



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

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

**January 2023**

Next Meeting - Tuesday, January 10, 2022  
Black Bear Diner, 3602 W. Shaw Ave., Fresno  
6 pm -- Dinner ♦ 7 pm -- Meeting

### WHAT'S INSIDE

President's Message  
Cover

Members Appreciation  
Page 2

Keep That Steering Wheel  
Page 3

Meeting Minutes  
Pages 5-7

Club Announcements  
Page 7

Salvation Army Toy Drive  
Page 8

Meet the Inventor of  
the Traffic Light  
Page 9

Studebaker on Film  
Page 10

'63-'64 Hawk  
Wiring Diagram  
Page 11

Secrets of Tire Care  
Pages 12-13

Notes from the  
Studebaker Nation  
Pages 14-15

The Way We Were  
Page 16

Tech Tips  
Page 17

Classified Ads  
Page 19



**1941 Commander custom street rod**

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### President's Message – Anne Goodman

Hello Studebaker Family!

It's been awhile since I have been president. I hope this message finds everyone well.

The Christmas party at The Old Spaghetti Factory was missing quite a few people due to Covid. I will be glad when this sickness is over. Christmas was a fun time for my family. I just love spending time with my Grandchildren.

It's been too cold out there to work on our Studebakers but soon it will be warming up. Mabel, my 1949 Champion, is in need of a new master cylinder. So, no brakes. David said as soon as it warms up some he will fix her. Cassie and Rebecca enjoy playing in the two hawks pretending to drive them.

Looking forward to March 24 to San Simeon for two days Lou was talking about having a BBQ on the Beach. Sounds like fun. Maybe go to see the Hearst Castle, also if you haven't been it's really neat.

If you are looking for parts or just need help with your Studebaker. just give me a call and David and I would be happy to help. I haven't written anything for the last few years so it might take me a little bit to get used to it again. Typing isn't something that comes easily to me. Mainly, I'm a two-finger typist.

2023 should be a great year and new beginnings!

# 'Studebaker People are the Greatest!'

## In Appreciation of Contributions Made by Club Members

*By Susan Thomason  
San Joaquin Valley Chapter, SDC*

You've all heard the saying, "Studebakers are great, but Studebaker people are the greatest."

Our chapter of the Studebaker Drivers Club is very fortunate to have so many of those great Studebaker people. Folks who may carry tools and parts in their cars and are willing to share their knowledge and expertise and even get their hands dirty to help keep these great cars on the road.

Although I'm sure there are many times that we may not be aware of where members have been generous with their time and have helped others with parts or helped to fix something. I'd like to briefly acknowledge some of our members. They're not in any particular order.

**Anne and David Goodman** have done so much for our club. They are always on the lookout for needed parts and many times have installed them. They are the "go to" people for Studebaker questions and advice.

**Jim and Karen McKeever.** Jim has often shared his technical knowledge with members. Jim and Karen both went to new member Al Guzman's home to help him evaluate what needs to be done on the 1963 Avanti he wants to restore. Jim has helped other members as well.

**Lou and Debbie Raimondi** are long time members who have opened up their home to host us for BBQs and the Christmas party for many years. Debbie has handled the finances for the club for a long time. Lou is always willing to talk Studebakers, share parts and answer questions. When we went on our overnight trip in March, they brought their GT Hawk on a trailer rather than driving it in case someone broke down.

**Robin Shepard** has given the chapter a professional level newsletter. There are always great researched

articles and interesting information in addition to the basic club information.

**Greg and Edith Gustafson** hosted our BBQ last year and have agreed to host us again this year. Greg recently helped Carl get the 1962 Lark running.

**Roger Scott** is always willing to answer questions and share his expertise. He has also served as chapter president.

**Richard Mehelic** also recently shared Avanti information with new member Al Guzman and is always willing to answer questions.

**Rob Nunes** has served as our president for the last four years and created a successful group Facebook page.

**Robert Nunes** monitors our website, edited the newsletter for several years and has served as vice president.

**Tim and Gloria Hennessey** have hosted the club and Gloria has taken minutes at the meeting when needed.

**Buzz Madsen** is conscientious about researching and sharing information with our members.

**Bruce Novak** always supports club events and generously stored all the parts donated to the club for many years.

I'm sure there are many other examples. We are very fortunate to have such a great Studebaker family of members who are willing to help each other when needed.

