



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

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

**November 2023**

Next Meeting - Tuesday, November 14, 2023  
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA  
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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1950 Commander convertible (Owner: Frank Wenzel. *Story Page 6*)

### President's Message – Anne Goodman

Hello Studebaker Family,

It seems like the time just flies by.

Our next meeting is Tuesday, Nov. 14 at Black Bear Diner.

At last month's meeting, our members decided not to participate in the Veterans Day Parade. Last year was a mess of disorganization. It seems to

*(See Message, Page 2)*



## Message

*(Continued from Cover)*

get worse year by year.

We will have our holiday party at The Spaghetti Factory on December 9 at 11:30 a.m.

I have been really busy and will continue to be so. My daughter in law Ashley took a bad fall about three weeks ago. She tore a bunch of ligaments in and around her ankle, so she is in a walking boot with “stay off of it” and “ice it” instructions. So, I have been watching the girls, picking them up from school, and taking them to cross country after school.

And now it’s pomegranate season! For the last few days, I have been juicing and freezing the juice to make jelly.

Oh, and we just finished getting a new roof and painting our house. Busy! Busy! Busy! And I’m Tired!

Well, sorry this is so short. We had a great time at the Goudelock’s Halloween party on October 21. Great food and a great time.

.Thank You!

### Your Officers

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Studebaker Commander convertible

## This "next look" in cars is a "jet-propelled" look!

ALL AMERICA is all excited about this aerodynamic new 1950 Studebaker.

Most people say it's a car so startling, they half expect to see it take off and fly!

It's a 1950 Studebaker just as far-advanced in engineering as it is in "next look" styling. No bulging bulk burdens that trim, sleek, flight-streamed Studebaker structure.

This results in savings of poundage that

save you plenty of gasoline mile after mile.

Stop in at a showroom. Take a close-up look at this 1950 Studebaker "next look" in cars.

Low-price Champion and value-packed Commander sedans, coupes, convertibles! An impressive new special Land Cruiser sedan!

### NEW 1950 STUDEBAKER

*Styled ahead for years to come!*

Wheels and wall time and wheel than ever at 1950.com



**More for the money inside!** Look at the richness of this interior! It's a Commander convertible. All 1950 Studebaker models are smartly appointed and decorator styled.



**More for the money safety!** Rounding turns is almost like straight-away driving. Every inch and every pound of a new 1950 Studebaker ride in almost perfect balance.



**More for the money comfort!** What coziness you enjoy with Studebaker's Climatizer! Thermostatically controlled heating and ventilating! Available at moderate added cost.



**More for the money craftsmanship** keeps every Studebaker survivably solid and sound—the pride of numerous father-and-son teams.

Illustrations by Studebaker Corp., U.S.A.

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

MEETING MINUTES – October 10, 2023

**CALL TO ORDER**

**President Anne F. Goodman** called the meeting to order at 6:30 p.m. at the Black Bear Diner, 3602 W. Shaw Ave (at N. Marty Ave.), Fresno, CA 93710.

**ATTENDANCE**

David & Anne Goodman (\*\*)  
Debbie Raimondi  
Greg & Edith Gustafson (\*\*)  
Roger Scott  
Jacob Scott  
Rob Nunes  
Robert Nunes  
Jim & Karen McKeever  
Buzz & Sue Madsen  
Mike McKinney & Debra Foltz

Herb & Pat Helzer  
Don & Jean Stephens  
Rich Walker (newest member)  
Joey & Izzy Rodriguez  
Kurt & Lyla Zellman  
Carl & Susan Thomason

\*\* Drove a Studebaker/Classic Car

**MINUTES**

**Buzz Madsen** moved to approve the minutes of the September meeting. It was seconded by member **Edith Gustafson**. Approved.

**TREASURER'S REPORT**

It was moved by member **Herb Helzer** and seconded by member **Greg Gustafson** to approve the Treasurer's Report for September as follows. Approved.

**September 2023**

	<b>\$4,820.06</b>
<b>Receipts:</b>	
\$36 – 50/50 Sept. Mtg.	+\$36.00
\$45 – Reimbursement to club (M. McKinney)	45.00
<b>Disbursements</b>	
\$0	\$0
<b>Ending Balance</b>	<b>\$4,901.06</b>

**PRESIDENT'S REPORT**

The Goodmans are busy with repairs and updates to their 1918 home. Paint & new roof. Anne is also getting ready for her annual pomegranate jelly process.

**TOUR MASTER'S REPORT**

The Car show at Willow Creek Healthcare Center is on October 21. Some members are now unable to go but it looks like McKeevers & Gustafsons will attend and can report back.

**Robert Nunes** brought information on cruises for the members to consider:

- A 3-night Princess Cruise leaving Los Angeles March 31, 2024 to Ensenada and back. Approximately \$300/person; \$500/person for a suite.

