



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

March 2024

Next Meeting – Tuesday, March 12, 2024
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

WHAT'S INSIDE

President's Message
Cover-Page 2

Meeting Minutes
Pages 4-5

Time to Pay Your Dues!
Page 5

Club Activity Calendar
Page 6

Blossom Trail Photos
Pages 7-8

Replacing Glass Fuses
Member Health Update
Page 9

Studebaker on Film
Page 10

Name That Automobile
Page 11

Studebaker Nation
Page 12

North Central Zone Meet
Page 13

Forgotten Studebaker Facts
Page 14

What Did Nance Know?
Pages 14-15

Station Wagon Exhibit
Page 16

Tech Tips
Page 19

Classified Ads
Page 20



1936 Dictator coupe.

President's Message – Anne Goodman

Hello Studebaker Family,

We just got back from our annual Studebaker Blossom Trail drive. It was fun but rained for the whole trip, so we did a shortened run.

Two Studebakers were on the drive: Our 1957 Golden Hawk and Vern Ward's Lark. The others were "brand Xs" but that's OK. Joining us were Carl and Susan Thomason, Greg and Edith Gustafason and their dog Devo, Karen and Jim McKeever, David and Anne F. Goodman, and Vern Ward. David and Elaine Goudelock met us at the Red Caboose Diner at Shaw and Academy.

Susan brought cupcakes for Carl's 89th birthday. Congratulations, Carl!

(See Message, Page 2)



"So, you work for a car dealer?"

Message

(Continued from Cover)

Our next meeting is on March 12 at Black Bear Diner on Shaw Avenue. Our next Studebaker get together is March 22-24 at San Simion Lodge on the coast. It's going to be a fun weekend.

Highway 41 South is closed just south of Laurel Avenue, so we are going to take 41 South to Highway 198, then to Highway 33 through Avenal to Reef City at highways 41 and 33. Then we'll drive south on Highway 41 to Highway 46 then onto US Route 101.

It will be a fun time.

I will be selling Mabel, my 1949 Champion. She has a 185 ci engine and runs great. It's got new tires and I'm asking \$6,000 or best offer.

We're also selling Gus, our 1958 Transtar pickup. This is a 3/4 ton truck with a 289 V8. It comes with four new fenders and a complete rubber kit. We're asking \$6,000.

We haven't been driving them and it gets too expensive keeping four Studebakers, plus our two Fords, boat, trailers, tractor etc. If you're interested, contact Anne F. Goodman at 559.475.3525.

Your Officers

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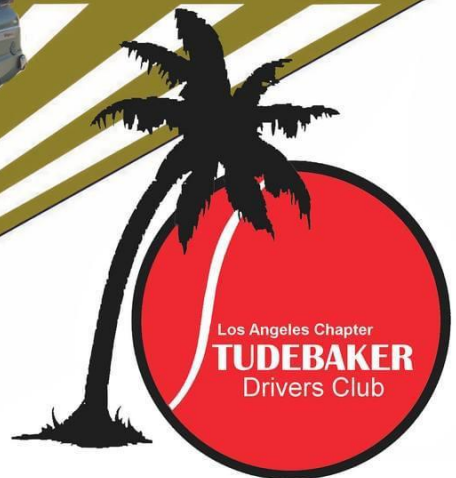


*39th Annual
Classic*



STUDEBAKER

Car Show



People's Choice and Longest Distance Awards

Sunday, April 21, 2024

9am - 2pm



Bob's

Big Boy

**8876 Corbin Ave.
Northridge, CA**

Download Registration Form at: www.studebakersla.com

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

MEETING MINUTES—February 13, 2024

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 Avenue (at N. Marty Ave.), Fresno, CA 93710.

ATTENDANCE:

Anne, David, Becca & Cassie Goodman (**)
Bruce Novak
Don Stephens
Jim & Karen McKeever
Carole Dunlop
Richard & Ron Mehelic
Kurt Zellman
Carl & Susan Thomason
** **Drove a Studebaker/Classic Car**

MINUTES

Jim McKeever moved to approve the minutes of the January meeting. It was seconded by member **Carl Thomason**. Approved.

