



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

February 2024

Next Meeting – Tuesday, February 13, 2024
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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And More!



1934 Commander

President's Message – Anne Goodman

Hello Studebaker Family,

We lost one of our dearest members on January 18. Kent Vandenberg died after a short illness. Please keep Frank Wenzel and the rest of Kents family in your prayers.

Wow! After sharing that I'm at a loss at what to say.

Our next meeting is at Black Bear Diner on Tuesday, Feb. 13 at 5:30 p.m. with the meeting at 6 p.m.

We are doing the Blossom Trail on February 24. We'll have more info at the meeting. Make sure to get your room reserved for the San Simeon trip on March 22-24.

Ashley just got her second cast on January 24. She has it on until the end of February. She has been immobilized since October. Becca got the Principal's Award for 4.0 grade average, pretty impressive for 3rd grader.

Hope to see you at the meeting!



Are You Ready For San Simeon?

We've had a great time in the past so we're planning another weekend trip to San Simeon, which will be Friday, March 22 to Sunday, March 24.

Debbie Raimondi has again blocked rooms for our group. **Please call and make your own reservation. Ask for the rooms with the SJVC Studebaker Car Club to get the rate below. These rates are in effect until 2/20/2024.**

LOCATION: San Simeon Lodge (pet friendly), 9620 Castillo Drive, San Simeon, CA 93452. (805) 927-4601.

PRICE: \$119 + tx – 2 Queen size beds; \$129 + tx – King

AMBIANCE: Ocean View rooms, 1 block from the beach, Restaurant & bar on site.

San Simeon is about 150 miles from Fresno, so it's about a 2½-3 hour drive. If you don't want to drive your Studebaker that far, that's OK – drive your Brand X.

The tentative plan is to leave around 9 a.m. on Friday and drive together to Cambria for lunch and shopping. Our rooms in San Simeon will be ready at 3 p.m.

We can get together for dinner on Saturday night but, otherwise you are free to choose how to spend your time during this relaxing weekend with Studebaker friends. There are so many things to see nearby.

We hope you can join us!

Submitted by Susan Thomason

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Paul Hesse photo

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Great new Studebaker Commander V-8

New type V-8 engine! Spectacular zip and pep!

Best gas mileage of any 8 in Mobilgas Economy Run!*

Lowest price Canadian car with this advanced type of engine!

*Overdrive, optional at extra cost, was used.

SEE THE THRIFTY STUDEBAKER CHAMPION, TOO . . . TOP VALUE OF CANADA'S LOWEST PRICE CARS

The Studebaker Corporation of Canada, Ltd., Hamilton, Ontario

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

MEETING MINUTES—January 9, 2024

CALL TO ORDER

President Anne F. Goodman called the meeting to order at 6:32 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N. Marty Aves), Fresno, CA 93710.

ATTENDANCE

Anne, David, Becca and Cassie Goodman

(**)

Greg and Edith Gustafson (**)

Bruce Novak

Roger Scott (**)

Rich Walker

Jim and Karen McKeever

Carole Dunlop

Buzz and Sue Madsen

Don and Jean Stephens

David and Elaine Goudelock

Mike McKinney and Debra Foltz

Joey and Izzy Rodriguez

Kurt and Lyla Zellman

Susan Thomason

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

RECOGNITION OF GUESTS

David and Elaine Goudelock's son, Ian, was welcomed.

CONDOLENCES

At this meeting, during her President's message, Anne let everyone know that one of our Studebaker family members, **Kent Vandenberg**, had knee surgery just before Christmas but had suffered some complications. Sadly, we learned later that on January 18, Kent passed away. There will be information in the newsletter regarding an address to send cards to Frank Wenzel.

Reminder: If you are aware of a member who is sick or dealing with health issues, please contact Robin Johnson, our Sunshine Coordinator. We want to send a card and hear about their progress. Text her at 559.999.4264 or email po67ny@comcast.net.

MINUTES

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

TREASURER'S REPORT

It was moved by member **Edith Gustafson** and seconded by member **Buzz Madsen** to approve the Treasurer's Report for December as follows. Approved.

December 2023

Beginning Balance	\$4,931.06
Receipts \$84 – Dec Mtg 50/50 \$360 – Member Dues	 \$444.00
Disbursements \$467 – Holiday Luncheon paid by Club	 \$467.00
Ending Balance	\$4,908.06

PRESIDENT'S REPORT

President Anne Goodman also talked about taking Becca and Cassie to Playland and Storyland. The local amusement parks are such a great family outing but have had attendance problems in spite of recent renovations and coordination with the Zoo.

TOUR MASTER'S REPORT

Carl Thomason was sick, so Susan gave the report.

Our annual Blossom Trail Drive is usually the last weekend in February or the first weekend in March. After discussion, it was decided to have it on Saturday, Feb. 24 since our warmer than usual temperatures will probably mean the trees will blossom earlier. Details will be determined at the February meeting and sent by email to members.

Debbie Raimondi is working with the San Simeon Lodge for our two-night weekend trip to San Simeon which has been changed back to the weekend of March 22-24. Changing the dates to late April would put us in the higher priced season. The sign-up sheet was passed around again for any changes or additions. She will let us know when the arrangements have been finalized and an email will be sent to the members to let us know we can call for reservations.

