



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

June 2023

Next Meeting – Tuesday, June 13, 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

SEMA Action
Network Briefs
Page 2

Meeting Minutes
Pages 4-5

Calendar of Events
Page 6

Club Calendar Project
Page 7

Valley Nationals Swap
Page 8

Read the Instructions!
Page 9

How To Keep Cool
Pages 9-10

Studebaker on Film
Page 11

Write Your Own Captions
Page 12

Notes from the
Studebaker Nation
Page 14

The Way We Were
Page 16

Tech Tips
Pages 17-18

Classified Ads
Page 19



1934 Commander 8

President's Message – Anne Goodman

Hello Studebaker Family,

We have been going to the Church Car Show on Friday nights in Clovis, located on Fowler just North of Alluvial.

Last Friday a car we hadn't seen before was there, a 1957 Silver Hawk. Painted gold, it belonged to the lady's father who had passed away. We talked to them, and they had it listed as a 1956 Golden Hawk. We showed them the body number and that it was really a 1957 Silver Hawk with a 289.

She loved getting the information. Her dad used to go to the Church Car Show but he would bring his Chevy.

She got to talk to lots of people who knew her father. It was a great night for her. I told her about our club and our website and Facebook. I posted a picture of her car and she responded on there. Her name is Adawn Bawdon-Kouklis. Hopefully, they will join us at or next meeting.

FYI I am going back to the working world for a while. I will be off on meeting nights and BBQ.

“Turns out it was a marble in the ashtray”



News Briefs from the SEMA Action Network

SEMA President and CEO Mike Spagnola released the following statement regarding the Biden administration's strict new greenhouse gas emissions standards announced yesterday:

“On behalf of more than 7,000 SEMA members, we have significant concerns regarding the impact of these proposed regulations on automotive small businesses. The specialty aftermarket industry supports more than one million U.S. automotive manufacturing jobs, yet these people and businesses are often overlooked in the push to electrify our automotive sector.

“We fully support the efforts to reduce greenhouse gas emissions, but actively advocate for the ability of consumers and the marketplace to choose what works best for them. There are many options on the road to zero emissions, and we feel it is crucial for government policy to remain technology neutral. The specialty automotive aftermarket business has been built around the internal combustion engine. It is also the same industry that has led the way in fuel innovations and conversions of old vehicles into new and cleaner technologies. Yet it is clear from the Biden administration's actions and words that electrification is their technology of choice. . . .”

To read the entire statement, and for more news and information from SAN follow this [link](#).