TREASURER'S REPORT

It was moved by member **Karen McKeever** and seconded by member **Don Stephens** to approve the Treasurer's Report for January as follows. Approved.

January 2024

Beginning Balance	\$4,931.06
Receipts \$37 – January Mtg 50/50 \$11 – Replacement Member Name Badges	+\$48.00
Disbursements \$62.30 – New Member Name Badges (paid by Club)	-\$62.30
Ending Balance	\$4,893.76

PRESIDENT'S REPORT

President Anne Goodman said daughter-in-law Ashley is still in a cast so she has continued to be busy helping with Becca and Cassie and taking them to school and other activities. She is also selling "Mabel," her 1949 Champion as it's not getting driven. It has a 185 cubic inch engine and they recently installed improved Lark brakes. She's also ready to sell "Gus," her 1958 Transtar Pickup.

TOUR MASTER'S REPORT

Our annual Blossom Trail Drive is scheduled for Saturday, Feb. 24. We'll follow the same route as last year with Hillcrest Farm/Wahtoke Railroad in Reedley as our destination, and then back to have lunch at the Red Caboose in Clovis. Details will be emailed. (*This date was later changed to March 2 as Hillcrest Farms is only open the first two weekends in March for the Blossom Trail*).

Our two-night weekend trip to San Simeon is March 22-24. **Debbie Raimondi** arranged a room block with special pricing at the San Simeon Lodge. Members call to make their own reservations. Special pricing ends on February 20. We'll need to change our route slightly due to major construction on Highway 41. Meeting time/place and other details will be discussed at the March meeting and emailed to those signed up.

Our Activity Calendar, which includes the activities discussed at the January meeting, was included in the newsletter. Members also mentioned that the April 13 Tower Car Show, sponsored by Hot Rods Fresno, has moved to Clovis and is now called the Water Tower Car Show. Carl asked members to let us know about other events.

MEMBER DISCUSSION

Lou & Debbie are on vacation in Argentina. We look forward to hearing all about it at the next meeting.

Jim McKeever has a re-chromed 1953-64 CK bumper available. jms55Stude@sbcglobal.net

Kurt Zellman has a source for window run channels. leadpencilno2@att.net

OLD BUSINESS

There was no old business.

NEW BUSINESS

There was no new business.

50/50 OPPORTUNITY DRAWING

The total received was \$47 with \$23 won by member **Bruce Novak** and \$24 for the Club treasury.

ADJOURNMENT

The meeting was adjourned at 6:56 p.m.

Submitted by *Susan Thomason*, Secretary/Membership

Don't be Past-due on 2024 SJVC Dues!

Club dues for the new year are due!
Most members paid their 2024 dues at the Christmas luncheon, but if you haven't paid up please mail your check to:

Susan Thomason
43306 Running Deer Dr
Coarsegold, CA 93614

Annual dues are \$24 for a family. Please make out your check payable to SJVC-SDC. You can also bring a check to the next club meeting on March 12.

Thanks for supporting our chapter!



**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 / <i>Rescheduled to 3/2</i>
MARCH	3/22-24 – San Simeon Weekend
APRIL	4/13 – Water Tower Car Show, new location - Old Town Clovis. http://www.hotrodsfresno.com/
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	
DECEMBER	12/7 – Chapter Holiday Luncheon @ Old Spaghetti Factory

Ongoing Events

Cars & Coffee, **Saturdays**, 8-10 am, 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



On the Blossom Trail 2024



Inclement weather didn't keep our stalwart club members from venturing out on the annual Blossom Tour, which took place on March 2.

The Goodman's 1957 Golden Hawk and the Ward's 1962 Lark were joined by several "brand X" cars on the tour.

We helped Carl Thomason celebrate his 89th birthday. Happy Birthday, Carl!



Glass-style Fuses May Look Good, But . . .

*By Ray Chartrand
North Texas Wheel*

Automotive glass fuses are what most of us are used to dealing with. They provide a visual indication of whether the fuse is good or bad.

But what if the fuse that looks good is actually bad?

I had a random occurrence on my early '80s motorcycle where it would suddenly quit running then resume with a loud backfire. The problem living in Texas is that everyone took it for gunfire and took cover.