We need to create our Activity Calendar for the year with recurring events and then fill it in with other events as we become aware of them. Activities discussed were: Tower Car show in April, La Palma Car Show in May, SDC International Meet in June, annual BBQ/Potluck in July, Bowling in August, Quail Lakes Community Church Car Show and Goudelock's Halloween Party in October and our Holiday Luncheon in December. Several members regularly go to Cars and Coffee on Saturday mornings and the Friday night car shows at the Clovis Missionary Baptist Church from May through September. We'll put the dates on the Activity Calendar.

MEMBER DISCUSSION

Roger Scott wanted to thank **Jim McKeever** for his assistance with a problem with his Lark. Jim checked everything and replaced the solenoid wire.

Don Stephens had a problem when changing the head gasket on his 1959 Lark. The valve springs were bad. **Jim McKeever** discussed a way to change the valve springs without pulling the head as a solution.

Joey Rodriguez said he and Cody Workman have been working on his 1950. They have a rolling chassis and engine and have had some parts powder coated.

Karen McKeever announced that they have a lot of moving supplies from her mother's move if anyone needs them.

OLD BUSINESS

Member name badges were given to the new members present.

NEW BUSINESS

There was no new business.

50/50 OPPORTUNITY DRAWING

The total received was \$73. \$36 was won by member **Karen McKeever** and \$37 went into the Club treasury.

ADJOURNMENT

The meeting was adjourned at 7:08 p.m.

Submitted by *Susan Thomason*, Secretary/Membership

**SAN JOAQUIN VALLEY CHAPTER – STUDEBAKER DRIVERS CLUB
2024 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.*

Please let us know about any Events so we can forward the information to our members.

MONTH	ACTIVITIES
JANUARY	1/27-28 – Turlock Swap Meet
FEBRUARY	2/24 – Blossom Trail Drive & Lunch
MARCH	3/22-24 – San Simeon Weekend
APRIL	TBD Tower Car Show
MAY	5/26 – 50 th La Palma Meet, Anaheim
JUNE	9/25-29 SDC International Meet, Dubuque, IA
JULY	7/13 – Annual Chapter BBQ Potluck
AUGUST	TBD – Bowling @ Fresno State
SEPTEMBER	9/14 – International Drive Your Studebaker Day
OCTOBER	TBD – Quail Lakes Community Church Car Show, Sanger 10/19 – Goudelock’s Halloween Party
NOVEMBER	TBD
DECEMBER	12/7 – Chapter Holiday Luncheon @ Old Spaghetti Factory

Ongoing Events

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

Clovis Missionary Baptist Church Car Shows, Friday nights, Fowler & Nees – **May** through **September** 6-9 pm

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

June 25-29, 2024 Dubuque, IA

In Memoriam

SJVC Member

Kent Vandenberg

June 17, 1955 - January 18, 2024

Condolences may be sent to:

Frank Wenzel, 1475 Lobo Way, Palm Springs, CA 92264.

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Owensboro, KY to Gardiner, ME

Saturday, June 22-Sunday, June 30, 2024

SATURDAY, JUNE 22

START: Veterans Blvd., Owensboro, KY - 8:30 a.m. to 1 p.m.
OVERNIGHT: Walnut Street, Lawrenceburg, IN - 5:15 p.m.

SUNDAY, JUNE 23

LUNCH: Broad Street, Downtown Lancaster, OH - 12:30 p.m.
OVERNIGHT: Front Street, Historic Downtown Marietta, OH - 4:15 p.m.

MONDAY, JUNE 24

LUNCH: High Street, Downtown Morgantown, WV - 12:15 p.m.
OVERNIGHT: Gunter Hotel, Frostburg, MD - 4:45 p.m.

TUESDAY, JUNE 25

LUNCH: Ken Walsh Farm, Purcellville, VA - 12:15 p.m.
OVERNIGHT: Gateway Gettysburg, Gettysburg, PA - 4:45 p.m.

WEDNESDAY, JUNE 26

LUNCH: Market Street, Downtown Lewisburg, PA - 12:05 p.m.
OVERNIGHT: Washington Street, Downtown Binghamton, NY - 4:45 p.m.

THURSDAY, JUNE 27

LUNCH: Clinton Street, Downtown Montgomery, NY - 11:20 a.m.
OVERNIGHT: State Capitol, Downtown Providence, RI - 5:30 p.m.

FRIDAY, JUNE 28

LUNCH: New England Racing Museum, Loudon, NH - 11:30 a.m.
OVERNIGHT: Main Street, Historic Downtown Freeport, ME - 4 p.m.

SATURDAY, JUNE 29

LUNCH: Seal Cove Auto Museum, Seal Cove, ME - 11:35 a.m.
OVERNIGHT: Owls Head Transportation Museum, Owls Head, ME - 4 p.m.

SUNDAY, JUNE 30

FINISH: Water Street, Historic Downtown Gardiner, ME - 2 p.m.



The Many Effects of Friction is No Fiction

*By Pete Yuen
BC Coastal Chapter SDC*

Friction to a car is not unlike medicine to us when we need it. Like medicine, it has side effects.

There is one big difference though—we use medicine only when we need it but a car, in order to operate and drive it, requires friction.

There are times that we need friction when operating a car and then there are functions of a car in which we try, as much as we can, to reduce the amount of friction. For this, bearings and lubrication are used.

