



## Middle Tennessee Chapter (MTSDC)

mtsdc.org

June 2024

### UPCOMING EVENTS

**June 15**

**Lynchburg Car Show**  
(Lunch @ Barrell House BBQ)

**July 20**

**King's Museum**  
Shelbyville, Tennessee

**August 3**

**Milky Way Mansion**  
Pulaski, Tennessee

### Club Officers

**President**  
Wally Ritter

**Vice President**  
Arlen "Curt" Curtis

**Vice President – Membership  
Growth**

James "Major" Garner

**Secretary/Treasurer**  
Cabrina Dieters

**Events Coordinator**  
Lou Cuccia

**Webmaster**  
Stephen Kerstiens

**Chapter Chaplain**  
Glen Alexander

**Newsletter Editor**  
Fred Wilharm

### Coordinator's Corner

Welcome to our 1st MTSDC Chapter Newsletter in many years ! It was the 1990's when this chapter produced its last newsletter, and we welcome our Newsletter Editor, Fred Wilharm with his many years of digital marketing experience to our Staff. Our Webmaster/I.T. Manager (Information Technology Manager) Stephen Kerstiens helps us to communicate to the group via email messages plus maintaining the Chapter's Website (mtsdc.org). Without Stephen & Fred's expertise, we would not be reading this now. Thank You !

And the rest of our MTSDC Staff – Cabrina, Rev. Glen, Lou, Arlen "Curt" Curtis, Major Garner and myself – We all assist to bring our Chapter families the best car club experience possible. Our family membership, a Chapter website, monthly events, a chapter canopy for car show events, etc. Try to find another car & truck club who brings these benefits to the membership.

"We are a great car/truck club because we have great members and a great staff!"

As a personal note, most car club newsletters would title this section of the newsletter as the "President's Message". To me – the word coordinator seems more appropriate here – after all, I'm not on a soap box or platform giving speeches. I'm just trying to coordinate our chapter's events & membership growth to the best of my ability (after my wife gives me permission to do so...)

Safe Travels & Thank You Again for your Support !

*Wally Ritter*

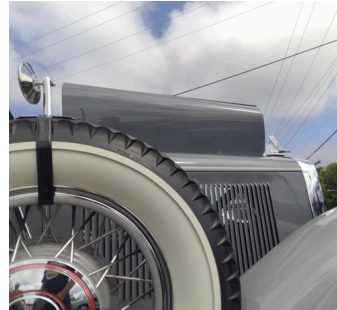
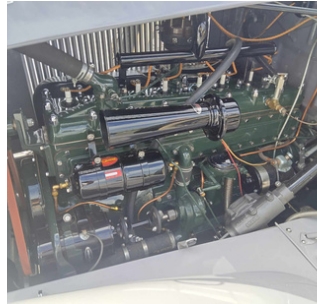
# May Car Show



# Dr. Studebaker

Craig Pearson of Crofton, KY trailered this beautiful 1931 Studebaker President to our Springfield TN meet.

He spent over 11 years restoring it and picked parts from 2 other cars to get it into this amazing condition. He owns other Studebakers including a '55 President, along with a '57 Packard Clipper and a '58 Packard Starlite.



## The Car That Saved A Life

Robert Swope, Brentwood, TN owns this 1963 GT Hawk beauty., recently purchased from the original owner. It had never even been titled until last year. He purchased it because it was exactly like the car that saved his life.

The story goes that when he was born, he wasn't breathing. The doctor told his dad the only way he'd survive was to get him to a nearby large hospital, only it would take an hour for the ambulance to get them there.

His dad said, "Give me my boy." He handed the baby to his mother, put them in the backseat of his 1963 GT Hawk and told her to keep her mouth shut. He pushed the car to its limits, got them to the hospital in 20 minutes, and the doctors revived baby Robert.

When Robert discovered this car, he and his dad both knew he had to get it.



# Studebaker Tech Tips

Has your Studebaker spent a lot of time sitting, before or after you purchased it? Then chances are it needs major brake work. It takes much less time than you might think for things in the hydraulic system to degrade, especially if you are using the older DOT 3 fluid. It probably needs master cylinder, wheel cylinders and maybe rubber lines and steel lines depending on last time they were replaced. I've had 3 Studebakers in last 4 years, every one of them needed a full brake job. My present is a '57 Silver Hawk with a 2 inch thick notebook of maintenance documentation since 2015. I'm still having to do a full brake job (as we speak) because the fluid has turned to sludge inside the cylinders and beginning to rust them.

The brakes were functioning but with a single master cylinder, you just can't take the chance, no backup plan in event of failure and the e brakes on these are near useless. To determine for sure, pull a front wheel and drum (because it's easier) pull back the rubber cap from the wheel cylinder and take a look. If it looks like I think it looks, you won't drive it another block without a hydraulic rebuild. Also, pay close attention to the RH rear line across the differential. On 2 of my 3 cars, it had corroded where it goes under a metal clip (not the big springy one, the small one held by a bolt). The long line from the front is also held by clips and those also tend to corrode. The lines can look great from the outside and still fail at those points.

There are a lot of reasons why you should maintain your brakes well- but the number one reason? Now that I'm a club member, should we have a Studebaker convoy, I might be right in front of you!