The issue was the glass fuse supplying power to the ignition was fractured inside the metal base so it wasn't visible. I suppose that tension of the fuse in the fuse holder made the continuity, but a bump or jolt would momentarily lessen that bond and no ignition and no run.

I also ran into another incident with the same bike where after replacing all the fuses, I found that the fuse holders had lost some of their tension and could also cause an intermittent failure. I tried to squeeze them tighter but ended up breaking several.

My solution was to replace them with modern blade type fuses. They are readily available and easy to spot if a failure occurs.

Having had that issue with the bike, I decided to avert the same problem in my GT Hawk. I bought a 10-circuit fuse panel where an LED beside each fuse is off until the fuse fails, in which case it lights to indicate a failure.

I wired the supply to this panel from the power on side of the ignition switch. Then I took most of the accessories such as electric fuel pump, radio etc. and wired them into this panel.

Literally every fused wire could be fed to a separate fuse on this panel. It's compact, inexpensive (CASO) and easy to install.

Update on Club Members

Please let these members know they're in our thoughts and prayers:

At the meeting, we heard that **Herb Helzer** fell and broke his hip and had hip replacement surgery. Since the meeting, we've learned that Herb developed complications when he was sent to rehab and had to return to the hospital. **Pat Helzer**, who is undergoing chemo treatment for cancer, had a recurrence of her heart problems and was taken to the hospital. They are both at home now.

Contact: helzerherbert8@gmail.com 1136 W Weldon, Fresno 93705.

Tim Hennesey is enduring chemo treatment again and it's left him exhausted this time around. **Gloria Hennesey** is dealing with the aftermath of her cancer treatment.

Contact: schwinnranch@gmail.com.

Jim McKeever is also experiencing the extreme fatigue from chemo treatment.

Contact: jms55Stude@sbcglobal.net

Edith Gustafson's mother passed away. Our condolences to her and her family.

Contact: park.place@me.com

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.

Send a text message to 559.999.4264 or email po67ny@comcast.net.

Studebaker on Film



Where were you in '62?

If you were visiting your local Studebaker dealer you might have seen a NEW Lark in one of its various versions for that year.

Here's a great two-minute video of an original television advertisement for the model year 1962 Studebaker Lark. Studebaker used the cast of the hit TV show Mr. Ed to promote the Lark. As always, the horse steals the scene. There's a rumor that one of Mr. Ed's ancestors once pulled a Studebaker wagon across the country.

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



Ah! New York City circa 1979. And what a city, it is! The Big Apple in summer is loud and vibrant, and Times Square is alive with traffic and pedestrians. And on this particular day a bevy of Chevys and a horde of Fords are on the street.

Expand the size of the photo and you'll even spot a mid-'50s grill on a yellow cab that appears to be a 1955 Chevy. But I could be wrong. What do you see?

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*

Launch Google Earth and type in Bendix Woods County Park, Indiana. Once the earth stops spinning, what comes up is a rural landscape with fields and trees, a few buildings, and nearby a large oval roadway. A track, in other words.

Near the track is a curious oblong stand of trees that doesn't look natural. Drill down until you're about 1,500 feet above the ground and it comes into view: Studebaker.

The county park in question was once the site of the Studebaker proving grounds. And the stand of trees spelling out the company name was once considered the world's largest outdoor sign. In fact, when it was planted in 1938, it was planned to be seen by airplane passengers.

Or little green men in the market for a new car.

According to Ronnie Schreiber, writing for [Hagerty News](#), "The idea for the tree sign is attributed to two Studebaker engineers, Michael de Blumenthal and Mel S. Niemier, who proposed the idea to Studebaker president Al Erskine as a publicity stunt."

With the help of the Civilian Conservation Corps, and the



Guinness Book of World Records listed the Studebaker Trees as the world's largest outdoor sign. It's now part of a county park in New Carlisle, Indiana.

added bonus of tax breaks for private reforestation programs, Studebaker planted some 8,000 red and white pine trees. The entire forest was 2,000 feet long and the letters would reach 250 feet in height.

It took two months to plant the young trees. White pines were planted for the outlines of the letters and red pines were planted in the interiors of the letters.

Studebaker maintained the site until it went out of business in 1966. The Bendix Corporation later bought the property and donated land to St. Joseph County for the park. It became listed on the National Register of Historic Places in 1985.

