



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

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

**September 2023**

Next Meeting – Tuesday, September 12, 2023  
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA  
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

### WHAT'S INSIDE

President's Message  
Cover

Charging Toward the Future  
Page 2

Meeting Minutes  
Pages 4-5

Calendar of Events  
Page 6

'57 Packebaker Paint Codes  
Page 8

Car Club Calendar  
Page 9

Go Electric with  
Fuel Pumps  
Pages 10-12

Studebaker Trading Cards  
Page 13

Check Out that Extinguisher!  
Page 13-14

Searching for the Best Oil  
Page 14-16

Studebaker on Film  
Page 17

Name that Automobile  
Page 18

Studebaker Nation  
Page 19-20

The Way We Were  
Page 23

Tech Tips  
Pages 24-25  
And More!



**1935 Commander**

### President's Message — Anne Goodman

Hello Studebaker Family,

It's hard to believe it's already September.

Our next meeting is on the 12th. This Saturday the 9th is International Drive your Studebaker Day. We meet at 9 a.m. at the Save Mart Shopping Center on Nees and Willow to start our day. It will be a fun time and I look forward to seeing everyone.

I have been busy getting our house ready to paint, also brushing primer on all the bare spots. We got our roof redone and gutters installed starting in July. I'm sure glad to have that done.

Bowling was fun at Fresno State last month. We had three teams and it was a fun time. Pizza afterwards at Mountain Mikes was delicious.

So, on that note I'm hoping for a great turnout for Drive Your Studebaker Day. *Studebakers out on the roads all over the World!*

# When you start poking that small bit of rust...



## Automakers Join to Build 30,000 EV Charging Stations

A recent Autoweek [article](#) announced a joint venture of seven automakers to boost EV charging stations.

According to automotive industry writer Mark Vaughn, seven of the world's top automakers have formed a joint venture that will "significantly expand access to high-powered charging for EV drivers in North America," quoting a group statement.

The first of the "30,000 high-powered charge points" are scheduled to open in urban and highway locations in summer 2024.

Partners BMW, Mercedes, GM, Honda, Hyundai, Kia, and Stellantis, said their plan is to install charging stations accessible to all EV customers, not just vehicles made by them.

"The fight against climate change is the greatest challenge of our time," said Mercedes-Benz Group CEO Ola Källenius.

"What we need now is speed," Källenius said, "across political, social, and corporate boundaries. To accelerate the shift to electric vehicles, we're in favor of anything that makes life easier for our customers. Charging is an inseparable part of the EV experience, and this network will be another step to make it as convenient as possible."

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

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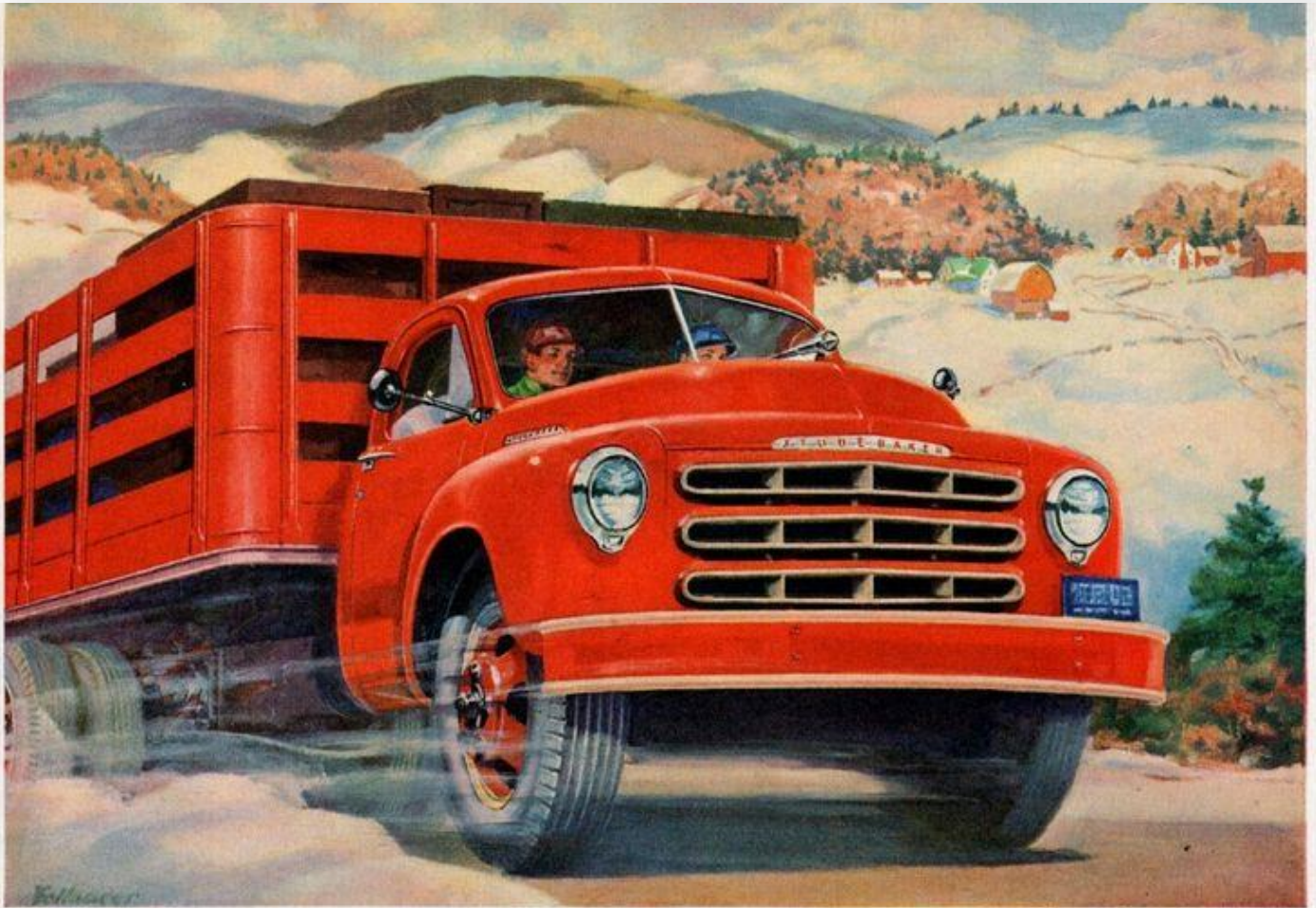
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1½-ton 12-foot stake—also available on 2-ton chassis

## STURDY STUDEBAKERS HAVE BEEN HAULING AMERICA'S FARM LOADS FOR OVER 100 YEARS

Profit-minded farmers proudly own a big percentage of the hundreds of thousands of Studebaker trucks in use from coast to coast. Save gas and cut upkeep costs with a Studebaker truck of your own. Stop in at any Studebaker dealer's.



