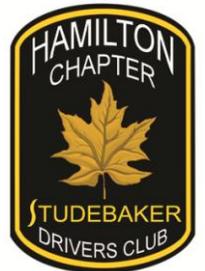


# The

# BULLET-TIN



Studebaker Drivers Club  
Hamilton Chapter  
Hamilton, Ontario  
Canada



[www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca)

VOLUME 31 ISSUE No 1



- AMERICA'S BEST V8 ENGINE: - STUDEBAKER
- WHEN I BECAME INTERESTED IN STUDEBAKERS
- MY SEARCH FOR A CANADIAN BUILT TRUCK

Monthly Meetings held at  
The Canadian Warplane Heritage Museum  
Hamilton Airport  
Mount Hope, Ontario, Canada

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### THE BULLET-TIN IS THE HAMILTON CHAPTER OFFICIAL NEWSLETTER AND IS PUBLISHED BI-MONTHLY

The intent of this publication is to keep members informed and to stimulate interest in Studebaker vehicles and history. Members are encouraged to submit articles and personal stories that relate to Studebaker. Articles, including classified ads, should be sent to the editor for inclusion. Technical info, articles and viewpoints published in the Bullet-Tin are those of the author and may not be the views of the Hamilton Chapter or Chapter Executives.

THE ANNUAL MEMBERSHIP DUES for the Hamilton Chapter is \$20.00 forwarded to the membership secretary by January 1<sup>st</sup>. This will ensure your continued receipt of the Bullet-Tin. Members of the Hamilton Chapter must also be members in good standing of the Studebaker Drivers Club Inc.

DUES FOR THE NATIONAL CLUB are \$39.00 payable in U.S. funds to **THE STUDEBAKER DRIVERS CLUB INC.** P.O. Box 1715, Maple Grove, MN 55311-7615. Email [mark@cornerstonereg.com](mailto:mark@cornerstonereg.com)

### HAMILTON CHAPTER MEMBERSHIP APPLICATION

NAME \_\_\_\_\_  
SPOUSE \_\_\_\_\_ BIRTHDAYS \_\_\_\_\_  
SPOUSE \_\_\_\_\_ BIRTHDAY \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ PC \_\_\_\_\_  
EMAIL \_\_\_\_\_ PHONE \_\_\_\_\_  
SDC MEMBERSHIP No & EXPIRY \_\_\_\_\_

### LIST YOUR STUDEBAKER VEHICLES

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_

FILL OUT AND MAIL TO OUR MEMBERSHIP SECRETARY WITH CHEQUE ENCLOSED. (info above)

### SDC MEMBERSHIP APPLICATION

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ P C \_\_\_\_\_  
EMAIL \_\_\_\_\_ PHONE \_\_\_\_\_  
MEMBERSHIP FEES AND OTHER RELATED INFO IS LOCATED  
ABOVE OR CHECK <http://www.StudebakerDriversClub.com>



## PRESIDENTS MESSAGE JAN/ FEB 2019



Hello Friends;

It's February and looking outside Spring seems so far away. For a winter that seemed to start late, it has arrived with a vengeance and seemingly has settled in. Unfortunately, as you know, our January meeting was cancelled due to bad weather so it seemed like an awful long time until our February meeting. I don't know about you, but every day I longingly look at my '49 and '50 Studebakers tucked away safely in my garage, talking to them, telling them it won't be too much longer before we go driving. Meanwhile my Daytona is in Paul's shop getting the disc brake conversion done over the winter, along with a whole bunch of little things to make it look and operate better. A surprise or two here and there, (especially the trunk floor, and I use the term floor very generously! But, it will soon be replaced with an aftermarket floor). Next up will be a complete brake overhaul for the '50 so I can drive it again this summer.

Our chapter executive met on February 5th, so stay tuned for an interesting summer event. Our meeting dates have moved around a bit due to some date conflicts at the air museum. Event dates are on the website along with all the other events that we know of to date and they are also listed in our newsletter. Our membership now stands at 73 and our website shows photos of 69 member's cars, which is an impressive collection!