**Note:** Debbie Raimondi also thanked Carl & I for our involvement in the chapter.

# Back when interiors had character.



## Don't Give Up that Steering Wheel Just Yet

*By Emmet White, Autoweek.com  
December 19, 2022*

The autonomous technology industry has had a rocky year. As companies like Argo AI are shuttered, the prospects of a consumer-ready self-driving car seem increasingly distant.

The National Highway Traffic Safety Administration has officially launched an investigation into GM's autonomous Cruise program.

Specifically, federal regulators are looking into instances of inadvertent hard braking and complete immobilization.

The federal agency says it has received three complaints of uncommanded hard braking from the autonomous system in response to a vehicle approaching from behind, leading to rear-end collisions on all three occasions.

The NHTSA states: "The vehicle may strand vehicle passengers in unsafe locations, such as lanes of travel."

The San Francisco-based company tests its driverless tech in a portion of the metropolitan area—much to the chagrin of some residents. Earlier this year, seven of Cruise's Chevrolet Bolt test vehicles became stuck at a San Francisco intersection, ultimately blocking traffic for hours.

Other instances of driverless impropriety include speeding off after being pulled over by a police officer and blocking a municipal bus route. A Cruise test vehicle has even received a ticket for getting too close to a crossing pedestrian.

### Your Officers

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1/2-ton 65 1/2-foot pick-up—3/4-ton and 1-ton 8-foot pick-ups are also available.

Decorative and other specifications subject to change without notice.

## A good-looking Studebaker truck does a grand job of gas saving

Gas economy is the reason you see so many owners of small businesses driving Studebaker trucks. The streamlined Studebaker design helps to make a little cash buy a lot of mileage—no excess dead weight—no needless waste of power. For proof of Studebaker thrift, see any Studebaker dealer.



Studebaker's two foot-controlled ventilators scoop in refreshing streams of air at floor level. Two adjustable window wings, two sun visors, dual windshield wipers are standard equipment, too. The roomy, adjustable seat has "finger-tip" control.



Studebaker's famous father-and-son teams and many thousands of other competent, conscientious craftsmen build wear-resisting soundness into every Studebaker truck. This means big savings on upkeep and a truck that stays constantly on the job.



Hundreds of thousands of Studebaker trucks economically handle a big share of the nation's commercial hauling—1 1/2 and 2 ton Studebakers for hefty loads—sleekly streamlined 3/4, 3/4, and 1 ton Studebaker pick-ups and stakes for lighter duty work. Two great Studebaker truck engines—the high efficiency Econ-o-miser or the high torque Power-Plus. Variable-ratio, extra-leverage steering is standard. Gas-saving overdrive is available at moderate extra cost on 3/4 and 3/4 ton models.

### STUDEBAKER TRUCKS

© 1953, The Studebaker Corporation, South Bend 27, Indiana, U. S. A.



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

**MEETING MINUTES — December 10, 2022**

**CALL TO ORDER**

Our annual Christmas Party and Luncheon was held at The Old Spaghetti Factory, 1610 E Shaw Avenue, Fresno. After lunch a brief business meeting was called to order at 1:40 p.m. by President Rob Nunes.

**ATTENDANCE**

Rob & Pam Nunes	Jacob Scott
Robert Nunes	Roger Scott
Lou & Debbie Raimondi	John & Robin Johnson
Anne Goodman	Patrick & Mercedes Burks
Greg & Edith Gustafson	Kurt, Janet & Lyla Zellman
Tim & Gloria Hennessey	Robin Shepard
Buzz & Sue Madsen	Carl & Susan Thomason
Jim & Karen McKeever	

**RECOGNITION OF NEW MEMBERS & GUESTS**

New members, Jeff and Sarah Garinger, Lou and Debbie Raimondi's daughter and son-in-law were recognized. They have the Studebaker once owned by the late Dave Davis, one of our chapter's charter members. We also welcomed the following guests: Carole Dunlop, Karen McKeever's mother and Pam Alley, Debbie Raimondi's sister.

Congratulations were also given to members Patrick and Mercedes Burks who were married in early November.

**SPECIAL PRESENTATIONS**

Debbie Raimondi presented Rob Nunes with a gift card and thank you to show the club's appreciation for his service as president for the last four years.

Susan Thomason acknowledged our chapter members' contributions.