There are two reasons that a bearing reduces friction: 1) it reduces the area of contact and, 2) it rolls.

It is noted that bearings are durable, only if they are properly lubricated. Without proper lubrication, friction will cause the bearings to be destroyed by heat and the ensuing galling because of the heat. Galling is when metal from two different sources bond to each other. If there is galling in any of the wheel bearings of a car, it can still be driven until the wheels eventually lock up or it sets the car on fire due to the heat.

On a standard, manual gear shift car, it is the friction of the clutch disc and the flywheel that allows the car to be propelled when the engine and the drive line are connected by engagement of the clutch.

However, on an automatic drive car, it is the transmission fluid being pumped that drives the car.

After the wheels of a car are set in motion, it will not go anywhere without friction of the tires on the road. Then, to stop the car, it is with the use of the brakes.

On drum brakes, it is the friction of the brake shoes against the drum and on disc brake equipped cars, it is the brake pads rubbing against the brake rotor. There are several factors involved when we are

trying to stop a car by braking and we really do not think about it.

These factors include the road conditions, the effectiveness of the car's brake system and then, how much friction can the tires provide. Further, it is up to the driver to determine just how much pressure to apply to the brake pedal to control the amount of friction of the braking system.

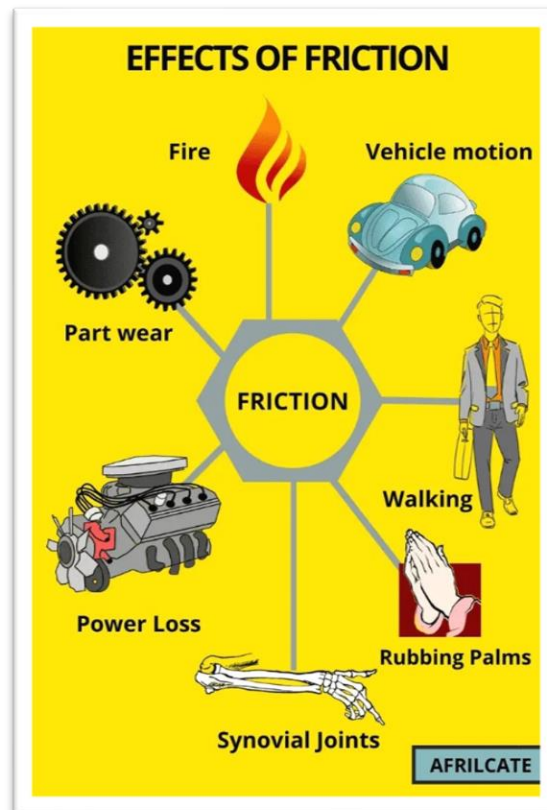
On cars without power-steering, gears in the steering box are used to increase friction. Without the gears, there would be a couple of shafts rubbing against each other. Not much enough friction to steer the car with.

With friction comes wear, even with lubrication. Gears, bearings brake shoes and pads, brake drums and rotors do wear, as do engine parts such as bearings, camshaft, pistons and the cylinder of the engine block.

The upholstery gets worn due to friction also by car's occupants' movement on the seats. Without friction, the occupants in a car would slide off the seats when the car has the brakes applied. With this in mind, do not use Armour All on the plastic or leather seat upholstery. It reduces the friction between the occupant and the seat.

For cars without power windows, the lubrication of the gears that lift and lower the windows are out of sight and out of mind, still, they need to be lubricated from time to time. It is a time consuming job but it should be lubricated to reduce the wear on them.

NOTE: Fellow member, John Bainbridge of the B.C. Coastal Chapter provided me with the following tip: "When you are doing a brake job, it is important that the parking brake cable be oiled. Many brake issues are caused by the friction between the cable and the sheath. This includes NOS brake cables as they are nearly 60 years old and dry. Some NOS cable will be more than 60 years old."



