



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

May 2023

Next Meeting – Tuesday, May 9, 2023
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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1951 Champion

President's Message – Anne Goodman

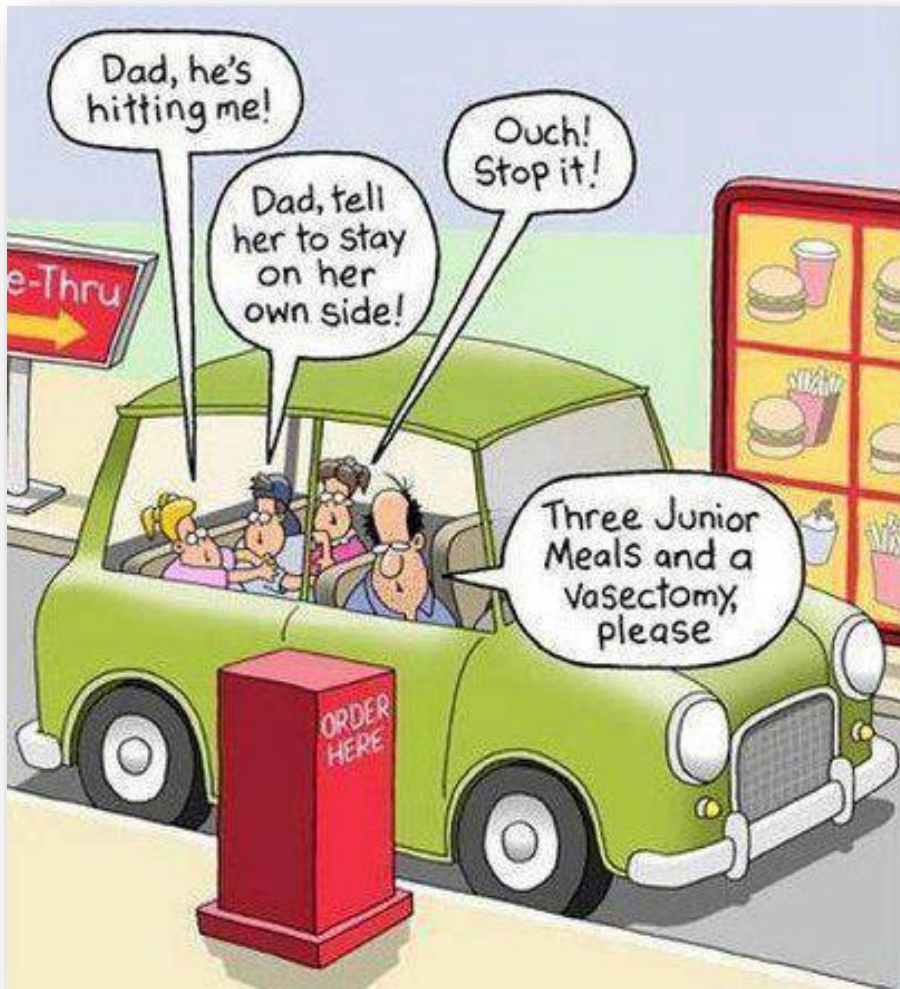
Hello Studebaker Family!

Well, the Tower car show was a great success. We had four entries from our club. Becca entered the 1957 Golden Hawk, Bruce entered his 1950 bulletnose. Rob entered his 1964 Gt Hawk, and Marc Varney entered his beautiful Buick.

All four cars won in their classes. The Golden Hawk won 2nd Place. The 1964 GT won 1st Place for all original. The '50 won 2nd Place and a Merchants Award. The Buick also won a Merchants Award. We had a great time at their raffle also. I won a 21 speed UPS bike. Ashley won a few items and I think Bruce won something also.

It was a great opportunity to talk to the judges and other car clubs about the importance of involving the younger generation. It is our

(See Message, Page 7)



News Briefs from the SEMA Action Network

✓ U.S. Rep. John Joyce (R-PA) introduced a SAN-supported bill ([H.R. 1435](#)) to protect Americans' right to choose the technology that powers their motor vehicles.

The "Preserving Choice in Vehicle Purchases Act" was introduced in response to California's plans to ban the sale of new gas- and diesel-powered cars and trucks in 2035 unless certain conditions are met.

If approved, H.R. 1435 would prevent the U.S. Environmental Protection Agency (EPA) from allowing California's Zero Emissions Vehicle regulations that would ban the sale or use of new motor vehicles with internal combustion engines from taking effect. (3/14/23)

✓ California has introduced SAN-supported legislation (AB 436) to allow automobile cruising activities to return statewide. Currently, local authorities are authorized to pass ordinances that regulate or prohibit cruising.

This effort follows a [resolution approved by the legislature](#) last year celebrating the history and culture associated with automobile cruising, as well as encouraging local officials and law enforcement to work with local car clubs to conduct safe cruising events. Having passed the Assembly Committee on Local Government, the bill now awaits consideration in the Assembly Committee on Appropriations. (4/3/23)

For more news and information from SAN follow this [link](#).

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**SOUTHAMPTON'S SPARKLING SANDS
...LONG ISLAND...WHERE ONE MEETS
THOSE WHO KNOW FINE CARS**

*I*T IS interesting—and significant—that Studebaker's great straight eights and sixes, motor cars quite low in cost, should enjoy such notable popularity among fashionable Southampton habitués. Here, as at every play-place of Americans of means and discernment, these champion cars rival the costliest—not alone in numbers, but in the enthusiastic partisanship voiced by their owners. As for the way Studebaker Champions acquit themselves in friendly, informal brushes of speed, judge results by the fact that Studebaker holds, undisputed, every official stock car speed and endurance record...and sells more eight cylinder cars than any other maker in the world. Illustrated is the Commander Regal Roadster for four, available with either straight eight or six cylinder power.