**MINUTES**

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

**TREASURER'S REPORT**

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

**November 2022**

Beginning Balance	<b>\$4,527.74</b>
<b>Receipts</b>	
\$29 – 50/50 Nov Mtg	\$29.00
<b>Disbursements</b>	
\$50 Gift Card	-\$50.00

<b>Ending Balance</b>	<b>\$4,506.74</b>

**PRESIDENT’S REPORT**

Rob thanked the chapter for the privilege of being our president. His model airplane club is dissolving so he’s looking forward to having more time to work on his Studebakers. Rob said he will still maintain our group Facebook page that he created.

**TOUR MASTER’S REPORT**

Carl asked members to let us know at the January meeting about any events they would like the club to attend. Debbie Raimondi gave additional information about a two-night trip to San Simeon on March 24-26. Hearst Castle is now open, and we may plan a BBQ on the beach. A sign-up sheet was passed around.

***Future Events***

**Wings & Wheels Show** in Visalia – Saturday, April 8<sup>th</sup>.

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

***Future SDC International Meets***

September 12-16, 2023 ♦ Manitowoc, WI

June 25-29, 2024 ♦ Dubuque, IA

**MEMBER DISCUSSION**

Robin Johnson asked for prayers for members, Pat and Herb Helzer. Pat is undergoing chemo. There were several cards for members to sign so we can let her know we’re thinking of her.

Other members who were unable to attend the Christmas luncheon due to illness were Bruce Novak, Gabby Scott and Richard and Gay Mehelic. Marc Varney is recovering from surgery.

Robin Shepard made another plea for members to send pictures of their cars so he can do a profile for the newsletter.

Robin also proposed creating a Studebaker calendar with members’ cars. He will get more information.

Jim McKeever said he will be writing technical articles for the newsletter.

Rob and Robert Nunes are going to look at a 1955 Speedster which they believe may be the last one made. It is red & white which is one of seven that had non-standard/experimental paint colors. They are going to check the VIN #. There were only 2,215 Speedsters and 600 had a manual transmission.

**OLD BUSINESS**

Susan reminded everyone again about the 30<sup>th</sup> anniversary of our chapter in 2023 and to dig out pictures of club events and memorabilia to share at the BBQ Potluck in July.

**CHAPTER OFFICERS FOR 2023**

**OFFICERS**

**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

Anne Goodman has her special pomegranate jelly available.

## 50/50 OPPORTUNITY DRAWING

The total received was \$127. \$63 was won by member Tim Hennessey. \$64 went into the club treasury. There was also a drawing for a book written by our newsletter editor, Robin Shepard – won by Roger Scott.

## ADJOURNMENT

The meeting was adjourned at 2:25 p.m.

Submitted by *Susan Thomason*, Secretary/Membership



# Club Announcements

### *Send a Card to the Helzers*

Your cards and letters are appreciated for Herb and Pat Helzer. Pat is undergoing chemo treatment for cancer.

If you'd like to send them a card, their address is: 1136 W. Weldon, Fresno, CA 93705.

### *Car Photos Needed for Club Calendar*

Submit your "Studebest" car photo for our club calendar. The calendar is a club project spearheaded by club newsletter editor Robin Shepard. The calendar will also include club members' birthdays (sans birth year).

Here are some photo tips:

- Pick an interesting background
- Position car to avoid shadows
- Take the photo from different angles. Experiment.
- Take the photo from different elevations. Low shots are great.
- Send the largest file of the photo

The cost of each calendar will probably be \$20-\$25. It will likely be printed through Costco's print department.

If you've got a great photo of your favorite Studebaker, send it to the newsletter editor for inclusion in the club calendar. [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net).

Stay tuned for more information about the club's calendar project.



## SJVC Members Donate Generously with Toys For Kids at Christmas

As you can see from these pictures, our chapter was so generous with toy donations this year for the Salvation Army's family Christmas distribution.

We also donated \$365 and a \$50 grocery gift card. This is such a worthwhile project! Thank you!

The folks at the Salvation Army in Fresno were so grateful when Carl and I brought these bags of toys!

*Submitted by Susan Thomason*



# Meet Garrett Morgan: Traffic Light Inventor

Meet Garrett Morgan, inventor of the 3-tiered traffic light.

He was born in Paris, Kentucky on March 4, 1877, the seventh of 11 children.

Landing his first job as a handyman and then repairing sewing machines, Morgan developed the skills necessary to open his own repair shop in 1907.