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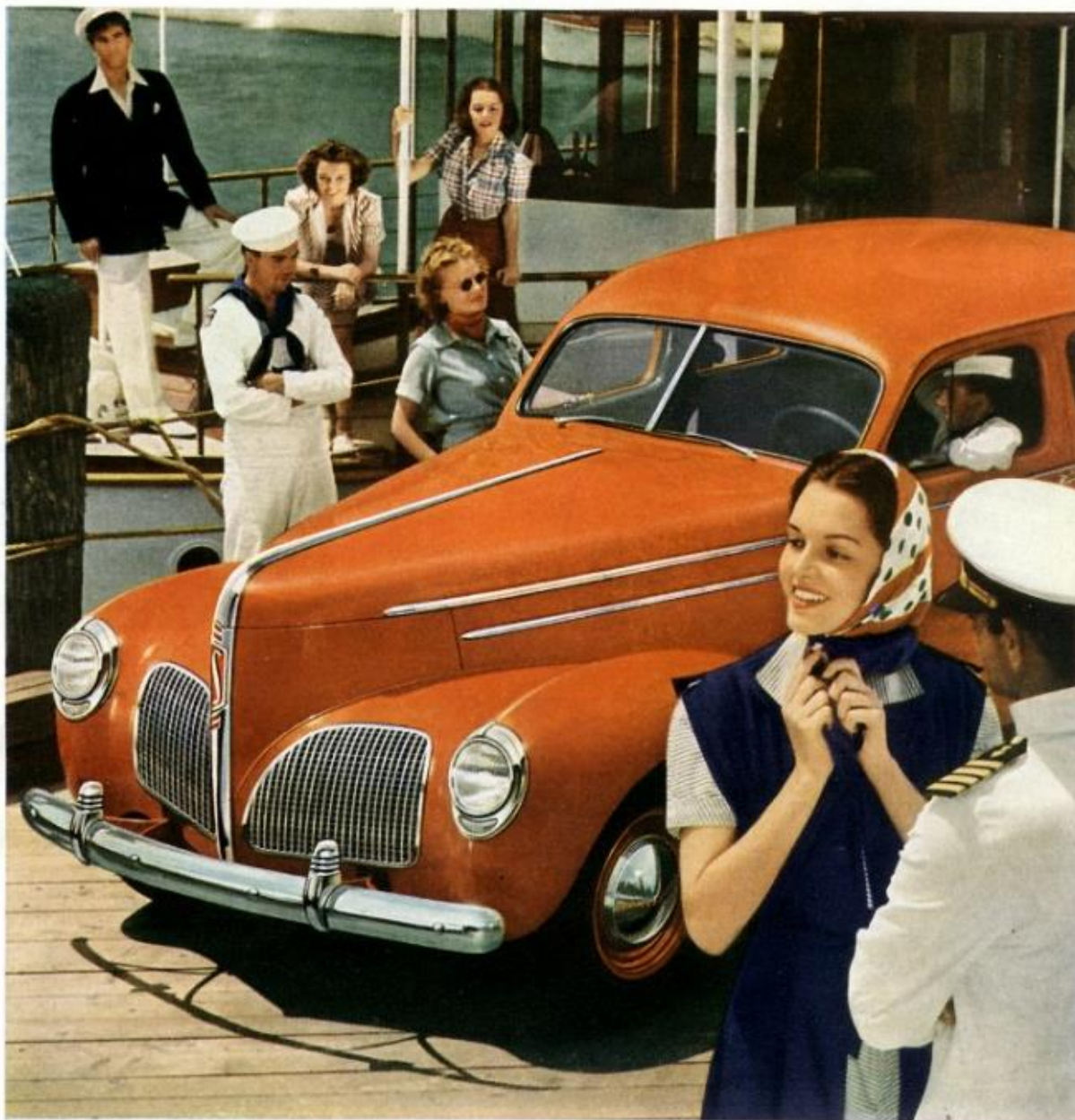
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It saves you money every thrilling mile

YOU drive up in style and you drive on in economy, when you're the proud owner of this new 1940 Studebaker Commander.

It has the same brilliant Studebaker engineering as the Commander that took first honors in gas saving in this year's Gilmore-Yosemite Sweepstakes, defeating the pick of the nation's cars.

It's smart and spacious inside and it rides restfully and sure-footedly on Studebaker's exclusive planar independent wheel

suspension. No extra charge for steering wheel gear shift, front-compartment hood lock, non-slam rotary door latches, automatic hill holder and other Studebaker advanced features.

You pay only a little more for this Commander than for a Studebaker Champion—on which prices begin at \$660 delivered at the factory, South Bend, Indiana. See your local Studebaker dealer now and drive this new 1940 Commander. Easy C.I.T. terms.

NEW 1940
STUDEBAKER COMMANDER

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

MEETING MINUTES – May 9, 2023

CALL TO ORDER

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

ATTENDANCE

David & Anne F. Goodman **
Bruce Novak
Greg & Edith Gustafson **
Herb & Pat Helzer
Jim & Karen McKeever
Roger Scott **
Tim & Gloria Hennessey

John & Robin Johnson
Mike McKinney & Debra Foltz
Kurt Zellman
Susan Thomason

** **Drove a Studebaker**

RECOGNITION of GUESTS

We welcomed guest, **Barbara Knox**, Tim Hennessey's sister, visiting from Australia.

MINUTES

It was moved by member **Gloria Hennessey** and seconded by member **Robin Johnson** to approve the minutes of the **April** meeting as corrected. Approved.

TREASURER'S REPORT

It was moved by member **Edith Gustafson** and seconded by member **Roger Scott** to approve the Treasurer's Report for **April** as follows. Approved.

April 2023

Beginning Balance	\$4,851.17
Receipts \$33 – 50/50 April Mtg	\$33.00
Disbursements None	\$0
Ending Balance	\$4,884.17

PRESIDENT'S REPORT

President Anne is still sick with respiratory ailments that have been making the rounds in the family. She showed pictures of the 1952 Ford 8N tractor that David bought. The plan is to fix it up and sell it. In the meantime, he has been giving tractor rides to all the children in the neighborhood.

TOUR MASTER'S REPORT

Carl wasn't at the meeting due to foot surgery. Susan reminded members of the events coming up on the calendar.