Studebaker

BUILDER OF CHAMPIONS



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

MEETING MINUTES – April 11, 2023

CALL TO ORDER

President Anne F. Goodman called the meeting to order at 6:45 PM at the Black Bear Diner, 3602 W Shaw Ave (at N Marty Ave), Fresno, CA 93710.

ATTENDANCE

David & Anne F. Goodman (**)	Tim & Gloria Hennessey
Debbie Raimondi	Elaine Goudelock
Rob & Pam Nunes (**)	Kurt Zellman
Robert Nunes	Carl & Susan Thomason
Greg & Edith Gustafson (**)	
Buzz & Sue Madsen	** Drove a Studebaker
Jim & Karen McKeever	

MINUTES

It was moved by member **David Goodman** and seconded by member **Buzz Madsen** to approve the minutes of the March meeting as corrected. Approved.

TREASURER'S REPORT

It was moved by member **Greg Gustafson** and seconded by member **Rob Nunes** to approve the Treasurer's Report for March as follows. Approved.

March 2023

Beginning Balance	\$4,716.17
Receipts	
\$35 – 50/50 March Mtg	\$40.00
\$20 – Member Dues	\$40.00
Disbursements	
None	\$0
Ending Balance	\$4,851.17

PRESIDENT'S REPORT

President Anne talked about the Tower Car Show the previous weekend. This is a really big car show in downtown Fresno—approximately 500 cars—and there hasn't been one in several years.

Several SJVC members entered cars and won awards: Bruce Novak, Rob Nunes & Marc Varney. Rebecca Goodman also entered and received an award for the Goodman's 1957 Golden Hawk. Everyone was surprised and pleased when she came forward to pick up the award. All of us involved in the classic car hobby want to encourage the younger generation to continue to value our special cars. The Studebakers attracted a lot of interest at the show. Our members also did well at the raffle with Anne winning a bicycle.

Anne also mentioned that granddaughter Cassie can now say "Studebaker..

TOUR MASTER'S REPORT

Carl called attention to our Calendar of Events and upcoming activities.

The Studebaker Picnic at Grupe Park in Stockton is hosted by member Lou Van Anne and includes members from the Karel Staple & Sequoia chapters. It will be on Sunday, April 30 this year. Several members will be going. Details will be emailed.

Members talked about the great trip to San Simeon. When the group ate at Lin's Restaurant in Cambria, they saw the bicycle on display that belonged to Karen McKeever's late brother. The BBQ at the beach was a big success. Debbie Raimondi said we'll make this an annual outing on the last weekend in March.

Robert said he'd heard there was a new museum opening in Fresno. He'll try to get more information.

MEMBER DISCUSSION

Roger went to Cars & Coffee, which is on Saturdays, 8-10 a.m., NW corner of Fowler and Ashlan, Clovis. He encouraged others to go.

Rob talked about attending a car show where a young man asked him a lot of questions since he'd never heard of Studebakers. He's looking for a project car. Rob gave him info. Also, an older man who was driving a Corvair, told him he was so glad to see a Studebaker. They talked and he agreed that we need to get our unusual cars out to be seen.

Anne said there was information on the Forum about a GT Hawk that was stolen from the Stockton area.

Rob also said he'd seen an ad for the 1964 Hawk he bought a few months ago. They had modified the ad but it was the same car. Rob posted a warning that it was a scam. Kurt Zellman said this happens a lot with parts for sale.

Anne said the person they sold their 1954 to has a 1955 Speedster for sale. She'll get more information.

Debbie & Lou are going to the Vintage Trailer & Car Show held in Red Bluff the first week in May. Pat Helzer is continuing her treatment for cancer. We want her to know we're thinking about her. Herb Helzer almost stopped a catalytic converter theft taking place as he waited for Pat in the St Agnes parking lot.

OLD BUSINESS

Robert updated the website and will link our group FaceBook page and website. Susan will send him our past newsletters to post. Also, the website renewal is due 5/31.

NEW BUSINESS

Robin Johnson has volunteered to be the Sunshine Coordinator for our chapter. If you are aware of anyone in the club who is ill or having a medical condition, please contact her so she can call and/or send a card from the club. (559) 999-4264.

There was discussion about getting business cards with the chapter meeting and contact information for members to hand out when they meet someone interested or at a car show.

50/50 OPPORTUNITY DRAWING

The total received was \$65. **\$32** was won by member **Greg Gustafson**. **\$33** went into the Club treasury.

ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

Submitted by *Susan Thomason*, Secretary/Membership

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

*Chapter Meetings are on the 2nd Tuesday of each month except July & December
Details & other events will be added as we receive additional information.*

MONTH	ACTIVITIES
MAY	5/19-20 Mid-Coast Orphan Car Show , Santa Maria, co-hosted by the Rambler Club. 408.821.7812 or skelly6567@gmail.com 5/19-21 Old Town Clovis Car Show . hotrodcoalition.com 5/20 American Legion Car Show, Fresno , Contact Roland Gonzalez at gonzalez.roland1966@gmail.com 5/28 All Studebaker Car Show & Swap Meet , La Palma Park, Anaheim. www.studebakersocal.com
JUNE	TBD – ANY SUGGESTIONS?
JULY	7/15 – Chapter 30th Anniversary BBQ Potluck Hosted by the Gustafsons
AUGUST	TBD Bowling at Fresno State
SEPTEMBER	Sat 9/9 – TBD – International Drive Your Studebaker Day
OCTOBER	TBD
NOVEMBER	11/11 - Veterans Day Parade
DECEMBER	12/9 – Chapter Holiday Luncheon/Old Spaghetti Factory (No Regular Meeting in December)

