



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

June 2024

Next Meeting – Tuesday, June 11, 2024
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
6 pm – Meeting & Dinner

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1970s Transtar dually car hauler

President's Message – Anne Goodman

Hello Studebaker Family,

I hope this message finds you well. I went to the Friday night Car Gathering at the Clovis Church a couple of weeks ago.

It was a great turnout. I brought my granddaughters and they had fun with the crafts and games for kids. They played Bingo and has a blast.

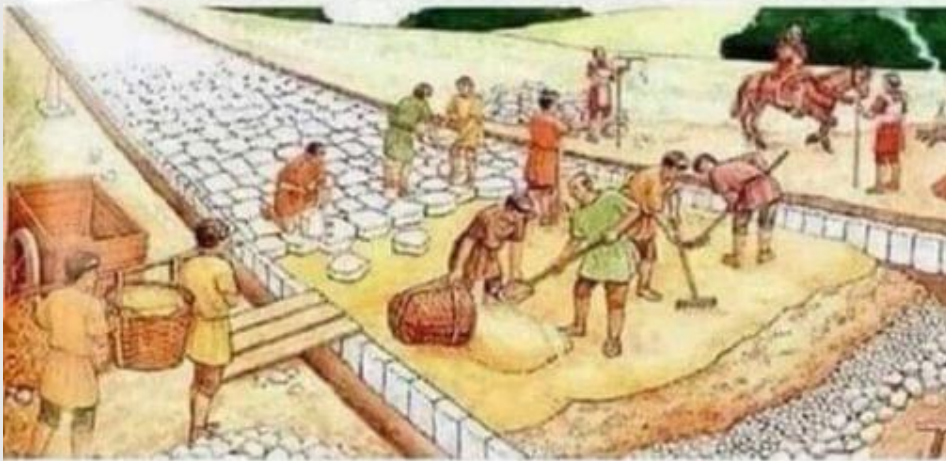
There were at least four Studebakers there. I didn't bring one because it's hard to drive with the distractions of kids.

For his month's meeting at Black Bear Diner, I want to remind you that our meeting room isn't available until 6 p.m. That's on Tuesday, June 11.

At last month's meeting Frank Wenzel was there. He brought a friend Ron Hagen to the meeting. It was great to see him. And it's nice to have lots of friends to go galivanting with. He has a busy schedule. Have fun for us Frank.

We still have a tractor for sale, also the 1949 Champion and 1958 Transtar pickup, aka "Gus Mater." Call me for details: 559.475.3525.

**WITHOUT A SINGLE DEGREE, THEY BUILT US
ROADS THAT HAVE LASTED AN ETERNITY...**



AND THEN, THE ENGINEERS ARRIVED!!!



SEMA Action Network Alert

Senate Bill is Necessary To Protect Future Consumer Choice in Autos

According to the SEMA Action Network, the U.S. Senate has scheduled a vote on S.4072, which would prevent the U.S. Environmental Protection Agency (EPA) from using funds to implement, administer, or enforce the agency's tailpipe emissions standards for MY 2027 to 2032 motor vehicles.

Senator Mike Crapo (R-ID) introduced the bill, which SEMA supports. Crapo believes the bill is important to help maintain freedom of choice in the future of the U.S. automobile industry.

SEMA reports that the EPA's tailpipe emission rule is so strict that 67 percent of new vehicles that automakers sell would have to be electric in order to comply with the regulation.

S.4072 is critical to stopping the implementation of the EPA's electric vehicle mandate, and SEMA encourages citizens to contact their legislators and demand they support the bill.

For more information, click on this [LINK](#).

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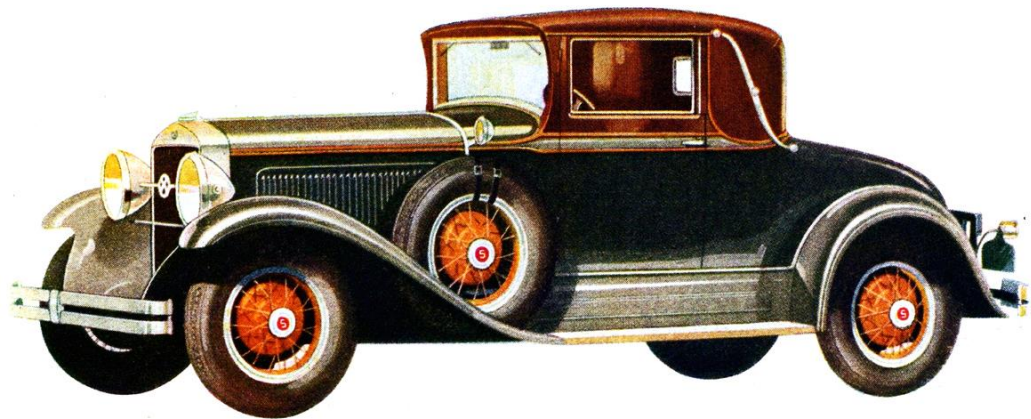
**OPENING DAY AT THE
RACES... BELMONT PARK**