The largest all-Studebaker La Palma show is May 29. Also, our chapter's BBQ Potluck is July 15. Please bring club event pictures and any Studebaker memorabilia to share.

Roger said the 57th Annual Los Angeles Roadsters Car Show is June 16-17 at the Pomona Fairgrounds and it's worthwhile to go.

MEMBER DISCUSSION

It was great to see **Herb & Pat Helzer** again. They've had to miss meetings and events for a while due to Pat's cancer treatment.

Robin Johnson reminded members that she will be the Sunshine Coordinator for our chapter and to contact her if you are aware of anyone in the club who is ill or having a medical condition. She will call and/or send a card from the club. (559) 999-4264.

Greg Gustafson shared that he finally got the last piece of chrome back on his 1950 Champion. He drove it tonight.

Tim & Gloria have been taking his sister to various events in Le Grand, including a Grandparents Day. They will be going to Australia to accompany her back and to see other family. His nephew is looking forward to going into the Bush with Tim.

Anne showed pictures and talked about the 20 ft. vintage Jewel travel trailer that **Lou & Debbie Raimondi** refurbished. It's pink & white. Bruce Novak helped with the decals. It was ready in time to go to the Vintage Trailer & Car Show in Red Bluff.

OLD BUSINESS

At the last meeting, we talked 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. There was no follow up so **Edith Gustafson** volunteered tonight to get some pricing.

NEW BUSINESS

There was no new business.

50/50 OPPORTUNITY DRAWING

\$38 was won by member **John Johnson**, who donated his winnings back to the club. A total of **\$77** went into the Club treasury.

ADJOURNMENT

The meeting was adjourned at 7:16 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
JUNE	TBD – ANY SUGGESTIONS?
JULY	7/15 – Chapter 30 th 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

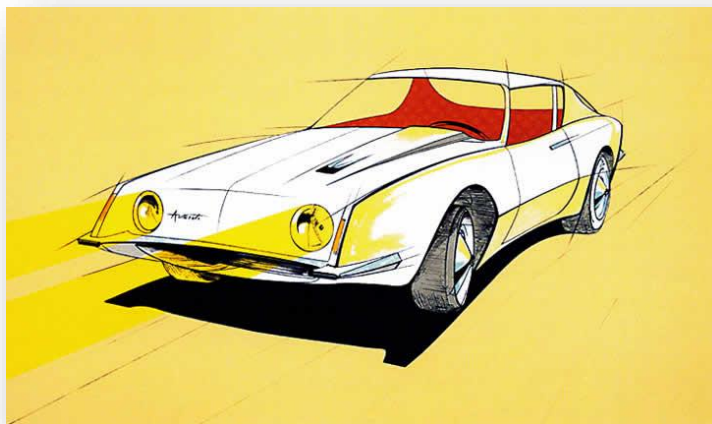
Cruise night at the A & W in Exeter. Or, a driving tour to the Exeter area with a visit to a great pizza place in Lindsey. Any others?

Future SDC International Meets

Sept. 12-16, 2023 Manitowoc, WI

June 25-29, 2024 Dubuque, IA

Revised 5/1/2023





SJVC Car Club Calendar Project

Above is Rob Nunes' sweet 1950 Champion Starlight Coupe. Now imagine it on the page of a calendar. 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



7th ANNUAL



VALLEY NATIONALS ★ SHOW & SWAP ★

FEATURING

Indoor Invitational Show • Huge Auto Swap • Live Music • Classic Car Vendors • Women's Alley • Vintage Drag Racing Display
Cadillac Row • Top 50 Awards • Club Picks • 600+ Hot Rods & Trucks • Pin Up Contest • Firestone Walker Beer Booths • Food Vendors & More

**"Motate to
Madera"**



Tailgate Kickback • Special Truck Parking • 100's of Trucks

AUTO SWAP

By @thehotrodmerchant

Call 559-260-1199 to reserve your 20x20 for \$25 each.
Car Corral spaces are \$15.

MADERA, CA FAIRGROUNDS

October 13-14

FRIDAY PARTY

5pm-10pm
Music • Food • Drinks

SATURDAY SHOW

Show & Swap
Indoor Show • 600+ Classics



FOR MORE INFORMATION AND PRE-REGISTRATION VISIT WWW.HOTRODCOALITION.COM

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True Life Stories: It Pays to Read the Instructions!

