



Miles 'n' Smiles

Studebaker Drivers Club San Joaquin Valley Chapter

www.sdcsanjoaquinvalleychapter.com

April 2024

Next Meeting – Tuesday, April 9, 2024
Black Bear Diner, 3602 W. Shaw Ave., Fresno, CA
5:30 pm -- Dinner ♦ 6:30 pm -- Meeting

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And more!



1937 Coupe Express.

President's Message – Anne Goodman

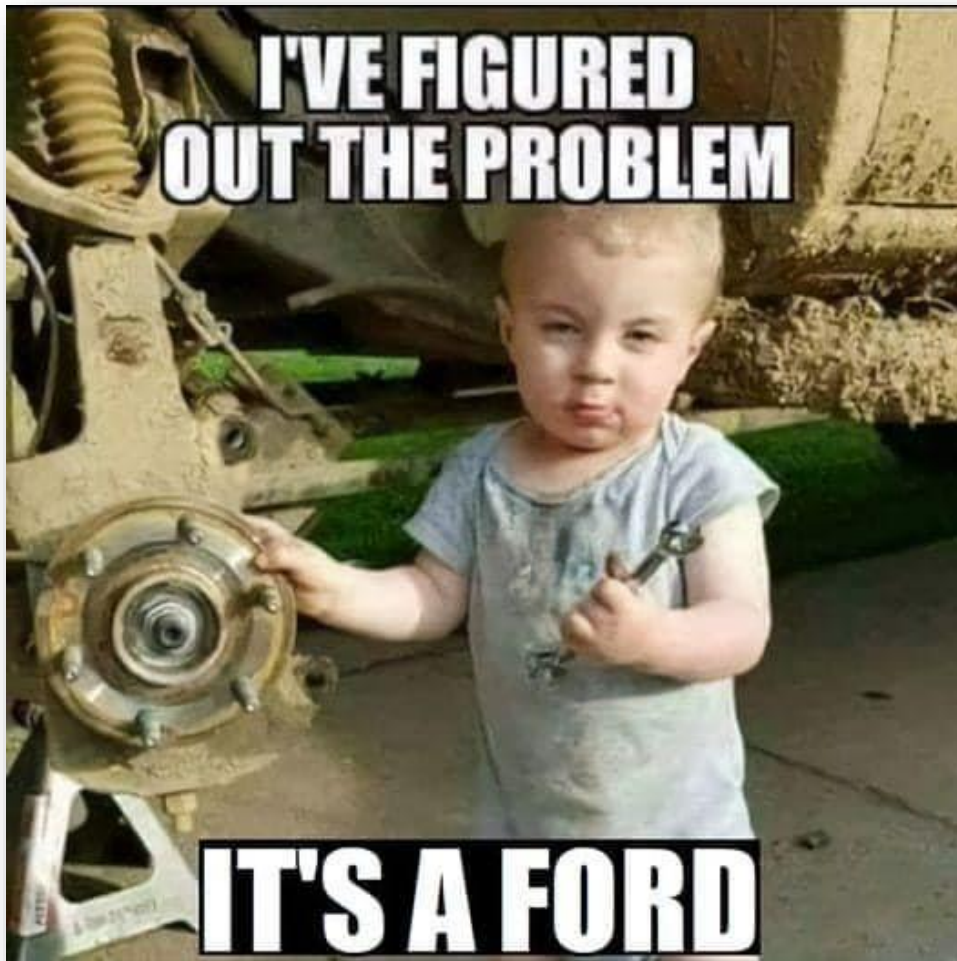
Good afternoon, Studebaker Family,
Happy Easter!

It was a fun day with my granddaughters and Bobby and Ashley. We had a BBQ for Easter dinner. The girls hid and found eggs all day. They had a great time.

The trip to San Simion was fun, rainy but fun. We ate at the Main Street Grill. The same people own Bulldog Grill in Fresno. The food was great.

We drove the Golden Hawk, which was the only Studebaker there, but that's OK. The trunk seal leaked, and we found that out when we went to get stuff. Oh well! It will dry and it did.

(See Message, Page 2)



California Bill will Require Speed Governors

According to the [SEMA Action Network](#), California is proposing legislation to require speed governors on new vehicles starting with the 2027 model year. According to a SAN press release:

“Speed governors—also known as intelligent speed limiters—use GPS technology to limit vehicle speed. Specifically, vehicles will not be able to travel more than 10 miles per hour above the speed limit. Currently, devices that prevent vehicles from exceeding a certain speed are not required.”

The bill is SB961. SAN is encouraging Californians to call their legislators and speak in opposition to the legislation. Oh well! It will dry and it did.

Message

(Continued from Cover)

We went 180 to Dickenson to McMillan grade, which turns into 269 through Five Points, then through Huron to Avenel.

From there to 33 to 41, then 41 to 46 to 101 to 46 again to 1.

Great drive. Beautiful green valleys. Great roads too with no traffic.

Hope to see you at the next meeting on April 9. On the 13th, we will be in the Tower Car Show, which will be in Clovis this year.

