



# Miles 'n' Smiles

## Studebaker Drivers Club San Joaquin Valley Chapter

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

**May 2024**

Next Meeting – Tuesday, May 14, 2024  
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA  
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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**1952 Commander Starlight Coupe**

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### President's Message – Anne Goodman

Hello Studebaker Family,

I hope this message finds you well.

One of our members Frank Wenzel got the privilege of going on the Honor Flight to Washington DC. I got to see Frank in pictures there that people posted on Facebook.

The event starts early Monday morning and they get back to Fresno at midnight on Wednesday. They sure pack a lot of events in such a short time. Maybe we can have Frank do a recap of events for us.

I'm back working at the stadium downtown. Keeps me busy. I still have Mabel the 1949 Champion for sale, also Gus the 1958 Trans Star pickup. Both are currently licensed. Asking \$6,000 or best offer Anne 559.475.3525.

We'll hope to see you at the next meeting.

**Electric vehicle owners  
should ONLY be allowed to  
charge their cars using  
solar and wind power,**



**otherwise it's just  
pretend**

## **Old Town Motorama Returns to Clovis in May**

The 4th Annual Old Town Motorama returns to Clovis May 16-19 for four days of classic cars and classic entertainment.

The Hot Rod Coalition, event sponsor, is gearing up to make this an unparalleled experience for everyone who loves car culture.

The Motorama weekend starts Thursday evening at the Backyard Social Club with reserved parking for the first 60 classic cars. A live open mic night caps the event.

Everyone is invited to attend the massive pre-party on Friday night in partnership with Fresno Street Eats on Crow and Wolf Brewery.

Saturday's itinerary will be a culinary feast with an array of local restaurants and food trucks, complemented by the allure of Top 75 Awards, Car Club Picks, live music, Hot Rod Vendors, and the timeless charm of Old Town Clovis.

On Sunday, several open classic car shops and home garages will be open for tours.

Pre-registration is just \$35 before May 12, or \$40 on Saturday at the gate.