Did you know that in 1962, Studebaker Canada acquired the rights to import and market Mercedes-Benz and DKW automobiles in Canada? As in the United States, the Mercedes-Benz line was not sold by all Studebaker dealers as each dealer had to prove they had the resources to market a car in that price range. Studebaker of Canada ended its connection with Mercedes-Benz in 1965. Studebaker Canada also imported cars for Volkswagen Canada, using their status as a Canadian manufacturer to take advantage of lower import duties than a Canadian importer. Studebaker was able to import Volkswagens from Germany and sell them to Volkswagen of Canada at a lower cost to Volkswagen and Studebaker was still able to make \$150 on each car imported.

Try as they did to survive, the Hamilton Studebaker factory closed its doors ending the Studebaker automobile production in March of 1966. Coincidentally our March meeting will be on the exact day that marks the 53<sup>rd</sup> anniversary of that closure.

If you are travelling south over the remaining winter months, do so safely and enjoy the sun and warmth.

Regards, Peter



**COVER STORY** The picture on the cover of this issue was taken from the cover of a U.S. Studebaker Corporation magazine "The Spotlight" a monthly publication that reported company updates on automobile manufacturing, but was largely about employees, their families and social activities. This particular issue was published in August 1949. The cover photo shows two of my favourite modes of transportation. The aircraft is the world renowned Douglas DC-3 that first flew on December 17, 1935. This one was owned by in United Airlines. Many are still in service around the world hauling freight and passengers. The Canadian Warplane Heritage Museum, where we have our monthly chapter meetings now has two DC-3 Dakotas in their inventory.

The following text accompanied the cover photo of the 1949 issue of *The Spotlight*.....

*With all eyes focused on Studebaker's "way ahead" models for 1950 THE SPOTLIGHT this month departs from tradition and publishes its first four color cover. The picture was made by one of several national magazine photographers who visited our plant several weeks ago to get pictures of the new cars for publication this month. The little boy leaning out of the back of a Studebaker-built carriage is Robert Marque, 10 year old son of Public Relations Director Gaston Marque. The pretty girl shown talking to the airlines pilot is Margaret Clements, formerly of the Owner Relations division. The setting is at the South Bend airport.*

The magazine also had a section called "Canadian News" which consisted of a page and a half of what was happening at the Canadian plant. What I found so interesting in this magazine was that most of the pages were loaded with company events, such as huge family picnics, the Studebaker baseball team, the Studebaker Girls Glee Club and stage productions to entertain employees and their families. The company sponsored events outside of work were really prominent back in those days. ....Paul

**CONTRIBUTING TO THIS ISSUE**

**Peter Downey, Bob Stowell, Bob Palma, Paul Cronkwright**

**MARCH BIRTHDAYS & ANNIVERSARIES**

Marlene Wingfield	March 4	Donna Graham	March 22
George Wingfield	March 16	Mike Sawyers	March 23
George Graham	March 16	Wayne Hamilton	March 28

Bill & Linda Sanderson March 11  
Wayne & Linda Wauro March 24  
Mike & Betty Sawyers March 28

IF YOU ARE A RECENT OR LONG TERM HAMILTON CHAPTER MEMBER AND WOULD LIKE YOUR BIRTHDAY OR ANNIVERSARY PUBLISHED IN OUR NEWS LETTER, PLEASE SEND THE INFORMATION TO ME. Paul



## WHEN I FIRST BECAME INTERESTED IN STUDEBAKERS

Below, Hamilton Chapter member Robert Stowell tells how he discovered the world of Studebakers at a very early age. Later in life they became the common denominator of his interest in the car hobby. Bob has a beautiful black 1957 Silver Hawk a 1963 Avanti and a 1965 Commander. He exercises all three of them throughout the good weather months. Bob and his wife Denise live in Perry, N.Y.

My earliest memory of Studebakers was when I was 3 or 4 years old! On one memorable occasion our family was on a vacation trip to the Adirondack Mountains. As kids will do, I was playing with the windshield wiper switch (of course there were no seat belts, children's car seats or air bags, etc. back then) until my hand suddenly got slapped (no child abuse laws back then either.)

So here is how my dad and my brothers were probably responsible for my love of Studebakers.