**Good-looking exterior design** makes you proud to own a Studebaker truck. Your choice of streamlined ½ ton, ¾ ton and 1 ton pick-ups and stakes or handsome, powerful, extra rugged 1½ and 2 ton models.



**Roomy cab is weather-tight**—and Studebaker's marvelous Truck Climatizer, available at extra cost, keeps you snugly warm, defrosts windshield and windows. Steering post gearshift shown, on light duty models.



**Cab steps are fully enclosed** so that slippery muck, snow and ice won't endanger you. Wide doors have automatic "hold-open" stops and tight-grip rotary latches. Big-visibility windshield and windows.



**Father-and-son teams and other painstaking craftsmen** build wear-resisting soundness into Studebaker trucks. You get the benefit of over 100 years of Studebaker experience.

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

August 8, 2023

**CALL TO ORDER**

**President Anne F. Goodman** called the meeting to order at 6:42 p.m. at the Black Bear Diner, 3602 W Shaw Ave. (at N Marty Ave), Fresno, CA 93710.

**ATTENDANCE**

David & Anne Goodman (\*\*)  
Debbie Raimondi  
Greg & Edith Gustafson (\*\*)  
Bruce Novak  
Richard Mehelic (\*\*)  
Jim & Karen McKeever  
Buzz & Sue Madsen  
Herb & Pat Helzer (\*\*)

Dave & Elaine Goudelock  
Kurt & Lyla Zellman  
Don & Jean Stephens  
Carl & Susan Thomason

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

**RECOGNITION of GUESTS**

We welcomed guests **Robert Schroeder**, **Rich Walker**, Richard Mehelic's brother **Ron Mehelic**, Herb & Pat Helzer's son, **Herb Helzer II** & daughter-in-law, **Robin Winchester** and Karen McKeever's mother, **Carole Dunlop**.

**MINUTES**

**Greg Gustafson** moved to approve the minutes of the July meeting. It was seconded by member **Robert Nunes**. Approved.

**TREASURER'S REPORT**

It was moved by member **Don Stephens** and seconded by member **Edith Gustafson** to approve the Treasurer's Report for July as follows. Approved.

July 2023

<b>Beginning Balance</b>	<b>\$4,863.17</b>
<b>Receipts</b>	
\$43 – 50/50 July Mtg	+\$63.00
\$20 – Dues	
<b>Disbursements</b>	
\$106.48 – Vallarta (BBQ Supplies)	-\$155.11
\$48.63 – Smart & Final (BBQ Supplies)	
<b>Ending Balance</b>	<b>\$4,771.06</b>

**PRESIDENT'S REPORT**

**President Anne** told about the challenges of their trip to deliver a tractor to a relative in Tennessee. There was a problem going over Tehachapi. The motorhome wasn't able to pull the trailer and overheated. They ended up leaving the tractor in storage in Bakersfield. Further along, their air conditioning went out and needed to be fixed. Anne said, overall, it was a great trip visiting friends and relatives. They covered 4,200 miles in 10 days.



They “face timed” with their granddaughters each day. A stuffed, dancing Flamingo purchased early in the trip was part of the fun and had many adventures to share with the girls.

## TOUR MASTER'S REPORT

The first Mariposa Antique Studebaker Club Meet was held August 3-6 hosted by Frank Wenzel and Kent Vandenberg. Unfortunately, for various reasons, our chapter members were unable to attend. This is like the popular one they host every year in SoCal in Palm Springs. Maybe next year.

Bowling at Fresno State is on Saturday, August 19 at 3:30 p.m. Cost is \$13/person which includes shoes and prizes. After bowling, we'll go to Mountain Mike's Pizza on Herndon & First St. This was paid ahead of time so, if you signed up and are unable to bowl, you will still owe the \$13/person.

**Carl** also reminded members that Saturday, September 9 is International Drive Your Studebaker Day. *On the Road...Around the World.* Lou Raimondi and Rodger Scott are organizing a local tour with lunch afterwards. We'll meet in the Save Mart shopping center on Willow & Nees at 9 a.m. A sign-up sheet was passed around.

## MEMBER DISCUSSION

Robert announced that he has updated the chapter website. He's working on getting the 1950 bullet nose back on the road. The clutch plate was warped.

Members **Joey and Michelle Rodriguez** welcomed a new baby girl. Congratulations! We need to contact them for details.

## OLD BUSINESS

Some members hadn't received business cards with chapter meeting and contact information to give to members to hand out when they meet someone interested or at a car show. There were also copies of *The Studebaker Story* available.

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 are wearing their name badge.

**Susan** made a motion to pay for the name badges for new members. It was seconded by **Buzz Madsen** and approved.

## NEW BUSINESS

There was no new business.

## 50/50 OPPORTUNITY DRAWING

**\$48** was won by guest **Herb Helzer II** with **\$49** going into the Club treasury.

## ADJOURNMENT

The meeting was adjourned at 7:20 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.*

<b>MONTH</b>	<b>ACTIVITIES</b>
<b>SEPTEMBER</b>	<b>Sat 9/9 – International Drive Your Studebaker Day</b> , Local Driving tour and lunch in Friant. We'll meet in the Save Mart Shopping Center on Willow & Nees at <b>9 a.m.</b> and drive away at <b>9:30 a.m.</b>
<b>OCTOBER</b>	<b>10/21 – 3<sup>rd</sup> Annual Car Show, Willow Creek Healthcare Center</b> , Clovis. No registration fee. Contact Shayna Nagle. 559.977.6812
<b>NOVEMBER</b>	<b>11/11 - Veterans' Day Parade</b>
<b>DECEMBER</b>	<b>12/9 – Chapter Holiday Luncheon/Old Spaghetti Factory</b> (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

## **SJVC to Join International Drive Your Studebaker Day!**

Our San Joaquin Valley chapter will participate in the Studebaker Drivers Club International Drive Your Studebaker Day on **Saturday, September 9.**

Lou Raimondi & Rodger Scott have organized a local driving tour with lunch afterwards in Friant.

We'll meet in the Save Mart Shopping Center on Willow & Nees at **9 a.m.** and drive away at **9:30 a.m.** Hope to see you Saturday!



# Club Spares Time for Bowling and Pizza Annual Event

By Susan Thomason

We had another fun time bowling with Studebaker friends at Fresno State on August 19. This is our annual "cool" August activity. This year the weather was warm, but luckily it didn't get windy and rainy until later when we were headed home.

After bowling, we went to Mountain Mike's Pizza again and Debbie Raimondi announced the official winners of the Lottery scratch ticket prizes.

We've learned that some SJVC members are talented bowlers and others of us are not.

However, this year, there were some surprises.

Rebecca Goodman won the Children's prize. Rodger Scott won the prize for the highest score again. David Goudelock was having an off night and won for lowest bowling score. Edith Gustafson won "Most Improved."