### **Your Officers**

**President**

**Anne Goodman**  
1296 N Poplar Avenue  
Fresno, CA 93728  
559-475-3525

**Vice President**

**Webmaster**  
**Robert W. Nunes**  
4105 N. Hammel Way  
Fresno, CA 93727  
559.230.9132

**Treasurer**

**Debbie Raimondi**  
8097 N. Sunnyside Avenue  
Clovis, CA 93612  
559.313.9107

**Secretary/Membership**

**Susan Thomason**  
43306 Running Deer Drive  
Coarsegold, CA 93614  
559.641.5125

**SDC Zone Director**

**Ed Smith**  
P.O. Box 90763  
White Mountain Lake, AZ  
85912  
602.290.1045

**SDC Zone Coordinator**

**Dan Scott**  
2571 Palermo Court  
Murrieta, CA 92563  
818.558.1791

**SDC Regional Manager**

**Louis Van Anne**  
5802 Land View Drive  
Stockton, CA 95219-4602  
209-479-0867

**Newsletter Editor**

**Robin Shepard**  
2248 Fourth Street  
Atwater, CA 95301  
209.628.1537







# OLD TOWN MOTORAMA 2024

## MAY 17-19

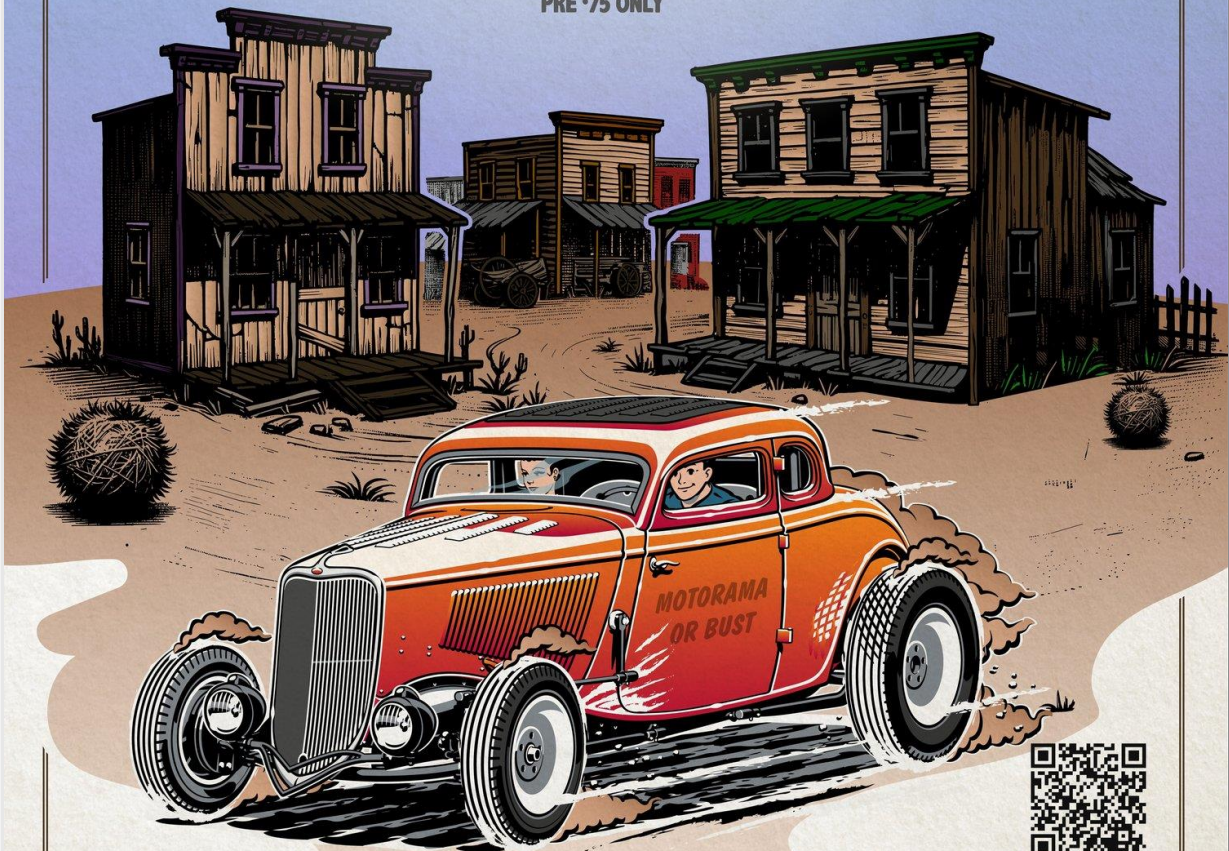
FRIDAY  
**KICK OFF  
PARTY**



SATURDAY  
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CAR SHOW**  
PRE '75 ONLY



SUNDAY  
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SHOP TOURS**



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

April 9, 2024

**CALL TO ORDER**

**President Anne F. Goodman** called the meeting to order at 6:28 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N. Marty Ave.), Fresno, CA 93710.

**ATTENDANCE**

Anne & David Goodman (\*\*)  
Bruce Novak  
Greg & Edith Gustafson (\*\*)  
Buzz & Sue Madsen  
Debbie Raimondi  
Jacob Scott  
Jim & Karen McKeever  
Carole Dunlop

Richard Walker  
Mike McKinney & Debra Foltz  
David & Elaine Goudelock  
Kurt Zellman  
Carl & Susan Thomason  
\*\* Drove a Studebaker/Classic Car

**MINUTES**

**Bruce Novak** moved to approve the minutes of the March meeting. It was seconded by member **Edith Gustafson**. Approved.

**TREASURER'S REPORT**

It was moved by member **Buzz Madsen** and seconded by member **Greg Gustafson** to approve the Treasurer's Report for March as corrected. Approved.

**March 2024**

<b>Beginning Balance</b>	<b>\$4,917.76</b>
<b>Receipts</b> \$46 – March Mtg 50/50	+\$46.00
<b>Disbursements</b> None	
<b>Ending Balance</b>	<b>\$4,963.76</b>

PRESIDENT'S REPORT

**President Anne Goodman** explained the reason why we had to enter the restaurant through a side door. A customer from the Applebee's restaurant across from the Black Bear Diner lost control of their vehicle and backed into their front doors, causing a significant amount of damage. The BB managers couldn't find Anne's number to cancel so, even though the restaurant is closed during repairs, they stayed open for us. The kitchen closed at 6 p.m. so we had to get our orders in early.

The Highway 41 detour to the coast for our San Simeon weekend turned out to be a beautiful drive with almost no traffic.

She also talked about the company where David worked for many years and retired from. His former boss had a major heart attack and passed away.

Their 1949 Champion and 1959 Transtar Pickup are still for sale.

## TOUR MASTER'S REPORT & UPCOMING EVENTS

**Carl Thomason** thanked the members who came on the trip to San Simeon. The detour was a nice drive and wasn't inconvenient at all. Members brought snacks to share and sat around at tables in front of the hotel rooms visiting. Food at the Saturday night dinner at the Main Street Grill was great. It's like the Dog House Grill in Fresno. The rain didn't stop our members from having a great time. We also had several members who were Karaoke star performers in Cayucos. Everyone is ready to do it again next year.

The Water Tower Car Show in Old Town Clovis is on Saturday, April 13. **Rob Nunes** will post a meeting site and time on the club Facebook page for those who want to drive in and park together.

**Roger Scott** will coordinate with **Debbie Raimondi** for our annual bowling event in August. He's looking for a new location.

**The Gustafsons** encouraged members to go to Cars & Coffee on Saturday mornings. It's at the old Costco location on Peach & Ashlan. There are usually 60-80 cars.

## **MEMBER DISCUSSION**

**The Raimondi's** grandchildren enjoyed a ride around the neighborhood in Lou's Studebaker powered 1915 Buick on Easter Sunday.

Debbie & Lou's daughter Sarah is the Head Chef at Chuckchansi Stadium. Anne Goodman is also working at the Stadium again this year.

Folks were reminded of our members and their families who are experiencing health concerns.

Herb & Pat Helzer  
Tim & Gloria Hennessey  
Jim McKeever  
Anne Goodman's brother, Johnny and her sister, Fran  
Ashley Goodman  
Robin Shepard's son-in-law, Brian

Please keep them in your thoughts and prayers.

## **OLD BUSINESS**

There was no old business.

## **NEW BUSINESS**

Carl reminded members of the SDC dues increase and the option to receive Turning Wheels in digital form.

## **50/50 OPPORTUNITY DRAWING**

The total received was \$60. \$30 was won by member **Greg Gustafson**. \$30 went into the club treasury.