My dad bought a brand new 1951 Commander convertible and later traded it in on 1953 4-door sedan. My oldest brother's first car was a 1955 President State, four door. My middle brother's first car was a 55 President hardtop. I was surrounded by Studebakers during my early years. So, it was meant to be that my first car would be a Studebaker. And so it was!!

December 19, 1966 driving around town, I came across a black 1957 Silver Hawk, 289, 4 BBL, 3 speed with overdrive. And to top it off it had a JC Whitney floor shifter. I just had to have it!!!

Fast forward 40 years, I finish a rotisserie restoration on a black 57 Silver Hawk, 289CI, 3 speed with overdrive (minus the JC Whitney floor shifter). It brings back fond memories of when I was 16.

And to this day my love and enjoyment of Studebakers continues .....*Bob*



**BOB AND DENISE STOWELL'S BEAUTIFUL 1957 SILVER HAWK ON THE ROTATING TURNTABLE IN THE WINDOW AT SUMMIT RACING, TALLMADGE, OHIO**

## America's Best V-8 Engine: Studebaker ..... by Bob Palma

Now, before the Bow-Tie Brigade inundates our editor with demands for my dismissal, I will say this: The lightweight, small-block Chevrolet is America's most versatile V-8, due to its compactness and low cost. But no postwar, domestic V-8 is as tough, and none tolerates poor maintenance as well as a Studebaker V-8. Here's why.

As World War II drew to a close, industry engineers felt that OHV engines, configured as compact V-8s instead of impressive-looking but lengthy in-line engines, would make good use of the high-octane fuels that were developed during the war. Many thought even higher compression would be common by the mid-1950s, so Studebaker engineers designed their new V-8 to accommodate compression ratios as high as 13:1, or more.

When passenger-car gasoline never became blended for such high compression ratios, it left Studebaker with a sturdy, overbuilt V-8. It would be forever criticized as being heavy, and it is for its displacement. But that weight strengthens the engine in unseen ways.

For example, when introduced for 1951 at 232 cubic inches, the Studebaker V-8 had at least 25 percent more main bearing area per cubic inch than did Cadillac or Oldsmobile V8s, and more main bearing area outright than the new 331-cu.in. Chrysler Hemi, displacing almost 100 more cubic inches! All Studebaker V-8s have forged, not cast, crankshafts riding in those husky bearing webs, to which only forged connecting rods are attached.

Eighteen bolts secure each cylinder head, more than most competitors. Head gasket issues were and have been virtually nonexistent, even when the engine was first supercharged for some 1957 models.

Studebaker V-8s rarely have valve problems. Hydraulic valve lifters were never used; every Studebaker V-8 has solid lifters. Forged, easily adjustable rocker arms ride on shafts in a Studebaker V-8; not cheap, stamped rockers, sometimes on individual, pressed-in studs that can pull out of cylinder heads under the right conditions.

Unique among OHV postwar V-8s is Studebaker's gear-driven camshaft. Not only do timing chains stretch, but engineers often reduce an engine's internal noise by capping camshaft sprocket teeth with plastic composites. They are subject to heat and age degradation, leading to camshaft sprocket failure. (I'd say its timing chain is the only design element preventing Chrysler's 273-360 LA-series V-8s from duplicating Studebaker V-8 minimum-repair longevity.)

Finally, the new Studebaker V-8 did not experience the internal oiling problems that plagued some early OHV V-8s. Studebaker's V-8 did experience early camshaft lobe failures, as did several in the industry until oils and metallurgical issues were sorted out for the new engines.

Studebaker's V-8 design produced an engine that was not only strong, but unusually powerful for its displacement. Only the new Chrysler Hemi V-8 produced more horsepower per cubic inch than did the Studebaker V-8 in 1951. From the jump, both engines produced more than  $\frac{1}{2}$  horsepower per cubic inch with two-barrel carburetors, a figure Cadillac and Oldsmobile couldn't muster even though their V-8s had already been in production two years. The Studebaker V-8 remained powerful to the end, too; the 1964 Studebaker R3 engine was conservatively rated at 335 horsepower from only 304.5 cubic inches. That's 1.100 horsepower per cubic inch; no small feat in 1964.