Ongoing events

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

Clovis Missionary Baptist Church Car Shows, Friday nights – **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

Revised 5/1/2023



Message

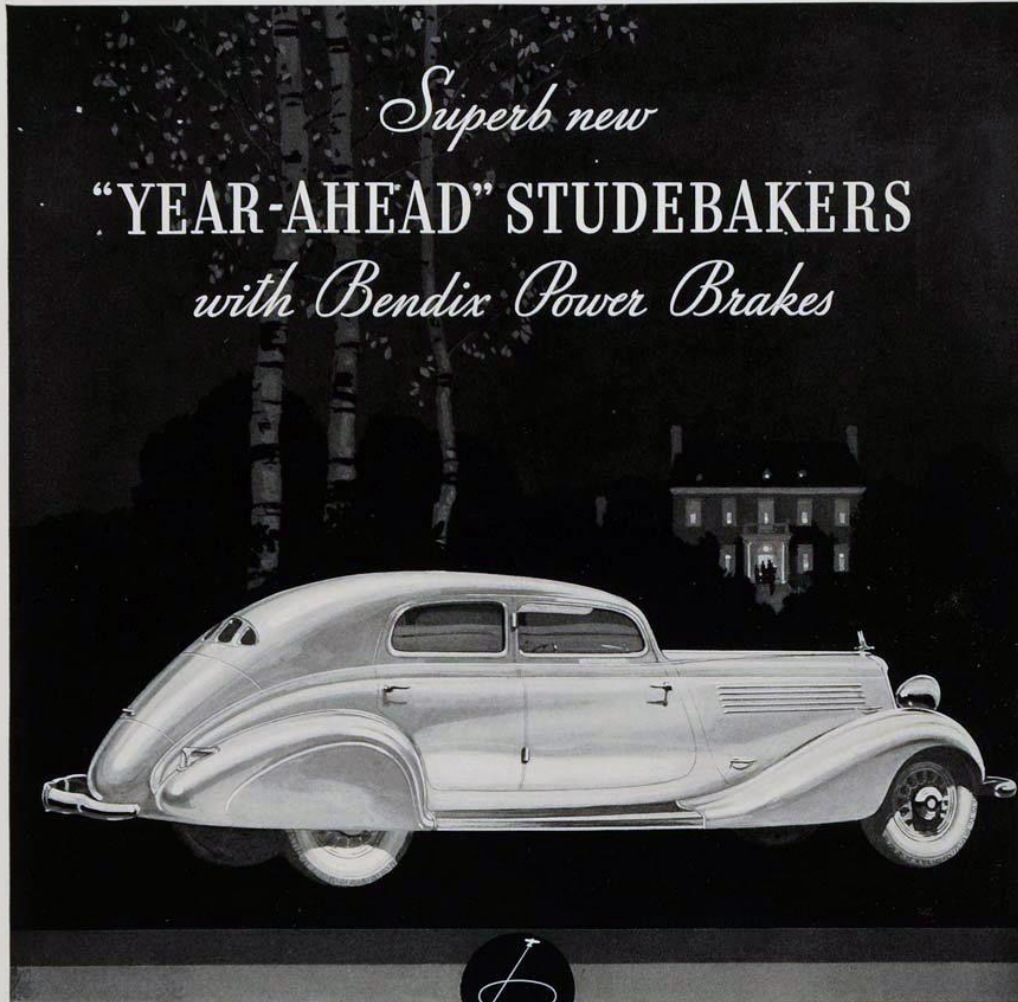
(Continued from Cover)

responsibility to get them involved and invested in our cars.

Rebecca entered the Hawk. She was so proud to get an award. They were surprised to have her claim the award.

We have to be able to pass these down to the younger generation or our hobby is lost.

We're looking forward to seeing everyone at the next meeting on Tuesday, May 9 at 5:30 p.m. for dinner. The meeting starts at 6:30 p.m. at Black Bear Diner, (Shaw Avenue near Marty.)



FROM THE SPEEDWAY COMES THEIR STAMINA FROM THE SKYWAY COMES THEIR STYLE

ALL AMERICA is heading straight for Studebaker showrooms this month to see and drive the latest and greatest of Studebaker triumphs—brilliant new "year-ahead" Studebakers that definitely remold the motor mode and put Studebaker still more commandingly first in value-giving.

For the first time in cars selling under \$1000, these "year-ahead" Studebakers provide the super-safety and toe-tip action of Bendix vacuum con-

trolled Power Brakes in addition to many advancements not available as yet even in very costly cars.

And every model of this new "year-ahead" line presents Studebaker's appealing skyway style in a fresh, vigorous, new interpretation—dramatically streamlined bodies that are not merely steel but *steel reinforced by steel* . . . Studebaker's safe, distinctive, battleship kind of construction which practically all cars will be offering a year from now.

Drive one of these "year-ahead" Studebakers and thrill to its sparkling performance, its remarkable handling ease and the easy-chair comfort that is insured by the latest advances in Studebaker's famed Quadripoise Suspension. Prices are way under Studebaker prices of a year ago, although most other cars are still decidedly costlier to buy than last year. Dictator \$695 . . . Commander \$890 . . . President \$1170 . . . base prices at the factory.