## **ADJOURNMENT**

The meeting was adjourned at 7 p.m.

Submitted by *Susan Thomason*, Secretary/Membership





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

*Chapter Meetings are on the 2<sup>nd</sup> 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.*

<b>MONTH</b>	<b>ACTIVITIES</b>
<b>JANUARY</b>	1/27-28 – Turlock Swap Meet
<b>FEBRUARY</b>	2/24 – Blossom Trail Drive & Lunch / <i>Rescheduled to 3/2</i>
<b>MARCH</b>	3/22-24 – San Simeon Weekend
<b>APRIL</b>	4/13 – Water Tower Car Show, new location – Old Town Clovis. 4/20 – Kingsburg Car Show
<b>MAY</b>	5/4 – Veterans Car Show, Veterans Memorial District, Clovis 5/5 – Reedley Street Faire 5/11 – Jefferson Elementary School Car Show, Clovis 5/26 – 50 <sup>th</sup> La Palma Meet, Anaheim
<b>JUNE</b>	6/25-29 SDC International Meet, Dubuque, IA
<b>JULY</b>	7/13 – Annual Chapter BBQ Potluck
<b>AUGUST</b>	TBD – Bowling @ Fresno State
<b>SEPTEMBER</b>	9/14 – International Drive Your Studebaker Day – Activity TBD
<b>OCTOBER</b>	10/6 – Quail Lakes Community Church Car Show, Sanger 10/19 – Goudelock’s Halloween Party
<b>NOVEMBER</b>	TBA
<b>DECEMBER</b>	12/7 – Chapter Holiday Luncheon @ Old Spaghetti Factory

**Ongoing Events**

**Cars & Coffee**, Saturdays, 8-10 a.m., at N. Peach and W. Ashlan. South side of Ashlan just East of WinCo Foods.

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

**Future SDC International Meet:** June 25-29, 2024 – Dubuque, IA



# ***ALL STUDEBAKER SWAP MEET***

**SATURDAY, May 18, 2024 8am - 2pm**

Studebakers West's Parking Lot  
335 A Convention Way, Redwood City

## **Vendors: Sign Up Now!**

Clean out your Garage. Bring things to sell that others may be able to use. Think of this as a blood bank for Studebakers.

Vendor Spaces are \$25.00  
No charge to buyers

Get those parts you have been searching for!

**BBQ lunch available: Hamburger, Chips & Soda  
\$8.00 donation**

Come and join the fun! You never know what you will find.  
This is our Chapters' only fund raising event

Restrooms available  
**Reserve your space now:**

**Host: Carl Thoms at (650) 366-8787 days**

**Sequoia Chapter** Studebaker Drivers Club



# Another Great Studebaker Stockton Meet

Robert and I took a trip up north on April 28 to attend the Karel Staple Chapter's annual Studebaker Meet in Stockton. This was the second time we have attended. It always draws a good number of Studes and Ramblers since members from the Sequoia Chapter, the Avanti Club and the local Rambler club also participate.

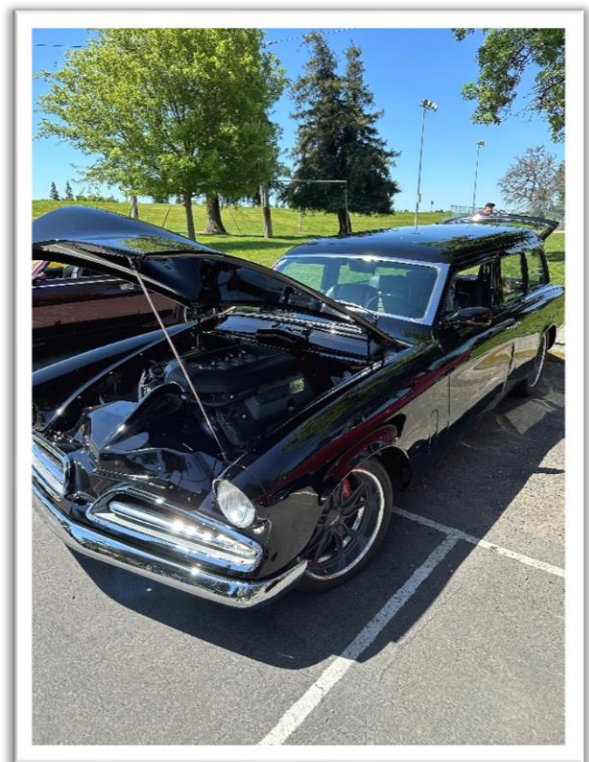
In addition to the cars, another highlight was seeing Lou Van Anne's great display of Studebaker memorabilia collected over a lifetime. It's one of the most impressive collections I've ever seen.

Lou, who is also a member of our chapter, has hosted this event for many years. Once again, he did an outstanding job of putting on a great event.