Indianapolis 500 legend J. C. Agajanian chose Studebaker V-8s to modify for the 1952, 53 and 56 Memorial Day Classics. Overall sturdiness was reportedly a factor in their being chosen over Cadillac, Chrysler, or Oldsmobile V-8s. In 1952, Agajanian spent \$225,000 transforming at least two Studebaker V-8s into radical, 32-valve,

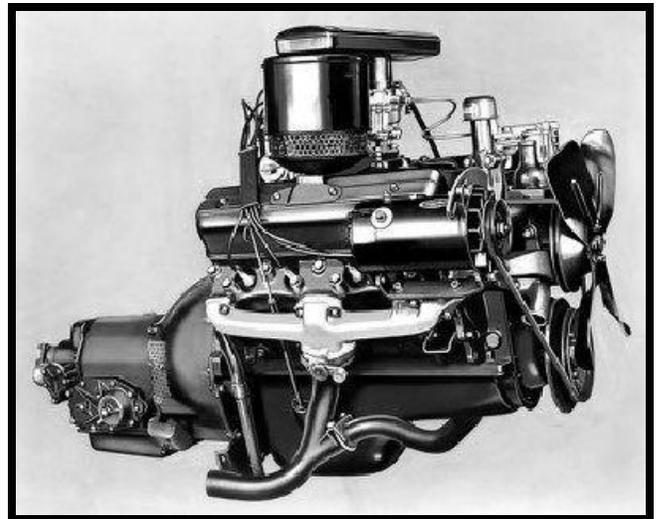
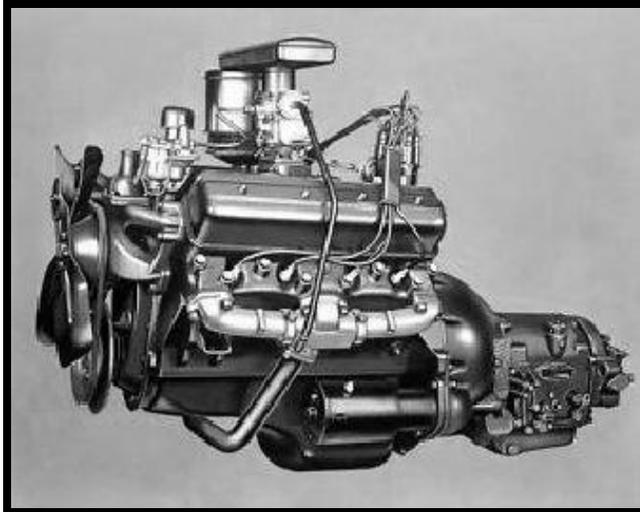
DOHC speedway screamers. Bored 3/16 inch and using reworked stock crankshafts; the resulting 274 cubic inch engines produced an incredible 370hp at 7,100 RPM on methanol...in 1952! "That's 1.100 horsepower per cubic inch; no small feat..."

Today, two beautiful Agajanian Studebaker V-8s are displayed at The Museum of American Speed in Lincoln, Nebraska. Visit their website to see what was done with America's best V-8 engine.

[www.museumofamericanspeed.com/1953studebaker.html](http://www.museumofamericanspeed.com/1953studebaker.html)

Bob Palma is the editor of The Studebaker Co-Operator as seen in Turning Wheels

*"Reprinted with permission from Hemmings Classic Car, a Publication of Hemmings Motor News."*



LEFT AND RIGHT VIEWS OF A STUDEBAKER V8

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**MY SEARCH FOR A CANADIAN BUILT TRUCK** .....by Peter Downey

For a long time I had been looking for a good quality Canadian built Studebaker truck. Some would think this was an almost impossible task, given that only 6,865 trucks were built in Hamilton and these were also used ,no doubt, as hard working machines, not pampered like today's trucks are. I had several alerts on various web pages and once in a while a rusted hulk would appear and of course, I would pass on it.