“NASA, the space shuttle people, developed a gun to shoot chickens at the wind shields of space craft and other aircraft to test the effects of a bird hitting it at a high speed.

It uses compressed air to shoot a dead chicken at the velocity of about 500 mph. The English and French train operators heard about the gun and wanted to test it on their high-speed trains due to the increased speeds they were trying to achieve.

After much paperwork and red tape, the arrangements were finally made and the gun was shipped to Europe for testing.

The test commenced and the test engineers were horrified to find that the chicken went through the windshield, smashed the train engineer’s seat back and lodged itself in the back wall of the cabin.

They sent off a quick letter to the NASA engineers to see if maybe they could explain why their

results were so bad, was it the design of their trains?

NASA sent back a one-line response – **THAW THE CHICKEN.**

Sometimes it does pay to read the instructions.

Gleaned from the S’Coupe Express, Willamette Chapter Newsletter.

Thanks to Jean Lasseter, Editor

Keeping Cool with Regular Radiator Maintenance

*By Peter Yuen
B.C. Coastal Chapter, SDC*

If you are inclined to use one of the many cooling system cleaners, be warned.

While some are powerful and loosen up rust and scale, this debris will land up in the tubes of your radiator, making for more of a cooling problem than ever.

If your car overheats or loses water often, check the soft plugs on the lower side of the engine. These lead to the water jackets. If they have a trail of water seeping past them, they are rusting out and need to be replaced.

On a V8 engine, generally the rear plugs go first due to the build-up of mud and sludge there. You can replace only the one leaking if you wish, but if 2 or more are leaking, then replace the works.

Pry them out with screwdriver or punch. Break up the sludge, and then flush with a garden hose.

Remove top hose and the thermostat and run clean water from the engine top also. Install new

plugs and have your radiator properly boiled out, pressure tested and all seams checked.

When all is assembled install antifreeze to the recommended ratio to water to top off. This helps in heat transfer and raises the boiling point also. When that is done you should have one cooler running Stude!

It is said that the majority of problems on the road are cooling system related. If there are any hoses that are soft and appear to bulge, it is time to replace them.

Check the belt that drives the fan and the water pump. If it shows any cracks, the belt needs to be replaced. If there is a squeal coming from the belt when the engine is suddenly revved up, the belt is too loose and needs to be tightened or it is worn and should be replaced.

When Studebaker went to pressurized radiator caps, they were 4 psi for models made in the ‘40s and 7 psi for the later models.

The pressurized cooling system creates a higher boiling point for the coolant. For each pound per square inch of pressure of the cap, it allows for 3 degrees increase of temperature of the water to boil.



(See Keep Cool, Page 9)

Keep Cool

(Continued from Page 8)

A 4 psi cap will increase the boiling temperature by 12 degrees, meaning that the water will boil at 224 degrees instead of 212 degrees.

If the engine runs hot without any apparent reason, it may be due to leakage of pressure due to a worn cap. Prior to taking a long road trip, get a qualified mechanic to test the radiator cap for the pressure sealing effectiveness. Replace the cap if necessary.

If the cap is to be replaced, be careful to check to make sure that the new cap has the same dimensions as the old cap. Some caps are shorter than others from the top of the cap to the sealing flange. If the sealing flange on the cap does not reach down to the lip in the rad filler neck, then it will not seal the pressure and not only that, when the car is driven in the city, there will likely be no loss of water because the motor is not revving up as fast as it would be while the car is on the highway.

What will happen at highway speeds is that the water surge does not allow the water to enter the radiator core fast enough so it will take the route of least resistance and drain out through the overflow tube and a loss of water will result.

The Stude may encounter bugs as it is driven and some of them will be found on the radiator. A few bugs may not affect the cooling but if there are a lot of bugs on the radiator, it will affect the cooling as they are blocking the air flow through the radiator.

To remove the majority of the bugs, use compressed air, blowing from the engine compartment, through the radiator.

Some car owners use a screen in front of the radiator to “catch” the bugs. If the screen can be easily removed, they can be cleared of the bugs by using a brush

- There are a number of coolant additives that claim to enable the reduction of the coolant temperature by 25 degrees F. one brand claims:
- 2-in-1 corrosion inhibitor and wetting agent enhanced protection of aluminum
- Reduces surface tension of coolant allowing heat to transfer outside the radiator for more horsepower
- Reduces hot spots in the engine and cylinder heads to help prevent failure of critical engine components
- Maintains a cleaner system, prevents overheating and extends the life of the water pump
- Safe to use in water or anti-freeze/water blends.
- Note: If the coolant in the car has anti-freeze, twice as much additive is needed to be effective.