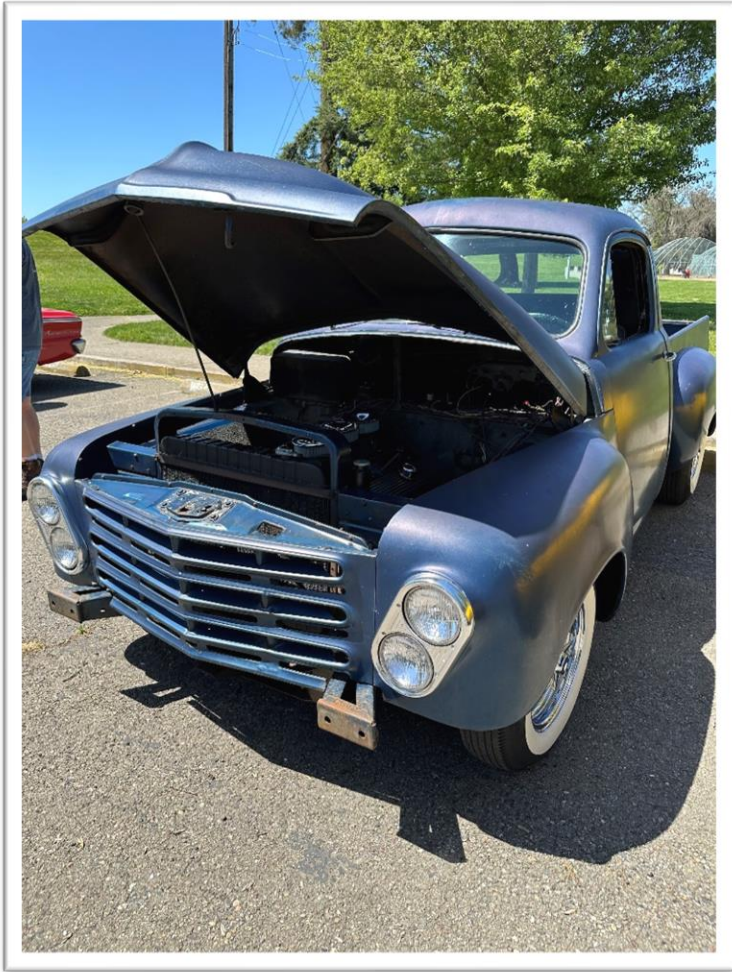
Check out the pictures of some of the cars in the next two pages.

Story by Rob Nunes

Photos by Robert Nunes









# The Continuing Adventures of a Swapaholic

*By Kurt Zellman  
SJVC, SDC*

In 2006, the Reedley Blossom Trail (Ford Model As) hosted the first Selma Swap.

The very first year was a very small event but has since blossomed (see what I did there?) into a bona fide old car swap, worth attending each year. They continue to expand the available parking spaces until one of these years I think we'll be parking on Golden State Blvd., or parking off-site!

I was a first-time vendor that year. I had a load of radiators, in fact two loads for my small Nissan pickup. I had to make two trips from Fresno to get them there, insisting to myself that I must sell most of them because I didn't want to make two trips packing them back home.

Well, that didn't work out. As a first-time vendor, I misjudged the market. Lesson learned, sort of . . .

A couple years later, I brought my young son to the swap. There's always lots of Hot Wheels and other toys available. But the new experience to him, at least in this country (and any other kid) is not having to pay the price marked.

I informed him that he could "bargain" with the sellers. Again, this is contrary to their life experience so far: you walk into a retail establishment, you pay the price posted. But not at a swap meet.

So, he learns the art of haggling.

A different trend emerged for him as he grew up and continued to attend with me. Almost every year, he comes home with something given to him by a seller. And not just cheap trinkets! Funny what being



**The author found the unmistakable face of a 1952 Studebaker staring at him at an auto swap. Having instantly recognized the grill and front bumper, he promptly bought it, earning the respect of auto swap aficionados everywhere.**

a cute kid will get you. Actually, I think part of it is that sellers are glad to see kids get involved in the hobby.

My son and I get up early, stop for donuts on the way and arrive while it is still dark. He used to get free admission, again, to encourage young involvement, but now pays full price. We scan the booths with flashlights, shivering a bit in the pre-dawn cold, many booths still covered with tarps, wet with heavy dew.

Seldom are Studebaker parts found here, but we find many other things that cover our varied interests. Before leaving for the day, we will re-visit the spaces only seen by flashlight, and the spaces that were not yet open.

This year I spotted the front grille portion of a '53 Studebaker C/K in good, but somewhat rusty condition, along with the bumpers for the same car. It was hidden under a table, the vendor not considering it for a prime display spot in his booth.

Then, in another booth, digging through a bucket of miscellaneous parts . . . what is this? Holy cow! It is

*(See Tip, Page 2)*



## Tip

*(Continued from Cover)*

a set of rear fender gravel shields for 2R series Studebaker pickups!

They are reproductions, still new, unused. I see no other Stude parts in the booth. I ask for more info. The seller says he decided not to use them on his truck, so is selling them.

I can't believe I spotted them. I haggled him down to a great price and they came home with me.

I have debated with myself over the years about whether to put them on my truck. I like the looks of them, but my truck has, uh, patina-covered black fenders already. So, they would just be for looks, but they won't be seen easily on the black fenders.

Plus, the reproductions are plastic, not rubber like originals. They have a grainy surface molded into them which I don't care for. Anyone know of a product to spray on them to make it look more like rubber?

On the way out, we go back by the booths of the late risers and the one inhabited by darkness at the start of the day.

Hey, that looks like a Stude part!

"Is that cowl lamp for a Studebaker, or a Model A?" The seller thinks it's for a Stude. I offer him a little less than his price, and it comes home with us. A little on-line research tells us, yes indeed, it's for a '29-'30 Studebaker. Another find.