After years of neglect and a brutal winter storm in 2004, the famed Studebaker advertising forest was reduced to about 2,000 trees. What wasn't dead or

damaged was wrapped up in choking vines.

A census of the trees took place in 2011 and a charitable foundation granted funding to remove dead and invasive trees. Additional funds were raised to purchase replacement trees, mostly White Pine, Eastern Hemlock, Norway Spruce, and White Spruce, and donors could fund an entire letter for \$2,000.

Today, the Studebaker trees are in good health and visitors can once again see the proud name from an airplane.

However, if you'd like to drive there, the historic sign is located about 12 miles west of downtown South Bend, Indiana at 32132 State Road 2, in the township of New Carlisle.

SDC/North Central Zone Meet

May 23-25, 2024

Hosted by the Western Rockies Chapter

The tour begins with registrations on Thursday, and for those early. The tour is available over the Colorado National Monument, with an early dinner available in Fruita/Loma. With several options available to be on our own (Hot Tomato/ Fruita or Cattleman's Bar and Grill/ Loma).

The tour on Friday we're working on a few options that will end up with us back in downtown Grand Junction. With many options available for lunch and dinner, some possibilities are The Goat and Clover Tavern, The Rockslide, Las Marias among others. As a group we should go through the Museum of the West as it is open until 4:00 pm, at 452 Ute Avenue. World Famous Enstrom's is a must stop at some point. At the Avalon Theatre is Celtic Woman on that Friday, if that would interest some.

On the final day we will have our car show, swap meet and banquet, while still working out some of the particulars at this point. We'll need to get HOTEL RESERVATIONS COMPLETED EARLY. Our host Hotel is the Ramada Inn 752 Horizon Drive (970-812-0408) or (970-243-5150). Our discounted rate is \$99 for a single King room or a Double with two Queen beds. We must ask for this rate available up to 30 days (about 4 and a half weeks) prior. Associating ourselves with the Studebaker Zone Meet.

You must have current insurance and a vehicle in good shape. We welcome individuals from other regions as well.

Name(s) _____

ChapterAffiliation _____

Address _____

Telephone _____ Email _____

Vehicle Description _____

Registration Fee ___\$45 individual or family Banquet cost___\$29 each individual

Send registration form and Checks to: Western Rockies Chapter SDC – Randall Thompson 236 SW 12th Street, Cedaredge CO 81413. Any questions call (970-270-1118) or email me at rndllthom@gmail.com.

Little Known or Forgotten Facts About Studebaker

Part 2

By Pete Yuen

BC Coastal Chapter, SDC

- In the 1910s, '20s and early '30s, Studebaker used more Timken Bearings than any other car maker, even using them on kingpins and spindles. They also used ball bearings in the shackles on some models.
- Also, in the '10s and '20s, Studebaker exported more high-powered cars than any other make. Only seven had more HP than the Big Six.
- In the late 1920's three President Straight Eights were driven on the Atlantic City Speedway continuously, 24 hours a day for 30,000 miles at over 60 mph. Three Commanders were driven for 25,000 miles at over 60 mph.
- In 1931, Studebaker built a 10-cylinder in-line experimental engine.
- Studebaker placed 8th at the 1930 Indianapolis 500 Race.
- A Studebaker was driven from South Bend to Indianapolis, around Monument Circle and back to South Bend in 1931. The trip was 300 mile while the car was driven at an average speed of 75 miles per hour.

Did Nance Know About Studebaker's Financial Woes Before Merger?

By Dan Kuhl

Grand Canyon Chapter, SDC

In the early 1950s, following the seller's market created by the returning WWII veterans, the independent auto makers found themselves in a very difficult situation competing against the Big Three. All of the independents believed a merger with one or more other independent competitors was necessary to ensure a future in the auto manufacturing business.

The future looked bleak for Packard and Studebaker in 1954, especially with a \$6 million loss during the first quarter and the announcement of the creation of the American Motors Corporation.

Studebaker's high wages and cut in defense contracts following the Korean War didn't help matters either. There was a distinct urgency in the air for Packard and Studebaker to make a decision about a future merger.