- A 7-night Princess Cruise leaving LA on Oct. 27, 2024, going up the Calif. coast to Monterey and SFO then Ensenada and back. Approximately \$500/person; \$1200/person for a suite.

Members present thought the 7-day cruise was preferable. Cost may be less if we have a large enough group. We will send out an email to gauge members' interest. A deposit of \$500 is required 90 days before.

Our weekend trips to San Simeon the last two years have been popular. Debbie Raimondi will contact the hotel in San Simeon to reserve a block of rooms for March 22-23, 2024.

Other October events were talked about. December 9 is our Holiday Luncheon at The Old Spaghetti Factory.

There were some questions and a lot of discussion regarding the Veterans Day Parade this year. The long idling during delays is really hard on the cars. Due to various problems and the disorganization of the last few years, the members present voted not to participate this year.

Gustafsons went to a car show at the Quail Lake Valley Community Church in Sanger which is held the first Saturday in October each year. They said it is worthwhile and we should put it on our Calendar for 2024.

## MEMBER DISCUSSION

Rob and Robert Nunes attended the SDC International Meet this year in Manitowoc, WI. Rob reported on various activities and seeing some great 400 point cars. He encouraged members to attend next year in Dubuque, IA.

There have been some Studebaker sightings:

- A 1957 Hawk Convertible - \$12,500. It has the top off and is modified with hand controls. It may have belonged to a former member.
- Kurt Zellman said Tips Towing is clearing out. There is an orange 1947 M series truck at Pick & Pull with good doors, fenders and other parts. V8 engine still there.
- A 1930 Commander in the Oakhurst area has been on blocks since 1995. \$19k.

Anne said **Vern Ward's** Studebakers are still available. 1941 Champion: \$17k and 1962 Lark"- \$11k.

**Dave Goudelock** wasn't at the meeting but **Debbie Raimondi** gave his Bowling prize to Elaine to take to him. He had a bad night and had the lowest score. But the prize is a scratcher ticket so he may still win!

**Elaine Goudelock** reminded everyone of their Halloween Party on Sat, Oct 21<sup>st</sup>.

Members were asked to support the Youth Orchestra of Fresno at their concert, Sunday, December 3, 3-5 p.m. at Paul Shaghoian Memorial Concert Hall.

## OLD BUSINESS

Reminder: Members will receive an extra 50/50 ticket if they wear their name badge to the meeting. Also, chapter business cards and copies of *The Studebaker Story* are available to members to give out. Name badges will be ordered for new members.

## NEW BUSINESS

There was no new business.

## MEMBER UPDATES

Please remember our Studebaker family members with health challenges. **Pat Helzer, Jim McKeever** and **Tim and Gloria Hennessey**. Also, we learned that **Gabby Scott** recently had knee surgery. If you know of others,

please let **Robin Johnson**, our Sunshine Coordinator, know so we can send them a card and follow up with them. Text her at 559/999-4264 or email [po67ny@comcast.net](mailto:po67ny@comcast.net).

### 50/50 OPPORTUNITY DRAWING

\$59 was won by guest **Elaine Goudeock** with \$60 going into the club treasury.

### ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

Submitted by *Susan Thomason*, Secretary/Membership



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

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

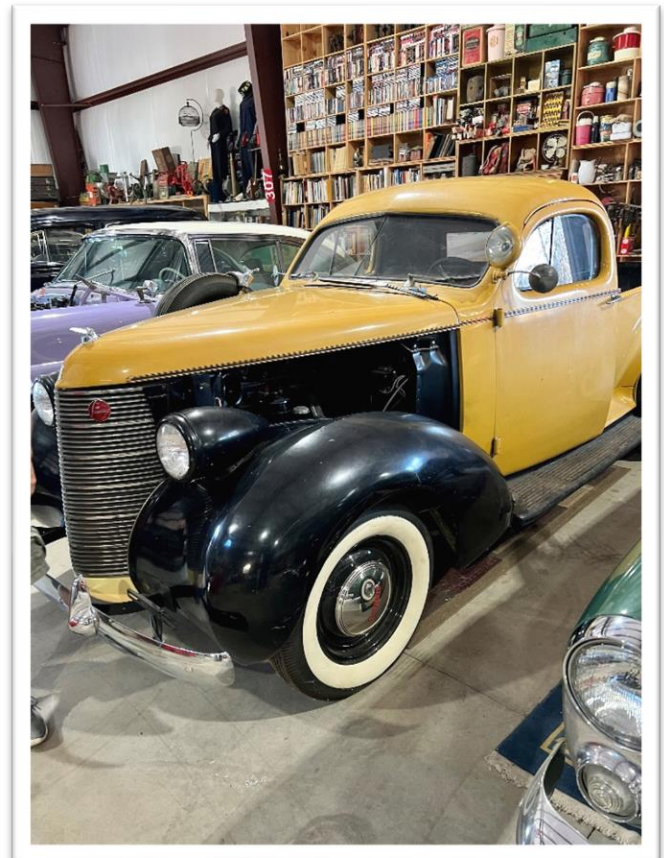
*Please let us know about any events so we can forward the information to our members.*