*F*LEET HOOFS, pounding out the cadence of the sport of kings... a gracious sweep of lawn, gorgeous with gay folk. High spirits—high festival—when beautiful Belmont opens its season. And a glance at the motorpark discovers how high the favor runs for the great straight eights and sixes by Studebaker, Builder of Champions! Holding undisputed *every* official stock car record for speed and endurance, these spirited motor cars show their mettle in every liquid line and curve. Low-slung and lithe, these smart new Studebakers are champions in looks as in fact... and in manners. At their One-Profit prices, no wonder Studebaker now sells more eight-cylinder cars than any other manufacturer in the world! Illustrated is The President Eight Convertible Cabriolet for Four; six wire wheels, standard equipment.



Studebaker

BUILDER OF CHAMPIONS




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

MEETING MINUTES—May 14, 2024

CALL TO ORDER

President Anne F. Goodman called the meeting to order at 6:42 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N. Marty Avenue), Fresno, CA 93710.

ATTENDANCE

Anne Goodman	Carole Dunlop
Bruce Novak	Richard Walker
Buzz & Sue Madsen	Mike McKinney & Debra Foltz
Debbie Raimondi	David & Elaine Goudelock
Rob Nunes	Joey & Izzy Rodriguez
Roger Scott (**)	Frank Wenzel
Jacob Scott	Carl & Susan Thomason
Herb & Pat Helzer	** Drove a Studebaker/Classic Car
Jim & Karen McKeever	

RECOGNITION of GUESTS

We welcomed **Ron Hagen**, longtime member of the Sequoia chapter, who is visiting **Frank Wenzel**.

MINUTES

Dave Goudelock moved to approve the minutes of the April meeting. It was seconded by member **Roger Scott**. Approved.

TREASURER'S REPORT

It was moved by member **Frank Wenzel** and seconded by member **Jacob Scott** to approve the Treasurer's Report for April as corrected. Approved.

April 2024

Beginning Balance	\$4,963.76
Receipts	
\$30 – 50/50 April Mtg	
\$60 – Dues	
\$12 – Donation	
Due to my typo in announcing the annual family dues amount for 2024, 3 members paid \$24 rather than \$20. Lou Van Anne, Mike McKinney & Don Stephens donated the extra \$4 to the club.	\$102.00
Disbursements	
None	\$0
Ending Balance	\$5,065.76

PRESIDENT'S REPORT

President Anne Goodman talked about the Tower Car Show, which moved to Old Town Clovis and is now the Water Tower Car Show. Their 1957 Golden Hawk won a Merchant Award. Threats of bad weather kept the attendance down but the big storm didn't come until early afternoon.

Their 1949 Champion (Mabel) and 1959 Transtar Pickup (Gus) are still for sale.

TOUR MASTER'S REPORT & UPCOMING EVENTS

The 50th La Palma Studebaker Car Show is in Anaheim on Sunday, May 26. Several of our members will be attending. Tour Master **Carl Thomason** also talked about the International Meet in Dubuque, IA, June 25-29.

Save the date for our annual BBQ Potluck on Saturday, July 13 at the Gustafsons.

Roger Scott has contacted Bowlero in Clovis and will determine availability for a Saturday in August for our annual bowling event. We'll have a sign-up sheet at the June meeting to determine interest. **Debbie Raimondi** will handle the prizes.

Roger reported that there were over 100 cars at the Friday night Car Show at the Clovis Missionary Baptist Church. He also mentioned the L.A. Roadster Show at the Pomona Fairgrounds, June 15-16.

Change of date for Goudelocks' Halloween Party: It's now scheduled for Saturday, October 26.

MEMBER DISCUSSION

Jacob Scott said he talked to some folks looking for Golden Hawk Script. He has their phone number if anyone has it. He said they weren't interested in joining the club at this time.

Frank Wenzel acquired a Studebaker M Series motorhome, nicknamed "Big Ugly" from the Murphy Auto Museum. He is taking it to the La Palma Studebaker show in Southern California. He also will send pictures and do a write up for the newsletter on the 1938 Dictator with the 350 ci engine.