Now, you may be asking, "but you don't own a car that it goes on, do you?" I know, I know. This is a way I support my hobby. I find parts (that I hopefully know the application and market for) and resell them with the profits going to fund my projects.

So, sorry, I don't give them away to others, as many in our chapter do. But I do get them to people who need them, and it definitely keeps them from ending up in the landfill or recycled.

I keep looking because you never know what you will find at a swap meet.

Maybe even Studebaker parts.



**The aftermarket pebble guards fit well, but how do they look?**



# Studebaker on Film



Is there a more masculine marquee name than Commander? Now that's an automobile you'd want to drive. We can understand that The Dictator isn't making a comeback, but some company ought to resurrect this commanding moniker.

In Studebaker's vaunted history, the Commander stands out as a distinct line of mostly mid-range models beginning in 1927 and remaining in use until 1964, except for 1936 and 1959-63. That's quite a history. Check out this video, which covers the Commander pretty well.

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).





# Name That Automobile



Ah, life in Camden, New Jersey in the early '50s! Now, that was living, believe you me. You could watch the parade of pre-war and early post-war cars, each coming from somewhere and going somewhere else. You could sit outside a small store, smoke a cigarette and read the newspapers. You could take your chance trying to cross at the corner.

And those cars! Just take a look at all that American metal marching down the street. That would've been some kind of sight. See how many you can identify.

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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# Notes from the Studebaker Nation

*By Robin Shepard  
Editor*

The weather was perfect, and the trucks and cars collected there were a cool dessert on a full menu of cool rides, cool people, good eats and other treats.

And like when's the last time you saw a 1955 Nash Statesman in the much-desired Snowberry White over Mist Blue?

Never, you say?  
Exactly! Me either.

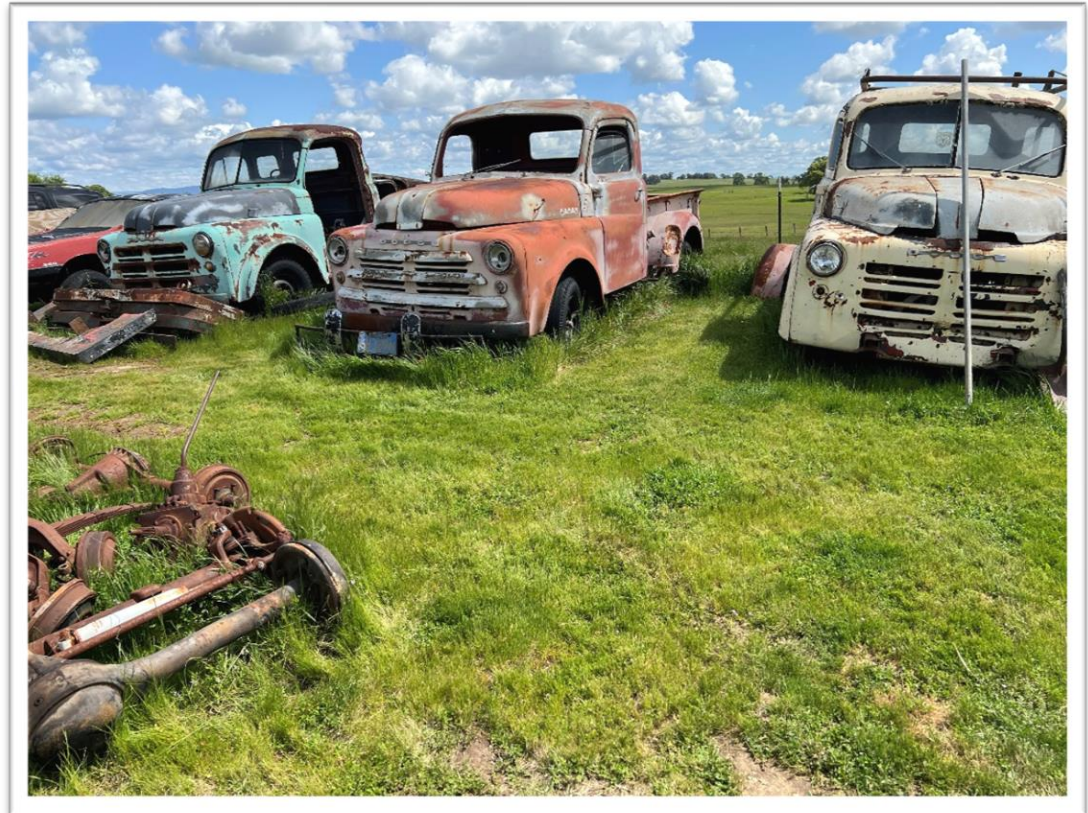
Seventeen years and still going strong, the Clements Tailgate BBQ, held annually on the first Saturday in April, draws some beautifully restored Dodge trucks, including the "B" for beautiful B-series, and this year was no different.

Growing out of a gathering of vintage Dodge truck owners, which still dominates the fare, the day now draws an eclectic selection of muscle cars, rat rods, and modified and original classics.

Alas, no Studebakers. And this is the type of crowd that would love seeing Studebaker trucks and cars. If I had thought about it earlier, I would've tried to advertise this more to our club.

Well, there's always next year.

And just because no good deed goes unstoned, I was stranded on my way home in my Kaiser led sled somewhere between Lockford and lonesome when the fan blades sheared off their motor spindles. No kidding!