Clovis

OLD TOWN MOTORAMA

MAY 19-21, 2023

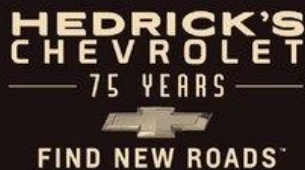


**FRIDAY
KICK-OFF
PARTY**

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SHOW** PRE '75 ONLY!

**SUNDAY
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Studebaker on Film



Studebaker National Museum Sells Production Orders

If you haven't availed yourself of the database of Studebaker auto production orders, this short video demonstrates the kind of information that the Studebaker National Museum archives.

Studebaker owners can purchase a copy of the production order for their particular car. Having this history adds interest and value in your Studebaker.

It's always fun to discover new information about your car, including its original paint and interior, along with special factory orders, date of production, delivery destination and original ownership, etc. If you purchase a production order, we hope you'll share the news with *Miles 'n' Smiles*.

If you have suggestions for videos to post, contact me at r-m-s_57@comcast.net

On the Blossom Trail 2023





“The white almond blossoms were at peak and the pink ones from various stone fruits were just starting.”

Rob Nunes led the group to the Hillcrest Farm & Wahtoke Railroad in his 1964 GT Hawk . . .”

*Photos by
Pam Nunes*



Door Adjustments Don't Have to be a Daunting Task

Courtesy of *TEMPO, Newsletter of the SDC, B.C. Southern Interior Chapter*

If your doors do not close on the first try, if they come ajar while going down the road, if they rattle or if there is wind noise, you need to take some action to remedy these situations.

Start with the driver's door. Does the door sag when opened, drooping down at the back edge as if the hinges are worn or maladjusted?

With the door open, lift the trailing edge and observe the hinges. Is there play at the hinge pins? Is the "A" pillar that the hinges are attached to solid or is the pillar rusty to the point where it will not support the door?

No amount of adjusting will cure a door problem if the hinges or hinge pins are worn, or if the "A" pillar is not structurally sound.

Sometimes, if the hinges are not too badly worn, you can adjust the door.

Remove the door trim interior panel. Loosen the three bolts on the top-hinge-to-door mounting point. They are #3 Phillips-head bolts. Heat and new bolts may be necessary.

Once they are loose, raise the rear of the door until at least 1/16 " of forward movement is noted between the door and the hinge. Retighten the bolts. Slowly close the door and note the gap around the door for uniformity. Adjust as necessary.

Sometimes there are shims between the hinge and the hinge mounting point on the door, you might have to add or subtract shims to get the door to fit flush in its body opening.

Once the hinges and pillar are okay, remove the striker plate on the "B" pillar. Roll down the window and close the door. The door should close without any obstruction.

Only slight pressure should be needed to hold the door flush with the rear fender (2-door cars) or the rear door; just enough pressure needed to compress the weatherstrip.

If the door is obstructed from closing flush in any way, locate the obstruction and you have located the problem. If there is no obstruction, check the gap all the way around the door.

The gap should be uniform, between the doors and front fenders, and between the doors and quarter panels. (2-door cars).

If there is no obstruction and the gap is uniform, move on to the next procedure.

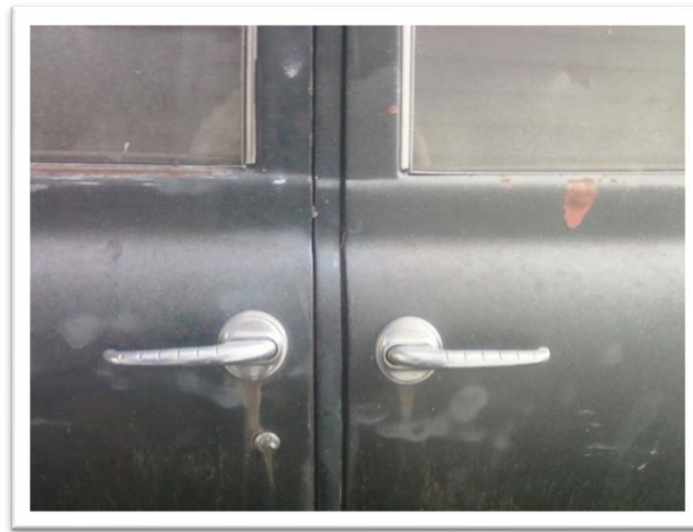
Remove the outside door handle, this eliminates the possibility that the door handle button is not fully

returning when released, preventing the lock assembly from latching properly.

With the door handle removed, rotate the lock tumbler counter-clockwise. You should hear it click solidly into the lock position and it should not be able to rotate.

Clean and lubricate this assembly thoroughly with 30-weight oil or light grease. If the lock tumbler is in good order, take a look at the door lock striker plate assembly. If it seems worn, replace it. Try to get a NOS unit, they work better than new reproduction ones.

Reinstall the outside door handle. Install the striker plate at its outermost point and just snug up



(See Door, Page 13)

Door

(Continued from Page 12)

the screws. Hold the door button in and slowly close the door.

If the door jumps up when it contacts the striker, lower the striker. If the door drops down, raise the striker. When you can close the door without it moving either up or down upon contacting the striker, you have the striker's vertical position properly adjusted. Make sure the striker is as horizontal as possible, not up or down on either end.

From the outside, close the door slowly without holding the button in, as if you intended to "close the door." Do this slowly and you should hear, first, the safety click "in."

Then push the door in a little further until you hear a second click; the main latch. You must hear two distinct clicks, if not, replace the door lock assembly, it is defective.

When you can hear the two distinct clicks, begin adjusting the striker plate inward. Do not change the vertical adjustment while doing this; mark the top or bottom of the striker plate for reference to see that you don't accidentally change the vertical adjustment.