MONTH	ACTIVITIES
NOVEMBER	11/11 – Monthly Meeting.
DECEMBER	12/9 – Chapter Holiday Luncheon/Old Spaghetti Factory (No Regular Meeting in December)

## Kaiser-Frazer Cars Sighted in Mariposa

### Fall Meet Draws Rare Breed

Mariposa in early October was the perfect place and time for the fall meet of The Kaiser- Frazer Owners Club International, El Dorado Region. Hosted by Frank Wenzel and Kent Vandenburg, members from as far as Seattle and Los Angeles drove their rarely seen American automobile to Yosemite Valley for lunch in the Ahwahnee Hotel, while enjoying dinners at our hosts' ranch and eye-balling their grand collection of cars, including this 1937 Coupe Express, and everything else in between. KFOCI member cars present included the editor's 1953 Kaiser Dragon. The KF cars were the cause of many a conversation with curious onlookers.



# A Rare Addition to the Collection



The #34 is only one of five of the 1933 Special Indy 500 race cars.

*Photo and Article Courtesy of Studebaker National Museum.*

## Studebaker Indy Car Joins National Museum

The Studebaker National Museum is pleased to announce that it has acquired the 1933 #34 Studebaker Special, one of the five Studebaker factory-built Indianapolis 500 race cars.

Museum staff and volunteers have sought to add one of the

five Studebaker Indy cars for several decades. This incredible vehicle connects Indiana's most iconic event, the Indianapolis 500 and the state's most prominent automotive manufacturer.

The #34 Studebaker Special is the only surviving factory car with its streamlined 1933 coachwork.

The car went on display October 24. Visit now to be one of the first to take in this incredible piece of history!

# Some Steps to Fix a Broken Door Spring

*By Jack Gregory  
Hamilton Chapter, SDC*

Sooooo . . .

When I went to put the door remotes back in my '60 Lark, I found out that the driver's side door remote return spring was broken. This is indeed an inconvenience as it then relies on me, the operator, to make sure the door handle gets manually returned every time you open the door.

For me this is a safety issue as it could lead to my being unintentionally ejected from the driver's seat from time to time if I forgot to do this.

No problem. I gave my trusty Studebaker Parts dealer a call and asked if they have one of those

spring thingy's that return the latch to where it is supposed to be.

Nope.

OK, do you have a driver's side remote?

Nope, they haven't been in stock for years, but we do have lots of passenger side remotes!

OK, I say, send me two of those. I need a new passenger side one anyway, and I can always turn the other one upside down and use it on the driver's side.

When the parts finally came, I rapidly realized that this solution was a stupid idea as you can't just turn a passenger side one upside down and expect it to work on the driver's side.

However, after close inspection, I find I now have the part I need to fix the driver's side remote.

Here are the steps I took to fix it:

**First, use a prying device to open this baby up. Dismantle the thing and find the broken spring.**



**Second, do the same thing to the new part you paid big bucks for from the supplier and harvest a good spring.**

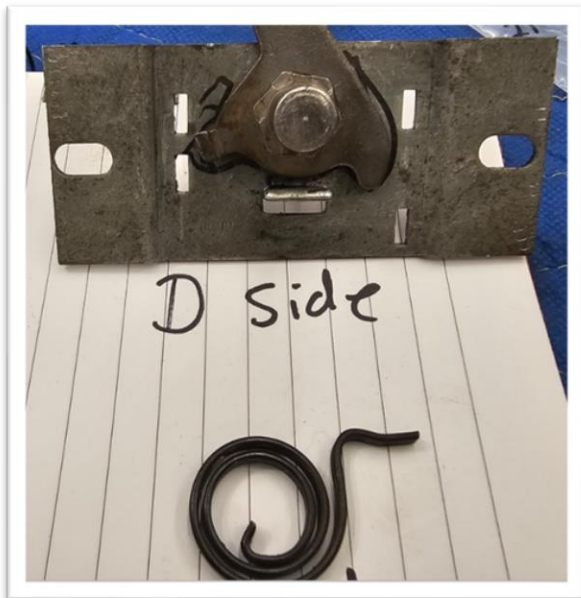


*(See Door, Page 9)*



# Door

(Continued from Page 8)