The high scoring team was The Studies (Rodger Scott, Karen McKeever, Bruce Novak & Susan Thomason). It helps to have great bowlers on your team if you're not so good!

Debbie also gave a prize to Greg Gustafson who had four strikes in a row at the very end of the last game! Susan Thomason also got a prize for most improved.

We had an unexpected treat. A large family was celebrating a birthday and asked if we would like some cake and ice cream since there was so much left. We helped them out!

Thanks again to Debbie for organizing everything. Such a fun event!

JUNE 1965

**NEW CAMPER UNVEILED BY STUDEBAKER**



**SOUTH BEND, Ind.** — Studebaker has unveiled a new concept in portable camper coaches today — a prototype model of a motor home mounted on the rear deck of the Studebaker sliding roof station wagon.

The unusual vehicle was previewed for dealers at the annual convention of the National Automobile Dealers' Association in Las Vegas, Nev. recently.

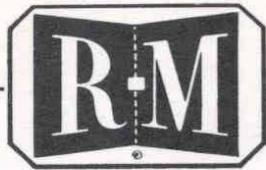
Termed a "developmental project" by Studebaker, the unit is manufactured by McNamee Coach Corporation, El Monte, Calif., as a joint effort by McNamee and Studebaker. Present consumer reaction studies will be continued.

The camper unit can be fitted only to the Studebaker sliding roof Wagonaire, because a basic design concept involves bolting the coach to the frame members of the vehicle, for better handling, safety and maneuverability. Only the Studebaker, with its novel sliding roof, allows the bolt-down principle to be employed. It also permits passengers to pass from the station-wagon into the camper compartment through a closable aperture which is 3 ft. high and 30" wide.

The prototype model weighs 800 lbs. unladen with an estimated laden weight of 1,000 lbs. The station wagon is fitted with heavy -duty springs, shock absorbers, fan, radiator and clutch, all part of the Studebaker option list. In addition, special Hellwig overload springs are supplied. Cruising speed is 65 mph, top legal speed of most roads. High wind conditions or high speed cornering do not adversely affect the vehicle's stability. The camper can be dismounted in 20 minutes with a bumper jack and simple braces. No body alterations are required.

The unit, if accepted by Studebaker for distribution, would be sold through Studebaker dealers at prices competitive with other camper coaches.

**RICHARD QUINN COLLECTION  
2-26-08**



# 1957 STUDEBAKER-PACKARD

## RINSHED-MASON AUTOMOTIVE COLORS

DETROIT, MICHIGAN • ANAHEIM, CALIFORNIA • WINDSOR, ONT., CANADA

OMB. NO

COMB. NO.

COMB. NO.



5720 TAUPE IRID.  
57S81



5716 GLENDALE GREEN IRID.  
57S31



5711 ARCTIC WHITE  
57S91



\*REGAL RED  
57K51



5717 TURQUOISE  
57S23



5712 APACHE RED  
57S51



\*LILAC  
57K21



5718 AZURE BLUE IRID.  
57S22



5713 COPPERTONE IRID.  
57S82



\*CUMBERLAND GRAY  
57K11



5719 WEDGEWOOD BLUE  
57S21



5714 TIARA GOLD IRID.  
57S71



5715 WOODSMOKE GRAY IRID.  
57S11

\*USED ON PACKARD ONLY.





## **SJVC Car Club Calendar Project**

What would a club car calendar be without a photo of Old Crusty, as it's affectionately known, Buzz and Sue Madsen's fabulously rough and ready 1949 2R truck.

That's the idea of our club project of creating a calendar of our beloved automobiles.

If there's sufficient club interest, we can likely get a calendar produced for 2024. The estimated cost of each calendar is in the neighborhood of \$20.

Send a couple of good photos of your favorite Studebaker with a brief description to [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net)

# An Electric Fuel Pump Installation May Make Sense for Your Studebaker

*By Ray Chartrand, editor  
North Texas Wheel newsletter*

There are several reasons why an electric fuel pump should be considered in our older cars.

First is the quality of modern gas with up to 15 percent ethanol. The reason this is a problem is because ethanol has a lower boiling point than gas.

On a warm (or not so warm) day the ethanol can boil causing the gas to percolate and create a gas bubble or vapor lock.

I've experienced vapor lock in the 50s and it wasn't until I researched the boiling point of ethanol that I understood. It has a boiling point of 172F whereas gas boils at 185F.

Vapor lock is a problem caused by liquid fuel changing state to gas while still in the fuel delivery system of gasoline-fueled internal combustion engines. This disrupts the operation of the fuel pump, causing loss of feed pressure to the carburetor or fuel injection system, resulting in transient loss of power or complete stalling. Restarting the engine from this state may be difficult.

The fuel can vaporize due to being heated by the engine, by the local climate or due to a lower boiling point at high altitude. In regions where fuels with lower viscosity (and lower boiling threshold) are used during the winter to improve engine startup, continued use of the specialized fuels during the summer can cause vapor lock to occur more readily. Ethanol is hygroscopic, which means it absorbs

water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present.

Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.

Another reason for consideration is hard starts after sitting for prolonged periods. The ethanol with its low boiling point can evaporate leaving the carburetor with

an empty float bowl until the engine has cranked enough to refill it to start.

Replacing a mechanical fuel pump on the engine with an electrical pump close to the fuel tank can also reduce the fuel line vapor lock problem. The electric fuel pump eliminates the mechanical fuel pump as a source of heat, provides greater pressure on the line and

hence increases the boiling point, as well as being able to overcome lesser degrees of vapor lock.

Lastly, hot fuel with vapor can be pushed much easier than pulled as your mechanical fuel pump does giving some advantage to an electric fuel pump.

An electric fuel pump will overcome all of the above maladies and make for a more reliable and trouble-free drive. I installed my pump two years ago. I drive my car several times a week in 100-degree temps and have never suffered vapor lock. If I'm away and that car has sat for a week or two, it always fires up instantly no matter the temperature.

Best of all the conversion can be accomplished for less than the price of a replacement fuel pump. My go to source for parts is Rock Auto [www.rockauto.com](http://www.rockauto.com) an internet-based company. All the parts can also be sourced locally. My second choice is Summit Racing.