Studebaker on Film



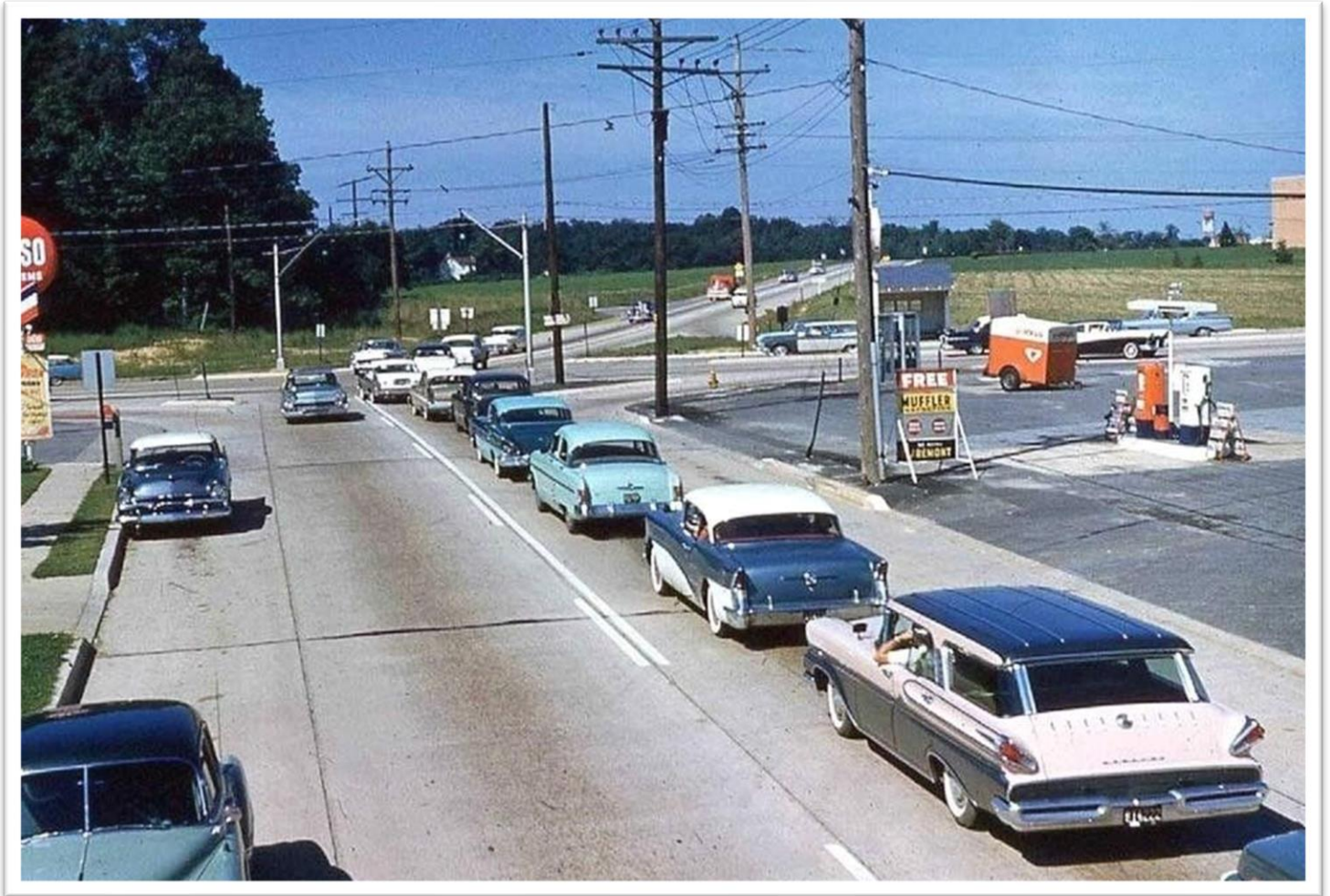
Take a walk with videographer Mike Frankovich during the 49th La Palma Studebaker Meet in Anaheim on May 28, 2023.

Frankovich's video shows some stunning Studebakers, and as you'd expect a few of them have custom touches and modern conveniences. The classic elegance of Studebaker designs is evident throughout the years as Frankovich gives the viewer a good look around these gems of automotive excellence.

Click on the photo link above to see the video. If you have suggestions for other videos to post, contact me at r-m-s_57@comcast.net.



Name That Automobile



Where this photo was taken or when is anyone's guess, but it sure has a lot of cool classic cars.

Do my eyes deceive me, or is that a 1956 Mercury Montclair partially hidden behind the U Haul trailer? Now, you go ahead and take a shot at identifying the rest of them. Good luck!

Write down your answers below and share your list with your fellow club members. There's no prize for the person with the most correct answers, but you'll have earned our admiration, so give it a try anyway.

Notes from the Studebaker Nation

*By Robin Shepard
Editor*

The last Studebaker to roll off the assembly line on March 16, 1966 is a four-door Cruiser sedan lacquered in Timberline Turquoise.

It could've been had for a mere \$2,682 back in the day, but this particular '66 can be found in the Studebaker National Museum. A fitting tribute to a much-storied car company.

But if you had purchased it, you would've been planted to your backrest by the GM 283 V8 motor that was manufactured by GM partner company McKinnon Industries in Canada.

Which makes this a truly Canadian automobile. However, it was powered by good, old American muscle power.

Assembled in the Hamilton, Ontario plant, our car was one of 8,947 Cruisers and Commanders produced that final year. And what a car it is!

With a curb weight of 3,066 lbs., the Cruiser rode on a 113-inch wheelbase. Performance was stout with the motor producing 270 hp at 6,000 rpm.

With a bore and stroke of 3.875 x 3 inches, it had a compression ratio of 9.25:1. Torque was rated at 285 ft. lbs. at



The last Studebaker produced is this 1966 Cruiser, now enjoying life in the permanent collection found in the Studebaker National Museum.

4,200 rpm. The venerable small block would go on to propel Chevys for another 10 years.

A replacement for the Chevy 269, the 283 came with either a single 2 barrel, a 4 barrel, a 2x4 barrel, and reportedly achieved an unheard-of one horsepower per cubic inch from a factory-built engine.

Resale values of 1964-'66 model years show steady increase. But there are still good bargains to be found.

Marketed as "The Common Sense Car," the 64-66 Studebaker models were both stylish and affordable. Sale brochures note the "luxurious interiors with posture-designed bucket seats for the driver and passengers."

Studebaker was using the independent design firm Marcks, Hazelquist and Powers from

Dearborn, Michigan in 1966. Working with a limited budget, the company managed to design some fresh looks in the last models, especially in the grill and headlight configuration.