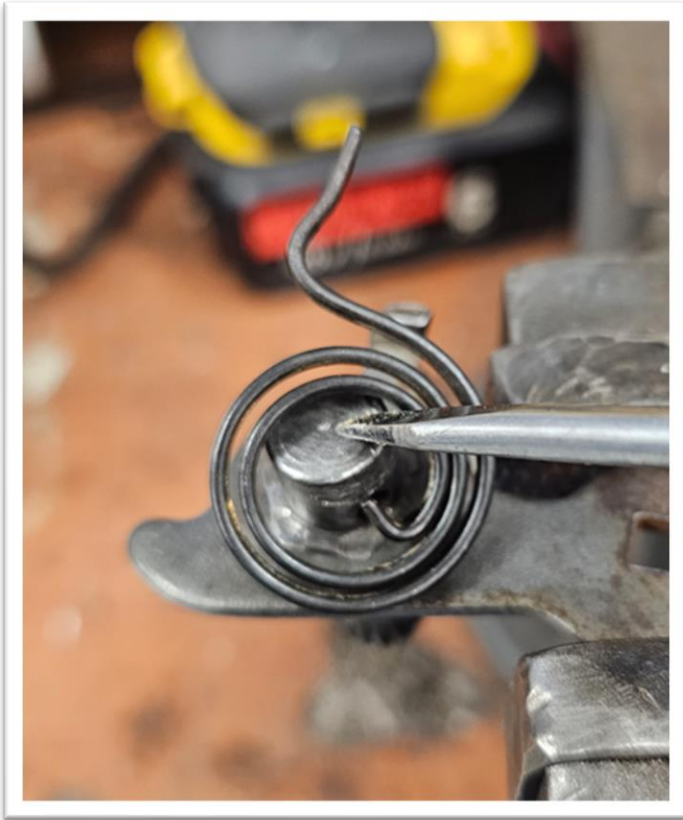
The only difference is the mechanism, not the spring.

Mark to way it goes back together with a Sharpie pen.

(See Door, Page 9)

# Door

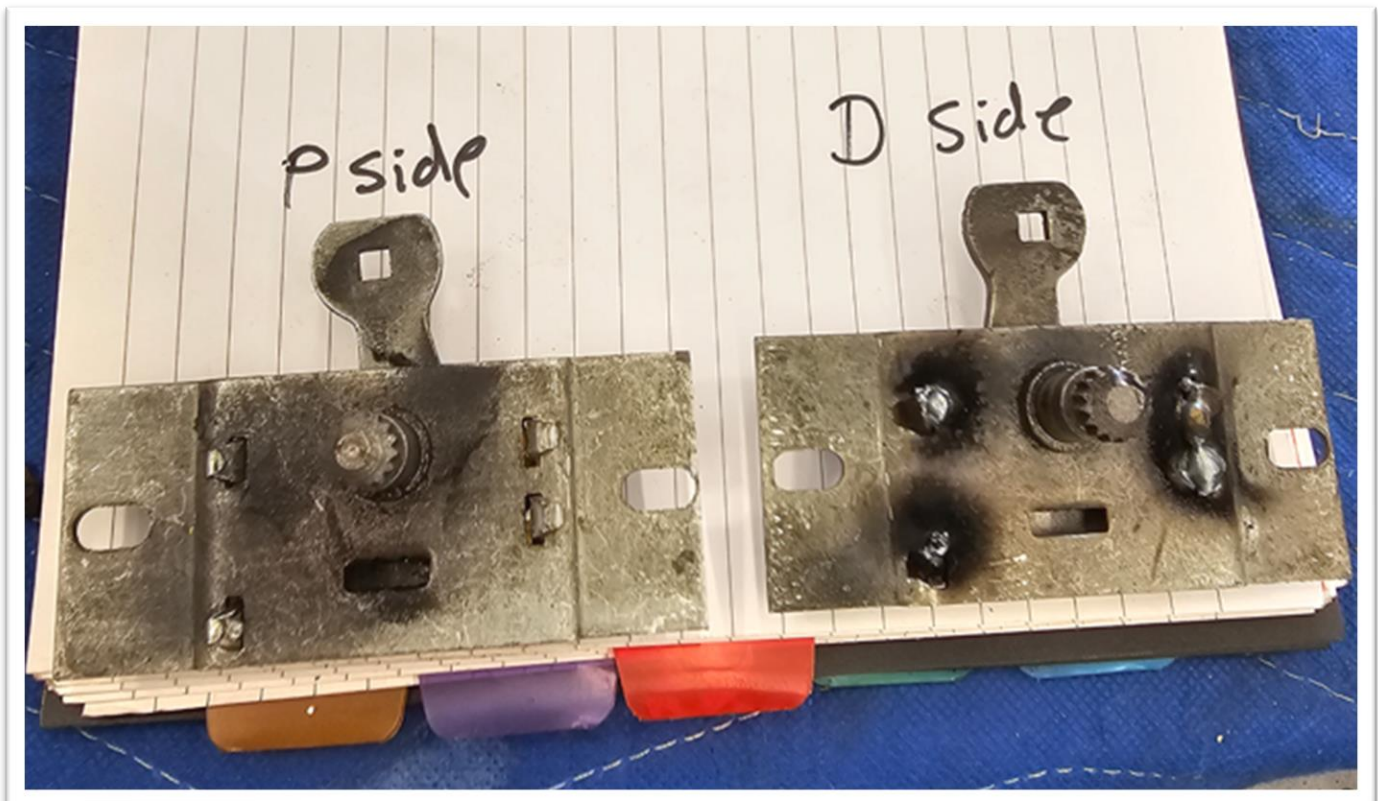
(Continued from Page 9)