***** Our condolences to Robin and Mona Shepard, their daughter Angela and five grandchildren whose husband and father, Brian, passed away from cancer.**

OLD BUSINESS

There was no old business.

NEW BUSINESS

The Studebaker National Foundation has set up a scholarship fund in **Kent Vandenberg's** name. **Carl Thomason** made a motion for our chapter to send \$500 to that fund. It was seconded by **Anne Goodman**. Approval was unanimous.

Frank Wenzel said they had a Celebration of Life, attended by 177 friends, at their home in Palm Springs. He is planning to have another one at their Mariposa home for those in this area.

50/50 OPPORTUNITY DRAWING

The total received was \$98, of which \$49 was won by member **Elaine Goudelock** and \$49 went into the club treasury.

ADJOURNMENT

The meeting was adjourned at 7:05 p.m.

NOTE: Our meeting space at the Black Bear Diner won't be available until 6 p.m. on June 11.

Submitted by *Susan Thomason*, Secretary/Membership



**San Joaquin Valley Chapter – Studebaker Drivers Club
2024 Activities Calendar**

*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 / Rescheduled to 3/2
MARCH	3/22-24 – San Simeon Weekend
APRIL	4/13 – Water Tower Car Show, new location – Old Town Clovis. 4/20 – Kingsburg Car Show
MAY	5/4 – Veterans Car Show, Veterans Memorial District, Clovis 5/5 – Reedley Street Faire 5/11 – Jefferson Elementary School Car Show, Clovis 5/16-5/19 Old Town Motorama, Clovis. Hotrodecoalition.com. Car show on Sat, 5/18 5/18 – All Studebaker Swap Meet, Studebakers West, Redwood City 8-2 5/26 – 50th La Palma Meet, Anaheim
JUNE	6/25-29 SDC International Meet, Dubuque, IA
JULY	7/13 – Annual Chapter BBQ Potluck
AUGUST	TBD – Bowling @ Bowlero, Clovis
SEPTEMBER	9/14 – International Drive Your Studebaker Day – Activity TBD
OCTOBER	10/6 – Quail Lakes Community Church Car Show, Sanger 10/26 – Godelock’s Halloween Party
NOVEMBER	TBD
DECEMBER	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 Meets

June 25-29, 2024 – Dubuque, IA

Rare 1922 Special Six Sedan for Sale in B.C.

This 1922 Studebaker Special Six Sedan is for sale in British Columbia. It is stored near Victoria, B.C.

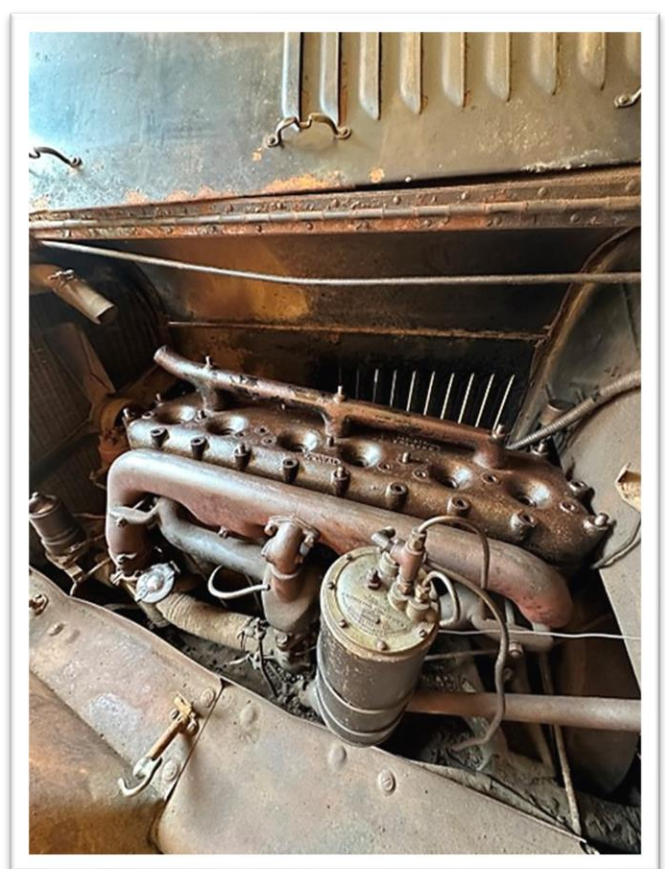
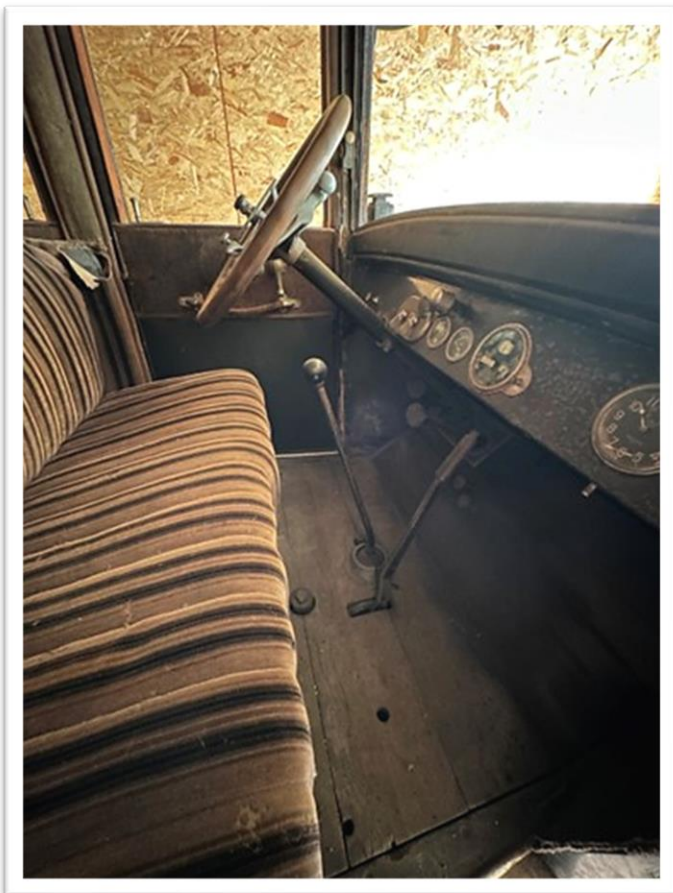
The vehicle ID is 28209. The mileage is 45,300. It has its original upholstery, all original dashboard instruments, and includes uninstalled windshield glass components and uninstalled headlight replacement lens.