(It should be noted that Packard failed to see Studebaker's lack of profits, due in part by payment of the previously mentioned highest wages in the industry.)

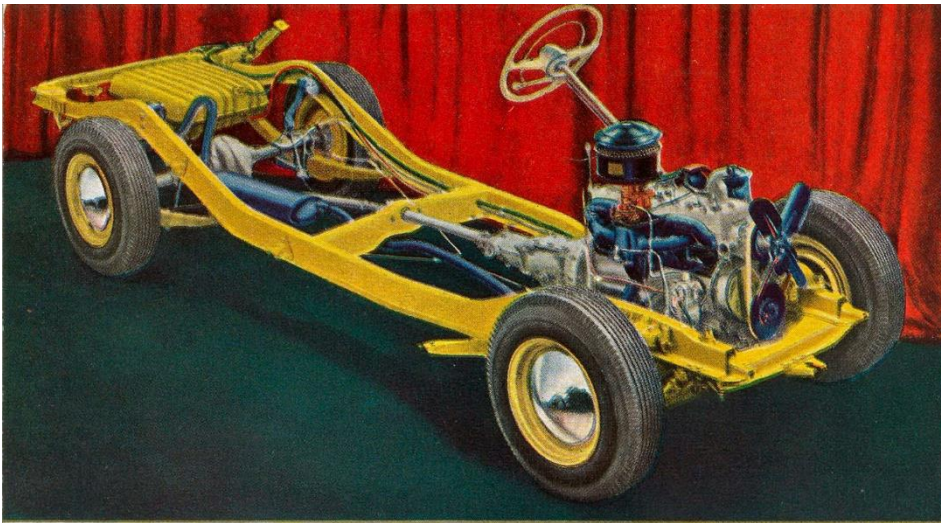
With a declining number of dealerships, Packard's Board of Directors agreed to merge with Studebaker. The new corporation would be known as the Studebaker-Packard Corporation. Even with this announcement Associated Press considered the new corporation to be part of the "Little Three" with American Motors and Kaiser Motors.

Before the merger James J. Nance declared that Packard wouldn't join with any other manufacturer unless Packard benefited. After the merger he announced the benefit was in marketing because with Studebaker, there were 3,900 dealerships with a full line of cars to sell from the cheapest Studebaker to the most expensive Packard limousine.



James J. Nance

(See Nance, Page 15)



Here's the "inside story" of the brilliant-performing 1949 Studebaker!

Gas-saving automatic overdrive* • "black light" instrument dials • self-adjusting brakes • automatic hill holder † • Climatizer heating and ventilating* • self-stabilizing independent front wheel suspension • wide rim wheels and wide tread tires • anti-vibration rubber engine mountings • super-smooth crankshaft with vibration damper • heat-dam aluminum alloy pistons • full pressure oiling system • full length water jacketing • automatic current and voltage regulated generator • variable ratio steering—shockless steering linkage • automatic choke control • automatic spark and heat controls • anti-vapor lock fuel system • high capacity shock absorbers • direct-action hand parking brake • full-power muffler—rubber mounted • anti-twist box-section frame.

*Available on all models at extra cost.

†Available on Champion at extra cost. Standard on all other models.

White sidewall tires, bright metal wheel discs and trim rings and license plate frames available on all models at extra cost.

Nance

(Continued from Page 14)

Had Nance been aware of the dire financial situation at Studebaker the merger may not have occurred. The situation was further complicated by problems at Packard.

After October 1, 1954, the effective date of the merger, production problems continued to plague any future success. The problems included the move to the new Conner Plant, introduction of a new V8 engine and transmission, and manufacturing issues with new line of 1955 cars, styled by Richard Teague. *Motor Trend magazine* declared the new Packard a styling triumph for 1955.

The storm worsened in 1956, with a series of recalls at Packard. With a threat of bankruptcy, Studebaker-Packard began negotiations with Curtis-Wright. A joint program was initiated that exchanged a number of



1957 Packard sedan.

long-term S-P plant leases for a badly needed \$35 million.

To say the least, 1956 was a pivotal year for Studebaker with the resignation of James J. Nance, who had previously taken the reins at Packard in 1952. He was replaced by Harold Churchill, who ushered in the highly successful 1959 Lark.