If you're fortunate to run across one of these last Studebakers for sale (even though they're a Canadian import!), don't hesitate to purchase it. At the right price and in the right condition, it'd be one sweet investment.

Anecdotally, Canadian-built Studebakers were marketed to consumers as *Studebaker: Canada's Own Car!*

Now that just ain't right!

REFERENCES:

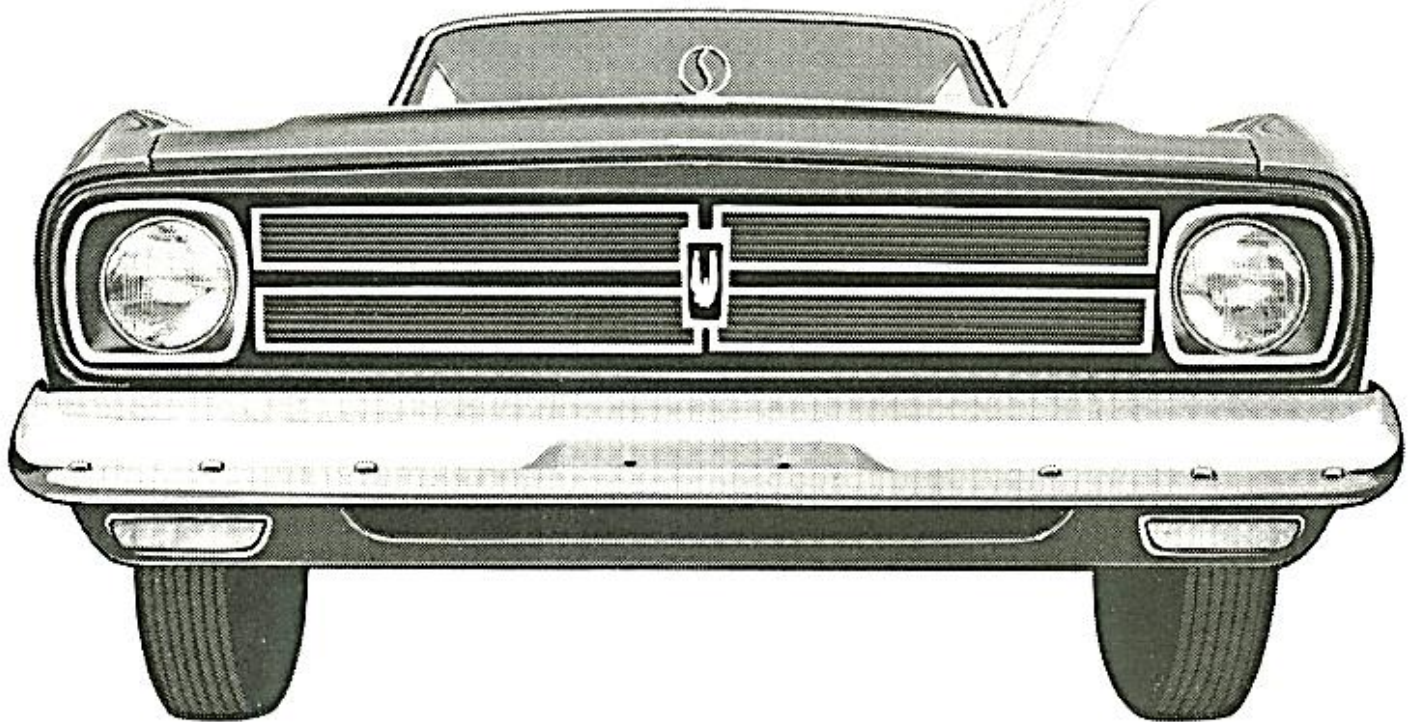
[Motor City Garage](#)

[Motor Cities](#)

[Engine Facts](#)

[Classic Car Database](#)

The 1966 Studebaker: a breath of fresh air in the automotive industry



The '66 Studebaker has a completely new and different ventilation system* called "Refreshaire". It circulates fresh air so effectively that your Studebaker stays cooler in summer, warmer in winter. Even de-fogs windows and extracts smoke through exhaust ports in the tail-lights. "Refreshaire" supplements Studebaker's reliable Climatizer, thus providing the next best thing to air conditioning . . . and at no extra cost.

For a breath of fresh air up front, see Studebaker's functional new 5-piece grille, which permits a greater air flow for much improved engine cooling.

And wait until you get a breath of those interiors. Roomy, comfortable and beautifully appointed. New colors, fabrics and patterns fashioned by a leading designer. Luxurious? You bet!

Want more refreshment? The new Studebaker comes delivered with more standard equipment and safety features at no extra cost, than any other Studebaker in its over 100 year history. Examples: rugged armor-guard frame, aluminized rustproofing, 19-gauge body steel, big 15-inch wheels, full-width padded dash, padded sun visors, dual system safety brakes, two-speed electric windshield wipers and windshield washers.

And say good-bye to battle-scarred doors after a session in the parking lot. Studebaker's smart new side moldings also serve as rub rails.

So, for a refreshing experience, drive the breath-of-fresh-air '66 Studebaker.

*Wagonaire excepted.