Put the spring back together. Reassemble the remote and hit the tabs with the welder, just to make sure.

The only thing I would do differently is to paint that spring bright orange before attempting to reassemble the mechanism. This makes it far easier to find after it launches itself off the far side of your messy shop a few times.

Good luck!



# Studebaker on Film



## Classic TV Commercial Showcases '62 GT

She's standing there looking glamorous and gorgeous, somewhat bored, but full of anticipation.

And she's waiting for the right guy to come along. No, it's not a Caddy man. It's not a Lincoln Man. It's not even the kind of guy who'd roll up in a new Tbird.

No. The man who's going to sweep her off her feet is a Studebaker man. And not just any Studebaker. He'll be driving the newly designed 1962 Gran Turismo Hawk with its strictly sharpened lines, low level rooftop, and lushly appointed interior.

She's a connoisseur of quality cars and she knows what she wants. Now, let's be honest . . . Wouldn't you rather be a Studebaker owner?

Click on the photo link above to see the video. If you have suggestions for other videos to post, contact me at [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net).



**1952**

Commander "V8" Model 3H  
Champion "6" Model 12G



**1953**

Commander "V8" Model 4H  
Champion "6" Model 14G



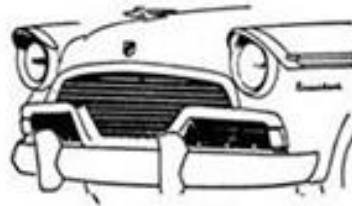
**1954**

Commander "V8" Model 5H  
Champion "6" Model 15G



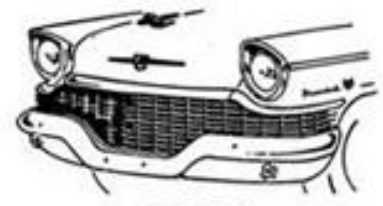
**1955**

President "V8" Model 6H  
Commander "V8" Model 16G8  
Champion "6" Model 16G6



**1956**

President "V8" Model 56H  
Commander "V8" Model 56B  
Champion "8" Model 56G



**1957**

President "V8" Model 57H  
Commander "V8" Model 57B  
Champion "6" Model 57G

**R. Quinn collection**



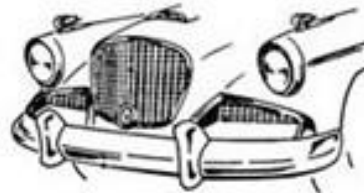
**1956-57**

Golden Hawk "V8" Model 56J  
& 57H-K7

Sky Hawk "V8" Model 56H &  
57H (Silver Hawk)

Power Hawk "V8" Model 56B

Flight Hawk "6" Model 56G &  
57G (Silver Hawk)



**1958**

Golden Hawk "V8" Model 58H-K7  
Silver Hawk "V8" 58H & 58B  
Silver Hawk "6" Model 58G



**1958**

President "V8" Model 58H  
Commander "V8" Model 58B  
Champion "6" Model 58G



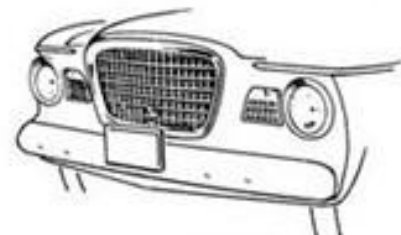
**1959-60**

Hawk 6—Model 59S-60S  
Hawk 8—Model 59V-60V



**1959**

Lark VIII—Model 59V  
Lark VI—Model 59S



**1960**

Lark VIII—Model 60V  
Lark VI—Model 60S

# Name That Automobile



Now, here's a scene straight out of 1950s Main Street America, but it's full of classic vehicles. As always, try not to let the photo stump you.


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

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The graphic features the title 'Mid-Century Master' in a large, white, sans-serif font. To the right, 'the designs of' is written in a smaller, dark teal, sans-serif font, followed by 'Brooks Stevens' in a dark teal, cursive script font. The background consists of overlapping, rounded shapes in shades of teal and yellow.