The current owner purchased the car in 2011 with the intent of getting it running and drivable, but has since passed away. The story conveyed by his son is that the car was a barn find in 1948.

Work done to the car includes: all wheel bearings cleaned, inspected and greased; new tires/innertubes; new oak running boards excluding installation of nonslip material on surface.

Overall, it's in good condition given its age. Currently not running or drivable.

Asking \$5,000 (Canadian dollars). Call or text Jimmy Eason: 250.634.4208.





Carl Thomason stands by his beautiful 1962 Lark Cruiser.

Carl Thomason Helped Reorganize SDC for Better

By Robin Shepard
SJVC Editor

Carl Thomason was 22 years old when he bought his first new car off the showroom floor, a 1957 Studebaker Golden Hawk.

"It was a young guy's car," says Thomason, "a great supercharged muscle car for a young single guy – I loved it!"

Unfortunately, after a couple of years Carl was forced to trade in the Hawk for a more traditional family car – a 1953 Ford.

Thomason, now 89, has owned a few Studebakers in his life, including a 1948 Champion convertible, a 1962 Lark Cruiser, and a 1962 GT Hawk. The retired tool and die maker rebuilt the engines in the Champion and Lark, after having "pulled the Lark out of the weeds in San Diego."

After some years of ownership, he and his wife Susan have reduced their collection to the '62 Lark.

Thomason has achieved, in his many years of association with the defunct American

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Thomason

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automobile marquee, a national reputation among Studebaker owners, having served as president of the Studebaker Drivers Club from 2012 to 2015. During his tenure, he and his vice president Mimi Halgren guided the organization through a revision of the bylaws and policies and procedures.

"We made some significant changes during our term," Carl said. "We completely revamped the SDC Bylaws and Policy & Procedure Manual. We also established term limits."

Thomason and his team created online virtual meetings, which increased the number of Board of Directors meeting held annually, a good organizational change that has improved communications and helped with planning.

"It was quite an interesting experience being president of the SDC. Another thing we did was to establish the first executive committee."

Thomason, who is currently tour master for the San Joaquin Valley Chapter, has been a chapter president and was the Pacific Southwest Zone coordinator before becoming the SDC national vice president, and eventually president. His experience as a zone coordinator brought to his attention the need to bring the national organization and local chapters closer together.

"I had just retired and decided that I would visit all 14 chapters in the PSW Zone at that time, and that's what I did, except I missed Hawaii. It turned out to be a great experience.

"A frequent comment I heard was that no officers from the national level of SDC had ever visited or contacted them. It made me realize that there needed to be better communication so the chapters would feel supported and connected to SDC."