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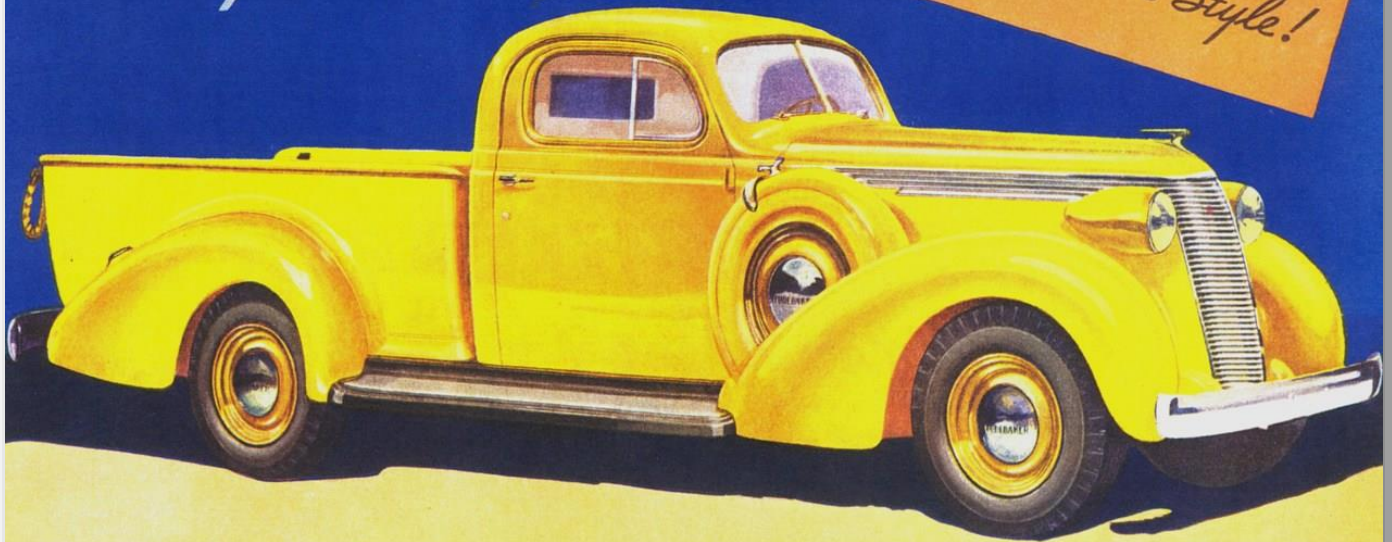
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STUDEBAKER

PRESENTS A NEW KIND OF VEHICLE *Coupe-Express*

*Truck Load Capacity!
Passenger Car Comfort!
Streamlined Style!*



STUDEBAKER is pioneering again! Last year it was Cab-Forward—the sensation of the truck industry. This year it is the Coupe-Express—an entirely new kind of vehicle! The new Coupe-Express meets the needs of those who want true passenger-car comfort in a commercial car that is more convenient than a coupe—or any other type available until now.

Smartly streamlined—front end, hood, cowl, fenders, coupe cab, body and all! Packed with famous Studebaker high-efficiency, high-economy, high-value features! The oil-saving Fram oil and motor cleaner . . . the quiet, low-friction, hypoid rear axle . . . the X-type triple-trussed frame with box-section keystone arch . . . and more than a score of other quality features no other commercial vehicle provides. Also available are the fuel-saving automatic overdrive and the safety hill holder.

See it! Try it! Any owner, any driver, of the Coupe-Express will be proud of it . . . as Studebaker is! Every Studebaker dealer can furnish and service the Coupe-Express. Payload capacity 1,000 pounds. Available also with covered express or suburban-car bodies of appealing streamlined beauty.

THE STUDEBAKER CORPORATION, South Bend, Indiana

Right: An all-steel, genuine Studebaker coupe cab, such as no commercial car ever had before—built-in warm air defroster, adjustable seat-back, controlled ventilation, coupe upholstery. Style and appointments and comfort hitherto unknown in the commercial field. Cross-steering with dual ratio halves the effort of parking.



Right: Ample room for bulky loads—all-steel streamlined body, with flanged sides, stake holes, drop-gate with padded chains, easy-slide steel floor. Two-stage rear springs provide maximum passenger car comfort when light, with full carrying capacity under load! Fully insulated cab, with one-piece steel roof, back and sides. Extra-large rear window.



Studebaker "Cab-Forward" Wins World Fame in Heavier Service

Nearly half of the 60 foremost truck fleet operators in America are using Studebaker trucks. "Cab-Forward" design, saving length, weight, fuel, and time in traffic and in parking, is one of the prime reasons. Look into it before you purchase another truck, or overhaul an old one!

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

MEETING MINUTES—March 12, 2024

CALL TO ORDER

President Anne F. Goodman called the meeting to order at 6:37 p.m. at the Black Bear Diner, 3602 W. Shaw Avenue (at N. Marty Avenue), Fresno, CA 93710.

ATTENDANCE

Anne, David, Becca & Cassie Goodman	Jim & Karen McKeever
Bruce Novak	Carole Dunlop
Greg & Edith Gustafson (**)	Richard & Ron Mehelic
Buzz & Sue Madsen	Joey & Izzy Rodriguez
Debbie Raimondi	Kurt Zellman
Rob & Pam Nunes (**)	Marc Varney
Robert Nunes	Carl & Susan Thomason
Roger Scott	** Drove a Studebaker/Classic Car
Jacob Scott	

MINUTES

Joey Rodriguez moved to approve the minutes of the February meeting. It was seconded by member **Buzz Madsen**. Approved.

TREASURER'S REPORT

A discrepancy of \$2.60 was found in the last report. It has been corrected. It was moved by member **Bruce Novak** and seconded by member **Jacob Scott** to approve the Treasurer's Report for February as corrected. Approved.

February 2024

Beginning Balance	\$4,893.76
Receipts \$24 – February Mtg 50/50	 +\$24.00
Disbursements None	
Ending Balance	\$4,917.76

PRESIDENT'S REPORT

President Anne Goodman gave a health update on Pat & Herb Helzer. Pat had another episode of her recurring heart problems. Herb had bleeding complications after hip surgery and was taken back to the hospital. Anne said they were both doing OK. Tim Hennessey has also had challenges going through cancer treatment.