Morgan quickly became one of the nation's top inventors. He patented several inventions, including an improved sewing machine and traffic signal, plus a respiratory device that would later provide the blueprint for WWI gas masks.

In 1914, Morgan patented the breathing device, or "safety hood," providing its wearers with a safer breathing experience in the presence of smoke, gases and other pollutants.

Morgan worked hard to market the device, especially to fire departments, often personally demonstrating its reliability in fires.

Morgan's breathing device became the prototype and precursor for the gas masks used during World War I, protecting soldiers from toxic gas used in warfare. The invention earned him the first prize at the Second International Exposition of Safety and Sanitation in New York City.

In 1916, the city of Cleveland was drilling a new tunnel under Lake Erie for a fresh water supply. Workers hit a pocket of natural gas,



**Garrett Morgan**

which resulted in a huge explosion and trapped workers underground amidst suffocating noxious fumes and dust.

When Morgan heard about the explosion, he and his brother put on breathing devices, made their way to the tunnel and entered as quickly as possible.

The brothers managed to save two lives and recover four bodies before the rescue effort was shut down.

After he earned enough to purchase his own car, Morgan noticed that the manually operated traffic lights were ineffective as they would switch from "Stop" to "Go" with no warning.

This led to Morgan's idea for an interim warning position – what would become today's yellow light.

The signal Morgan patented was a T-shaped pole with three settings.

Morgan quickly acquired patents for his traffic signal – a rudimentary version of the modern three-way traffic light – in the United States, Britain and Canada.

He would later sell the rights to his invention to General Electric for \$40,000.

Morgan began developing glaucoma in 1943 and lost most of his sight as a result. The accomplished inventor died in Cleveland, Ohio, on July 27, 1963.

# Studebaker on Film



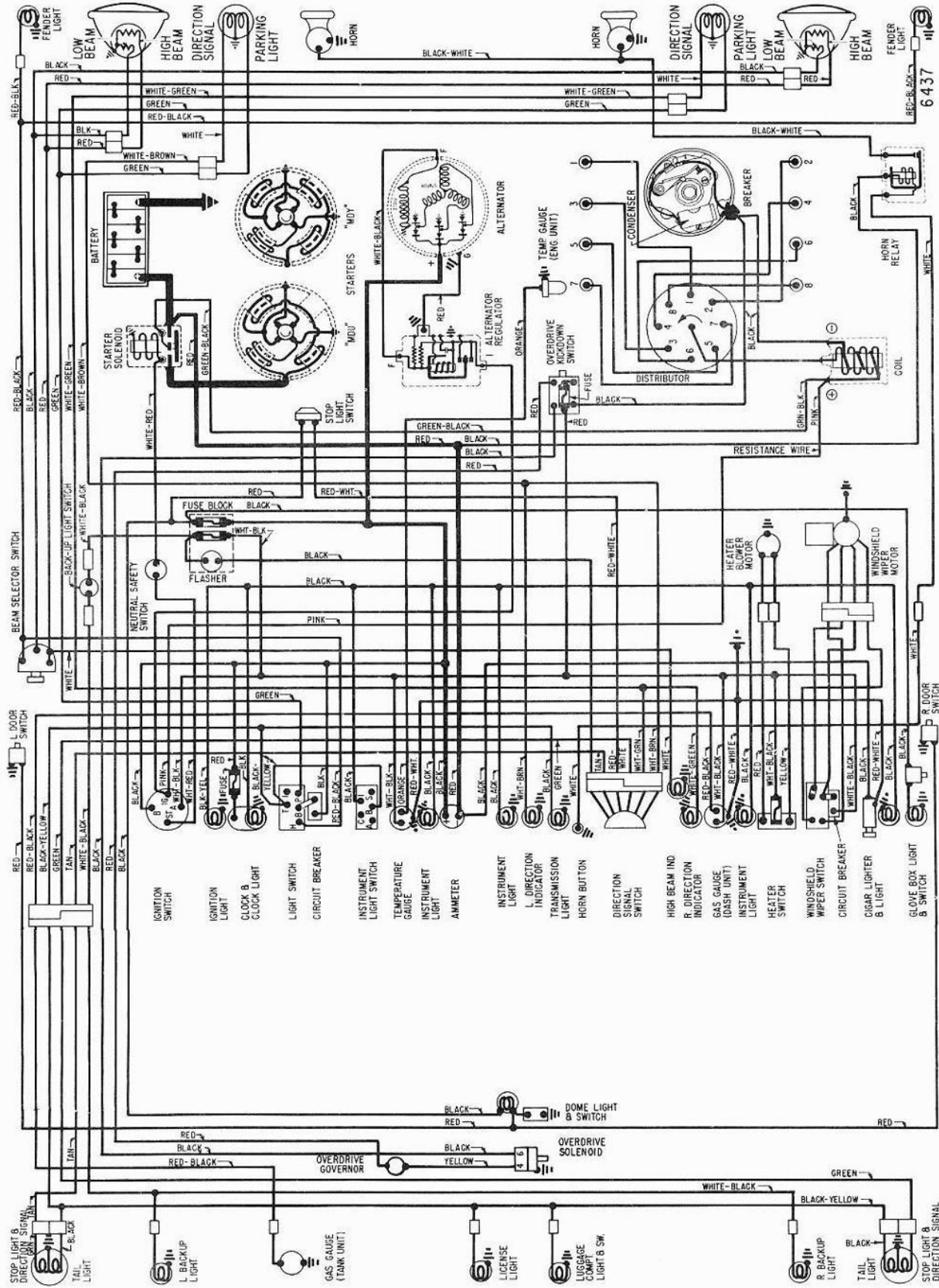
## A Short and Sweet 7 Minutes with a '61 Hawk