Then in late June of 2017, while I was in Ottawa for a very soggy Canada Day 150 year celebration I received an E Bay alert about a Canadian built 1949 2R5. Expecting another rusted out hulk I almost deleted it, but thankfully I took a look, and knew this was it. It had had a full body off complete restoration and at a price I considered a bargain. I tracked down the seller, who was acting as an agent for the owner and called him, explaining my interest, as well as my connection to the Hamilton plant and asked if he would divulge the reserve price, as I was prepared to immediately bid it to that price. He hesitated for a bit and then told me the price, which I of course immediately bid. Then I nervously spent the next 72 hours watching to see if someone would outbid me, so far so good as I headed back home on July 3. I knew the auction would end before I arrived back home, so I timed it so I would be able to pull off the road about 10 minutes prior to watch the countdown, updating it as often as I could. Just to be safe, with about three minutes left, I bumped up my max bid by \$5,000. As I didn't want to get bumped off for \$50.00. I was still comfortable that even at that price it was still good value, to me at least. The auction ended quietly with me being the winning bidder at my original bid. I was a pretty happy guy the rest of the way home.

The owner reached out to me the following day and we connected on the telephone and he gave me a complete rundown on the truck. He was the second owner, having bought it from a farmer in Alberta where the truck had spent its entire time since leaving the Hamilton plant.

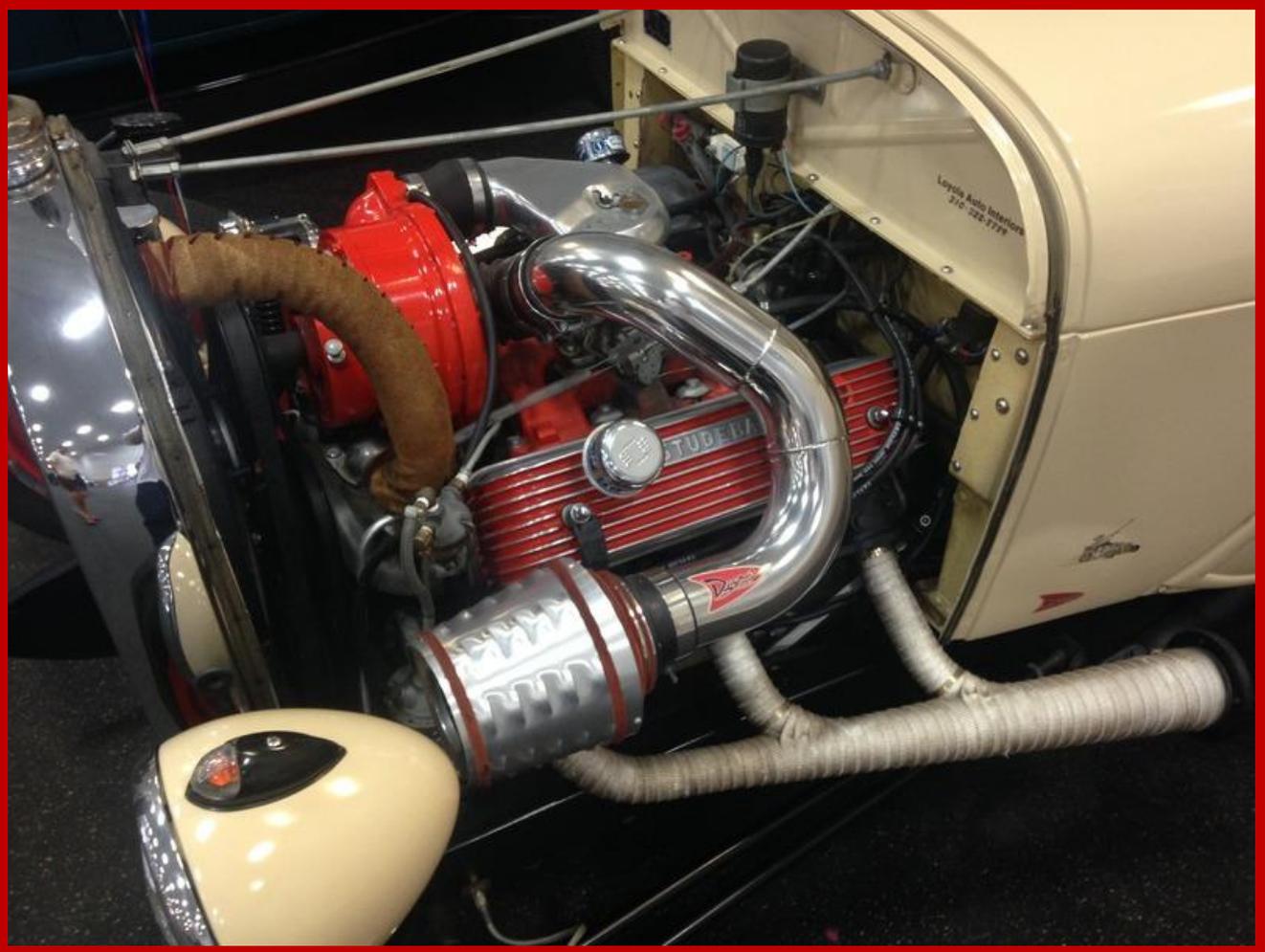
There were no rust issues, other than a little surface rust on the paint, no perforations or holes of any kind and he had pictures to show that. The odometer showed just under 50,100 miles when he acquired the truck and began to restore it. He described to me the process he went through and told me the truck was in great condition, not perfect, but very good.