She also reminded everyone that she is selling *Mabel*, their 1949 Champion and *Gus*, a 1958 Transtar Pickup. They have both been star performers in our chapter, but they aren't being driven as often now. Also, Tim & Gloria Hennessey are selling their 1952 Land Cruiser. Our newsletter goes to other chapters so hopefully, they will all find a good home.

TOUR MASTER'S REPORT & UPCOMING EVENTS

Carl Thomason thanked members for coming out for our annual Blossom Trail Drive. The rain didn't slow us down, the shortened route was a good one with a variety of blossoms and lunch at the Red Caboose was great.

Our two-night weekend trip to San Simeon is coming up on March 22-24. Details were discussed and when and where to meet to drive together will be emailed. We're taking a different route to Cambria due to the construction on Highway 41.

We'll determine at the April meeting where to meet so we can drive together for the Water Tower Car Show in Old Town Clovis on Saturday, April 13.

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

Greg and Edith Gustafson reported on the Sanger Blossom Trail Car Show on March 9. There were over 300 cars. We should look into attending next year.

MEMBER DISCUSSION

Kurt Zellman showed a very rare wigwag taillight, which was an option in the mid 1930s, that he found at the Turlock Swap Meet. He'll send a picture and story to **Robin Shepard** for the newsletter.

Marc Varney offered some 6^{1/2}" speaker baffles to anyone and **Roger Scott** needed them.

Roger also gave a recommendation for Commercial Radiator. They did a good job for him and weren't that expensive.

Joey Rodriguez also highly recommended Lark Works for wiring or any automotive electrical. Everything was clearly labeled. They were very thorough and gave background information.

Lou Raimonidi is putting a Studebaker straight 6 overhead engine and automatic transmission into his 1915 Buick, making it a conversion that Studebaker people will love.

Jim McKeever mentioned that he watched *The Studebaker Story* on Google.

Lou and Debbie Raimoni were on vacation in Argentina for two weeks. Debbie said the very long flight was grueling and she was the only one who didn't get sick since she didn't eat any weird stuff. But she gave a great summary of their adventures, which included visiting the amazing Iguazu Falls and dealing with monkeys who invaded their hotel room and cleaned out the mini bar.

OLD BUSINESS

There was no old business.

NEW BUSINESS

There was no new business.

50/50 OPPORTUNITY DRAWING

The total received was \$92. **\$46** was won by member **Jim McKeever**. **\$46** went into the Club treasury.

ADJOURNMENT

The meeting was adjourned at 7:28 p.m.

Submitted by *Susan Thomason*, Secretary/Membership


SAN JOAQUIN VALLEY CHAPTER – STUDEBAKER DRIVERS CLUB
2024 ACTIVITIES

*Chapter Meetings are on the 2nd Tuesday of each month except July & December
 Details & other events will be added as we receive additional information.*

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

MONTH	ACTIVITIES
JANUARY	1/27-28 — Turlock Swap Meet
FEBRUARY	2/24 — Blossom Trail Drive & Lunch / <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 p.m.

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

The annual cost of a family membership in the San Joaquin Valley Chapter of the Studebaker Drivers Club is \$20. We apologize for the error regarding the cost in last month’s newsletter.

If you’ve paid your dues for 2024, We Thank You!

Swap Meets Still Turn Up Hidden Treasures

*By Kurt Zellman
SJVC, SDC*

Having grown up in Modesto, I have been attending the January swap meet in Turlock since about 1980. Due to the internet, the passage of time, and other various reasons, old car swap meets have changed since then.

In the early days, I was looking for parts for my 1955 Dodge pickup. I would find a few parts here and there. Not at all like looking for Model A parts, or '55-'57 Chevy parts. But they would turn up with enough searching.

When I acquired my first Studebaker, it was pretty much the same. With persistent searching, parts could be found at this huge swap meet. Today, not so much. Swap meets have changed. This is the saying I have to describe the experience today: "There's a lot more to look through, but a lot less to see."

But I still enjoy the whole atmosphere and culture of the old car swap meets. I do not consider it a wasted day if I don't find any treasures walking up and down the aisles for what amounts to many miles.

So this year I was a vendor. I needed to try and sell off some of the things I have acquired over the years from this swap meet and others, and various estate sales, etc. And unless you have a partner selling with you, this limits shopping for more stuff.

Good or bad, I don't know. For me, hope springs eternal, always hoping to find that treasure someone else finally decides to part with or uncovered from a long-forgotten shed. But when I'm a vendor, I get antsy, worried that someone else is going to find that part while I'm stuck tending my swap space.

I could wander a little in the immediate area around my space. A seller an aisle behind me had some promising looking part displayed on a table that warranted a closer look.

Yes! Some Studebaker parts from his 1941 project. After conversing with him about where he

could get a steering wheel for his car, I was turning to leave when I spied it . . . a WigWag taillight! I've known of them, but not seen one.