**Three Dodge trucks (top) are among the various vehicles and chassis parts adding to the ambiance of the annual Clements Tailgate BBQ. Above, a nicely restored '69 Dodge Charger RT, complete with white leather interior.**

*(See Notes, Page 15)*



# Notes

*(Continued from Page 14)*

The cheapest part of the fans is the thin plastic housing that holds them onto the spindles. Whether the dual fans both failed at the same time, or whether it was one and then the other, I'll never know.

So, now to find better dual electric fans and a shroud that will fit.

It's just like Roseanne Roseannadanna used to say, "Well, Jane, it just goes to show you, it's always something — if it's not one thing, it's another."



Above, a rare example of mid-century American engineering and Italian design, the 1955 Nash Statesman. This rat rod (right) was built from an Anglia body by a high school class of students in a program in Arizona.

## Oh, Noooooo!



# The Uncommon Story of the Common Jerrycan

*By Jack Gregory  
Foothills Chapter, Calgary, Alberta*

I know this has almost nothing to do with Studebakers, but I found it interesting how the Jerrycan was designed, used, copied, and has now become part of life for people. A very thorough and complete description of the Jerrycan can be found on Wikipedia.

## How it all started

The original can came about as a search for the perfect liquid container by the German Wehrmacht in about 1937. It seems to me that the Germans had really thought through their requirements quite well. It must:

- Hold 20 liters
- Be stackable
- Rugged seams
- Capable of holding both water and fuel
- One man should be capable of carrying either two full cans or four empty cans
- Two men could share the load of one can

A company by the name of Schwelm won the design contract and even added a few great options. They reinforced the sides of the tanks with just simple imprints. They also added a built-in spout with a lockable lid to avoid spillage.

The top of the tank was unique with a built-in air pocket at the top to allow water to float and provide room for the petrol to expand in hotter areas. It also was painted on the inside to prevent corrosion, this coating would allow



it to contain water as well as fuel, but hopefully not at the same time.

## So, What Did the British Do?

The British (and by default the entire British Empire) was still using a square, 18-liter tin which could fully be capable of leaking at any time, impossible to stack and featuring a handle a normal man couldn't get his hand through.

*(See Jerrycan, Page 17)*



# Jerrycan

*(Continued from Page 16)*

The British discovered the German Einheitskanister during the Norwegian Campaign in 1940 and saw how good it was. This led to them capturing and using as many of the “Jerry’s cans” they could get their hands on, hence the birth of the name: Jerrycan!

The Brits, not being a bunch of dumb guys adopted the age-old axiom: “recognizing a great idea is equally as important as having one.” Copied the design, by 1943 the Brits had produced about 2 million jerrycans.

## Here come the Yanks!!

The Americans were not far behind in knowing they would need to send massive amounts of fuel around the world in some extremely difficult terrain but had little or no idea what type of storage container to use. They were currently using a can from WW1 which held 38 liters and required a wrench to undo the spout as well as a separate funnel for pouring.

American engineer Paul Pleiss came on to the scene and said, “Hey I got one of those great German cans in my car.” The only trouble was that the car was stuck in Calcutta where it had just completed a trip from

Germany to India (that must have been a heck of a trip!).

The U.S. military said, you get us the can and we’ll see. It turns out Paul had gotten some cans from a friend of his in Berlin before his trip to India. His friend even came through with a full set of specifications as well.

Paul then proceeded to smuggle the car (including the can) out of India, destination U.S.A. Once the mighty U.S. military got ahold of the can they went to work and made their own version, with exposed seams—cheaper to produce but a little less rugged. They also

needed a separate nozzle which was a bit of a hassle, especially when you couldn’t remember where you put the last one.

At their height, the U.S. was punching out 1.3 million cans per month, by VE day there were about 21 million jerry cans in Europe. Wow!

Now, Jerrycans are made of plastic (although you can still buy new, steel cans) the plastic ones are mostly commonly be found on the back of a jeep that really wants to-be an off-road vehicle.



**Unknown troops use a jerrycan to fill up their jeep.**

# McKeever's Tech Tips

## My Car Won't Start . . . Part 3 – Ohm Readings

*By Jim McKeever*

*& Karen McKeever*

*San Joaquin Valley Chapter/SDC*

Last month we performed voltage checks on our vehicle to identify the source of the problem. This month we get even more detailed by using ohm readings.

Ohms are a measurement of resistance to movement of electricity through a wire. Your multimeter has an ohm setting (or the horseshoe/Greek letter Omega.) The meter sends its own power source through the wire to check for resistance in the flow of current from one point to another.

In most cases we want the least amount of resistance possible, so ideally the measurement reading would be zero, or at the very most, less than 0.5 ohms. (An exception to this would be if there is resistance wire

installed on your vehicle to reduce the voltage to the coil from 12 volts to around 9 volts, to prevent burning the points – you would then use the D.C. volt setting for a quick voltage check instead of the ohm setting. If you don't have a points system you won't have resistance wire.)

When measuring ohms, first unhook the positive battery cable from the battery, as a safety measure, to

prevent possible damage to the multimeter. (For the purposes of this article the terms wire and cable are interchangeable.)

Since a voltage check has theoretically been performed already, go right to the source of the failed

voltage point. You will perform a reading from there to the next point back. (i.e. if the starter voltage reading was low you would measure the wire/cable from the starter to the solenoid output.)