Loosen and move the striker plate in until the door fits flush and solid. If you move the striker plate too far in, you will "lose" the second click; the primary lock.

To remedy this, just move the striker plate out a little bit. When you are satisfied that you have both vertical (first) and horizontal (second) adjustments done, firmly tighten the screws in the final location and apply some Door-Ease type lubricant to the striker plate top surface.

If the above procedures do not solve the problem, check the car's frame alignment. Weatherstripping can also cause unusual door problems.

If the weatherstripping is ancient, hard, cracked, etc., replace it. If it is newish-looking, and the doors do not close properly or there is wind noise, it may be that the wrong type of weatherstripping has been installed.

Above information applicable for 1953 - 1966, earlier models and trucks are slightly different.

JANUARY—FEBRUARY, VOL. 47, TEMPO





Write Your Own Captions

This kid's got a cool ride, but what's everyone looking at? And what's he saying? This one's a little puzzling, but aren't we up for the challenge? Give this week's caption exercise a try. Then, send your best caption to the editor at r-m-s_57@comcast.net and we'll get them in next month's newsletter.

\$10 PER CAR,
PER EVENT



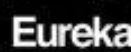
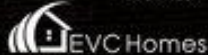
RODS *on the* BLUFF 2023



PARK PLACE AT PALM & NEES

FIRST FRIDAY OF THE MONTH
APRIL 7TH • MAY 5TH • SEPTEMBER 1ST • OCTOBER 6TH

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Notes from the Studebaker Nation – Robin Shepard

One of the most popular automobiles in the Studebaker National Museum isn't even a Studebaker.

It's a Packard, a concept car at that, and the famed company's last heroic effort to look into the future.

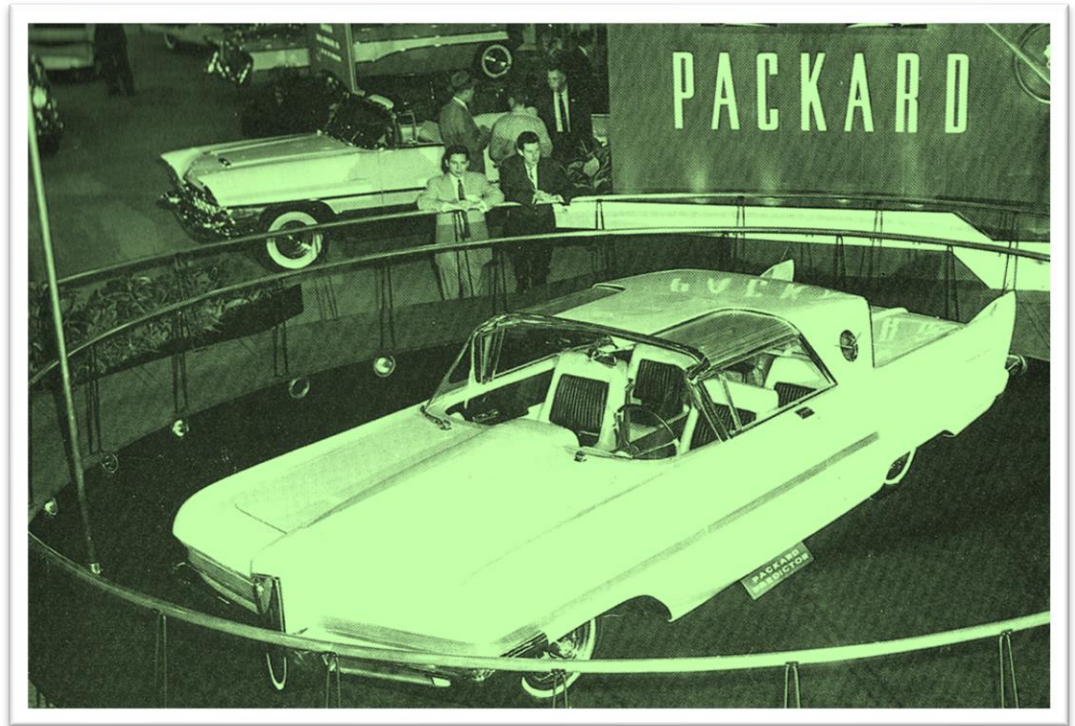
Unfortunately, the future wouldn't come for Packard and after 1956 the brand essentially became Studebakers with rather farcical facelifts.

But you have to acknowledge Packard's management for giving the green light to a concept car that would cost almost a half-million in today's dollars.

Essentially a one-off to bring customers into the showroom and to attract investment from financial interests, the Predictor was style chief William Schmidt's vision of the future.

With the Lincoln Futura also on his resume, Schmidt wrote about the car in the February 1956 edition of *Car Life* magazine.

In the article Schmidt said, "The Packard *Projector* is a portrait of styling philosophy. While futuristic in the sense that it features many advanced styling and engineering innovations, the Packard *Projector* is not a 'dream' car. Many of its features are on present Packard models, and those not of the present are in very case practical and under serious study for production models."



Some of the Predictor's advanced features include roof doors operated by push buttons; retractable vertical rear window; C-pillar that cantilevers fore and aft; bucket seats front and rear with full-length console; hidden headlamps; windshield that wraps onto the roof; and reversible seat cushions with leather on one side, fabric on the other.

Perhaps most interesting design icon is the retractable roll-top steel panels above the windows that open up the roof in an early form of a T-top.