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Little Known or Forgotten Facts About Studebaker

Part 1

*By Pete Yuen
BC Coastal Chapter, SDC*

- Before WWI, there was a 100,000 Mile Club for Studebakers that had been driven 100,000 miles or more. In 1918, A Studebaker Big Six Touring car, called "Old Granddaddy," was driven over 500,000 miles in 5 1/2 years.
- The first wagons were built in 1852. The first carriage in 1856 and the first car in 1899. It was an electric car.
- The first gasoline Studebaker was built in 1904. The first 4-cylinder Studebaker was built in 1905 and had a driveshaft. Many cars still used chain drives at the start of WWI.
- In 1925, Studebaker built a \$1,000,000 proving ground. GM had built a smaller one in 1924. Proving ground trees spelled out the Studebaker name and can be clearly seen at 10,000 feet altitude.
- In 1926, a Studebaker Commander Six had beaten the transcontinental record by 16 hours and beat the transcontinental trains by 6 hours and 25 minutes.
- In 1926, all counties in the desert states of New Mexico and Arizona used Studebaker Commanders exclusively for their Sheriff's cars.
- In the 1910s, '20s and early '30s, Studebaker used more Timken Bearings than any other car maker, even using them on kingpins and spindles.



1957 Golden Hawk

The Evolution of the Hawk

Studebaker stole the styling spotlight for 1953 with a pair of racy-looking, low-slung, two-doors, the pillared Starlight coupe and pillarless Starliner hardtop.

Created under the aegis of famed designer Raymond Loewy, they were an eye-opening achievement for an American Automaker and quickly earned critical acclaim at home and abroad.

South Bend might have sold many more than it did had management not biased production in favor of the much dumpier sedans and wagons derived from the basic design.

By the time things got sorted out, buyers were looking elsewhere, and adding more tinsel didn't do much for sales over the succeeding two years. Studebaker seemed headed for oblivion.

But the '53 tooling still had a lot of life in it, so the firm gamely restyled for 1956. Appearing alongside a more upright, squared-off group of standard Studebakers was what ads trumpeted as "the first full line of family sports cars." It went by the name of Hawk.

The 1956 Hawk would be Loewy's last effort for Studebaker until the Avanti of six years later, and it was striking: busier than the '53 original but much cleaner and more "European" than the gaudy '55.

Studebaker-Packard president James J. Nance insisted on a full line of cars in all price ranges, so there were no fewer than four Hawks.

At the bottom of the pecking order was the \$1,986 Flight Hawk, powered by Studebaker's aging 101-horsepower, 185 cubic-inch L-head six.

(See Hawk, Page 15)

Hawk

(Continued from Page 14)

Next was the Power Hawk, with the same attractive styling and tighter pillared body but powered by the familiar 259/170hp Commander V8 and priced at just over \$2,100.

Then came the Sky Hawk, with the pillarless

construction, this year's new 289/210hp V8, and a price tag just shy of \$2,500.

Topping the line was the \$3,061 Golden Hawk, packing the big-heavy 352/275hp Packard engine and marked by little fiberglass fins tacked on over the rear fender seams.

At less than 20,000 unit sales, the '56 Hawk did little to stem the tide of red ink in South bend. The line was duly trimmed to two models for 1957: a revised Golden Hawk and a pillared Silver Hawk.

New chief stylist Duncan McRae added larger, concave metal fins to both and eliminated the old bodyside contour lines. The Golden Hawk now carried a supercharged version of the Studebaker 289, which took 100 ponderous pounds off its front



1962 Gran Turismo Hawk

end and made a world of difference in its handling.

The Silver Hawk had the old six as standard, but the unblown 289 in 210hp and 225hp form was optional. A late-season arrival was the "ultra-smart" Golden Hawk 400, offering hand-buffed, top-grain leather upholstery for about \$500 more than the normal model. Despite all these changes, sales stayed about the same.

Production plummeted by more than half for 1958, when the little-changed Golden and Silver Hawk were joined by a badge-engineered Packard cousin with the same Studebaker mechanicals and an awful "catfish mouth" front.

Fortunately, it lasted only a year.

Sales continued in the cellar for '59, when Studebaker pinned

its hopes on the compact Lark and fielded a lone Silver Hawk. The 1960 edition dropped the Silver designation and the six, but sales slumped badly. The Hawk's final year was 1961, with a four-speed manual gearbox the main attraction. Only 3,929 of these cars were built.

The Hawk would live on with a dramatic Brooks Stevens face-lift as the Gran Turismo Hawk of 1962-64.

Today, the finny fifties models are appreciated as prophets of the Sixties sporty compact craze. How sad they were without honor in their own time.

Editor's Note: The author of this article is unknown.

The Way We Were

End of an Era, End of an Exhibit



An artist's rendering on a post card shows the South Bend Studebaker plant. The card states that this is the largest car manufacturing facility in the world with 125,000 vehicles produced annually.

Museum Exhibit Looked Back 60 Years

Just ending its run at the Studebaker National Museum, the exhibit "South Bend Strong: 60 Years Later" looked at the end of Studebaker plant on December 20, 1963.

The purpose of the exhibit was to commemorate the 60th anniversary of the plant closing and its impact on the city of South Bend, Indiana.

The Studebaker Corporation ended 111 years of vehicle production on that cold December day and life was never going to be the same for the families of some 7,000 workers. How would the city survive?

The exhibit examined "the closure's impact on the community and how South Bend has survived—and thrived—in the following decades,"

according to the Studebaker National Museum.