Raised from the age of 8 in Stockton, Thomason learned his trade as an apprentice with the Super Mold company in Lodi. It was a satisfying career, he says, and one that should be promoted more in the high schools and colleges.

Thomason said he'd like to see more young people trained in the traditional craft trades, but apprenticeships are mostly a thing of the past now.

"We've wracked our brains trying to figure out how to get more young people interested in automotive careers," he said, noting the value in car clubs driving their classics to auto shop classes for a little show and tell.

"We drove our cars to Fullerton College and answered their questions about our cars. I drove the '48 convertible, and the kids were awestruck over that little flathead engine."

Thomason has attended every national meet except for two since 1999. Today he is the SDC's non-voting parliamentarian, and is the liaison between the SDC and the Studebaker National Foundation Board of Directors.

Most Studebaker owners, Thomason says, "are mavericks." If you like engineering and styling, you're a good candidate to be a Studebaker owner.

Even while he approaches his ninth decade on planet Earth, Thomason manages to get under the hood every now and then. Currently the Lark is on stands while he does some routine maintenance on the steering and front suspension.

"I think I'm running out of my warranty," he jokes.

Thomason remains active on the club level, and wife Susan is the SJVC's secretary.

"I've always loved Studebakers," he said. And it shows.

**ANNOUNCING THE 60TH ANNUAL STUDEBAKER
DRIVERS CLUB INTERNATIONAL MEET**
Dubuque County Fairgrounds, Dubuque Iowa
June 25-29, 2024

Join us to celebrate our Diamond Jubilee, the SDC's 60th Studebaker Drivers Club International Meet! All activities are at the Dubuque County Fairgrounds in newly remodeled, climate-controlled buildings or under the many shaded areas.

Iowa's hospitality guarantees you can gather with friends for an enjoyable visit to where Iowa started. We think you should come early and enjoy an extra day where limestone bluffs meet the Mississippi River. You can ride the world's shortest, steepest railway and enjoy stunning views from the top. Dubuque is where you'll discover two Smithsonian-affiliated museums and over 50 murals that have earned national acclaim. Dubuque, Iowa, is where you will visit but want to stay.

Vehicles
judged or
displayed.

One-of-a-kind
live concert,
and evening
entertainment

Food stands open
breakfast to
close, delivering
directly to your
swap meet booth.

Watches and Toy
Judging and
Display



Ladies Luncheon
and scenic river
valley driving
tours.

Indoor and outdoor
swap meet and car
corral.

Meet with friends
for a scenic drive
or toss a ball at
the Fields of
Dreams movie site.

WIFI and ATM bank
machines on the
Grounds

Studebaker 12" Wipers Reproduced, Patterned After Classic Anco Design

By Gerry Blount
Northwest Chapter, SDC

Many Studebakers use 12" wiper blades: 1953-1962 all cars (C-K, Hawks, sedans, and Larks) used 12" blades, plus 1963-'64 Hawks and 1960-'64 Champ pickups. We can also note 1957-'58 Packards.

In the 1950s many cars, in addition to Studebakers, used 12" blades: Chevrolet, Ford, bigger GM cars, many Chrysler cars, and many trucks, also. This shows that the 12" blade was very common. However, when windshields started getting larger, then longer blades were used. For example, 1963 and later Larks and Avantis, used 15" blades.

The original blades used on Studebakers were the Trico brand. Of the two common aftermarket wiper blade suppliers, I have always preferred Anco. The later Trico replacement blades were somewhat larger in the middle area than the original Trico design, but the Anco style was a little better looking.

Wiper blades (and arms) made after 1966 had a non-reflective finish, as opposed to shiny stainless steel, due to a new regulation.

For years, I sold nothing but Anco 20-12 blades to my Studebaker customers. However, in recent times, Anco has quit supplying the 20-12 blades that we use, (which I suppose was a marketing decision). Ironically, the 12" Trico blades (33-122) are still available, but still have the larger than necessary feature where the arm attaches. I bought a pair for reference for this article. Maybe it's just me – they're fine from a practical sense, but they could look better.

Fortunately, Studebaker International has reproduced a 12" blade. They are patterned after the Anco design, except the outer pieces are permanently attached instead of being removable to replace the rubber blade inserts. (Another reason I liked Anco – replaceable rubber inserts were available and easy to do. Of course, they quit offering the replacement inserts quite a while back.)

The bottom line is that these new 1314810B Studebaker International blades are shiny stainless steel for a more authentic look on our Studebakers, and the price is a reasonable at \$19.95 list.

SJVC Invited to Help Celebrate Birthday

SJVC members are invited to celebrate Debra Foltz's birthday on June 22, 3 to 7 p.m., at 8670 N. Fuller, Fresno.