Schmidt further wrote: "This car proves that chrome is not a must for making an automobile look attractive, that beauty can be sculptured in steel. The Projector accomplishes this in fine proportioning, flowing lines, and beautiful radiuses, and

integration of surfaces in pleasant shapes."

Somewhere along the line Predictor was chosen over the Projector, but the idea is the same. Both words denote a forward-looking notion. But the feeling wouldn't last.

Schmidt, designer Dick Teague, and Studebaker's James Nance all gave Packard a couple great years before the company folded.

The demise of Packard was perhaps inevitable, especially after merging with Studebaker, but the models of 1955 and 1956 are worth looking into.

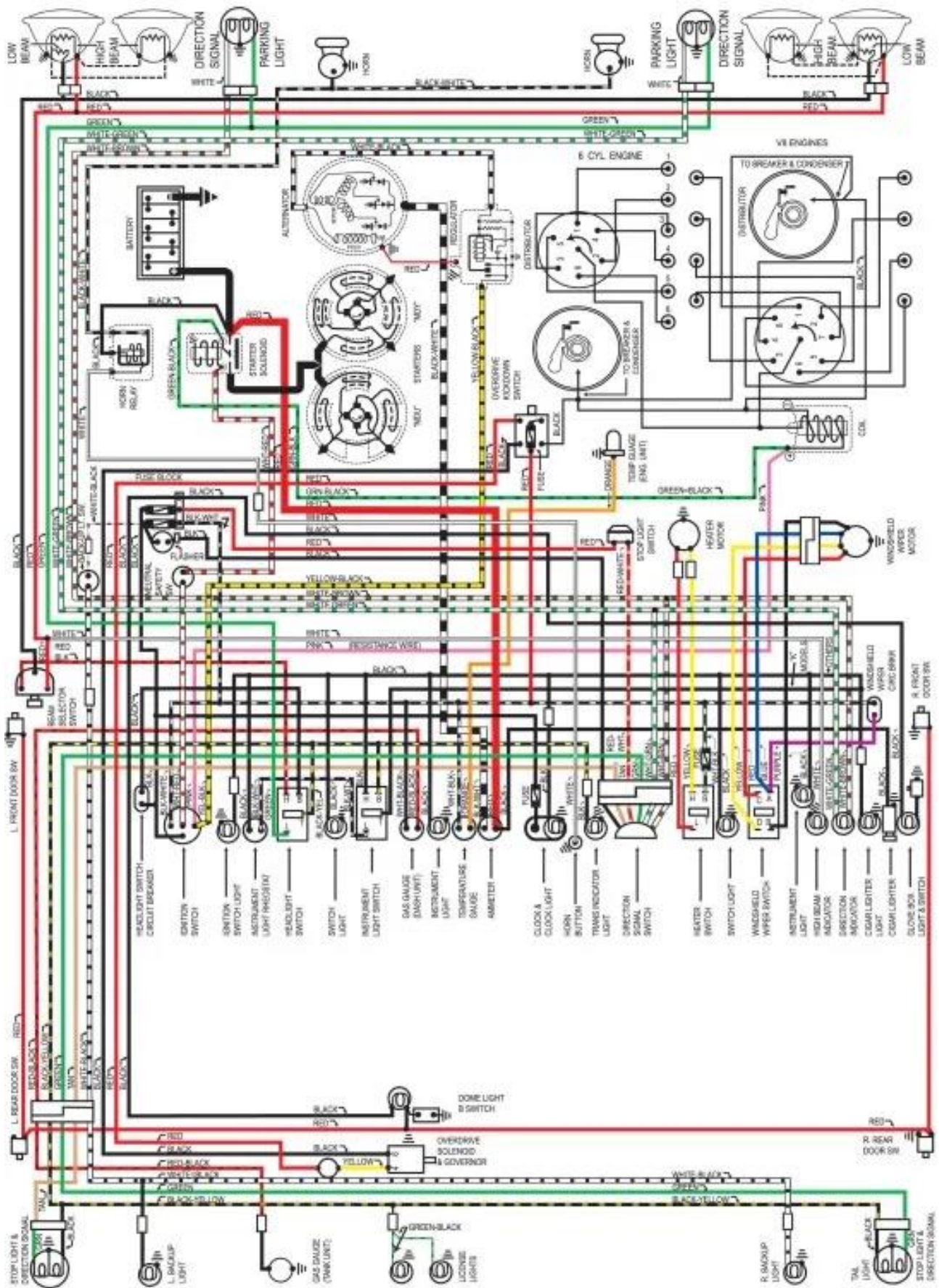
The Predictor proves the company went down fighting.

References

For more on the Packard Predictor, follow this [link](#) and this [link](#).

1963 - 64 Studebaker 6 & V8

Lark, Challenger, Cruiser, Commander, Daytona



The Way We Were

Studebaker Enters Receivership, 1933



In 1933 Studebaker finds itself in receivership and teetering on the brink of closing. The company is forced to reorganize and resume production under court supervision. President Albert Erskine is relieved of his duties.

Courtesy of Studebaker National Museum

“I love driving cars, looking at them, cleaning and washing and shining them. I clean 'em inside and outside. I'm very touchy about cars. I don't want anybody leaning on them or closing the door too hard, know what I mean?”

--Scott Baio

Tech Tips

The Chart You Didn't Know You Needed

By Jim McKeever
San Joaquin Valley
Chapter, SDC

Those of us who turn a wrench have all been there before.

The scenario goes like this: The bolts you purchased which hold your project together are sized based on their diameter. You go to tighten or loosen said bolts, so you eyeball the hex head, guessing which wrench to use. Of course, you are under your vehicle, so you ask your assistant to hand you a 1/2 inch.

