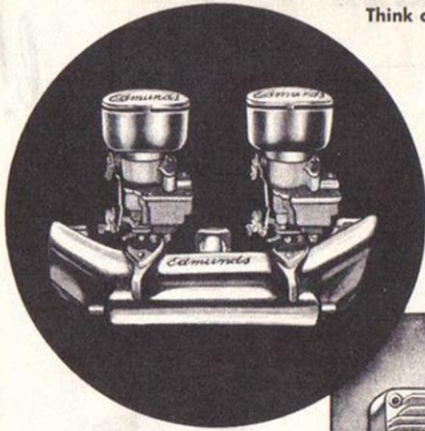
Above, an original Edmunds ad. At bottom, Eddie Edmunds, seen in a rare photograph, manages his business on the telephone.



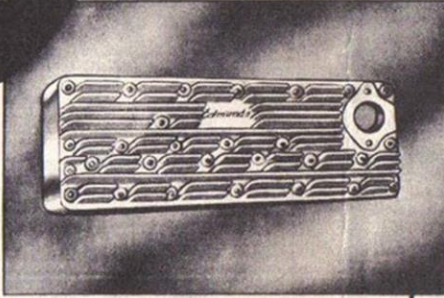
(See Notes, Page 14)

Talk about Waking up an Engine!

Think of it! The power output of your engine can now be increased over 20%
• • • • in just a few hours time!

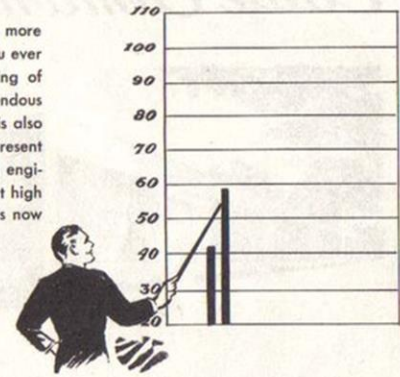


Featured above is the Custom Dual Intake Manifold for the Chrysler six engine. This manifold employs the use of water as a medium for the control of the fuel mixture temperature. This feature has heretofore only been enjoyed by owners of the world's costliest motor cars. This is typical of Edmunds equipment for all Chrysler built products, that is available through any of the Edmunds dealers throughout the world.



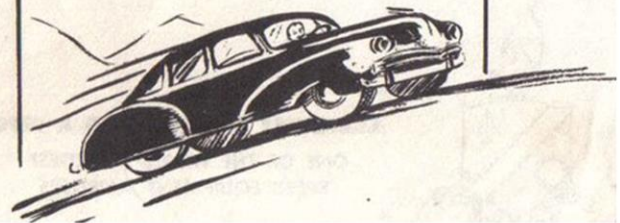
Note the pleasing design of the beautifully buffed and polished Edmunds Custom Cylinder head for the same engines—Heavily finned not only for rigidity and added cooling, but for appearance as well—These cylinder heads built from extra tough heat treated alloy are the motorists guarantee of efficiency and long life.

What's more, at a minimum cost, you can now obtain far more performance and economy, from your motor car, than you ever dreamed possible. You will experience a complete feeling of relaxation and effortless driving, because of the tremendous reserve of power, that is now at your command. Economy is also materially increased through the more efficient use of present day motor fuels. Through mass production and advanced engineering, it is possible for everyone to enjoy a Custom Built high performance engine regardless of the make of the car he is now driving.



Column A. shows the horsepower delivered to the rear wheels at 2000 engine R.P.M. by a stock Dodge engine.—Column B. shows the almost unbelievable increase at the same R.P.M. that can only be accomplished with Edmunds equipment.

Watch it level hills Now!



Notes

(Continued from Page 13)

I picked up a double-stacked air cleaner from Speedway Motors and installed it on top of the two-barrel Carter carburetor in my '53 Kaiser, replacing the original oil bath cannister.

I'm sure it's allowing a stream of cooler air down the throat, which is always good for added performance. But, it just looks cool as hell.

So, who was Eddie Edmunds? Some biography has been written by a few intrepid researchers, fans of Edmunds

and inheritors of his love of speed. The best online site for information on Edmunds is Jalopy Journal.com. But a comprehensive history is certainly lacking.

According to Roy Pagnini, writing on the Jalopy Journal website: "Eddie Edmunds made more performance equipment for more makes of cars than Weiland-Edelbrock-Offy-and Fenton combined."

Edmunds was only 53 when he died in Los Angeles in 1969.

What he created in that short career is nothing less than spectacular.

Pagnini notes that Edmunds wasn't interested in speed records and professional racing. He just wanted to give the average guy some added automotive performance.

Originally from Portland, Edmunds was a dirt track mechanic in the 1930s before he started his performance parts business. After several years in the late '30s and '40s producing

(See Notes, Page 15)

Notes

(Continued from Page 14)

parts in Portland, he shifted operations to Los Angeles where the mold makers and smelters were more numerous.

He began in his garage and enlisted his wife, who was a graphic artist, to design company advertising and carve his signature onto the wooden molds. That iconic Edmunds Custom signature, which changed many times over the years, is still present on today's remanufactured air cleaners.

Another interesting early Edmunds design, according to Charlie Price Vintage Speed, was a "water heated carburetor adapter that fit between the intake and the carb. These show up only on the crude pre-war intakes."