*(See Fuel Pump, Page 16)*

# Fuel Pump

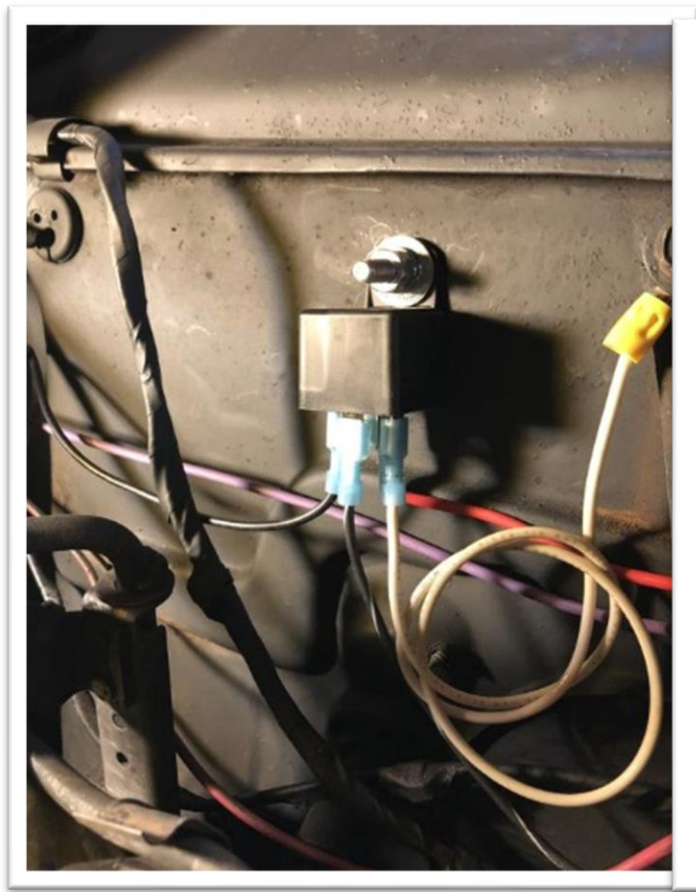
*(Continued from Page 9)*

You can also source all these parts at Studebaker International as well.

Here is a parts list:

1. Fuel Pump – diaphragm type with a 2.5-4.5 psi output. This is the same pressure a mechanical gas pump supplies so no pressure regulator is required. Rock Auto part #E8251. Cost is \$26. Barb fittings to attach gas line to pump included with pump.
2. Gas Filter – I chose a type where the cartridge filter can be replaced. Part #55241 Cost: \$4.50.
3. Safety switch – this will prevent the electric pump from starting until the engine sees oil pressure. Part #0575 Cost: \$10.
4. Relay - This allows switching power without high current draw. Part #88069. Cost: \$4.
5. 5/16 Rubber gas line to plumb the electric gas pump to the gas tank (3 ft).
6. 5/16 Jubilee hose clips to secure the new gas line.
7. Block off plate to cover the hole in the engine block once the fuel pump is removed. Auto parts store or Summit Racing Part #Sum 402035 Cost: \$5.
8. Permatex gasket maker to seal block off plate to engine block. Cost: \$6.

## Photo Illustrations for Fuel Pump Installation (cont. on page 12)



### Mount Electric Relay to Firewall

Here's a video to help you install your electric fuel pump:

<https://www.youtube.com/watch?v=BGa6TG9LSFU>

Relay wiring 85 is a ground; 86 is switched power from ignition (I tapped into + on coil); 87 is power to gas pump; 30 is fused battery source (30 amp) (I tapped into solenoid).

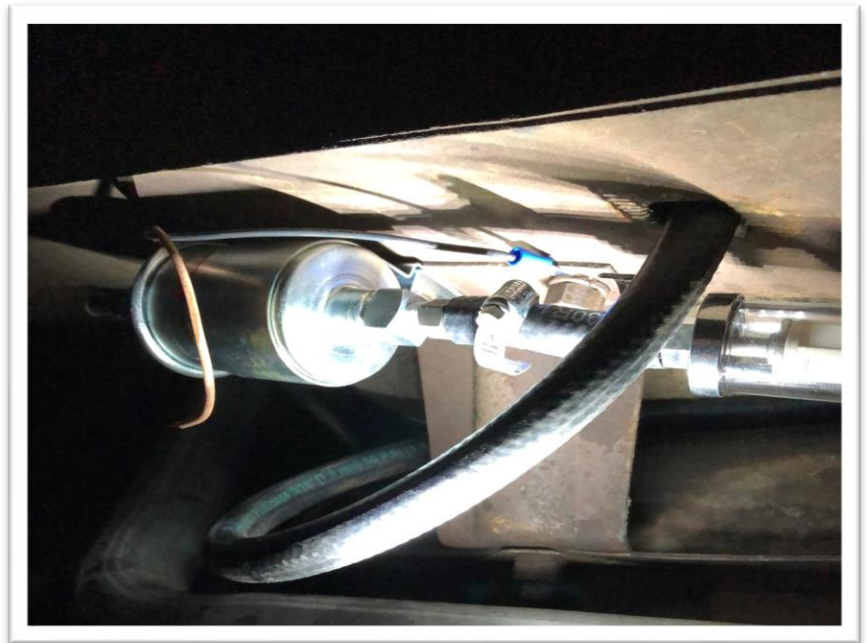


# Photo Illustrations for Fuel Pump Installation

Mount the pump as close to the gas tank as possible.

Feed gas line to filter and filter to pump then on to carburetor.

Note that the pump has only 2 wires/ One wire is a ground shown attached and the other is a 12 volt power from pin #87 of the relay.



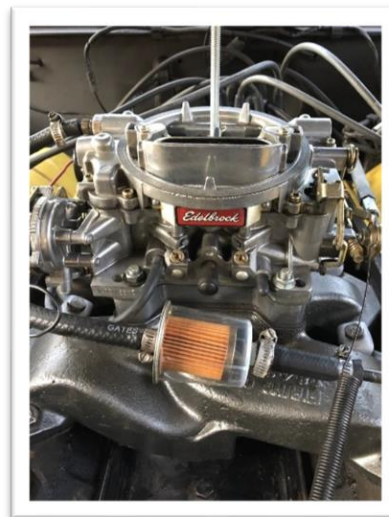
A 1/8 NPT tee & 3" long 1/8 NPT nipple are used to mount the safety switch,

Safety switch terminals:

P is power

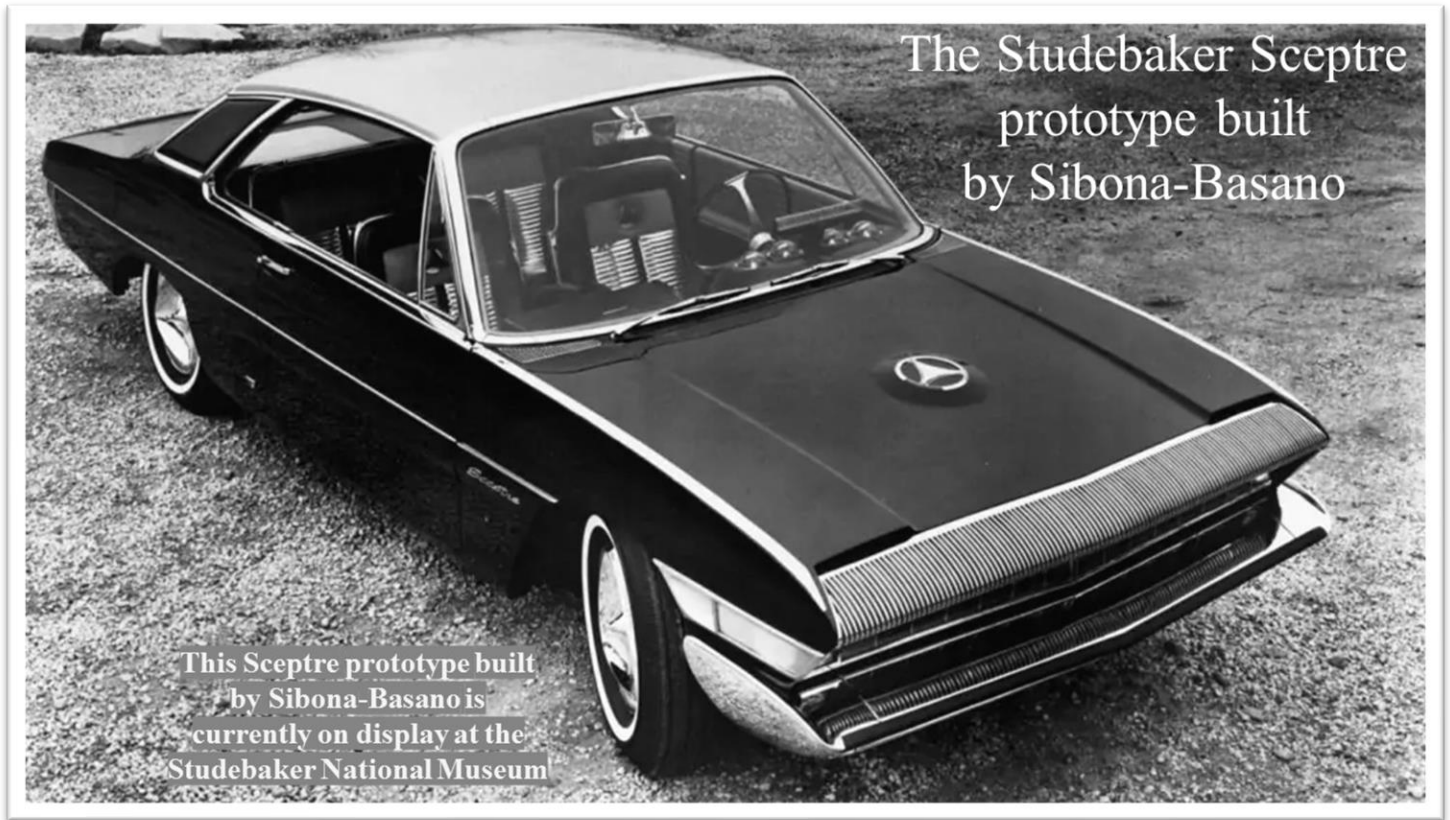
S is wire to solenoid

I is ignition in run mode pin #86 on Relay (I tapped into + on coil).



And don't forget to install a fuel filter at the carburetor.

# Studebaker Trading Cards. Collect Them All!



## Take Time to Inspect Your Fire Extinguishers

*By Peter Yuen*

*Vancouver B.C., SDC*

Most of the fire extinguishers in home use and in the cars are the dry chemical type.

Nothing wrong with that, however, the question is, "Will it function as it should when required?"

There are three answers to that question and any one of them could be correct.

1. Yes. This is good and the way that it should be.
2. Perhaps. The fire extinguisher has partial effectiveness.
3. No. The unit, when used, only puts out a small amount of the dry chemical followed only by the propellant. Not good and not effective.

I would suspect that most of the fire extinguishers that are carried in the cars would fail to function properly.

In having a fire extinguisher in the car, it is only false security. But that needs to be changed. After all, what is the point in having a fire extinguisher that does not function effectively when needed?

Over time, the dry chemical in the fire extinguisher gets packed and becomes a solid mass. This is due to the vibration as the car is driven. When the fire extinguisher is needed and used, the propellant can only force out a small amount of the chemical and the solid mass remains in the unit where it does absolutely no good towards putting out a fire.

*(See Fire, Page 14)*

# Fire

(Continued from Page 15)

Since we know that the dry chemical has become a solid mass, we also know that it needs to flow freely so the propellant can effectively force it out onto the fire.

If you have a plastic hammer, use it to strike all around and the bottom and side of the fire extinguisher to loosen the mass. An ordinary hammer could be used also but only strike the fire extinguisher with limited force so as not to dent it. After you feel that the powder has been loosened, shake the fire extinguisher vigorously.

Every home should have fire extinguishers. If it is a dry chemical type, it does no harm to tap it with a hammer and shake it afterwards. If the fire extinguisher is the CO2 type, nothing needs to be done to maintain its effectiveness.

With electric cars, there is no known fire extinguisher to be effective at this point. If anyone is in an electric car and there is a fire, just get out of the car as quickly as possible and distance yourself from it, the farther the better.

## Advice for Choosing Oil for Studebaker Motors

By Peter Yuen  
Vancouver B.C., SDC

Here are some further comments regarding oil for your Studebaker or Avanti for your consideration. Thanks to Bob Zubkowski for taking time to comment on what is deemed as a desirable oil for our cars with flat tappets.

He writes:

In reply to the *Odds N' Ends* article "Getting More Out of Your Studebaker," I will start with my background. I am the president of Collector Automobile Motor Oil Ltd. of Calgary, Alberta Canada.

CAM Oil was started in 2009 after reading "Our Oil Is Killing our Cars" by Keith Ansell. When CAM Oil started, I did not know

the difference between a flat tappet engine, (as I called it Flat Bottom engine) and a roller engine. I soon learned that if you are going to be in business you better educate yourself.

So, in reply: Ask yourself these three questions.

1. Is my vehicle for passenger use?
2. Is my engine flat tappet?
3. Does my engine require American Petroleum Institute (AP) standards for oil?

### How do I choose the correct motor oil for a flat tappet engine?

Understand your application.

- Select a product that has the right viscosity, the right chemical characteristics for the application.
- Pick the oil that you trust to deliver all of these requirements.
- According to The Petroleum Quality Institute of America: "Some engine oils currently on the shelves can harm your engine. Read the labels!" Along with



(See Oil, Page 15)



# Oil

(Continued from Page 14)

reading the label is understanding the information and to go to your oil brands website and read what it says.

- Do I understand the two letters in the API donut? What is the difference between the donuts? What does the “starburst” donut mean? What does “Energy Conserving” on a donut mean?
- According to Comp Cams: “1450 ppm of ZDDP is bare minimum requirement for a flat tappet engine.” The highest amount of ZDDP created by API standard for flat tappet engine oil is 1600ppm, SF oil.

## I will start with synthetic oils.

In July 1996, Consumer Report published the results of a two-year engine oil test involving a fleet of 75 New York taxi cabs and found no noticeable advantage of synthetic oils over regular mineral oil.