Assistant goes to the toolbox, brings back the 1/2 inch. That doesn't work so you ask for a 9/16.

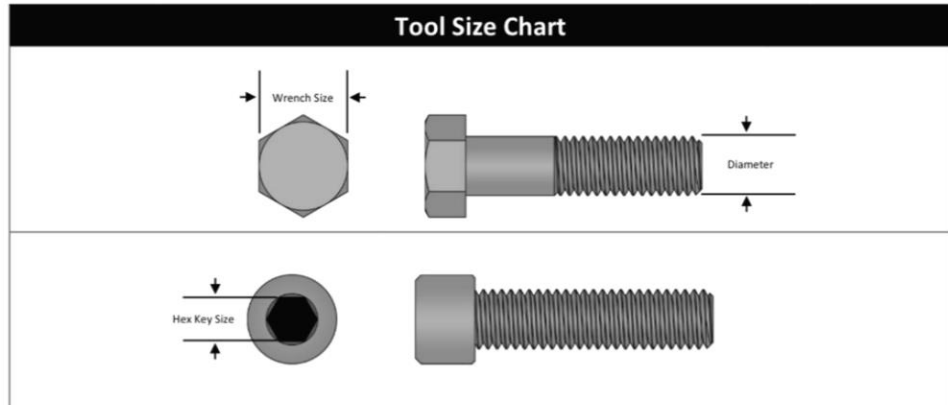
Assistant goes back to the toolbox, brings back the 9/16. That doesn't work so you ask for a 5/8.

Assistant goes back to the toolbox, brings back the 5/8.

Now you are lying on all the wrenches, deciding a socket would work better, at which point your assistant has had enough and goes inside.

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Inch Fasteners

Diameter	Wrench Sizes (in.)	
	Hex	Heavy Hex
1/4	7/16	
5/16	1/2	
3/8	9/16	
7/16	5/8	
1/2	3/4	7/8
9/16	13/16	
5/8	15/16	1 1/16
3/4	1 1/8	1 1/4
7/8	1 5/16	1 7/16
1	1 1/2	1 5/8
1 1/8	1 11/16	1 13/16
1 1/4	1 7/8	2
1 3/8	2 1/16	2 3/16
1 1/2	2 1/4	2 3/8
1 3/4	2 5/8	2 3/4
2	3	3 1/8
2 1/4	3 3/8	3 1/2
2 1/2	3 3/4	3 7/8
2 3/4	4 1/8	4 1/4
3	4 1/2	4 5/8

Diameter	Hex Key Sizes (in.)	
	Socket	
#1	1/16	
#2	5/64	
#3	5/64	
#4	3/32	
#5	3/32	
#6	7/64	
#8	9/64	
#10	5/32	
1/4	3/16	
5/16	1/4	
3/8	5/16	
7/16	3/8	
1/2	3/8	
5/8	1/2	
3/4	5/8	
7/8	3/4	
1	3/4	
1 1/8	7/8	
1 1/4	7/8	
1 3/8	1	
1 1/2	1	

Metric Fasteners

Diameter	Wrench & Hex Key Sizes (mm)	
	Hex	Socket
M3	5.50	2.50
M4	7.00	3.00
M5	8.00	4.00
M6	10.00	5.00
M8	13.00	6.00
M10	17.00	8.00
M12	19.00	10.00
M14	21.00	12.00
M16	24.00	14.00
M18	27.00	14.00
M20	30.00	17.00
M22	32.00	17.00
M24	36.00	19.00
M27	41.00	19.00
M30	46.00	22.00
M33	50.00	24.00
M36	55.00	27.00
M42	65.00	32.00
M48	75.00	36.00

www.northwestfastener.com

(See Chart, Page 18)

Chart

(Continued from Page 19)

It turns out the bolt manufacturers must have heard our plight, because they make charts and diagrams specifying the diameter of bolts with their corresponding hex head size.

I printed my chart and placed it in a sheet protector for fear of ruining it with greasy fingers.

There are several websites that offer this information, some with PDF downloads. This chart is nice because it includes both inch and metric sizes for wrenches, sockets, and hex keys. It includes the most commonly used sizes.

Some specialty bolts and heavy hex bolts have their own size

charts which are easy to look up online.

Of course, there will always be that one stubborn, 75-year-old bolt that is a little worn and defies the recommended wrench size, but every project needs a little excitement.

(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.)

Computer-generated Intelligence Knows a Thing or Two

By Jack Gregory

Did you ever wonder about this “Chat GPT” thing?

Well, I did. It turns out it's not only useful as a tool that your “connected” grandkids use to do their homework for them, but it's also great at generating actual useful information.

How does it work? I have absolutely no idea . . . for all I know it could be an alien robot or an underused CIA computer doing the work.

However, after a little on-line “Googling,” I got that Chat thingy to generate the following from a couple of questions I asked it:

“Give a history of Studebaker,” I said. And here's what it said back:

“The Studebaker was a brand of American automobiles that was active from the mid-19th century until the mid-20th century. The company was founded by brothers Henry and Clement Studebaker, who started out as blacksmiths in South Bend, Indiana in the 1850s.

“They began making wagons and carriages, and their business grew rapidly thanks to the high-quality and durability of their products.

“In the late 1800s, Studebaker began to transition into the automobile industry. They started producing electric vehicles in 1902 and gasoline-powered cars in 1904. The company's early cars were innovative and well-received, and they quickly became one of the leading automobile manufacturers in the United States.