We can't help but appreciate Charles Phoenix (is that even his real name?), who is some kind of internet personality, for his over-the-top enthusiasm for this greatest of great years for the Hawk.

This is the last year for the tail fins, which gave way to the beautifully restyled Brooks Steven's '62 Gran Turismo Hawk. But this is the one we'd all like to have. And what fun would it be to drive this beauty through some of the great landmarks in Los Angeles and Hollywood, which is where we go in this video in the company of the aforementioned Señor Phoenix.

Just listen to that beautiful baritone voice singing a tune from the dual exhaust. That's Studebaker's great 289 ci V8 engine. This Hawk's got a beautiful face with grill elements incorporated from the '55 models. The rear taillights punctuate the night with a red orb, and the nameplate is displayed under the trunk lid. What a work of art! Just fabulous!

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





## Car Tire Care is Important for Long Life and Use

*By Kurt Ernst  
Hemmings.com*

Tires may be the most overlooked—and most misunderstood—component on your car.

While modern tires are incredibly capable (even compared to those made a decade back), they still require some degree of care and feeding to maximize their lifespans.

The rubber compounds used in modern tires differ from the rubber compounds used in tires years ago.

What may have been good advice for a '60s-era bias-ply, or an '80s-era radial, may be harmful to tires today. For advice on proper tire care, we looked to Goodyear, which manufactured over 169 million tires (of all types) in 2021.

Per the Akron, Ohio-based manufacturer, sidewall and tread weathering, often referred to as

dry rot, is a result of the breakdown of compounds used to make the tire.

Though a natural age-related process, several things can accelerate this, including UV exposure, environmental extremes (particularly a hot, dry climate), high ozone levels, underinflation, and lack of use.

Tires benefit from regular exercise, and don't like to remain stationary for extended lengths of time.

According to South Bend, Indiana vendor the Tire Rack, "The repeated stretching of the rubber compound actually helps deter cracks from forming."

To care for tires, Goodyear recommends cleaning them regularly with water and a mild dish soap, followed by a rinse with clean water.

*"Tires benefit from regular exercise, and don't like to remain stationary . . ."*

The manufacturer cautions against the use of *some* tire dressings, specifically those that contain petroleum distillates

While these products may temporarily enhance a tire's appearance, in the long run petroleum products can prematurely age a tire.

The Tire Rack backs this up, advising that excessive use of tire cleaners and dressings can remove anti-oxidants and ozone protectants from the tire's rubber compounds.

silicone grease is often used to lubricate and swell rubber seals, but an o-ring is not the same thing as a tire.

We've seen anecdotal reports of silicone sprays adding tire shine (and restoring color), too,

*(See Tires, Page 11)*

# Tires

*(Continued from Page 10)*

but if the tire manufacturer doesn't specifically recommend it, there's probably a reason (and it's not just to sell more tires).

Instead, to maximize tire life and reduce dry rotting, we suggest you check the tires regularly for proper inflation, and cover any tires that may have direct exposure to sunlight (even through a window).