The engine was rebuilt and had only 475 miles since the rebuild. I have now owned it over the course of one full season and a half and I have logged about 1500 miles. He also included all the extra parts and manuals left over from the restoration, plus 5 tires on the original rims with the beauty rings and assorted nuts, bolts, screws, light bulbs, fuel pumps, two starters and a set of rear end gears to change the gearing if I chose to. The pictures of it looked great and I was pretty pumped about seeing it in person. I pondered about whether or not it might not be quite as good as I imagined, but it was as the owner described, definitely not a rust bucket. It also came with a set of 1949 Alberta plates.

I arranged for the shipment of the truck from Calgary to Dundas in a covered transport. The trip took about 7 days arriving in Dundas on my birthday. HOW COOL IS THAT?? As it was off loaded from the truck, I was pleasantly surprised that it looked better in person than in the pictures. I could see underneath that every bolt had been replaced and the chassis was perfect. It started up right away and as soon as the transport left I took it for a short drive sporting the '49 Alberta plates (which I used for about a week). I had to take it to the local dump to get its weight for the ownership and then purchase my new Ontario license plates. I immediately looked for and found some 1949 Ontario Plates which I had registered and now on the truck. The only thing I needed to do was install turn signals as back in 1949 there were none. The truck is fun to drive, not really comfortable, but everyone who sees it gives me thumbs up. Of interest is that there is, in the SHED brewery in Dundas, a 1949 Hamilton built 2R5, which is a static display. That truck bears serial number HR1275 and mine is HR1219. My truck was built in Hamilton on June 3, 1948.

*Editors note: a picture of Peter's truck accompanies his president's message, third page of this newsletter.*





WHILE AT A LATE AFTERNOON/EVENING CRUISE-IN A COUPLE OF YEARS AGO I HEARD THE SWEET SOUND OF A LOUD V8 MOTOR. UPON FURTHER INVESTIGATION I WAS PLEASINGLY SURPRISED TO DISCOVER THAT THIS BEAUTIFUL ROD HAD STUDEBAKER MOTIVATION!

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Mansfield OHIO  
*Welcomes the*  
Studebaker Drivers Club  
September 11-14, 2019



HELD AT THE RICHMAND COUNTY FAIRGROUNDS

## Myer's Tech Meet 2019

130 Main Street

Duncan Falls, OH 43734

Phone: 740-674-4897

Email: spookys@1st.net

April 27, 2019 10:00 am - whenever

We will be opening our place of business for you to come and enjoy the day and have your Studebaker or Avanti inspected. At 11:00 am Michael will begin a technical session during which your Studebaker will be put on the lift in the shop and a mechanical inspection will be done. Items that will be looked at will include Frames, Bushings, Potential Brake problems, Steering Cables, Lines, Hoses, and Belts.

We will only have time to inspect about 25 cars. Please call or email to reserve one of the spots. If we don't fill all the spots before the meet we will do a 1st COME 1st SERVE basis.

If you don't need this service you can come for the camaraderie and browse through the 28,000 sq ft of buildings. Also come to see the beautiful cars that show up. If you need some parts and have your list, we can get them ready for you while you are here.

We will have a meal scheduled around 1:00pm which will be \$12.00 per person. Water and drinks will be provided all day at no cost.