The Studebaker National Museum is located at 201 Chapin Street in South Bend, Indiana. The museum is open Monday through Saturday, 10 a.m. to 5 p.m., and on Sundays from noon to 5 p.m.

You can put your name on the Museum's mailing list by going [here](#).

Look for This Wiper Tool at Next Swap

You Never Know When You Might Need One

*By Jerry Blount
Northwest Chapter SDC*

Often when attending a swap meet you will see tables layered with various hand tools. So many that your eyes might pass over a unique tool that you might not have seen before.

Such a possibility is an “ANCO ALL PURPOSE WIPER ARM TOOL.”

No part number, but it does have a patent number.

This tool was probably common in the 1940s through 1960s, when car wiper arms were pretty universal in design. Back then, service stations did a lot more than pump gas, so likely every service station mechanic had one of these tools to aid in selling and installing wiper arms.

Cars of the era of our Studebakers had wiper arms that pushed down over splined shafts. The spring tension designed into the arms helped lock them on. Additionally, a small stainless-steel finger snapped over the bottom of the splined shaft.

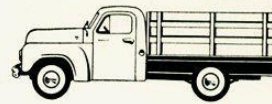
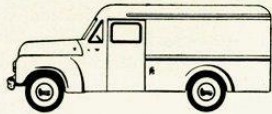
The wiper arm could certainly be removed with a flat bladed screwdriver, while holding against the spring pressure to disengage the stainless steel locking finger.

Certainly, a two-handed operation. And, on reinstalling, you hope that it goes on the desired location on the splined shaft. If not, try, try again.

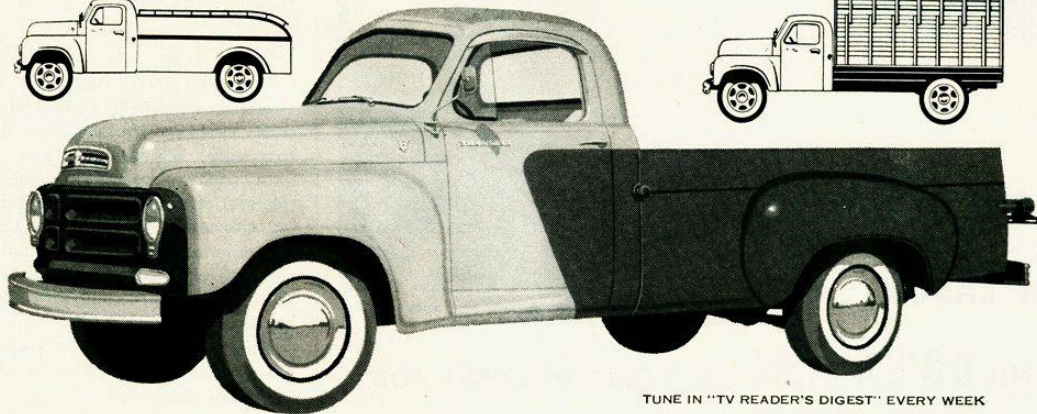
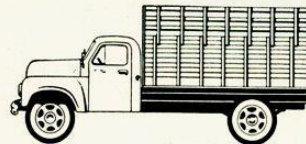
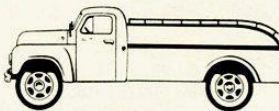
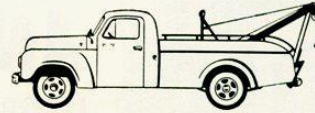
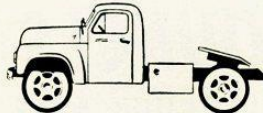
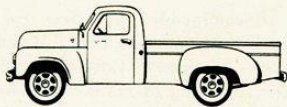
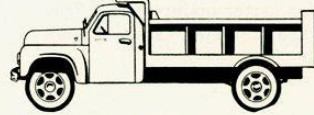
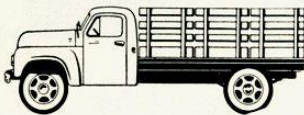
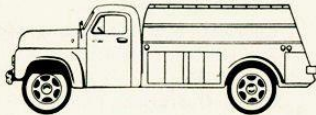
This ANCO tool however, fits over the wiper arm end and holds against the spring pressure, allowing easy one-hand removal, and precise positioning when reinstalling.

Now . . . if you see one at a swap meet—buy it.