# Mid-Century Master

the designs of *Brooks Stevens*

Appearing at the Studebaker National Museum through January 15, 2024 is “Mid-Century Master: the Designs of Brooks Stevens.

Stevens and his Milwaukee-based firm revolutionized the field of industrial design in the twentieth century. From the Oscar-Mayer Wienermobile to the famous “Skylark” symbol, his work and influence in the areas of transportation, home appliances, architecture, and brand design can still be seen and felt today.

Stevens’ stylish but often practical designs for Studebaker and other automakers are featured in this special exhibition—including the iconic Studebaker Gran Turismo Hawk, Studebaker SS concept, and Sceptre concept—along with a selection of his domestic and industrial designs.

*Text and graphic courtesy of Studebaker National Museum*

# Notes from the Studebaker Nation – Robin Shepard

Was there a more attractive and well maintained highway system than California's?

With its wide dividers and large shoulders, the state's major freeways and byways were smooth and traffic flowed easily, like water pouring over round stones.

It was a point of pride for Californians and a source of bragging rights in a state known for its car culture and long-distance destinations.

That was then and unfortunately, this is now.

Up and down Highway 99 the traffic is sluggish as commuters and truckers negotiate through various obstructions and over generally poor roadbeds.

Venture off the main arteries into the rural areas of the state and the roads are cracking open with the wounds of potholes and ragged edges that disappear into an abundance of weeds and occasional sofa and mattress.

Something's gone wrong and it's likely resting at the doorstep of Caltrans.

I looked up the agency's database of road restrictions in the central valley and reportedly in Merced County there aren't any. At least, officially.

The truth is, Highway 99 through the City of Merced is horribly obstructed by barriers, narrow chutes of one-lane traffic, and closures of all the



southbound freeway ingresses in the city.

This dangerous situation has persisted for three years now and residents are fed up with the slow pace of construction and the bureaucratic ambivalence to completing the project.

That's how one local newspaper put it in a front-page article titled "Caltrans to blame for Highway 99 misery" ([October 19, 2023](#)).

"So many drivers have suffered through frustrating delays, nerve-wracking moments, and life-threatening situations on the freeway that passes through our city," wrote John Derby and Jonathon Whitaker.

They go on to report that "The restoration work to repair worn-down sections of the freeway—ironically in part to improve safety—has narrowed traffic lanes too much and squeezed cars and trucks

dangerously close to side barriers."

According to the article, one local resident spoke about this problem during a recent meeting of the county Board of Supervisors.

Jessica Lee pointed out the litany of accidents and smash-ups all within one week during the month of September.

She recounted five cars involved in a pileup on September 24. Then, two days later a car was forced under a passing big rig.

On Sept. 30, she remarked, a major, multi-vehicle collision occurred.

"September 30," she said, "was our first rain this fall, and we had a nine-car pileup. That cannot happen when there's another flood, and people need to evacuate . . . What are you doing for the safety of your citizens who are paying for this construction?"

# Notes

(Continued from Page 14)

Derby and Whittaker wrote that drivers are “taking their life into their own hands” while driving on the freeway through the city.

According to the article, crashes on Highway 99 through Merced County “soared from 566 with two deaths in 2020 to 817 with four deaths in 2021. Last year, there were 773 crashes with three fatalities.”

Merced Mayor Matthew Serratto has stated that the situation is “a massive safety issue.”

Most of we local residents have learned to avoid this section

of the freeway and have found rural roads around it.

But how long are we supposed to tolerate this increasingly intolerable situation? Certainly, the insurance companies that are handing out thousands of dollars in car repair costs can't be happy about it either.

Then there's the families who've lost loved ones. Tragic.

From my perspective, it looks like bureaucratic incompetence of the worst sort. The buck has to stop somewhere and I'm leaving it at the state agency that created this mess.

I don't know if our local state representatives have acted to correct our plight, but having a review of Caltrans plans to correct this fiasco is in order.

We've been told that the project will be completed next year. However, there's not much confidence among the county's residents who live in one of the poorest regions of the state and who are used to being ignored.

Once it was a pleasure to cruise the state's highways and byways. Today, not so much.

At least while transiting on 99 through Merced, drivers would be wise to slow down, way down.

## THE STUDEBAKER SKY HAWK



*Presenting the newest, most distinguished hardtop convertible of the year*

Studebaker's craftsmanship with a flair is evidenced in every detail of the distinctive new 120½-inch wheelbase SKY HAWK. It's a sports car—it's a family car; it's a hardtop.