In the article, the “Big-city cabs don’t see many cold start-ups or long periods of high-speed driving in extreme heat. But our test results relate to the most common type of severe service, stop-and-go city driving.”

According to their study, synthetic oil is “worth considering for extreme driving conditions, ambient temperatures and high engine load, or very cold temperatures.

## Taken from Wikipedia.

Flat tappets are not completely flat. They have a very slight crown ground into their face. Also, each cam lobe is slightly tapered toward the front, and the lifter bore is slightly off-center on the cam lobe.

These three things are done to make the lifter turn when the cam lobe slides on it. If the lifter stops turning, the cam lobe wears on the same area of the lifter and both will wear down soon thereafter.

Synthetic oils are so slippery that there is less

force to turn the lifter. So, theoretically, synthetic oil could cause problems for the flat tappet cams.

## Let’s look at Shell Rotella synthetic blend 10W40 diesel.

The ZDDP that is generally used in diesel formulas is Primary ZDDP. This activates at higher temperatures since a diesel engine runs predominantly at operating temperature.

The ZDDP in gasoline engine oil has Primary ZDDP for higher temperatures and Secondary ZDDP which activates at lower temperatures. Diesel engine oil has more additives per

*“Select a product that has the right viscosity, the right chemical characteristics for the application.”*

volume. The most prevalent are over base detergent additives. These additives have several jobs, but the main ones are to neutralize acids and clean.

Diesel engines create a great deal more soot and combustion byproducts. Through blow-by, these find their way into the crankcase, forcing the oil to deal with them.

When you put this extra additive load in a gasoline engine, the effects can be devastating to performance. The detergent will work as it is designed and try to clean the cylinder walls. This can have an adverse effect on the seal between the rings and liner, resulting in lost compression and efficiency. (This information was taken from “Comparing Gasoline and Diesel Engine Oils” by Jeremy Wright.)

## Lucas Hot Rod and Classic Engine Oil 20W50

Does my vehicle require API standard oil? Each vehicle manufactured for passenger car use comes with the owner’s manual telling you what API oil you should use. On each Lucas oil bottle on the back label, bottom right corner is a large red warning label:

(See Oil, Page 16)

# Oil

(Continued from Page 15)

“NOT RECOMMENDED FOR USE IN PASSENGER CARS WITH CATALYTIC CONVERTERS REQUIRING API SERVICE OILS.”

On the Lucas website it says, “Not recommended for passenger car use.” I think they make it very clear.

## Royal Purple HPS 20W50

When you look at the rear label in the top right corner you will see ACEA E9-16. The European Automobile Manufacturers' Association (or Association des Constructeurs Européens d'Automobiles in French, hence the ACEA abbreviation) is an organization that represents the 15 most important Europe-a motor vehicle manufacturers. It's the successor of CCMC (Comité des Constructeurs du Marché Commun).

According to their statement, ACEA is an advocate for the automobile industry in Europe, representing manufacturers of passenger cars, vans, trucks and buses with production sites in the EU.

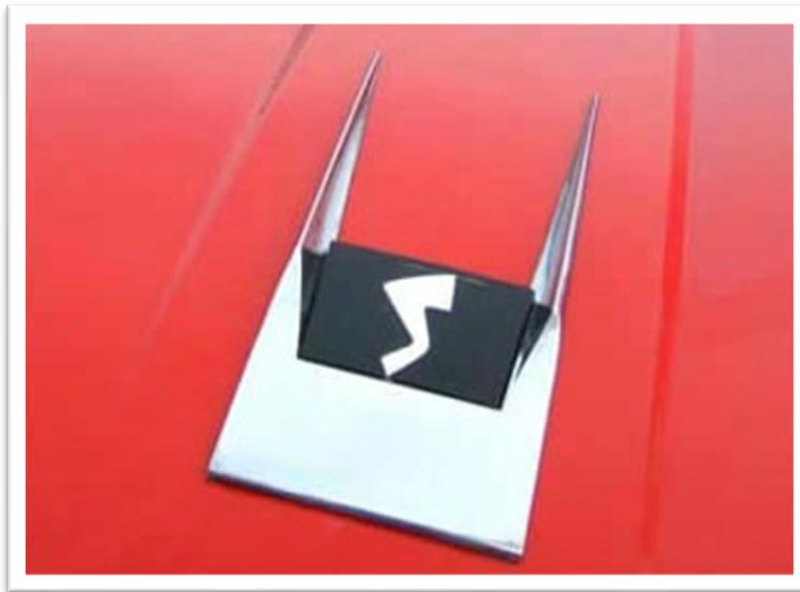
This is Europe's equivalent of API. Engine oils in this category are heavy-duty oils. Based on their properties, they are further classified into the following:

**E** stands for category, **9** stands for type - diesel, **16** stands for year it came into production.

E9 engine oils are de-signed for Euro 4, Euro 5, and Euro 6 emission diesel engines. It is suitable both for engines with and without the diesel particulate filter.

## Other factors relating to engine oils that are import are:

Total Base Number (TBN). Total Base Number (TBN) is the measurement of a lubricant's reserve alkalinity, which aids in the control of acids formed during the combustion process. The higher an engine oil's TBN, the more effective it is in suspending wear-



causing contaminations and reducing the corrosive effect of acids over an extended period of time.

High Temperature/High Shear. The High Temperature/High Shear Test measures a lubricant's viscosity under severe high temperature and shear conditions that resemble highly loaded journal bearings in fired

internal combustion engines.

In order to prevent bearing wear, it is important for a lubricant to maintain its protective viscosity under severe operating conditions.

CAM oil (Collector Automobile Motor Oil) is suited for all Studebaker powered vehicles including the Studebaker Avanti.

Caution! Do not use the CAM oil in Avanti(s) that are equipped with catalytic converters as the zinc (ZDDP) will damage them. No Studebaker vehicle or Studebaker-made Avantis were factory equipped with catalytic converters.

Catalytic converters have been installed in some cars since 1970. They became mandatory by 1975 for all cars made in the USA and Canada.

Collector Automobile Motor Oil is specifically formulated for flat tappet engines.

For more in-depth information on engine oil order the book “The Mechanics Guide to Engine Oil For Flat Tappet engines In The 21st Century.” The cost is \$25 plus shipping and can be ordered from [specialtyoils.com](http://specialtyoils.com).

For more information, contact:

Bob Zubkowski 1-403-828-7168

Email: [specialtyoils@gmail.com](mailto:specialtyoils@gmail.com)

Website: [www.camoils.com](http://www.camoils.com)

Facebook:

<https://www.facebook.com/profile.php?id=100066372138708>

# Studebaker on Film



## '59 Lark Two-door Wagon is Eye Catching

Here's a Studebaker you don't see every day.

Dennis Gage of My Classic Car TV found this turquoise 1959 Lark Wagon at the Emerald Coast Cruizin event in Panama City Beach, Florida.