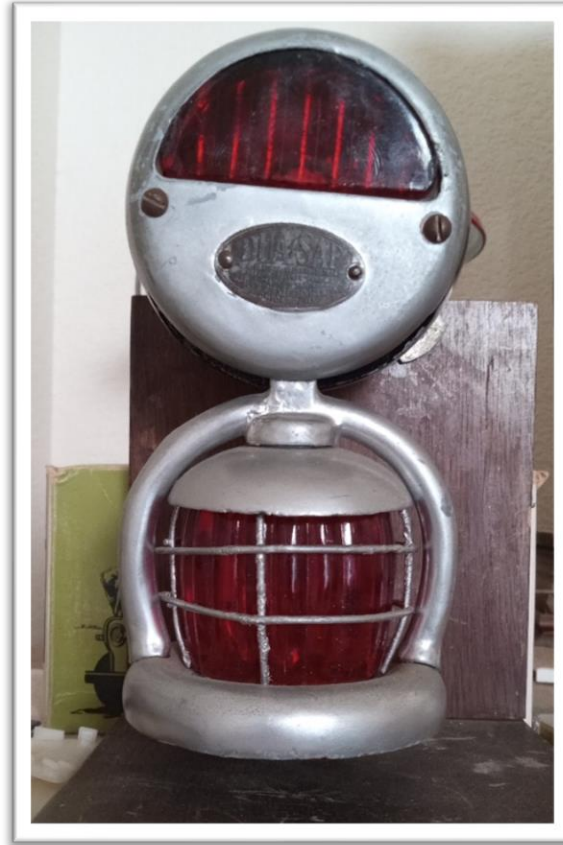
Wigwag was the name of a railroad signal on a pendulum mounted up high at a grade crossing, signaling an approaching train. This invention was itself a takeoff of the use of a railroad watchman swinging a lighted red lantern in a side-to-side arc to signal STOP.

Somewhere in the 1930s, Dua-Saf produced a WigWag taillight for cars consisting of a traditional taillight mounted on a long cast mounting arm. Applying the car's brakes did two things: It lighted the red stoplight, and the car's vacuum caused a red lighted lantern hanging under the taillight to swing back and

forth, just like a railroad watchman, or the later mechanical wigwag signal at a crossing.

They were offered by Studebaker as an official accessory, and sold in the aftermarket as well. Most are in the hands of collectors today. Some are mounted on cars, and only a few are actually operable.

After I brought the one home from Turlock, I discovered it has many issues that pretty much render it just for display or parts. But still it's fun to have, and makes me wonder what will turn up next time.



To see a vintage WigWag brake light in action, click on this [link](#).

Studebaker's Transformation Started with EMF

*By Ben Alspach
Gateway Chapter, SDC*

I noticed in Jeff Wassilak's Regional Manager's report an entry on the December Studebaker History calendar: "December 31, 1910—Studebaker acquires Everitt-Metzger-Flanders (E-M-F) Company"

While this might seem a trivial footnote in a long list of important Studebaker milestones, it's actually a pivotal event with regard to the Studebaker automobile business.

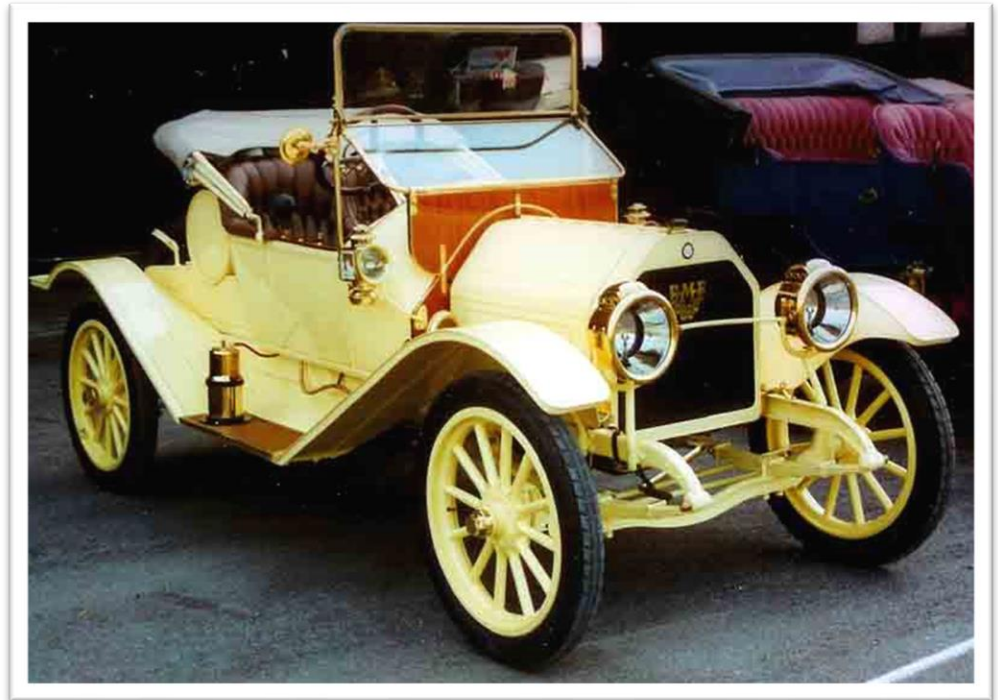
And it got me thinking about the rather rapid (given the times) transition of the Studebaker company from one of horse-drawn vehicles to the self-propelled automobile. Following are a few highlights in that saga which may interest you.

Sources indicate the Studebaker Board of Directors first gave serious consideration to the "horseless carriage" in mid-1897, as examples of this startling new technology were showing up here and there from inventors such as Duryea, Haynes, Olds, Winton and Maxwell.

At this time, Studebaker was the world's largest wagon/buggy maker and enjoyed an excellent international reputation for quality and durability. The brothers from South Bend were industry leaders and their business continued to grow steadily. However, being savvy businessmen, the Studebaker boys realized this new self-propelled contraption could be more than just a passing fad and might eventually affect their transportation empire.

By the end of 1897, a small group within the Studebaker engineering department had built an experimental electric car, which they continued to test, modify and refine.

Meanwhile, the Studebaker carriage works had been producing more and more bodies for electric runabouts, then being sold by other companies. By 1901, the Studebaker Bros. determined they should



1912 Studebaker EMF Model 30 Roadster

enter the automobile business and, in 1902, the first company-built electric cars rolled out of the home factory.

However, it was soon clear that the limited range of electric cars meant they would be largely confined to city use. Longer distance travel would require some other source of power—internal combustion or steam engines.