Safety Tip

When the coolant is hot and under pressure, do not attempt to loosen or remove the radiator cap. If you do so, there is a very good chance that you will be painfully scalded. It is far less painful to wait for the temperature to go down than to be scalded.

The writer has personally seen a person removing the radiator on a hot/pressurized radiator to get scalded. It is not a pleasant sight. The scald victim was in terrible agony.

Studebaker on Film



One-off Resto-Mod '37 Coupe Express is a Beauty

This just might be the jewel in the crown of any Studebaker lover's collection. Timeless beauty and the benefits of modern equipment, this is one sweet restored and modified 1937 Coupe Express.

According to the owner and builder, the build took five years. It's already drawn much attention and is a proven winner at major car shows. No expense appears to be too much, especially in the interior. Dig those electric cutouts. Best of all, it has a supercharged Studebaker 289 motor under that beautiful bonnet.

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



Write Your Own Captions

Hmmm. This one might give you some heartburn. Is this the Little Old Lady from Pasadena, and did she just finish vacuuming out her car? And where'd all that sand come from. Extra points if you can identify the year, make and model of her two-door. 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

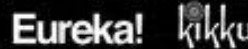
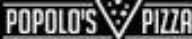
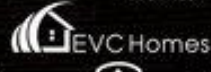


PARK PLACE AT PALM & NEES

FIRST FRIDAY OF THE MONTH

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

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Notes from the Studebaker Nation – Robin Shepard



We should all cheer Ford's recent decision to reverse its earlier decision to eliminate the AM band from factory radios.

A little constructive bipartisan push from Congress convinced the automaker to keep AM as its importance in the nation's emergency alert system is unparalleled.

This nonsense all started among European auto makers who claimed their electric vehicles produced enough electromagnetic interference to maintain constant static and distortion on AM stations.

That may or may not be entirely true. It's a proposition that more likely relies on the fact that AM stations have all but disappeared from Europe.

But in the good ole USA, amplitude modulation brings weather and traffic reports, local sports and politics, various talk radio productions, old-time country and western, and Mexican rancheros and cumbias.

AM radio is still a vibrant part of the national conversation. It deserves more respect, to be sure.

I've got an '86 GMC S-15 with an AM radio. In fact, that's all it has and all it needs.

The truck's basically a beater, but it takes me to the dump every few months and I tuck my dog in the cab and we go for a ride.

There are a dozen Mexican stations I can tune into, some religious broadcasting, but my dog and I preferred Rush Limbaugh back in the day. Or we'd listen to KNBR, the AM flagship station of the San Francisco Giants.

I remember travelling across the country with my family some 50 years ago, usually a summer trip back to Indiana or Ohio to visit my grandparents and other relatives. My parents' Chrysler station wagon was like a prairie schooner, and it was outfitted with air conditioning and an AM radio. Such comfort!

That radio provided the narrative as the miles grew longer. I remember falling to sleep with Acker Bilk's "Strangers on the Shore" coming up over the horizon, always low and shot through with cracks and

hisses. I can still hear Bert Kaempfert's "Wonderland by Night" and Marty Robbins' "El Paso," and I can still smell my dad's cigarettes from the back seat.

AM radio gives me a feeling of reassurance, like an old friend who never lets you down. I can always depend on its democratic frequencies to give me non-corporate and often locally produced programming.

AM radio is both nostalgic and practical. It sounds pure and fragile as the signal fades and you adjust the dial to pick up another station. It demands your constant attention as you keep tuning to find that sweet spot where your speakers sound full and deep.

AM radio is like a simple and completely well-balanced diet that maintains your overall health. It's good for you!

The next road trip you take, hit the AM dial and explore the world out there. You'll be happy to discover a wide range of music and conversation, not to mention the farm report.

Last time I heard, pork bellies were trading higher.



© 1944 The Studebaker Corporation

Tom Hinkle's boys do him proud in the Army *just as they did on their Studebaker jobs*

IT'S a long way from the Fiji Islands to the Studebaker factories where Wright Cyclone engines for the Boeing Flying Fortress are built.

It's still farther to the U.S. air bases in India from which vital war cargo is flown into China across the Himalayan "hump."