The two-door wagon is propelled by a small block Chevy motor, but it looks to be mostly original. The owner says he's had this sweet ride for 20 years. Nice.

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!

Here's a handfull of American metal cruising during a mid-day scene on State Street in Chicago USA in 1960. Extra points for identifying the vehicle on the bottom right edge of the photo. Otherwise, here are four solid slabs of steel on wheels.

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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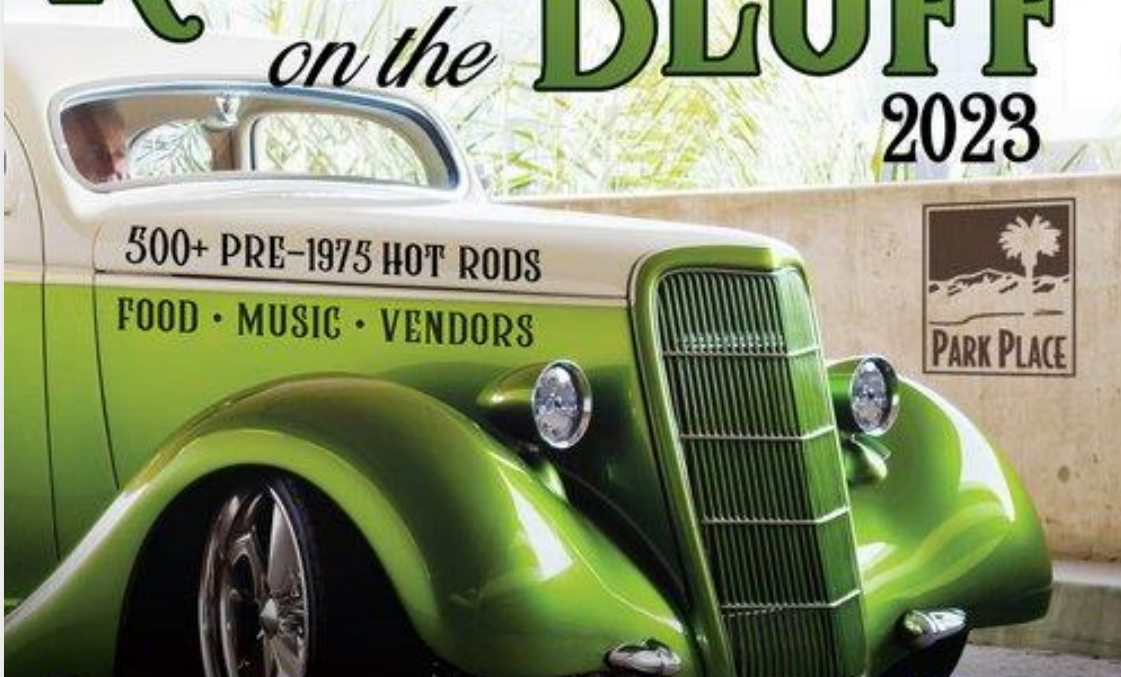
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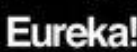
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# Notes from the Studebaker Nation – Robin Shepard

The editors of Autoweek released the [results](#) of a three-year study to determine which was more affordable to operate over that period, a gas powered or electric car.

The conclusion was inconclusive but constructive, and consumers will still have to determine if traditional engines or batteries make sense to them.

The study used a gas-powered Hyundai Kona and the Kona Electric, and a Mini Cooper as well as its electric version for comparison. Starting costs, combined with maintenance costs, as well as other factors determined the analysis.

Results showed, for example, that EVs clearly have an advantage over gas engine cars in terms of annual maintenance. There's no need for oil changes, for example.

Based on an annual 15,000-mile average, the Mini Cooper cost to maintain operation was \$0.0853 per mile, or \$3,839. The Mini EV cost \$0.066 per mile to maintain, or \$2,970 total. The results were similar to the differences in Hyundai vehicles.

The study took into consideration the cost of gasoline versus charging costs. Bottom line? It's cheaper to operate electric vehicles on average.



The depreciation of cars clearly favors the gas-powered ones. The Mini hardtop depreciated by \$8,887, compared to the Mini Electric at \$13,653. And here's where the tide turns.

In most every statistical value, EVs appear to be cheaper to operate than gas powered cars. However, once depreciation is factored in, the results reverse to favor cars with gas engines.

Of course, economic incentives such as government sponsored rebates lessen the gap between the cost of EVs and gas-powered cars.

But that still ignores the question of whether consumers will volunteer to give up their gas-powered cars for EVs once they know all the facts. Low operational costs are just one factor in deciding what car to own.

The problem with the Autoweek study (have you noticed the dearth of pro EV articles on Autoweek's website?) is that the real costs of EVs are hidden from the public behind a

façade of environmental wokeism, which puts the whole discussion in the political realm.

Electric vehicles are ultimately harmful to the environment, from the vast mining operations and human misery associated with it, to the problem of battery disposal and chemical contamination (how can any compassionate environmentalist support this?)

EVs are vulnerable to extremes in temperature, which affect the life and performance of batteries. In colder climates at extreme latitudes, they're unreliable.

By now, we've all seen a video of the massive explosions and fires when EVs crash and burn. That's a fire that can't be doused with water. In fact, many fire departments are simply letting the cars burn themselves out.

This is why I don't get Elon Musk. He should be opposed to the wholesale transition to EVs.

What does he propose will create the energy needed for recharging millions of EVs every

*(See Notes, Page 21)*



# Notes

(Continued from Page 20)

hour? The country has divested in nuclear power plants. Coal-fired plants are taboo among the green cognoscente.

Oh, there's wind when the wind blows, and water when the water flows, but only when the sun is shining will solar ever (if ever) be sufficient to power a modern national energy grid.

And another thing, CO<sub>2</sub> is necessary to sustain life on our planet. You like plants, right? They suck up CO<sub>2</sub> out of the environment like vacuum cleaners.

I vote for more plants and less electric cars.

We can agree to disagree on the question of human pressure on planetary climate systems, but let me ask you this: When's the last time you heard someone talking about peak oil?

Exactly.

Ford just reported a \$4.5 billion loss on its electric cars. Yeah, that's sustainable. You'd think a smart guy like Elon Musk would figure this out.

The Autoweek study may make sense in purely personal economics, but across the scale of international economies, the transition to these so-called global sustainable industrial



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Here is modern V-8 engine design at its finest—the newest triumph of Studebaker's famed research laboratories. The result is power so utterly quiet and unlabored even at full throttle, you quickly learn to watch your

speedometer alertly on the open road. But spectacular performance is only one distinction of this outstanding new Studebaker President V-8. It has the look as well as the feel of a truly great automobile.

Experts throughout the world class this Studebaker with the very finest of cars. It excels in advanced engineering, luxurious comfort, flawless handling ease and sure-footed safety.

The new President V-8 "Wildcat" engine

The President V-8 State 4-door Sedan for 6 passengers

solutions to climate change must necessarily mean a lowering of standards of living, not to mention depopulation.