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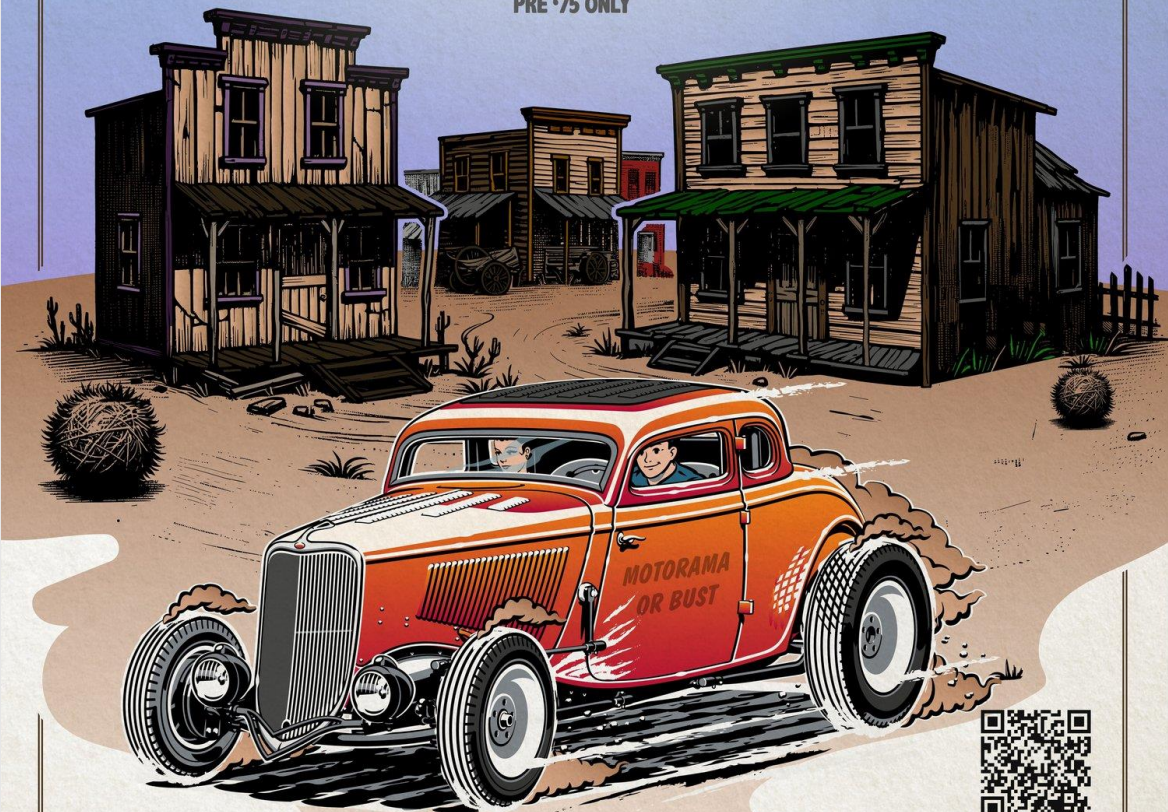
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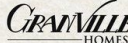
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Tech Tips

Sometimes Grease Fittings Won't Allow Flow

By Jim McKeever

& Karen McKeever

San Joaquin Valley Chapter/SDC

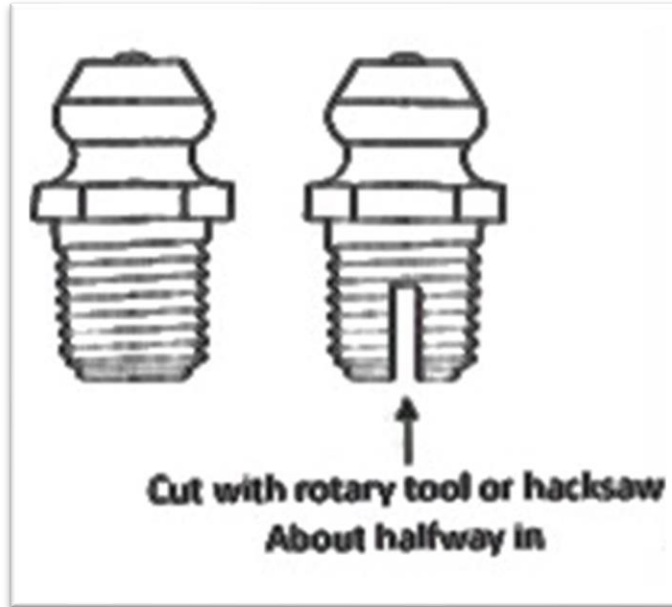
Any place on your vehicle that has a moving part, such as steering components, bushings on rear springs, ball joints, u-joints, etc. will eventually need lubricating to keep everything working properly.

That's where grease fittings, also known as grease zerks or zerk fittings, and your trusty grease gun come into play.

Most older cars came from the factory with grease fittings already installed. Most replacement parts also come with grease fittings.

Some vehicles have plugs that need removing, and grease fittings installed, in order to lubricate the part.

If you have a newly installed grease zerk, or an existing one that does not allow the grease to enter, it could be a faulty fitting but it's



probably because, after it's screwed in, the end of the fitting butts up against the part.

In my case, on my hot rod, the zerk bottomed out on my king pin,

preventing the grease from entering (Installed by a previous owner.)

To solve this problem, I cut slits through the threaded end about halfway up, with a hack saw. Any small rotary tool, such as a Dremel, or metal hack saw will work.

One cut makes slits on opposite sides at once. This will allow the grease to spread through the slits into the area to be lubricated without having to back out the fitting, risking a leak or having it fall out.

Once you make your cut, check your threads and dress them with a file, if needed.

You can choose to leave in your grease fittings or replace with plugs, which is usually done on show cars.

(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.



One of a Kind Find

Thanks to member Buzz Madsen for spotting this odd duck on the Barn Finds website (it's also selling on eBay). For \$18,500, you can likely have the only 1924 Studebaker truck on the planet. Located in Boyertown, Pennsylvania, this Depression-era sedan was likely converted with a truck bed manufactured by the Boyertown Body Works, which made commercial truck bodies beginning in 1887.

To see the entire post. click [here](#).





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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