“Throughout the 1910s and 1920s, Studebaker continued to innovate and expand its product line. They introduced a number of successful models, including the Light Six, the Big Six, and the President. They also expanded their manufacturing operations, opening new factories in Canada and Europe.

“In the 1930s, Studebaker faced financial difficulties due to the Great Depression. The

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company responded by introducing more affordable models and redesigning their existing models to be more streamlined and modern. One of their most successful models during this period was the Champion, which was introduced in 1939.

“During World War II, Studebaker shifted its focus to producing military vehicles, including trucks and airplanes. After the war, they resumed production of civilian cars and continued to innovate with models like the Starlight Coupe, which had a unique and eye-catching design.

“However, by the 1950s, Studebaker faced intense competition from other American automakers, and they struggled to keep up. The company merged with Packard in 1954, but the merger was unsuccessful, and Studebaker-Packard faced mounting financial losses.

“In the 1960s, Studebaker attempted to turn things around by introducing new models like the Avanti, but these efforts were not enough to save the company.

“Studebaker produced its last car in 1966 and closed its doors for good in 1967.

Despite its eventual downfall, Studebaker remains a beloved brand among car enthusiasts and collectors, known for its innovative designs and high-quality craftsmanship.”

So, then I asked it to tell me about the best cars Studebaker produced. This is what it told me:

Studebaker was an American car manufacturer that produced several iconic cars throughout

its history. Here are some of the best Studebaker cars ever produced:

“Studebaker Avanti: The Avanti was a high-performance sports car produced by Studebaker from 1962 to 1964. It was designed by famed industrial designer Raymond Loewy and is considered a classic of American automotive design.

“Studebaker Hawk: The Studebaker Hawk was produced from 1956 to 1964 and was available in several different models. It was a stylish and sporty

car that competed with other American muscle cars of the era.

“Studebaker Commander:

The Commander was a mid-sized car produced by Studebaker from the 1920s to the

1960s. It was known for its reliability and durability and was often used as a police car or taxi.

“Studebaker Gran Turismo Hawk: The Gran Turismo Hawk was produced from 1962 to 1964 and was a more luxurious version of the Studebaker Hawk. It had a sleek design and was powered by a V8 engine.

“Studebaker Lark: The Lark was a compact car produced by Studebaker from 1959 to 1966. It was designed to compete with other small cars of the era, such as the Volkswagen Beetle and the Ford Falcon.

“Overall, Studebaker produced a range of iconic cars throughout its history, but the Avanti and the Hawk are often considered the best due to their stylish design and high performance.”

Let me know if the robot got anything wrong.





Styled to be looked at...and looked out of!

ALl over America the word for style is Studebaker. You don't have to look twice at this streamlined 5-passenger coupe to understand why.

Those big, gleaming windows that run clear around the rear of the car! Did you ever see anything more distinctive?

With all that extra glass, you have real open-car vision in this revolutionary closed car every cradled mile you ride.

This low-slung, rager-looking style star is just one of the dramatically different 1948 Studebakers. You'll want to see all the others—they're all thrills!

New 1948 versions of the new look that Studebaker originated! New Champion and Commander sedans and convertibles as well as coupes!

There's a fabulously fine new extra-long-wheelbase Studebaker Land Cruiser, too—top value in a luxury car.

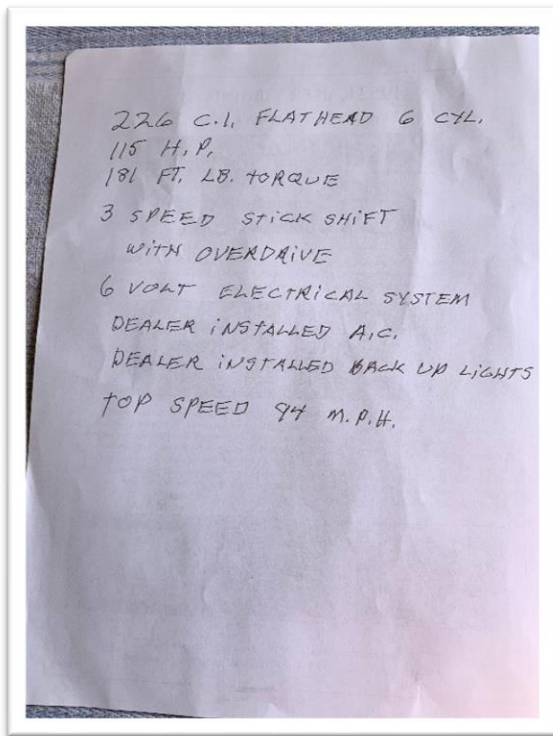
STUDEBAKER

First in style...first in vision...first by far with a postwar car

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.





Herb Helzer's 1952 Kaiser Virginian Traveler for Sale

1952 KAISER VIRGINIAN
2 door Traveler with Deluxe trim package

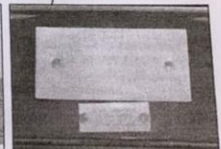




It has been totally restored back to its original condition: Red with tan interior, 3 speed trans with OD. Air conditioning and backup lights installed at the dealership. New tires with less than 100 miles usage. Only 23,000 miles on car since it was restored going to car shows.



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

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



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

PAID AD

For sale, Herb Helzer's beautifully restored 1952 Kaiser Traveler. Here's a chance to own a very rare example of the America's first hatchback sedan. This one was once owned by the famed actor and director Orson Welles. There wasn't a more beautiful American car in 1952 than the Kaiser. Call Herb at 559.349.4672.



Studebaker Drivers Club - San Joaquin Valley Chapter MEMBERSHIP APPLICATION

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

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

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: _____