"All Studebaker club members who wish to come are invited," said host Mike Black, who asks that you bring your choice of beverage and a side dish.

Swim suits optional (to bring, not optional to wear!).

"Please RSVP to 559.201.3620 so we can be sure to have the meats," Mike said.

(P.S. I thought we were going to have a 30th year anniversary party for the club?)

Holy Humor!

Courtesy of Mark Carson and Pete Yuen, B.C. Coastal Chapter SDC

There was a very gracious lady who was mailing an old family Bible to her brother in another part of the country.

"Is there anything breakable in here?" asked the postal clerk.

"Only the Ten Commandments." answered the lady.

■

Somebody has said there are only two kinds of people in the world.

There are those who wake up in the morning and say, "Good morning, Lord," and there are those who wake up in the morning and say, "Good Lord, it's morning."

Studebaker on Film



Studebaker's Champ trucks were the newest design in about a decade for the company's light duty pickups, though the Champ was assembled from mostly existing body panels and chassis parts.

This nice 1961 model was for sale at the time of the posting. But even if you're not buying it, they present a lot of information about the Champ, and that always makes for a good video.

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



We've got no clue where this was taken, but it looks like the Christmas season with the tinsel decorations on the light poles and extending across the street. Our guess, with its lack of snow in winter, is that this is somewhere in the American southwest in the 1950s.

There's just enough of the cars showing to give you a good guess at make and model.

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

Notes from the Studebaker Nation



*By Robin Shepard
Editor*

The origins of the compass are obscure, but in ancient China the magnetic properties of lodestone were well known, and at least by the first century AD. Chinese ships were using lodestone to aid in navigation.

Every Boy Scout worth his first merit badge was trained to use a compass and map. Compasses have guided humans in their travels for centuries.

They are necessary and although they've gone digital today, they still assure survival in perilous situations.



Whoever installed the first compass in an automobile deserves our unqualified congratulations on a job well done. Certainly, by the 1950s they were ubiquitous. Mounted on the dashboard or screwed down on the windshield's center frame, these compasses were relatively simpler examples of ship's compasses. If they could get seafarers from Shanghai to

Singapore then they could get motorists from Memphis to Monterey.

In our vintage cars an auto compass means business. It's the perfect accessory and

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Notes

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extremely functional to boot. I'd be lost without one.

A 60-year-old analog compass is the stuff of which cool is made.

For the cost of a cheap chicken dinner, you can purchase a vintage car compass for your vintage Studebaker.

Who needs a digital image of the direction of travel when you can look at your perfectly balanced floating compass to determine which compass

point you're headed toward and by how many degrees from true you are.

There are still a lot of nice examples any day on eBay, and although the prices range widely, you don't need to spend a lot of cash to get a good one.

I found a beautiful example of an Airguide Nomad in a box and it looked only lightly used.

I mounted it on the center frame and drove to an unused parking lot to

calibrate the dial, which required the use of my iPhone's compass. How ironic!

I get a sense of security with analog, mechanical devices like the Airguide compass. They don't depend on electricity. They can be removed from the vehicle in the event you have to travel on foot, and they'll like outlive you.

A vintage auto compass for a vintage auto will never steer you wrong.

PACIFIC CAN-AM ZONE MEET

Hosted by the BC Southern
Interior Chapter SDC

JUNE 21 & 22, 2024

KAMLOOPS, BC, CANADA

Host Hotel: Prestige Kamloops Hotel, 1810 Rogers Place
www.prestigehotelsandresorts.com 250-372-0987 \$170
CAD per night. Mention Studebaker Drivers Club.

Contact Chuck Douglas doug108@telus.net for more info

***Details & registration at
www.bcsouthintsd.com***





46th Annual Labor Day Weekend, Custer, SD

August 30, 31 and September 1, 2024

Sponsored by the Dakotas Chapter, SDC



Join your SDC friends for a weekend of enjoyable cruising and sharing in the Black Hills. This year we are celebrating Gen. Custer's 150th Exploration to the Black Hills.

Come early to visit the beautiful Black Hills attractions, Custer State Park, Mt. Rushmore, Crazy Horse, and The Mammoth Site in Hot Springs just to name a few in the area.