If the vehicle in question is parked for an extended period, consider putting it on jack stands

to take the weight off the tires, or at the very least repositioning it every month or so.

Avoid parking near equipment that potentially generates ozone, such as generators or welders, and prevent temperature extremes if at all possible.

Wash the tires as Goodyear suggests, and if you really want to use a product on the tires, opt for a water-based dressing that

doesn't contain petroleum distillates.

Finally, keep in mind that tires can also age from the inside out. Even if a tire appears to be in good condition externally, there's no way to know if an older tire is safe to use.

We tend to follow the 10-year rule, since a set of tires is a lot cheaper than the potential outcome of a tire failure, particularly one at speed.



## Notes from the Studebaker Nation – Robin Shepard

Want to be the coolest kid on the block? Become the owner of a Studebaker M29 Weasel!

Trailered to car shows, the Weasel would gather a satisfied crowd. In good operational shape, the tracked vehicle could be put to a variety of tasks on ranches and farms.

Maybe it's just me, but I think that'd be pretty sweet.

Every now and then a Weasel comes up for sale. A quick internet search shows the most recent was available this August in Tehachapi and listed for \$11,000. Older listings show Weasels asking prices in the \$6,000 range.

The history of the Weasel appeals to both Studebaker and World War II enthusiasts.

Designed to negotiate the harsh winter climate and deep snows of Norway, it was produced to be used in attacks against Axis military and industrial installations.

Small groups of commandoes would be



driven across the snow to deliver devastation.

This mission, however, never materialized. Instead, the Weasel took part in the invasion of Normandy and was variously used as a personnel and cargo carrier, and ambulance.

In the Pacific theater, the Weasel moved across volcanic terrain that wheeled vehicles couldn't handle.

The Weasel is so versatile that it was used in Antarctic expeditions. The French and Canadian armies kept it in service through the 1960s.

Owning a Weasel would be a serious investment.

Though the venerable Champion engine is familiar to Studebaker owners, getting parts for the tracks would likely be impossible. No surprise there.

The front engine/rear wheel drive M29 operates through three gears and two in the transfer case for six total gears. And it'll get you to your destination at

about 36 mph.

The Weasel can travel up the steepest inclines by running backwards through the reverse gear.

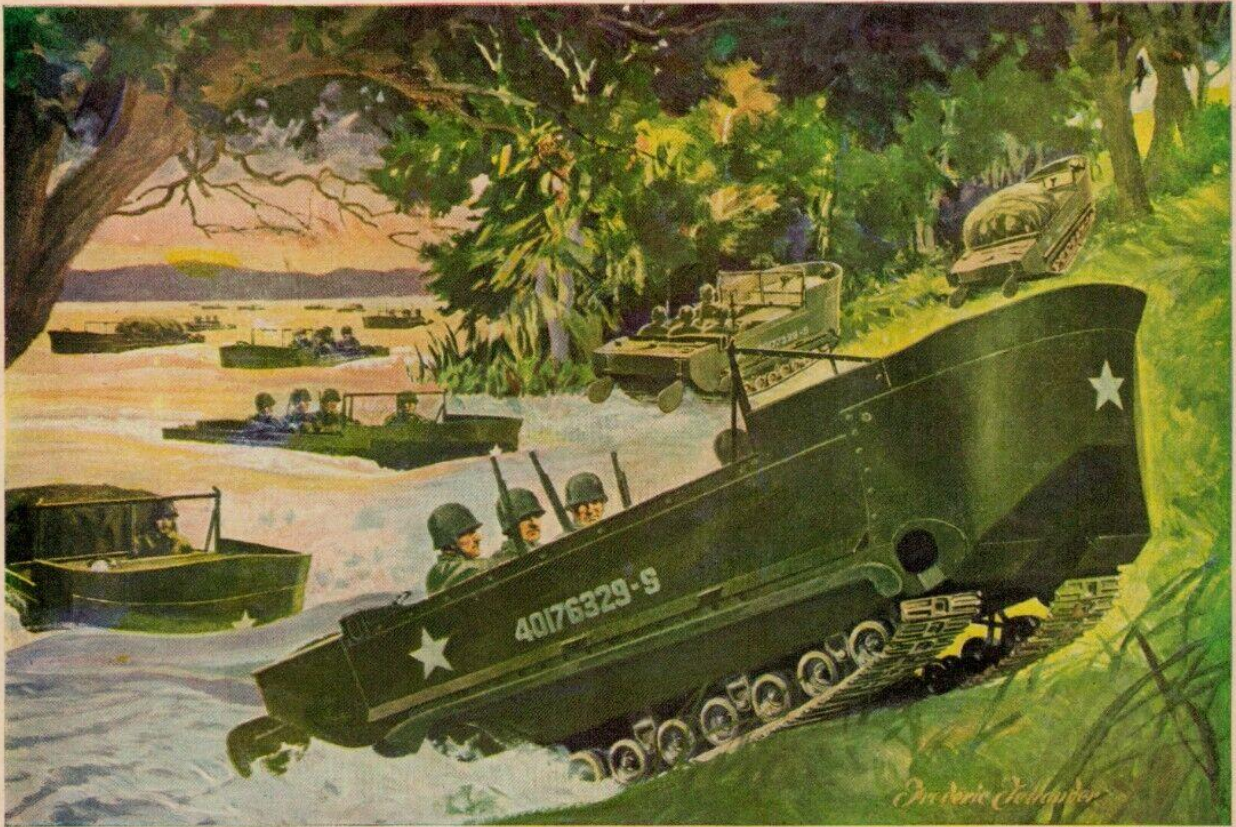
The Weasel weighs, 3,800 lbs. and is 5 ½ ft. in width. It stands 4 ft. 3 in. in height and could carry 4 soldiers, or ranch hands, as the case may be.