Five adults can sit comfortably on the SKY HAWK's broad seats, with plenty of elbow and leg room for all. The extremely low center of gravity of its

exclusive Pyramid Design structure virtually eliminates sway and gives the SKY HAWK a road-hugging roadability that makes driving unusually relaxing. And when you put this great family sports car through its performance paces, you'll find it difficult to believe that the SKY HAWK actually costs no more than some sedans in the low price field!

New SWEEPSTAKES 289 V8 engine develops a full 210 horsepower. Its high turbulence, cup-type pistons give the high performance advantages of inverted hemispherical combustion chamber design.





*It's sleek! It's fleet!*  
**It's a jet-streamed  
new Studebaker**

**Designed for real gas saving**

YOU'RE money ahead every mile you click off in a sleek new "swept-back" Studebaker.

You save gas because Studebaker designing keeps the car free from excess weight.

This advantage paid off in this year's Mobilgas Economy Run. A Studebaker Champion and Commander V-8 finished first and second over all other standard class entries in actual mileage per gallon.

These thrifty Studebakers, and most of the other contending cars, used Overdrive. You can have Overdrive or Automatic Drive in any new Studebaker model at extra cost.

1852 ★ **Studebaker** ★ 1952

*One hundred years of progress  
on the roadways of the world*



# The Way We Were

## 1959: Packard History Ends, Lark's Begins



The Packard line is discontinued; the Lark is introduced as a 1959 model.

*Courtesy of Studebaker National Museum*

*“No illusion is more crucial than the illusion that great success and huge money buy you immunity from the common ills of mankind, such as cars that won't start.”*

*Larry McMurtry*

# Tech Tips

## Not All Brake Fluids are Alike

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

If you drive a vehicle, you know brake fluid is essential, unless you prefer to stop like Fred Flintstone.

Your owner's manual should tell you what type of brake fluid is right for your vehicle. But there is a lot more to know about that container of liquid.

Brake fluid comes in two different types: those with glycol and those with silicone. The glycol-based fluids are labeled DOT3, DOT4, and DOT5.1. The silicone-based fluid is labeled DOT5.

What, you ask? DOT5.1 is not an extension of DOT5? That is correct, DOT5.1 is glycol-based and DOT5 is silicon-based and they DO NOT MIX. DOT5 is usually a purple color while DOT3 and DOT4, are generally a yellowish color. DOT5.1 could be yellowish, bluish, or clear.

Brake fluids are labeled based on content, dry boiling point, and wet boiling point. Dry boiling point is the temperature it will boil when it is brand new, out of the bottle. Wet boiling point is the temperature when it has absorbed 3.7 percent water. There are charts online like the one here that make it simple to understand.

Did you know you should replace your glycol-based brake fluid every couple of years? That is because it takes about that long for it to absorb that

3.7 percent water which reduces the boiling point of the fluid.

When it reaches boiling point, it begins to turn from a non-compressible liquid to a compressible gas. After that you may start to feel your brake pedal getting spongy and/or your stopping time increasing.

By the time you have absorbed 8 percent water in your fluid the boiling point is down to that of regular water, 212 degrees F/100 degrees C. In general, if you look in your reservoir and your fluid is black, it's time to change it.

Knowing your driving conditions can help you decide which glycol-based DOT number you may

want to use. If you create a lot of friction on your brake pads and rotors due to steep descents on hills, or high-speed laps on a race track, you may want

	Dry Boiling Point	Wet Boiling Point	Composition
<b>DOT 3</b>	205°C/401°F	140°C/284°F	Glycol Ether
<b>DOT 4</b>	230°C/446°F	155°C/311°F	Glycol Ether/Borate Ester
<b>DOT 5</b>	260°C/500°F	180°C/356°F	Silicone
<b>DOT 5.1</b>	260°C/500°F	180°C/356°F	Glycol Ether/Borate Ester

a brake fluid with a higher wet boiling point.

In general, the lower the DOT number, the lower the boiling temperature. If you choose to switch to a higher glycol-based DOT number, a complete flush of your brake system is recommended.

Helpful hints about glycol-based brake fluids are that they eat painted surfaces, so be careful when adding or changing your fluid. Also, you shouldn't add a lower number to a higher number, it will lower the boiling point of your fluid.

Helpful hints about silicone-based brake fluid are that it doesn't corrode painted surfaces, and it doesn't absorb water, but you can't use it in road vehicles with ABS systems because it doesn't lubricate, it foams.

*(See Tech Tips, Page 21)*

# Tech Tips

(Continued from Page 20)

Also, silicone compresses more than glycol, giving you a spongier feel to your pedal. Some people use it in their older cars (without ABS systems) so it doesn't ruin their expensive paint jobs.

However, it is not recommended to switch from glycol to silicone as it can create costly repairs down the road due to glycol/silicone contamination.