The Studebaker-Packard era ended in 1962 when Packard was

dropped from the corporate name.

REFERENCES:

Blond, Stuart R. (Summer of 2023), Cooperation and Competition, How Packard, Studebaker, Nash, and Hudson Faced Each Other and the Big Three in the 1950's. *Automotive History Review*. No. 64, pp 44-61.



Family Haulers: The American Station Wagon

When you hear “family road trip” do you flashback to memories of the third-row rear-facing seat? Join us for a trip down memory lane with *Family Haulers*, an exhibition at the Studebaker National Museum celebrating the evolution of the American station wagon.

From cross-country road trips to the weekly grocery run, the station wagon could do it all. Participate in the journey to see nearly a century of station wagons in this special exhibition!

The station wagon was once the quintessential American family vehicle. Before the minivan and its more modern cousins, the SUV and crossover, there was the station wagon. Its origin story dates to the horse-drawn era, where station wagons were a specialized vehicle to ferry passengers and luggage to and from train stations.

In the automotive era, the station wagon transitioned into the carryall family hauler, with a spacious cargo area and multiple rows of seating. From cross-country road trips to the weekly grocery run, the station wagon could do it all.

Check out over a century of station wagons in this upcoming special exhibition!

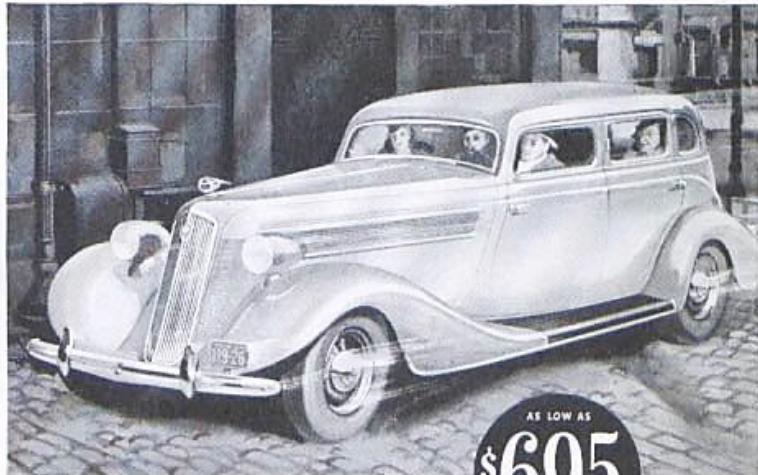
- March 1, 2024 - July 28, 2024
- Studebaker National Museum, 201 Chapin St, South Bend, IN 46601-2521. 574.235.9714

Over cobblestones on a deserted downtown Chicago street



"They call it a 'third degree' road test"
"One Sunday afternoon my son asked me to go with him on a 'third degree' road test of a new car. I gasped when they turned into cobblestoned Market Street in Chicago's wholesale district. But the new Studebaker we rode in made that rough pavement seem like a boulevard."

... BUT THE STUDEBAKER MIRACLE RIDE MADE IT SEEM LIKE LAKE SHORE DRIVE



AS LOW AS
\$695
 AT THE FACTORY



Hydraulic brakes for safety

Safety for the driver and passengers . . . safety for others on the road . . . that's what the new compound hydraulic brakes in these new Studebaker Champions mean. You stop swiftly, surely and in a straight line.

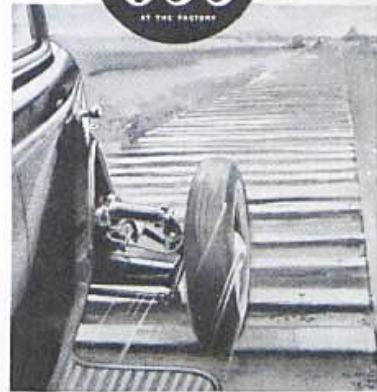
TAKE nothing less than the exciting, exacting Studebaker "third degree" road test as your measure of the riding qualities of any new car.

This thrilling new kind of demonstration convincingly proves that Studebaker's exclusive new Independent Planar Wheel Suspension, for the first time in motoring, gives a combination of restful riding, sure-footedness and obedient handling which no other car in America can equal.