Electric vehicles are only the tip of the spear to deflate the industrial economy. What will remain will only result in centralized mechanisms of control (there's the bug-eyed monster coming out for a peek!), in other words, totalitarianism.

Consumers don't want EVs, and the only means of ensuring the masses trade in their gas guzzling monsters for politically correct EVs is through coercion.

That's the real cost of EVs. It's not about how much money you have in your pockets at the end of the day. It's about whether you still have the freedom to choose your own life and how you'll live it.

I choose to drive a gas engine car, preferably one from the 50's, eat chicken fried steak for breakfast, and hunt on opening day.

How much longer I'll be able to do those things is anyone's guess. But, as far as Elon Musk goes, well, let's just say I'm keeping my eye on him.



CUT TRUCK OPERATING COSTS 50%-60%

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40,000	50%	1,720.00
50,000	60%	2,240.00
50,000	70%	2,320.00
50,000	90%	2,440.00



See the '62

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FEBRUARY, 1962

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# The Way We Were

## Studebaker Introduces the Iconic '53 Starliner



In 1953 Studebaker's Starliner hardtop debuts to critical acclaim. Long considered among the most beautiful American automobiles, this award-winning design was penned by Raymond Loewy Associates' Robert Bourke. Loewy poses behind the car in this photograph.

*Courtesy of Studebaker National Museum*

*"Everything in life is somewhere else,  
and you get there in a car."*

*- E. B. White*



# Tech Tips

## ‘Helpful Hints and Hacks’ or ‘Things I’ve Learned in My 73 Years’

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

Since I celebrated a birthday last month, I started to reflect on all the cars I’ve owned and worked on over the years, and what I’ve learned, either from mentors, how-to articles, trial and error, improvising, stubborn persistence, or just dumb luck. Here are a few tips:

- Liquid antacids such as Maalox are a good substitute for anti-seize.
- Engines with older flat tappet cams need a zinc and phosphorus ZDDP additive in the oil to prevent



camshaft/lifter/valvetrain damage. Zinc ZDDP was removed from automotive oils when catalytic converters came into being because the zinc content clogged them. People then turned to diesel oil for older and high-performance engines but by 2006 zinc ZDDP was also removed from the diesel oil. Specialty and racing oils such as Amsoil, Valvoline Racing, etc. contain the zinc content, but they are very expensive. A bottle of zinc and phosphorus ZDDP can convert

any regular or synthetic oil into an acceptable and affordable alternative, making it “backwards” compatible for older and high-performance engines. Cost is about \$10-\$12 per oil change and is easily available on-line and in most auto parts and discount stores. Every engine Studebaker made should use a zinc additive to protect the valve train.

- Cool down additives such as Wetter Water really do lower your car engine temperature. I can confirm that, in my Model A Ford-a-baker, it lowers the temperature in my 5.0 L engine by 18-20 degrees. These additives are easily available on-line and in most auto parts and discount stores.
- The old wives’ tale of, “don’t put your battery on the concrete because it’ll kill it” is not true. In reality, it is the accumulation of dust on the top of the battery, when it is lying around, that conducts electricity from one post, through the dust particles to the other post, that shorts out the battery. For this reason, many batteries are now designed with side posts with plastic extensions molded into the case at the base of the post to shield it from dust. Top post batteries benefit from

*(See Hints, Page 25)*

# Hints

*(Continued from Page 24)*

using felt battery terminal protector washers because they interrupt the ability of the dust to conduct electricity between the two posts. The felt washers also help to hinder corrosion. (If the old wives' tale was true that the battery would short out through the case to the concrete, then it would also short out through the case to the metal body of the car it sets in.)

- Wheel bearing grease is good for helping to prevent corrosion on battery terminals. After a good cleaning with a battery terminal brush, rub a thin, even coat of the grease around the posts before attaching the cables. Petroleum jelly also works, however it can thin out in hotter climates, such as our central California summers. People who show their car more than drive it may not want a shiny or greasy look on their battery posts so keep the battery dusted.
- To prevent vapor lock from happening on older cars with carburetors, a piece of rubber

hose placed around the metal gas line, from the fuel pump to the carburetor, will insulate the gas line from engine heat. If you want a cleaner look, exhaust header wrap works as well but it is more expensive. If you really want to look good under the hood, you can scrap the metal gas line and buy AN stainless and nylon braided rubber hose line in your favorite color, using the appropriate connectors and following proper installation instructions. All these options will benefit from using a thicker insulating gasket between the carburetor and intake manifold, if you have the room. If not, you can manufacture an aluminum plate to sandwich between two regular gaskets, making sure ALL the gasket holes are duplicated on the plate, with sides extended to deflect the heat, especially under the fuel bowl.

- More to come. . .

*(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.)*

## Here's Engine Trivia Every Studebaker Owner Knows

*By Duane Miller*

*(Source: The North Texas Wheel)*

As Studebaker owners and collectors, over the years we have acquired knowledge of various Studebaker engines.

We know that Studebaker V-8 engines grew from 232.5 inches to 259, 289, and even up to 304. We also know that Studebaker had their own 289 engine long before Ford produced their 289. Some of know that Packard had engines displacing 320, 352, and 374 cubic inches.

If you are into trivia and want to stump many Chevrolet owners, here is a question for them.

Most believe that Chevrolet's first V-8 engine was the 265 cubic inch mill from 1955. Little did they know that the 1917 Chevrolet D-Series cars were powered by a 288 cubic inch V-8 engine designed by A. C. Mason.

It had overhead valves, crossflow cylinder heads, and was rated at 55 horsepower at 2,700 RPM. That was when Henry Ford's four cylinder was producing 20 horsepower.

Of course, the Ford Model T sold for about \$645 and the Chevrolet sold for \$1,400. The Chevrolet D series was discontinued in 1919.

# 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).

### Various '49 Coupe Parts Available

I've got various chassis and engine parts from a '49 Champion. These include the steering column, generator, engine in need of rebuilding, rear leaf springs, etc. If you're looking for something, let me know. Everything's negotiable.

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### 1954 Studebaker 3R Pickup, \$9,000 (as seen in Craigslist Santa Cruz)

Seller states: "Runs and drives, clutch could use an adjustment, but nothing major. Registration is current, and I drive it around town weekly. Starts right up unless it sits for more than a few weeks, in which case a quick blast of starter fluid gets things rolling again. The interior has been partially restored (seat, seat belts, headliner), and it was converted to 12 volt by a previous owner. I have about \$750 in additional parts, including turn signal kit, windshield wiper motor, period-correct license plate relocation bracket, spare shocks and tie rods, and more. Metal is in good shape overall, and it has very little rust."





## 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 \_\_\_\_\_

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YEAR/MODEL/BODY TYPE	Mail this form and a check (payable to SJVC-SDC) to:
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## 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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