Our host hotel is the Custer Super 8, Call 605-673-2200 - Reserve your room early! Mention "Studebaker Drivers Club" for a **discounted rate** good until **June 30, 2024**

ITINERARY

- **Friday, August 30th** 3pm to-5pm Registration at the Custer Super 8 hotel
7pm - Meet & Greet under the covered patio at the Custer Super 8 hotel
- **Saturday, August 31st** - Rise and Shine for a FREE Outdoor breakfast
10 am Leave the hotel for our 150th Anniversary Exploring with Gen. Custer Tour
- **Sunday, September. 1st**...-... 9am Drive to 6th Street to display your vehicle.
1,000+ spectators will be visiting our Annual Car and Truck Show from 10am to 2pm
 - 5pm -6pm Social Hour Lutheran Church Hall in Custer
 - 6pm – 9pm Awards Banquet and Silent Auction.



Registration Information

First Name: _____ Last Name: _____

Spouse / Guest's Name: _____

Address: _____ City: _____ State: _____

E-Mail: _____ Phone # _____ SDC # _____

Weekend registration: ___ **PREREGISTER \$20** ___ **BEFORE August 30th \$30** ___ **At the Event \$40** \$ _____

Gen. Custer Exploration Tour Lunch (6-inch sub sandwich, chips, soda/water) @\$9 each \$ _____



Big Thunder Gold Mine Tour and Museum Experience @ \$9 each (optional) \$ _____

Car Show Fee: ___ # of vehicles displayed @ \$5. each \$ _____

Year: _____ Make: _____ Model: _____

Banquet Buffet: ___ # of people @ \$30/person \$ _____

Membership in Dakotas Chapter SDC: ___ \$15 Email newsletter **OR** ___ \$25 USPS B/W newsletter \$ _____

Total Fees: Enclose form/Mail check payable to Dakotas Chapter SDC before August 15th \$ _____



Mail registration to: Tom Cantral, 1891 Rand Rd, Rapid City, SD 57702

For more information call Dick or Susan Dittman: 605 209-0691 or 605 341-2383

REFUNDS AFTER AUG. 15th AT THE DISCRETION OF DAKOTAS CHAPTER SDC

Visit our Website and Facebook page - www.DakotaStudebaker.com



McKeever's Tech Tips

Running Down the No Headlights Problem

By Jim McKeever

& Karen McKeever

San Joaquin Valley Chapter/SDC

If you have been following the past three tech tips, you have probably found out by now you don't have to be a master electrician to work on the wiring on your vehicle. Given some of these basic skills we've been building on, you can troubleshoot/fix most electrical problems you encounter.

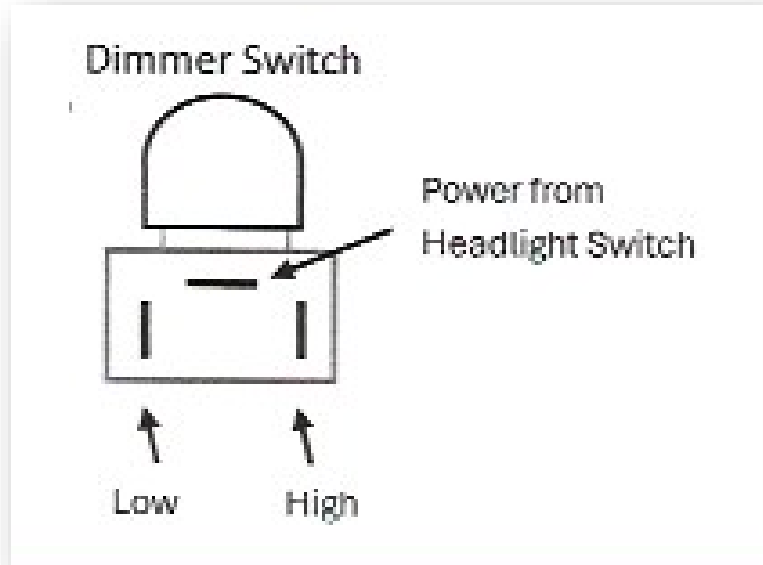
(For the purposes of this article, we are assuming the headlights are sealed beam, due to the age of our vehicles. Sealed beam headlight bulbs were first manufactured in 1940 and were starting to phase out in the 1980s. However, these tips can be used with composite lights as well.)

You start your car, turn on the headlights and you have one, or more, or all lights out. Your first instinct would be to run out and buy new lights, but a little extra troubleshooting might save you the expense of new lights and actually identify the source of the problem. (This scenario happened to club member Roger Scott on two of his cars, and each one had a different outcome. Results to follow.)

This article will address the problem of NO headlights at all. Other scenarios of one light out, high/low beams out, or high beams out will be discussed in another article.

Here's a troubleshooting technique: The problem could be anywhere in the circuit, from the battery to the headlight switch, to the dimmer, to the headlights. Rather than spending time removing lights first and working backwards, choose an in-between point that is easier to get to, to split the circuit, and check the voltage. In most cases the dimmer switch is easier to access since the headlight switch and all its wires are embedded in the dash and would be another time-consuming removal.