And what beauties these new Studebaker Champions are inside and out! What exceptional three-passenger roominess they have in each seat!

And Studebaker guild craftsmanship is evident not only in the chassis but also in the bodies of steel reinforced by steel which have roof panels of steel welded to steel pillars.

Dictator \$695 . . . Commander \$925 . . . President \$1245 . . . base prices at the factory. Special equipment extra.



Here's that new wheel suspension!

Above you see a "cut-away" view of Studebaker's exclusive new Independent Planar Wheel Suspension. It's simple but amazingly efficient and tremendously strong. Not a coil spring suspension but extra large leaf springs.

The new 1935 Miracle Ride
STUDEBAKER CHAMPIONS



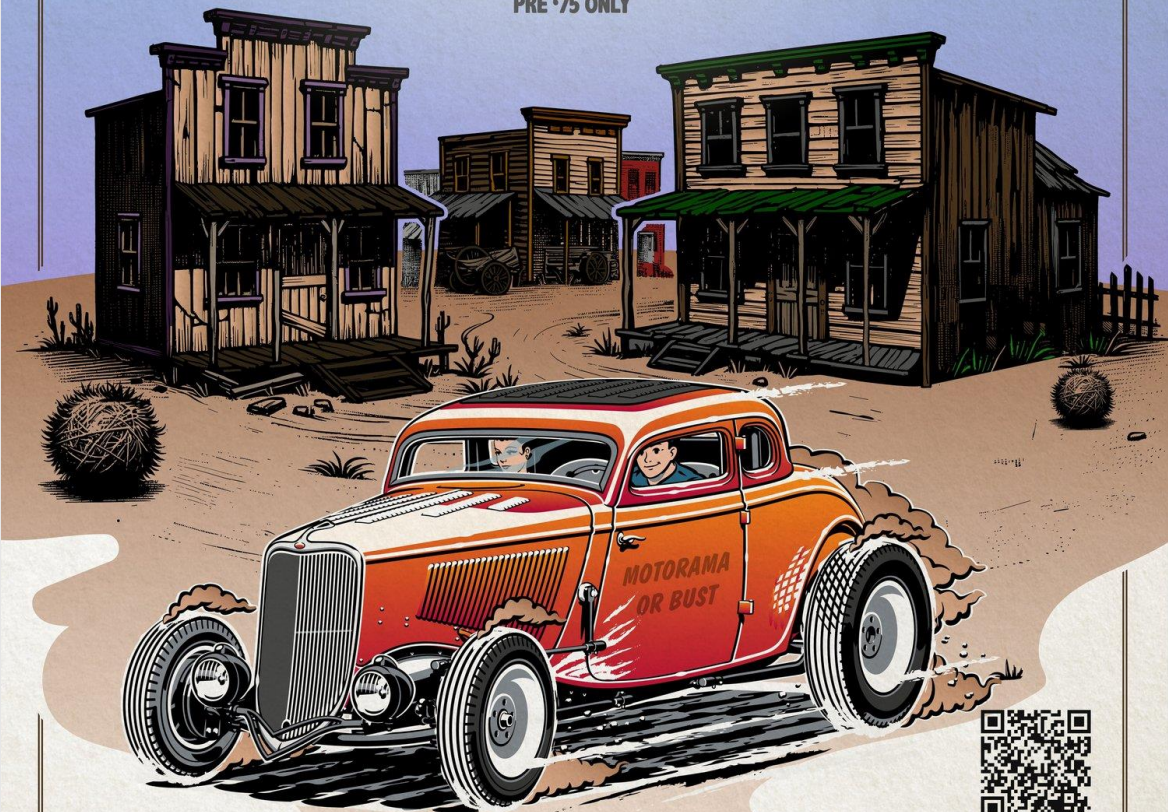
OLD TOWN MOTORAMA 2024

MAY 17-19

FRIDAY
**KICK OFF
PARTY**

SATURDAY
**CLASSIC
CAR SHOW**
PRE '75 ONLY

SUNDAY
**GARAGE &
SHOP TOURS**



**HEDRICK'S
CHEVROLET**
75 YEARS

FIND NEW ROADS™



559 825 6808

HOTRODCOALITION.COM



Tech Tips

Your Car Won't Start? Here are Some Tips

By Jim McKeever

& Karen McKeever

San Joaquin Valley Chapter/SDC

You turn over the key to your car and nothing happens. Is it the battery, the solenoid, or the starter motor?