Disconnect the cable at both ends. Place one lead on one end of the cable and the other lead on the other end. If the reading measures less than 0.5 ohms the wire is good. If it reads more than 0.5 ohms check the cable for nicks, loose connections, dirt, or corrosion.

Corrosion can even occur under the plastic coating so it is advisable to slit the coating about half an inch from the ends and check for green or white corrosion there as well (some cables connect vertically and water could seep in and collect under the plastic.)

You are probably going to replace the cable anyway, but you can now determine why the



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*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. (Remember your star washers!) Also, always inspect the insulation on your wires/cables for cracks, nicks, bare spots or any other form of wear and tear.*

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*(See Ohm, Page 19)*



# Ohm

(Continued from Page 18)

wire/cable went bad and take precautions like silicone sealing or heat shrinking the plastic to the eyelet or fix it by re-soldering the connection from wires to eyelet, to give a few examples.

The same procedure can be performed from the solenoid input cable to the positive battery post cable, and from the negative battery post cable to ground.

This procedure can be performed on any wire or cable on your vehicle (or house, etc.) **as long as the wire/cable is disconnected from a power source.**

Ohm readings can be a more precise form of troubleshooting that may help control your cost of repairs so you don't replace more parts than you actually need.

*(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.)*

ANNOUNCING STUDEBAKER'S CROWNING ACHIEVEMENT!

## NEW 1938 STUDEBAKERS

*Lowest priced Commander...lowest priced President...in Studebaker history and a new Six...the greatest dollar values Studebaker has ever offered*

**S**TUDEBAKER, world's oldest vehicle manufacturer, dramatizes its eighty-sixth consecutive year with three great new 1938 automobiles . . . three glamorous new luxury cars that emphasize low price!

Studebaker has spent millions to give you three 1938 Studebakers that are completely new in every vigorous, flowing line . . . original creations of the world's foremost designers and finest craftsmen . . . strikingly different in appearance and appeal . . . and brilliantly representative of the operating economy for which Studebaker is famed.

You have more wonderful new things to see and to try in these great new Studebakers of 1938 than you have ever found in any new automobiles.

All models combine Independent Planar Wheel Suspension with finest Hydraulic Shock Absorbers to give you the unforgettably comfortable Studebaker Miracle Ride. All models have Exceptionally Wide New Interiors, New Oversize Luggage Compartments, New Non-slam Safety Door Latches, New Flat Transmission Gears, New Acceleration and Hill-climbing Performance and the Improved 1938 Fram Oil Cleaner. The Automatic Hill Holder is standard on the Commander and President. The New

Studebaker Miracle Shift and Gas-Saving Automatic Overdrive are available on the Commander and President at slight extra cost.

Only by seeing and driving these three great new luxury cars of 1938 can you do justice to them or to yourself.

In the face of rising prices, Studebaker has invested millions of dollars in dies, tools and new equipment and succeeded in making these great new 1938 cars the greatest dollar values that have ever glorified the Studebaker name.

There's so much to discover, so much to admire, you'll want to spend a lot of time getting acquainted with everything they offer for so little. Purchasable on Studebaker's C. I. T. budget plan, Studebaker Corporation, South Bend, Ind.

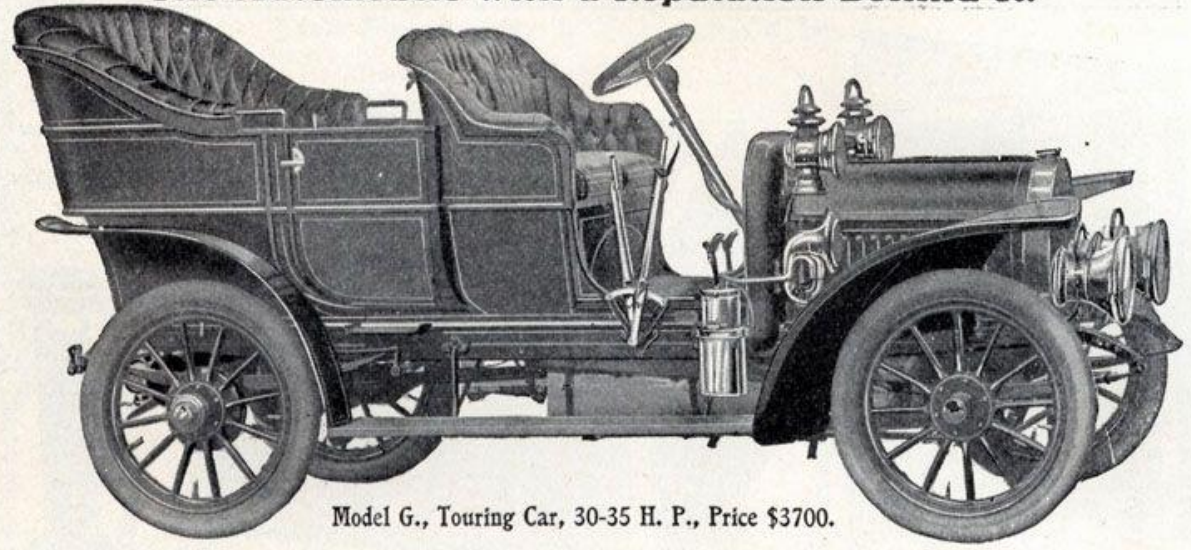
NEW MIRACLE RIDE \* NEW FLAT TRANSMISSION GEARS \* NON-SLAM SAFETY DOOR LATCHES \* EXTRA ROOMY LUXURY INTERIORS \* OVERSIZE LUGGAGE COMPARTMENTS \* SAFETY GLASS ALL AROUND \* FRAM OIL CLEANER \* NEW SUPER-STRONG FRAMES \* BRILLIANT NEW ACCELERATION AND HILL-CLIMBING PERFORMANCE \* AUTOMATIC HILL HOLDER STANDARD ON COMMANDER AND PRESIDENT \* NEW MIRACLE SHIFT AND GAS-SAVING AUTOMATIC OVERDRIVE AVAILABLE ON THE COMMANDER AND THE PRESIDENT AT ONLY SLIGHT EXTRA COST