Production of electrics continued; however, in 1904 Studebaker partnered with the Garford Company of Elyria, Ohio to sell Garford gasoline powered autos (soon to be rebranded as "Studebaker-Garford") through their extensive network of Studebaker wagon dealers.

Studebaker was already building car bodies for Garford, and this arrangement gave the South Bend company a means to "ease its way" into the gasoline car business while also increasing body volume with Garford. Very soon, it was the "tail wagging the dog" as the Studebaker dealer network became Garford's largest sales outlet and Garford found itself building chassis almost exclusively under contract to Studebaker.

OK but what about E-M-F, you ask? Well, the Garford was a big, expensive car and Studebaker

(See EMF, Page 2)

EMF

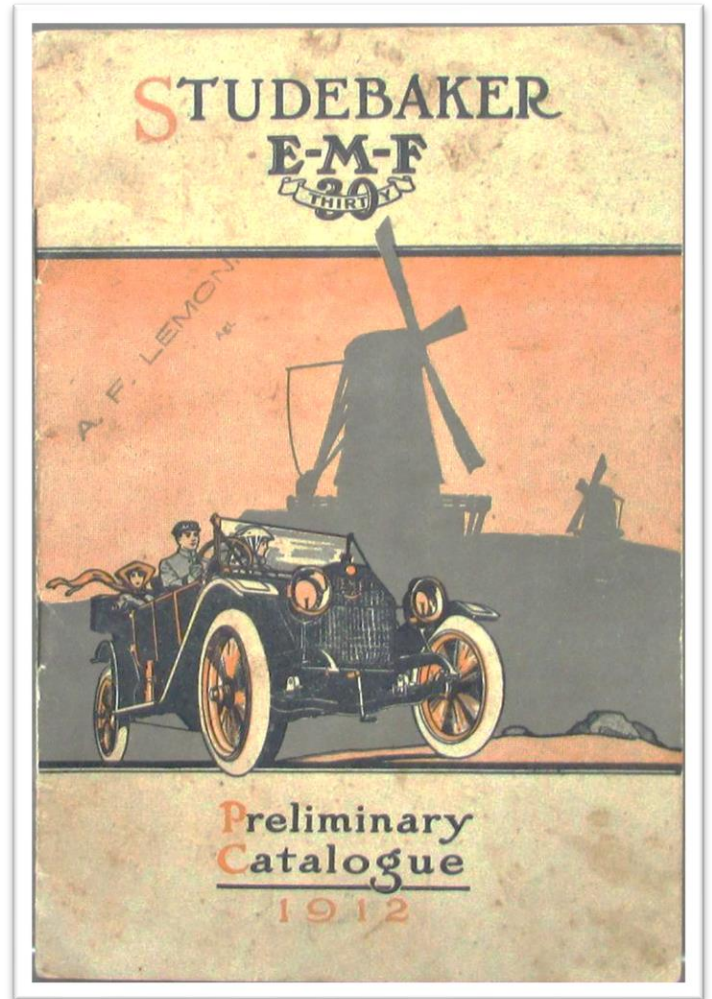
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execs felt they were missing a significant segment of the growing market interested in smaller, more affordable automobiles (such as Oldsmobile and Ford).

To address this problem, they struck another deal, this time with E-M-F, a builder of mid-sized, popularly priced cars. Everitt, Metzger and Flanders were all pioneers in the auto industry and joined forces with the idea of getting the best results from their combined knowledge, experience and resources. Soon Studebaker wagon dealers were selling cars branded “Studebaker E-M-F” and “Studebaker Flanders,” and the company’s automobile business was taking off.

Thus, in late 1910 Studebaker bought E-M-F and the new division was absorbed into the reorganized Studebaker Corporation. And while E-M-F’s technology and designs were still adequate, over the next 2-3 years Studebaker would develop impressive new models and phase out “carry-over” designs that came with E-M-F.

Everitt, Metzger and Flanders soon departed and moved on to work with other early auto makers, including Hudson and Rickenbaker. Coincidentally, the struggling Garford Co. was acquired by Willys-Overland in 1911. Studebaker ultimately sold their wagon business in 1921.



Different Sounds Mean Different Things

By Pete Yuen

BC Coastal Chapter, SDC

At one time or another, most motorists have heard some type of noise coming from their cars. They are often an indication of a problem that can be nipped in the bud.

Some of the problems are:

Vibration noise

If the car vibrates at moderate speeds you should check to see if your wheels are in balance. This is a common cause. If the front wheels are out of balance, you will feel most of the vibration in the steering. When the rear tires are out of balance, you will generally feel it in the back seat.

A bent drive shaft will also give vibrations but it will be noiseless. The vibration will be felt more on the back seat also.

Thumps

If you hear a steady “thump” when you are driving, check your tires. You may have a foreign object like a stone that is wedged in the

tread. You may also have an air bubble on the tire surface, which is critically dangerous.

If it is an object, just remove it carefully so that you do not damage the tire. If it's a bubble, change the tire immediately as it is unsafe to use. Bubbles mean that the tire is very thin and it could explode while you are on the road.

Bangs on bumps

If your car “bangs” while going over a bump, it means that the suspension is hitting bottom or bottoming out. This may be the result of worn-out shock absorbers or broken springs.

Grinding

When the brakes are applied, sometimes you will hear a grinding noise like metal being scraped together. It may mean that you have worn brake shoes or pads in the case of disc brakes. It is a problem of gradual wear. It is a problem that should not be ignored. Things are not going to get better, only worse things happen. When this happens, have it checked out by a competent mechanic.

Chattering

If you turn on the ignition and hear a chattering noise, you may have a problem with the starter. Check the battery and the cable connections first. A bad connection of the battery cable on the battery terminals may cause insufficient amount of current flow to the starter through the solenoid.