Here are some quick tips to help you decide.

- **Tick, tick, tick sound** – If you turn the key and all you hear is a ticking sound the solenoid is “talking” because it doesn’t have enough voltage to engage properly.

Check your battery. Look for dirt or corrosion on the cables, clean them if necessary, and charge the battery.

- **Headlight test for the battery.** Turn on your headlights and have an assistant tell you if they are bright, dull, or no lights at all. If the lights remain bright the battery is charged and good.

If the lights are dull or non-existent, check your battery. Look

for dirt or corrosion on the cables, clean them if necessary, and charge the battery.

- **Ignition test for the solenoid and starter.** With the headlights on, turn the key to the start position. Have your assistant tell you what the lights look like.

If the lights stay bright, electricity is not going through the solenoid to the starter. Also, you will not hear the tick sound.

Check the cables and wires on the solenoid to see if they are corroded, broken, or loose. Clean, repair, and tighten as necessary.

If the lights go noticeably dim or go out, electricity did go through the solenoid to the starter, so the starter needs checking. You can take the starter

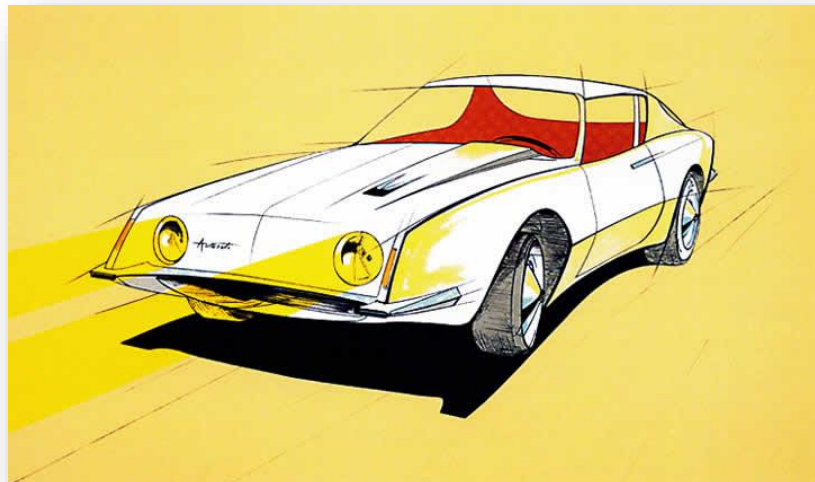
to your local auto parts store, and they can check it for you (and sell you a new one if it’s bad!).

- **Manual engine turn** – If your starter is good, check to see if you can manually turn over your engine. If it won’t move, you probably have bigger problems than are covered in this article.

If you can manually turn over your engine . . . we will discuss voltage troubleshooting next month.

Helpful hint: Whenever you are dealing with things electrical, it is always a good idea to check your grounds to the frame and to the engine.

(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.



FOR SALE: Kaiser Traveler is Rare & Quality Example

Completely and beautifully restored. Very desirable. \$60,000. Call Herb Helzer at 559.349.4672.



Studebaker Drivers Club - San Joaquin Valley Chapter MEMBERSHIP APPLICATION

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

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

NAME(S): _____ SDC MEMBER #/EXP DATE _____

ADDRESS: _____ CITY/STATE/ZIP: _____

HOME PHONE: _____ CELL: _____ EMAIL: _____

BIRTHDAY(S): _____ ANNIVERSARY _____

STUDEBAKER(S) OWNED

TO JOIN OUR CHAPTER

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

Studebaker Drivers Club NATIONAL MEMBERSHIP APPLICATION

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

<p>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</p> <p>Regular Membership with First Class Mail: \$62.00</p>	<p>Mailing Address:</p> <p>The Studebaker Drivers Club, Inc. P.O. Box 1715 Maple Grove MN 55311-6715</p> <p>For information: email mark@cornerstonereg.com</p>
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NAME _____ SPOUSE _____

ADDRESS: _____ CITY/STATE/ZIP: _____

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