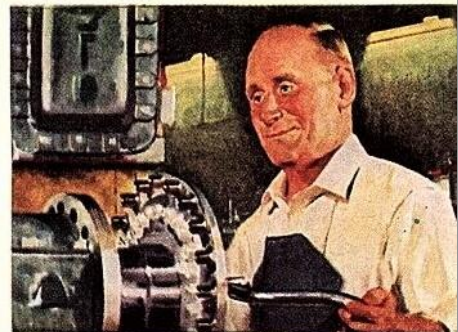
But there's a link that spans those distant spots where Tom Hinkle's boys are now stationed and their father in South Bend. That link is a comradeship in craftsmanship which had its beginning when all three were working close together in the Studebaker plants.

Like large numbers of other Studebaker automobile craftsmen, Tom Hinkle is now building aircraft engines while his sons serve their country in combat areas overseas.

It's largely because of the peacetime care and skill of many such father-and-son teams that there's so much solid wartime value in Studebaker motor cars and motor trucks.

STUDEBAKER

Builder of Wright Cyclone engines for the Boeing Flying Fortress—
big multiple-drive military trucks—the Army's new M-29 "Weasel."



Lieutenant, corporal and craftsman —the Hinkles still "work together"

—Veteran Studebaker craftsman Tom Hinkle now builds Cyclone engines for the Flying Fortress. One son, George, is an AAF lieutenant in India, Tom's other son, Bill, is a Coast Artillery corporal in the Fijis.

BUY MORE AND MORE WAR BONDS

The Way We Were

1935 Parade of Roadsters



Studebaker successfully emerges from receivership in 1935 with a citywide celebration.

Courtesy of Studebaker National Museum

“It’s got a cop motor, a 440-cubic-inch plant. It’s got cop tires, cop suspension, cop shocks. It’s a model made before catalytic converters so it’ll run good on regular gas. So, is it the new Bluesmobile, or what?”

– Dan Ayckroyd

as the character “Elwood Blues,” describing a newly purchased police surplus car to his bother Jake in the classic movie “The Blues Brothers.”

Tech Tips

Using a Horn Relay to Activate Your Brake Lights

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

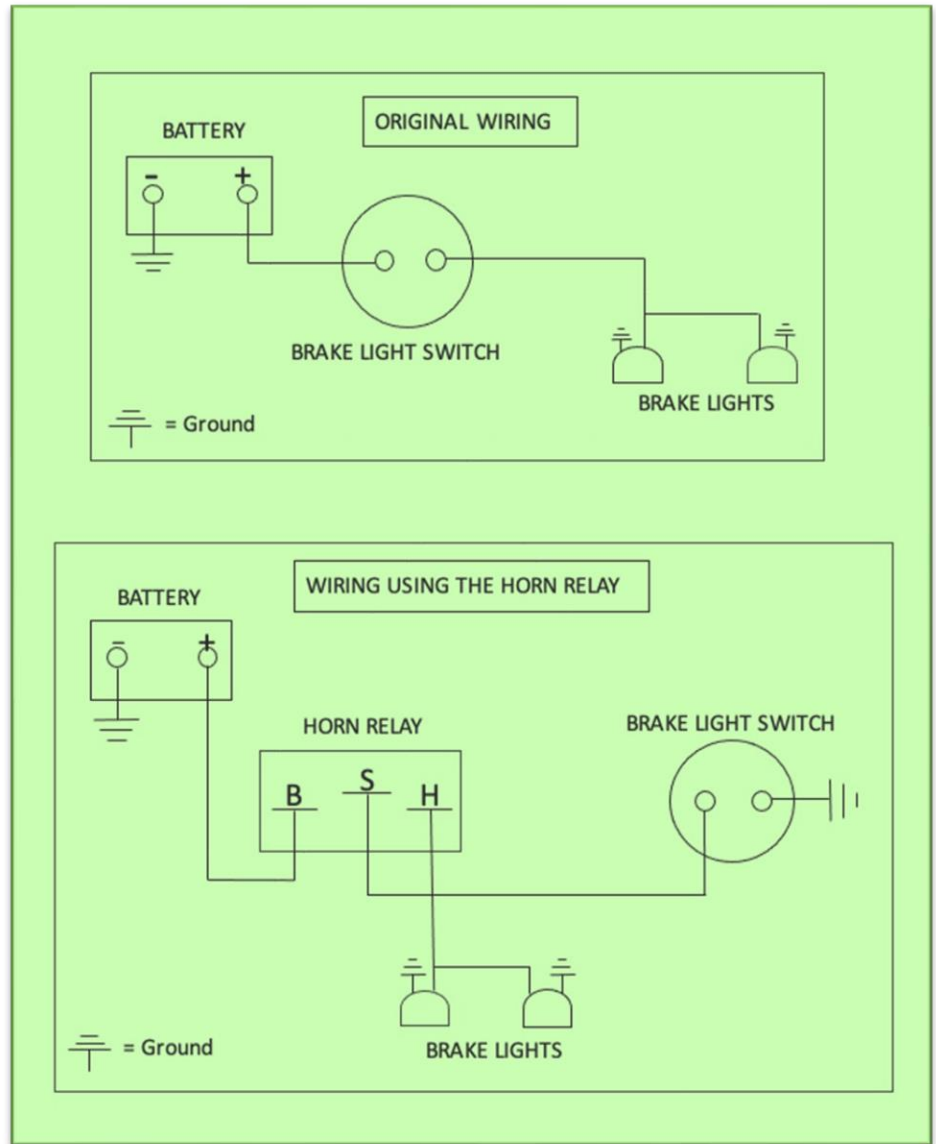
When the hydraulic brake light switch (located on or near the master cylinder) goes bad, the most common problem is the brake lights don't come on because the contacts inside the switch have become corroded.