- Take a voltage reading at the input and both outputs of the dimmer switch (see dimmer switch diagram, there are variations of old



styles under the floorboard and new styles above the floorboard. Basically, a terminal by itself is the power from the headlight switch and the two terminals across from each other are low and high outputs.) If the input reads at least 12 volts you know the headlight switch and battery are good.

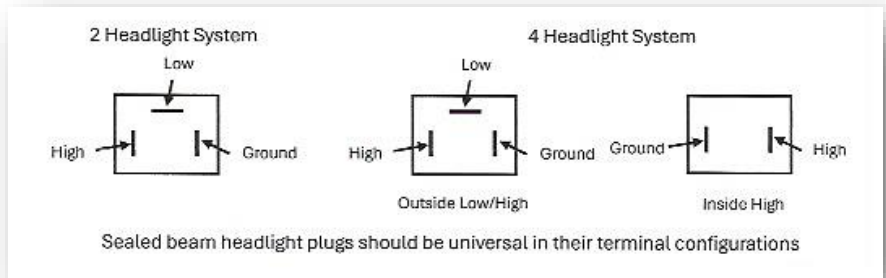
- If either of the low beam or high beam outputs have a low or non-existent reading (remember to tap the dimmer switch and take another voltage reading,) the dimmer is probably bad and needs replacing.
- If the low beam and high and high beam outputs read at least 12 volts then it's time to go to the headlights.
- First, unplug the headlight that is closest to the dimmer switch. Usually, other headlight has jumper wires to it. Take a voltage reading in each of the low and high terminals, with the negative probe in the ground slot. If you have at least 12 volts in both terminals, you know there is power to the headlight, so the bulb is bad, replace it.
- If you have a low or non-existent reading, move the negative probe to a clean, non-painted, metal source and check the voltage again. If you have 12 volts now, you have a

bad ground. inspect the ground wire, looking for corrosion, loose connection, or broken wire. Clean and repair as needed and re-install using a star washer between the eyelet and the body (remember star washers are our friend.)

Check the voltage again in the high and low terminals. If they are good, try your headlights. If they don't come on now, you have a bad bulb, replace it. If the voltage is still bad it's time to ohm the ground wire.

(Remember when taking ohm readings, you MUST disconnect the item to be ohm-ed from its power source. The safest thing to do is just disconnect your battery when ohm-ing.)

- Take ohm readings from the front of the ground terminal on the headlight plug to the eyelet, the front of terminal to back of terminal, and back of terminal to eyelet. An ohm reading of more than .5 anywhere tells you to look for broken wire, corrosion in the terminal, bad or broken crimps, etc. Fix and replace as necessary, re-ohm for continuity, and take another voltage reading in the high and low terminals. If good, try your headlights. If they don't come on you have a bad bulb.
- If either of the high or low terminal voltage checks are still bad, it's time to ohm the wires from the dimmer to the headlight plug, looking for broken wire, corrosion in the terminals, bad or broken crimps, etc. Fix and replace as necessary, re-ohm for continuity and take another voltage reading in the high and low terminals. Voltage readings should now be good, and you will either have headlights or a bad bulb that needs replacing.
- Follow these same voltage checks and ohm procedures on the other headlight plug(s) as



needed. Remember to check the jumper wires between headlights. (Some cars have 2 lights; some have 4 lights. On a 4 light system the other 2 lights are high beams and will only have two terminals, a ground and a high.)

Roger's coupe started and drove but had no headlights. It also didn't have a dimmer switch so, we had to unhook the battery and go to the headlight switch. Its output was at least 12 volts, so we went to the headlight plugs. They also read at least 12 volts which then told us BOTH headlights were bad at the same time, what are the odds! (Here's a curiosity, the coupe was wired with the low beams in the parking light position and the high beams in the headlight position! This works only because the coupe doesn't have parking lights, but it is not something I would recommend.)

Roger's Studebaker truck also started and drove but had no headlights. We split the circuit at the dimmer switch (Yay, he had one here!). It read at least 12 volts from the headlight switch to the dimmer but had a non-existent reading in the outputs to the headlights on both sides. We replaced the dimmer switch and had headlights again, no need to take the bulbs out to test them.

NOTE: Just like the adage, "measure twice, cut once," it is a good idea, before you spend money on a new part, to repeat your voltage checks enough times to verify your results are the same.

Every manufacturer has some variation of wiring styles. Your vehicle's switches and plugs may vary slightly from these diagrams, but the procedures are basically the same.

(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.)

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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.

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