A low charge on the battery also gives the same effect. In this case, get the battery charged up. Some batteries will not charge directly from the charger that you may have. You may need to connect the charger to

another battery, then have jumper cables attached to the battery that needs to be charged. If this does not work, then you should consider buying a new battery.

Squeaks

Squeaks are often caused by the rubbing of metal-to-metal surfaces. Movement or vibration can cause this to happen. In some cases, the source just needs to be located and oiled or greased. In other cases, an insulating material such as rubber can be placed between the metal to keep it from squeaking.

Squeaks can also come from mice that have found a home in your car. Solution? Get rid of them.



Studebaker on Film



In this video, we're introduced to Walt Jazwinski, owner of this sweet 1964 Daytona.

Jazwinski is a true car guy and has made several improvements to the hardtop's performance and handling. After several engine swaps, this baby is propelled like a rocket by a rebuilt Studebaker 289 with a bonus McCulloch Supercharger. It has disc brakes, a positive traction rear, and AC for the scorching Arizona summers.

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



Something happens in your brain when you see a beautiful car. Your body releases a rush of endorphins that makes you happy. Car shows are full of eye candy and all that sugar gives you a heady rush. This one's got a lot of variety, literally something for everyone.

There are some sweet beauties here, so see how many cars 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.

Notes from the Studebaker Nation

*By Robin Shepard
Editor*

Spring is here and you know what that means. Car shows!

It's time to get our rides ready for another season of showing off our classics and customs. Whether we have road worthy daily drivers or low mileage trailer queens, our treasures deserve to be seen and appreciated by others.

Many of us have our favorite shows that we like to attend and keep coming back to. One of mine is the Clements Vintage Truck Show and BBQ, held near the small town of Lockford, east of Lodi, in early April. By the time you read this, I will have attended (and I'll report more on this in a later edition of this newsletter).

What makes this a special show is its low-key atmosphere among the gently rolling plateaus on the edge of the foothills. In April, the range land is a vivid green of growing grass. Another bonus of



A 1951 Dodge B3B truck gathers attention during the 2019 Clements Vintage Truck Show and BBQ.

attending is the proximity to the nearby town of Lockford and the fabulous Lockford Sausage company, purveyors of fine, hand-made sausages. That's always a good way to top off the day.

Held on private property, the Clements show gathers an eclectic selection of mostly restored mid-century trucks, along with a spattering of mild customs and originals. The first year I drove my '49 Champion

business coupe there it won the "I Wish I Were a Truck Award."

The actual awards are fashioned from scrap pistons with connecting rods that have been cleaned up and polished with a trophy name plate. The piston sits on its face with the rod pointing up and makes for a handsome show piece in itself.

Our host is Tim Estrada, a big dude who looms large over the event. His farm is the site of the show, which

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Notes

(Continued from Cover)

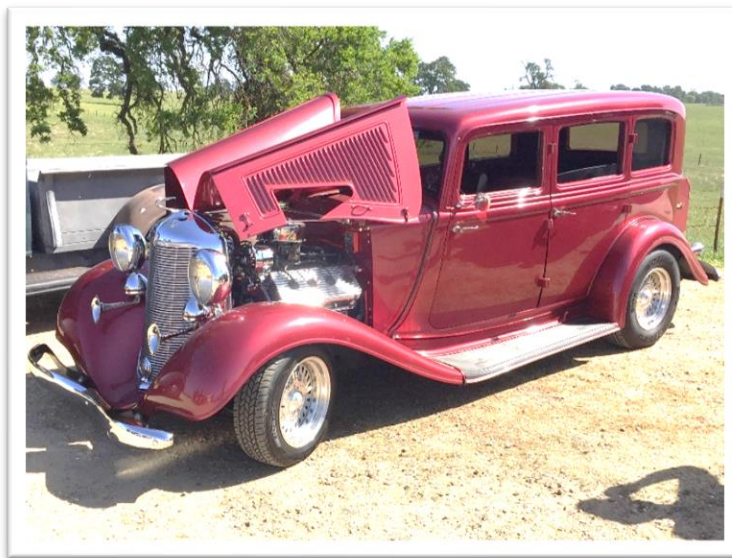
includes his home and several outbuildings with a large garage for his massive shelves of boxes marked with their contents. Tim's always got a project or two going on here.

With various advertising signs on the walls, illuminated by neon, a refrigerator, couch, and with a plumbed bathroom, we're talking supreme man cave here.

Attendance is spread word-of-mouth, by invitation, which makes it an almost-private show.

However, I've met people who've driven from Oregon to attend, and one year there was a woman from New Zealand who flew out for the event just to buy vintage Dodge truck parts from Tim.

So far, there's enough room to park, but if more word gets out, Tim's got a lower pasture for the spillover. Amazingly, there's no entry fee, and everyone can enjoy a lunch of hot dogs and hamburgers for a small donation. As might be expected Tim's grill is



The editor poses in 2019 with his brother Jim (left) and nephew Andy (right) in front of Andy's custom 1940 Chevrolet business coupe.

To the left is a mean machine, a Desoto sedan street rod, just one of the unexpected surprises that show up at the Clements Vintage Truck Show and BBQ.

fashioned inside the engine bay of an old truck. Nice touch.

I meet up with my brother Jim who restored his '50 Dodge pickup, and my nephew Andy who is constantly working on his '40 Chevy coupe. We bring

our chairs and sit outside with our beers. It's a great time and a nice way to start another season of cars, BBQs, and beers.

Three of my favorite things!