Apparently, Edmunds made an intake manifold for every American engine, and a head for every flathead engine. He even produced finned aluminum exhaust manifold covers for Cadillac and Oldsmobile motors.

So, what happened to Eddie Edmunds? No one's been able to find a copy of his death certificate. No one knows where he's buried, and no family member has stepped up with a personal history.



It's a shame that his legend is not greater and his legacy is not better appreciated.

The beginning of the end of his story is said to have been a bankruptcy from an ill-fated contract with Cadillac for its tank motors. Edmunds was unable to meet the company's standards and defaulted on the government loan which was used to launch the new venture.

Pagnini states that Edmunds "liked the booze and women . . .

I also heard that his death was alcohol related. I'm not sure if that meant that he had liver disease or got hit by a beer truck."

Sounds like a pretty cool guy, if you ask me.



Special SDC Board Meeting

December 6, 2023 4 PM EDST: Call to Order and Roll Call

Attendees: Denny Foust, President; Don Jones, Vice President; Jane Stinson, Treasurer; Cindy Foust, Secretary; Tom Curtis, Past President; Don Cox, South Central Zone; Mark Carson, Pacific Can Am Zone; Allan Dias, Southeast Zone; Tom Sexton, Upper Mississippi Valley Zone; Frank Philippi, Atlantic Zone; Ed Smith, Pacific Southwest Zone; Chuck Donkie, North Central Zone; and Carl Thomason, Parliamentarian. Steve Grant, Northeast Zone; and Harvey Snitzer, Crossroads Zone were absent.

Dues Increase; Offering for Digital TW: Jane Stinson; Don Jones

Jane presented her analysis of historically increasing production and postage costs. Jane explained the contract with Sheridan includes fixed costs, which include mostly set-up charges for the production of Turning Wheels; and variable costs, which are increases to the following: per unit production cost, ink, paper, and postage. Jane also explained that the membership dues include both costs incurred by Cornerstone and Sheridan. Jane incorporated anticipated costs for 2024, which include the 2024 contract with Cornerstone and the January postage increases, into her recommended changes to the membership dues structure.

The New offering of Digital Turning Wheels will also be available on the SOC Membership Application options. Notice of the dues increase and the offering of Digital Turning Wheels will be placed in the January issue of Turning Wheels. Digital issues will be available as of January 1, 2024; increases to the membership dues will become effective February 1, 2024.

Don Jones made the motion, incorporating both the offering of Digital Turning Wheels and the membership dues increase. Mark Carson recommended voting on each change separately. Don Jones withdrew this motion. Don Jones made the motion for the membership dues increase, based on Jane Stinson's recommendation, to become effective February 1, 2024; Mark Carson seconded the motion.

The motion passed by all board members present.

Don Jones made the motion for the offering of Digital Turning Wheels to become effective January 1, 2024. Ed Smith seconded the motion. The motion passed by all board members present.

Meeting adjourned at 4:36 EDST

Respectfully submitted,

Cindy Foust, SDC Secretary

Next meeting dates:

Executive Committee: January 7, 2024

SDC BOD: January 14, 2024

Merry Christmas and Happy New Year to all!





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.

TURNING WHEELS®

ANNOUNCES:

NEW DIGITAL MAGAZINE



- Each member who receives a paper copy will also have access to the digital copy
- Each Digital magazine will remain available on the site for three years
- Articles can be printed from the site
- Includes zoom, grid display and search functions
- **Save Money!** Membership with digital magazine only now available for \$29 /yr.

So, how do you get to this new digital magazine?

- Start at studebakerdriversclub.com, select: [Member Area](#)
- Select: [LOGIN – I am already a member](#)
- Enter your Membership ID & Password, Click: [Login](#)
- Select: [View Digital Magazine](#) from the side box or the first line menu
- Select the magazine you would like to read. **ENJOY!**

The Way We Were

1966: The End of the Line for Studebaker



The last Studebaker leaves the Hamilton plant on March 17. The Studebaker Corporation's vehicle collection and company archives are given to the City of South Bend.

Courtesy of 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

Stove Polish Improves Look of Headers

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

Here is an inexpensive way to keep cast iron exhaust headers looking nice under your hood: black stove polish.

Black stove polish liquid is designed to restore and preserve cast iron and steel wood stoves and fireplaces. This makes it a suitable option for your exhaust headers. It is also water soluble and low odor.

It is best to start with a clean, non-rusted surface, so sand blasting is recommended. Then just brush or wipe on the liquid and let dry, preferably in a warm or sunny location.



Another coat or two is suggested. You might also want to give your headers a light scuffing in between coats.

After putting them back on your car, the heat from the engine should help the paint to cure even more. (If your wife will let you, you could even put them in your oven. Response from wife may be unpredictable!)

If you do get a scratch on the paint, (for instance I dropped the wrench on it,) you can touch it up before the cast iron rusts, and it should flow and blend right in.

I chose Imperial brand on Amazon, however there are other brands as well. I personally chose the liquid over the paste brands, so it gives me more options on how to apply the product. This procedure can also work on exhaust pipes as well as the master cylinder, or anything made of cast iron or steel that can get warm enough to dry completely.

(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

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.



Sweet Lark and Early Champion for Sale

1962 Lark. Asking \$11,000. 1941 Champion,
asking \$17,000.

For more information, call Vern Ward,
559.907.6527.



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.

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, 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.

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

ADDRESS: _____ CITY/STATE/ZIP: _____

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