Whether that's enough to convince you that you have to have one is, well, a matter of how eccentric you really are.

Besides, it'd be easier to own one than a Studebaker-powered B17 Flying Fortress.



*Amazing new war vehicle travels in water...  
glides like a ghost over swamp or sand*



© 1944 The Studebaker Corporation

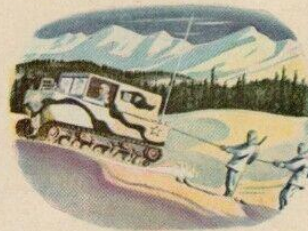
# *Army's Latest Weasel M29C*

**Built by Studebaker and powered by  
famous Studebaker Champion engine**

**H**ERE'S a brand-new example of the teamwork of the Office of Scientific Research and Development, the War Department and Studebaker engineers . . . It's the latest model of the Army's versatile track-laying vehicle known as the Weasel . . . This new M29C is just as much at home in water as it is on sand, mud, swamp or solid ground . . . It not only propels itself in deep water, fully loaded, but it also clammers up and down steep, slippery banks with amazing ease . . . This new

Weasel M29C is built by Studebaker under contract with the Ordnance Department, Army Service Forces. It's powered by the famous Studebaker Champion engine . . . It adds another important unit of war production to an impressive Studebaker list that already includes Studebaker-built Wright Cyclone engines for the mighty Boeing Flying Fortress and heavy-duty, multiple-drive Studebaker military trucks.

Awarded To All  Studebaker Plants



**Deep snow doesn't faze the Weasel**

Camouflaged like the crafty animal for which it's nicknamed, this M-29 model is almost invisible as it glides swiftly and stealthily over seemingly impassable winter terrain.



**Sure-footed even on shifting sand**

The Weasel, with its Studebaker Champion power and flexible, rubber-padded tracks, has an uncanny ability to get through places where many other war vehicles would bog down.

The Way We Were

## Studebaker in the Early '20s



Studebaker discontinues all horse-drawn vehicle production and begins transferring automobile production from Detroit to South Bend. A 1920 Light Six is Studebaker's first South Bend-built automobile. *Courtesy of the Studebaker National Museum.*

*“Let a man find himself, in distinction from others, on top of two wheels with a chain - at least in a poor country like Russia - and his vanity begins to swell out like his tires. In America it takes an automobile to produce this effect.”*

*—Leon Trotsky*



# Tech Tips

## Here's How to Locate and Seal Oil Leaks

*By Jim McKeever  
San Joaquin Valley  
Chapter, SDC*

There's nothing more frustrating than having an oil leak that puts greasy, sticky goo all over your chromed and polished aluminum engine parts (or all over your garage floor!).

If you have ever wondered if there was an easy way to seal oil pan, intake manifold, or valve cover leaks, here is a little tip that will help.