Studebaker Crossword Puzzle Challenges Skills

**Answers
On the
Next Page**

1		2	3	4		5	6	7	8		
		9				10					11
12						13			14		
		15		16							
17				18					19		
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		36	37		38					39	40
41	42			43			44		45		
	46					47					

ACROSS:

1. He made wheel barrows
9. I listen with this
10. My Studebaker
12. He built Tippecanoe Place
13. Route
14. Neither
15. Boston's Big Party
17. Via
18. LTD
21. What you don't want in your Studebaker
22. I need this for my carriage
24. What I want when purchasing my next Studebaker
25. ___ S
26. Rural Route
27. ___ Cruiser
29. Singular tense of be
32. That car that was to save Studebaker
36. Executive Order
38. A measure of the actual amount of air that is moved through an engine vs the engine's cubic capacity.
39. Because
41. Knute
44. Labor's Organization
46. To exist
47. Run away

DOWN:

1. 1 across brother
2. Gas additive
3. Distinctive designation
4. ___ Ed & Wilbur sold Studebakers
5. Singing Bird & Studebaker
6. Acorn
7. Place
8. His Avanti broke records
11. Semi's CD cut in
16. Wile Coyote's brand choice
19. Semi Solid
21. LA Airport
22. Hill _____
23. Emotion when selling my Studebaker
24. Gear
28. Nephew's sister
30. Safe Auto
31. Impersonal verb
32. I drive my Studebaker here
33. I'm on cloud ___ when I'm driving my Studebaker
35. International organization for standardization
37. Alvin's response to Dave
40. Numeral uno
42. Obstetrician
43. Wife's response when you want to by another Studebaker
44. Underwriters Laboratories
45. That is

Answers to Crossword Puzzle

J	O	H	N	M	O	L	N	A	R		
A		E	A	R		A	U	T	O		B
C	L	E	M			R	T		N	O	R
O		T	E	A		K					E
B	Y			C	O				G		A
		O		M				L	E	A	K
H	O	R	S	E		D	E	A	L		E
O			A		I	R		X		R	R
L	A	N	D			I	S		I		
D		I			A	V	A	N	T	I	
E		E	O		V	E		I		S	O
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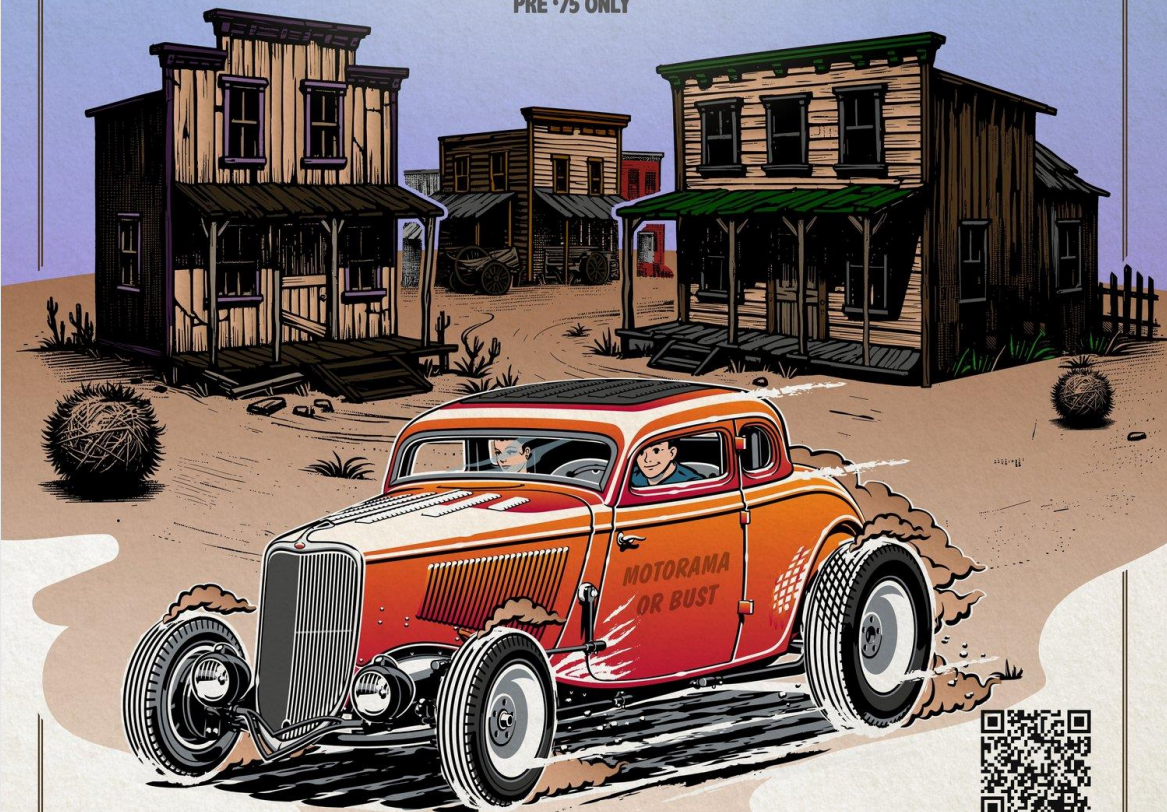
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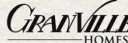
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Tech Tips

Pt. 2: Car Won't Start? Try Voltage Checks

By Jim McKeever

& Karen McKeever

San Joaquin Valley Chapter/SDC

Last month we investigated why your vehicle doesn't start by doing some simple troubleshooting on the solenoid, starter, and battery, and you manually turned over your engine. Now it's time to get technical.

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.

Use a multimeter to do some voltage testing to isolate the defective part. **NOTE: This article is written for a negative ground system. If you have a positive ground system, the red and black leads will need to be reversed.** You will know if you have a positive ground system because your positive battery cable will go to ground.

