



Middle Tennessee Chapter (MTSDC)



mtsdc.org

July 2024

UPCOMING EVENTS

July 20

**King's Museum
Shelbyville, Tennessee**

August 3

**Milky Way Mansion
Pulaski, Tennessee**

September

TBD

Coordinator's Corner

As acting president now of two chapters – Middle Tennessee Studebaker Drivers Club and the Avanti Chapter of TN & AL – we were able to bring both chapters together in Lynchburg on June 15th under the Moorehead Pavilion at Wiseman Park just off the square in Lynchburg, TN and our turnout was great ! Thank You !

We filled every parking slot inside the pavilion plus used the perimeter for additional parking – Newsletter Editor Fred Wilharm has included our group photo in this newsletter – Plus we had several folks drive considerable distances to be in attendance – Thank You Again !

This was our last “outside” event while the heat is upon us – we look forward to the tolerable inside temperatures with air conditioning as we visit the King's Museum in Shelbyville on July 20th. Remember – If you are driving a “special vehicle” this Saturday – Please arrive early so you can park in the front lawn of the museum property ... (Arrive 8:45 – 9:00AM Please)

Our August 3rd event will be just around the corner – The tour of the Milky Way Farm & Mansion just outside of Pulaski, TN – Watch your emails for the updates on the Milky Way Farm tour as we will send out a history about this property and the owner – Frank Mars - in advance with updates on the lunch before the afternoon tour. (Mars Candy Co. – Frank Mars – Milky Way Candy Bar...)

(This event will be this chapter's “National Drive A Studebaker Day” event including photos and a write up which will be in Turning Wheels...)

With ½ of the year behind us – we must take time to Thank You - our members and staff for helping us arrive where we are today in our chapter's membership – with 172 active memberships (not including children) – we have come a long way... however, we are short of our year end numbers and we still have several folks who could benefit as members...

Please help us bring your classic car/truck friends into our chapter ... A call to me or a email message back will help me get the ball rolling. Cell 931 580-9736 - wallyritter4128@gmail.com

Finally, we have already started planning for 2025's events ... In years past we have gathered suggestions from our membership in July, August & October with the use of paper questionnaires – concerning “where” our members would like to go for our next year's monthly events –

Feel free to email, text or call me with your suggestions & thoughts of where you would like to go for 2025 ...

Safe Travels ...
Wally Ritter

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

Lynchburg Car Show



Ned and Betsy Stephenson's
Award Winning truck



Studebaker Tech Tips

Friction and Your Car

By
Pete Wuen

Friction to a car is not unlike medicine to us when we need it. Like medicine, has side effects. There is one big difference though. We use medicine only when we need it but for a car, in order to operate and drive it, it requires friction.

There are times that we need friction when operating a car and then there are functions of a car in which we try, as much as we can, to reduce the amount of friction. For this, bearings and lubrication are used. There are 2 reasons that a bearing reduces friction. -1- It reduces the area of contact and, 2 – It rolls. It is noted that bearings are durable, only if they are properly lubricated. Without proper lubrication, friction will cause the bearings to be destroyed by heat and the ensuing galling because of the heat. Galling is when the metal from 2 different sources bond to each other. If there is galling in any of the wheel bearings of a car, it can still be driven until the wheels eventually lock up or it sets the car on fire due to the heat.

On a standard, manual gear shift car, it is the friction of the clutch disc and the flywheel that allows the car to be propelled when the engine and the drive line are connected by engagement of the clutch. However, on an automatic drive car, it is the transmission fluid being pumped that drives the car.

After the wheels of a car are set in motion, it will not go anywhere without friction of the tires on the road. Then, to stop the car, it is with the use of the brakes. On drum brakes, it is the friction of the brake shoes against the drum and on disc brake equipped cars, it is the brake pads rubbing against the brake rotor. There are several factors involved when we are trying to stop a car by braking and we really do not think about it. These factors include the road conditions, the effectiveness of the car's brake system and then, how much friction can the tires provide. Further, it is up to the driver to determine just how much pressure to apply to the brake pedal to control the amount of friction of the braking system.

On cars without power-steering, gears in the steering box are used to increase friction. Without the gears, there would be a couple of shafts rubbing against each other. Not much enough friction to steer the car with.

With friction comes wear, even with lubrication. Gears, bearings brake shoes and pads, brake drums and rotors do wear. Engine parts such as bearings, camshaft, pistons and the cylinder of the engine block. The upholstery gets worn due to friction also by car's occupants' movement on the seats. Without friction, the occupants in a car would slide off the seats when the car has the brakes applied. With this in mind, do not use ArmourAll on the plastic or leather seat upholstery. It reduces the friction between the occupant and the seat.

For cars without power windows, the lubrication of the gears that lift and lower the windows are out of sight and out of mind, still, they need to be lubricated from time to time. It is a time consuming job but it should be lubricated to reduce the wear on them.