For materials you will need a tube of silicone (RTV) sealer (the blue stuff or similar oil resistant type), a piece of vacuum hose large enough to go over your dipstick tube (with dipstick removed) and long enough to reach another car (about 8 feet or so should do), some duct tape, carb cleaner, and a stethoscope or reasonable facsimile.

Before you start, let's assume you already tightened all the appropriate bolts to the pan and/or valve covers, if applicable, and that didn't work.

(If you already have a vacuum pump, or decide to purchase one, you can eliminate the 8 feet of vacuum hose, but you will need an appropriate length to go from the pump to the dipstick tube.)

First, drain the oil from the leaking engine. If you forget this, the vacuum source, (i.e. the other car) will soon have five or so extra quarts of oil.

Second, seal the openings on the engine (PVC valve hole, oil breather, road draft tube if your



motor has one, etc.) with the duct tape. You might want to start by degreasing the engine first.

Third, remove the dipstick, making sure the dipstick tube fits snugly to the block. If not, seal it with silicone or duct tape to insure an airtight fit.

Next hook the vacuum hose to the dipstick tube on the leaking engine and run the other end to a constant vacuum source on the other car (not ported).

Start the engine on the vacuum source car and run it just above idle. Take the stethoscope and listen to all the likely places it could be leaking on the oil pan, intake manifold, and valve covers.

Where there is a leak, you will hear a rush of air (HISS-S-S) being drawn into the engine. If you don't have a stethoscope, you can take carb or brake cleaner and spray it around the gasket areas, then watch and listen for it to be sucked in.

Once you find the leak, take your carb cleaner and spray the area liberally to get rid of the excess oil.

Then take the tube of silicone sealer and apply it wherever the engine is hissing. The vacuum will pull the sealer into the opening, sealing the leak. Allow the sealer to completely dry, then trim off any excess, so everything looks nice and neat.

Don't forget to put oil back into your formerly leaking engine before you fire it up, or you may have to clean broken parts off the garage floor that weren't there before! Remember to unseal all your openings as well.

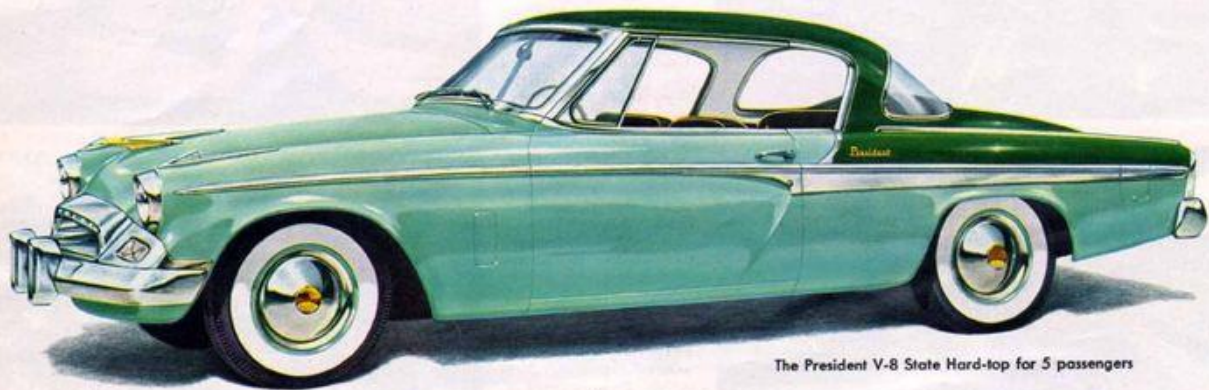
This little trick also works on new and/or rebuilt engines while on an engine stand, to make sure they don't leak before they go into your car.



The President V-8 State Coupe for 5 passengers



The President V-8 Deluxe Ultra Vista 4-door Sedan for 6 passengers



The President V-8 State Hard-top for 5 passengers

# 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).

### Still Looking for a Good Home



For sale: 1962 Lark. Asking \$13,000. Also, here's a 1941 Champion. Asking \$19,000.  
For more information, call Vern Ward, 559.907.6527.



### 1953 Buick Headlight Bezels

I've got three of these bad boys. They're much desired by custom car builders. These are in really great shape with some minor surface pitting. They'd polish up nicely.

I'm asking \$75 for each.

Robin Shepard  
209.628.1537



## 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: \_\_\_\_\_