**YOU PAY SO LITTLE FOR SO MUCH MORE**



# STUDEBAKER

"The Automobile with a Reputation Behind It."



Model G., Touring Car, 30-35 H. P., Price \$3700.

THE height of sane engineering skill is represented in the new Studebaker models. For high efficiency with low weight; for progressiveness tempered with common sense; for elegance combined with durability; for noiseless mechanism; for ease of control; for accessibility of vital parts—for "cars built for service," look to Studebaker.

### Three Gasoline Models

- Model E**, 20-24 H. P. - - - **\$2600.**  
4-cylinder, storage battery, jump spark ignition.
- Model F**, 28-32 H. P. - - - **\$3000.**  
4-cylinder, storage battery, jump spark ignition.
- Model G**, 30-35 H. P. - - - **\$3700.**  
4-cylinder, Sims-Bosch low tension, magneto ignition.

### Six Electric Models

- Model 22**, Runabout - - - **\$1050.**
- Model 24**, Stanhope - - - **\$1200.**
- Model 16**, Victoria-Phaeton - - - **\$1750.**
- Model 20**, Surrey - - - **\$2800.**
- Model 21**, Station Wagon - - - **\$3500.**
- Model 2012**, 14-Passenger Omnibus **\$2800.**

Also five models of automobile trucks and delivery wagons.  
Complete catalogues on application.

## Studebaker Automobile Co. South Bend, Ind.

Members Association of Licensed Automobile Manufacturers.

### Studebaker Repositories.

- |   |   |
|---|---|
| NEW YORK CITY - - - Broadway and 48th Sts.          | PORTLAND, ORE. - - - 330-336 E. Morrison St.      |
| CHICAGO, ILL. - - - 378-388 Wabash Ave.             | SALT LAKE CITY, UTAH - - - 157-159 State St.      |
| SAN FRANCISCO, CAL. - - - Cor. Market and 10th Sts. | DENVER, COLO. - - - Cor. Fifteenth and Blake Sts. |
| KANSAS CITY, MO. - - - 13th and Hickory Sts.        | DALLAS, TEX. - - - 317-319 Elm St.                |

### Selling Agencies.

- |   |  |
|---|--|
| ALTOONA, PA., W. H. & L. C. WOLFE, 1011 Chestnut Ave.                   | CINCINNATI, OHIO, HANAUER AUTOMOBILE CO., 118 E. 7th St.         |
| BOSTON, MASS., HARRY FOSDICK CO., 53-55 Stanhope St.                    | ERIE, PA., C. R. DENCH, ERIE FIREPROOF GARAGE, 12th & State Sts. |
| BUFFALO, N. Y., NATIONAL BATTERY CO.                                    | PHILADELPHIA, PA., TITMAN, LEEDS & CO., 1227 Market St.          |
| CLEVELAND, OHIO, CENTRAL AUTOMOBILE CO., 409 Erie St.                   | PITTSBURG, PA., BANKER BROS. CO., Baum and Beatty Sts.           |
| LOS ANGELES, CAL., W. G. NEVIN, Hellman Bldg., Cor. 4th and Spring Sts. |  |
| WASHINGTON, D. C., NATIONAL AUTOMOBILE CO., 1711-13 14th St., N. W.     |  |



# 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).



### FOR SALE: Kaiser Traveler is Rare & Quality Example

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

### Free Stuff! Just Looking for a New Home

I have a rolling C-Cab Studebaker frame, (½ ton) plus extra 3<sup>rd</sup> member, front axle, and springs. It's scrap metal to me.

IT'S FREE to whoever takes all or part of it.

I just want it and some other "iron" out of here.  
Bring a trailer and loading help.

Anyone interested can call me for more information  
and to make arrangements to load.

Buzz Madsen: 702.290 8221.



## 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 a year per Family**, 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.

<p><b>Regular Membership with Periodicals Class Mail:</b>          New Members – FIRST YEAR ONLY: <b>\$37.00</b>          Regular Renewals/periodicals class mail: <b>\$46.00</b>          Student/Young Adult (up to age 22): <b>\$37.00</b>          SDC Membership WITHOUT <i>Turning Wheels</i>: <b>\$15.00</b></p> <p><b>Regular Membership with First Class Mail: \$73.00</b></p>	<p>Mailing Address:</p> <p><b>The Studebaker Drivers Club, Inc.</b>  <b>P.O. Box 1715</b>  <b>Maple Grove MN 55311-6715</b></p> <p>For information: email <a href="mailto:mark@cornerstonereg.com">mark@cornerstonereg.com</a></p>
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NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

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

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