Please fill out the form below and send to Linda Quattlebaum, PO Box 276, Duncan Falls, OH 43734.

The following hotels are available in the area for spending the night if you chose.

Baymont 740-868-1805 Holiday Inn Express 740-297-4751 Quality Inn 740-454-4144 Super 8 Motel 740-455-3124 Wingate 740-453-8770

Directions to the Myer's: If coming **from the WEST**, get on I-70 East to Zanesville, take EXIT 155 and go South on SR60 to Duncan Falls. It is a very small town, go through both stop lights and we are just south on the right side, big sign and lots of cars. **Coming East**, get on I-70 WEST to Zanesville, and take EXIT 155 and follow SR60 South following the above instructions.

---

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ Yes I plan to attend and reserve \_\_\_\_\_ meals x \$12.00 = \_\_\_\_\_

Meal will be supplied by El Palenque Mexican Restaurant (Duncan Falls) . Mexican Buffet (Beef and Chicken), with all the fixings, rice and refried beans, and a dessert.

Meal reservations need to be in by April 22, 2019. You can call us or mail this portion back.

Remit payment to:

Linda Quattlebaum

PO Box 276

Duncan Falls, OH 43734

The first 25 cars reserved will be inspected.

**Hamilton Chapter members - for more info call or email Paul C. 905 957-2882 kool63stude@gmail.com**

## 2019 EVENT SCHEDULE

SUNDAY FEBRUARY 24                    CHAPTER MEETING AT CWHM 10AM  
SUNDAY MARCH 17                    CHAPTER MEETING AT CWHM 10AM  
SUNDAY APRIL 28                    CHAPTER MEETING AT CWHM 10AM  
May 15                    OPENING NIGHT FOR "ROCK'N THE WATERFRONT" CRUISE NIGHT AT PIER 4  
SUNDAY MAY 26                    CHAPTER MEETING AT CWHM 10AM

**FRIDAY, JUNE 14, 15 & 16 "BOB EASTON'S TOUR NIAGARA WEEKEND"  
MARK THIS STUDEBAKER EVENT ON YOUR CALENDAR  
MORE DETAILS IN NEXT NEWSLETTER**

MONDAY JUNE 24                    FIRST SUMMER MEETING – LOCATION TO BE ANNOUNCED  
SATURDAY JULY 6                    5<sup>TH</sup> ANNUAL BURLINGTON DOWNTOWN CAR SHOW – MORE INFO TO COME

**SUNDAY JULY 21 ROGER HILL IS PLANNING A SUMMER ROAD TOUR ALONG THE NORTH SHORE  
OF LAKE ERIE - STAY TUNED FOR MORE DETAILS IN FUTURE NEWSLETTERS**

MONDAY AUGUST 19                    SUMMER MEETING TO BE HELD AT PAUL & LORRAINE'S HOME IN SMITHVILLE

### SEPTEMBER 11 – 14 STUDEBAKER INTERNATIONAL MEET IN MANSFIELD, OHIO

SEPTEMBER 20 & 21                    STUDEBAKERS AT DUNKIRK SWAP MEET AND CAR CORRAL

NOTE – SCHEDULES CAN CHANGE MONTHLY BASED ON WHEN INFORMATION IS RECEIVED OR ALTERED.  
TO ENQUIRE ABOUT SCHEDULE INFORMATION CALL OR E MAIL PAUL CRONKWRIGHT  
905 957-2882 [kool63stude@gmail.com](mailto:kool63stude@gmail.com)

ARTICLES OR INFORMATION THAT YOU WOULD LIKE PUBLISHED IN THE BULLET-TIN SHOULD BE SUBMITTED BY THE 20<sup>TH</sup> OF THE PREVIOUS MONTH OF PUBLICATION FOR INCLUSION IN THE NEXT ISSUE. SUPPORT YOUR CHAPTER, GET INVOLVED, CONTRIBUTE TO YOUR NEWSLETTER. PERSONAL STUDEBAKER STORIES OR STUDEBAKER ARTICLES ARE ALWAYS WELCOME. SEND THEM TO THE EDITOR. EMAILING THEM IN A "WORD" DOCUMENT IS BEST.



PICTURE TAKEN AT THE ANNUAL YORK, PA., 2016 MEET