Another problem could be the brake lights stay on all the time because the contacts have arced and shorted out the switch, which drains your battery. Regardless of the problem, you will need to replace your switch. We recommend getting a high-quality switch, such as one from Ron Francis.

There is an easy and inexpensive fix to make your brake light system more reliable since these brake light switches tend to be problematic. By adding a standard replacement 3 terminal horn relay to your brake light circuit, the brake light switch will now become the method that activates the relay, and the relay will be responsible for turning on the brake lights.

Why a horn relay rather than a relay for another accessory? Because we know it is a heavy-duty relay with the ability to handle plenty of amperage, it is readily available, and it hardly ever fails. When purchasing the horn relay remember to match the voltage of the relay to the voltage of your car, either 6 volts or 12 volts.

You will also want to use star washers for improving ground when mounting your electrical



components to a metal source. This provides a good "bite" into the metal to maintain proper ground. Remember, if you have body parts that are fiberglass you need to find a metal contact somewhere in your vehicle, to achieve ground.

Star washers are your friend when it comes to electricity!

(See Horn Relay, Page 18)

Horn Relay

(Continued from Cover)

- Begin by removing the wires from the brake light switch. Using a test light/meter, identify the wire to the battery versus the wire to the brake lights and label them. Then unhook the negative terminal to the battery to remove and replace the old switch.
- Install the new brake light switch without hooking up any wires.
- Mount the horn relay in a convenient spot, using a star washer between the mounting bracket and the metal body.



- Run a new wire from the other terminal on the brake light switch to a spot on the metal body, drilling a hole as necessary, (check for what is on the other side before drilling) and mount with an eyelet connector and screw, placing a star washer between the eyelet and the metal body.

Re-connect your battery and verify your brake lights work when you step on the brake pedal. This fix should alleviate the need to perform this repair again anytime soon.

(By the mid 60s the car factories phased out the

problematic hydraulic pressure switch and went to the electrical switches installed inside the car.)

Using the appropriate wire connectors for your application:

- Connect the battery wire to the **B** terminal on the horn relay.
- Connect the brake light wire to the **H** terminal on the horn relay.
- Run a new wire from one terminal on the brake light switch to the **S** terminal on the horn relay. 14-16 gauge wire is adequate. (The brake light switch does not care which of its two terminals you use.)

(Information in these Tech Tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)



Studebaker

Classified Ads

Sitting on extra Studebaker parts? Looking for parts? This is the space for club members to advertise their needs. If you have something to sell or something to buy, send your information to r-m-s_57@comcast.net.

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.

Robin Shepard
209.6281537.

YOUR
CLASSIFIED Ad
Here

Send your info, photos to:
r-m-s_57@comcast.net



1963 Champ in Chico, \$3,400

(as seen in Craigslist)

Owner declares: "Body and frame are in great condition Not currently running. Engine turns over. Driver's side window has a crack. It has been parked for a while. Comes with a bonus truck grill. Pink slip in hand. Up to date with DMV."



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: _____