If you choose to switch to silicone anyway, every component must be brand new, including all brake

lines and all rubber pieces. You also need to check with your rubber parts manufacturer/dealer to see if the rubber that the parts are made from is compatible with silicone.

Remember, silicone and glycol do not mix. In general, DOT5 brake fluid is reserved for high performance cars and military vehicles.


*(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.)*

THE SATURDAY EVENING POST
March 10, 1956



## Can this be a low price car?

Yes! Studebaker has brought *Craftsmanship with a Flair* to the low price field... that's why it's the big new choice among low price cars!



**NEW 12-VOLT ELECTRICAL SYSTEM**  
Extra-hot spark for sure, fast starts. Longer battery life, too, with this all-new power-packed electrical system.

**BIG NEW SWEEPSTAKES POWER** - Improved successors to the famous Studebaker engines that have consistently won Mobilgas Economy Runs, New 6's and V8's up to 210 hp!

**NEW PYRAMID DESIGN**  
Exclusive deep-cradled ride puts more weight down between the wheels to give you maximum sure-footed, road-hugging safety.

**BIG NEW BRAKES** - Biggest and safest "stoppers" in the business. Self-centering and self-energizing, the most important brake advance since hydraulics.

Tune in "TV Reader's Digest" every week.



**NEW SAFE-LOCK DOORS**  
New style rotary latches with double overlapping grip... more safe, more secure.

**NEW SOUND-CONDITIONED CEILING** - Another Studebaker first that adds so much to your pleasure. Shuts out noise, lets you converse easily, naturally.

**NEW CYCLOPS-EYE SPEEDOMETER**  
Keep your eyes on the road—this magnified dial pops your speed right up at you... safest, fastest-reading speedometer ever.

**NEW DUAL EXHAUSTS** - Built into the bumper for more style, more class than you've ever seen in a low-price car. Ready for 4-barrel carburetion to boost mileage and power.

**NEW COLOR-KEYED INTERIOR** - Never before such luxury in the low price field! Masterpieces of styling in the richest fabrics and vinyls, executed by the country's top designers.

The big new choice in the low price field—**Studebaker**

Division of Studebaker-Packard Corporation—The pride of craftsmanship still comes first!

# Studebaker

## Classified Ads

Sitting on extra Studebaker parts? Looking for parts? This is the space for club members to advertise their needs. If you have something to sell or something to buy, send your information to [r-m-s\\_57@comcast.net](mailto:r-m-s_57@comcast.net).



### Sweet Lark and Early Champion for Sale

1962 Lark. Asking \$11,000. 1941 Champion,  
asking \$17,000.

For more information, call Vern Ward,  
559.907.6527.



## Studebaker Drivers Club - San Joaquin Valley Chapter MEMBERSHIP APPLICATION

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

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

NAME(S): \_\_\_\_\_ SDC MEMBER #/EXP DATE \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY/STATE/ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ CELL: \_\_\_\_\_ EMAIL: \_\_\_\_\_

BIRTHDAY(S): \_\_\_\_\_ ANNIVERSARY \_\_\_\_\_

### STUDEBAKER(S) OWNED

### TO JOIN OUR CHAPTER

YEAR/MODEL/BODY TYPE	Mail this form and a check (payable to SJVC-SDC) to:
	Susan Thomason SJVC Membership 43306 Running Deer Drive Coarsegold, CA 93614

## Studebaker Drivers Club NATIONAL MEMBERSHIP APPLICATION

Membership in the national organization is required to join a local chapter for insurance purposes. Annual Membership includes 12 issues of *Turning Wheels* magazine, the award-winning official publication of the SDC organization. You may join online at [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com), call **(763)420-7829** with a VISA or Master Card, fax to **(763)420-7849** or send this form to the address below. You may also include the national dues with your chapter dues above and our treasurer will send it for you. The SDC website also contains an abundance of information regarding Studebaker history and stories, parts availability, technical tips, classified ads and discussion forums as well as links to other Studebaker related sites.

<b>Regular Membership with Periodicals Class Mail:</b> New Members – FIRST YEAR ONLY: <b>\$29.00</b> Regular Renewals/periodicals class mail: <b>\$36.00</b> Student/Young Adult (up to age 22): <b>\$29.00</b> Membership WITHOUT <i>Turning Wheels</i> : <b>\$12.00</b>  <b>Regular Membership with First Class Mail: \$62.00</b>	Mailing Address:  <b>The Studebaker Drivers Club, Inc.</b> <b>P.O. Box 1715</b> <b>Maple Grove MN 55311-6715</b>  For information: email <a href="mailto:mark@cornerstonereg.com">mark@cornerstonereg.com</a>
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NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY/STATE/ZIP: \_\_\_\_\_

PLEASE LIST YOUR STUDEBAKERS BELOW (Yr/Model/Body Type) NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_

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