- Set your meter to D.C. Volt (Direct Current) and then choose the next volt range number larger than your battery voltage.
- Turn on the multimeter, place the red, or positive lead on the positive, or + post and the black, or negative lead on the negative, or – post. The meter should read about 12.5 volts. If the reading is less than 12.5 (give or take a couple of points) recharge the battery. If the reading is over 12.7 volts take it to a parts store to be checked to see if it is good.
- If your battery is found to be good and properly charged, and has clean posts and terminals, check the voltage between the battery negative

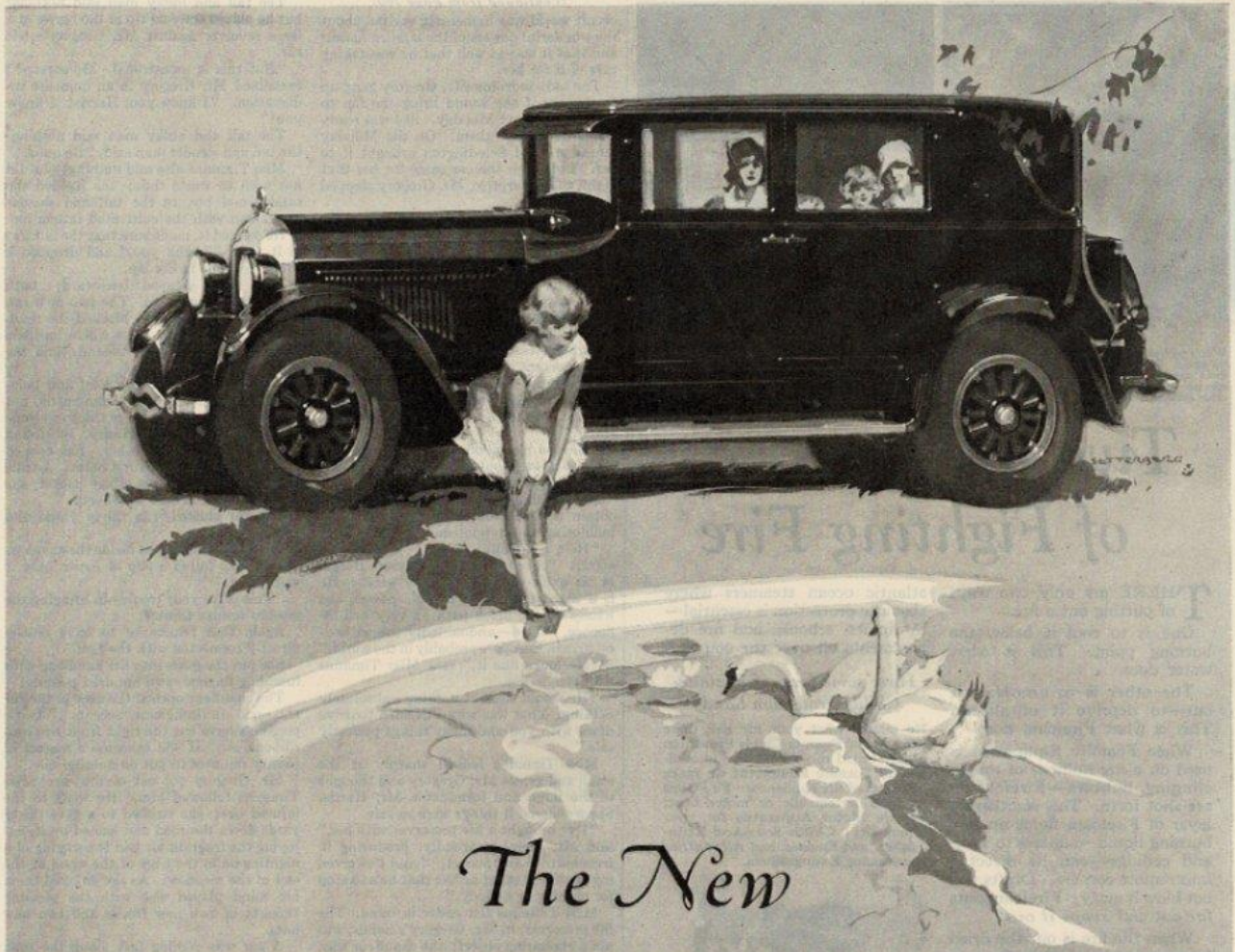
terminal to the solenoid battery input cable. It should read the same as the battery voltage. If not, check the cable for corrosion (usually a green coating) and clean or replace the cable with the same gauge.

- If the voltage between the battery negative terminal to the solenoid battery input cable is the same, have an assistant crank over the engine with the red lead on the terminal of the starter (or as close to the starter as possible, as different manufacturers have different configurations of solenoid to starter assemblies) and the black lead on a ground (any bare, clean metal can be used for the ground.) While cranking over the engine the meter should read 11 volts, or about 1.5 volts less than the battery. If it doesn't, check the cable for corrosion, and clean or replace the cable with the same gauge. If the voltage at the starter is good but the cranking is too slow, have the starter checked at the parts store and replace it if bad.
- If you have a 6-volt battery system, the procedures are the same, but your voltage numbers will be different. This chart shows the corresponding numbers. Some vehicle owners have 8-volt battery systems. I don't have those equivalents yet but will provide them as soon as I can.

	12 Volt system
Battery	12.5 volts (check if over 12.7)
Solenoid	12.5 volts
Starter	11.0 volts

	6 Volt system
Battery	6.23 volts (check if over 6.35)
Solenoid	6.23 volts
Starter	4.8 volts

(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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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.

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Studebaker Drivers Club NATIONAL MEMBERSHIP APPLICATION

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

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