



**STUDEBAKER
DRIVERS CLUB**

1988 **30th ANNIVERSARY** 2018

HAMILTON CHAPTER
www.thehamiltonchaptersdc.ca



Bullet-Tin

July/August 2021 Issue #: 4 Volume: 33
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



Member Bill Harris' 1963 Avanti at the Canadian Warplane Heritage Museum Car Show.

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President's Message:



Hello Friends,

Well after 16 ½ months of not being able to meet or attend any cruise nights or car shows, it seems like there is at long last some optimism that we might be able to enjoy some of these events this summer after all. With restrictions for outdoor gatherings easing there will be opportunities for us all to take a drive and have a meeting this summer for sure.

Unfortunately, the Badenoch swap meet as you may likely be aware has been postponed due to the unavailability of the venue. Dunkirk is going on as planned and hopefully we will be able to cross the border and attend. It's a good event and an easy drive for our members.

We are working on a couple of events for the balance of the summer that will enable us to get together, so stay tuned. Also, there is a Cruise nite starting up in Dunnville, on Saturdays until the end of September. This starts at 3 p.m. until closing which I assume is dusk. The Country Chip Wagon is there, and I understand you can get a great fish and chip dinner. Hope to see a few Studebakers there. There is also a Motors 'N Music car show in Grimsby on Labour Day Weekend, at Southwest Park in Grimsby from 10:00 to 6:00. Registration is \$10.00 per car and goes to charity. This is organized by the Ron Baker who out together the chow in Downtown Burlington on Brant Street. We have asked for a Studebaker corral, so hopefully we can get enough cars out. There is room for about 200 cars. <http://www.motorsnmusicshow.com/>

And the Gateway in Grimsby is informally the location of a gathering of classic cars on Tuesday evenings.

The organizers of the International Meet in Indianapolis have let it be known that there will be no late fees for any Canadian attendees due to the border uncertainty, so that is some good news as well. For information, see this link: <https://studebakerdriversclub.com/?p=25569>.

Have a safe summer of Studebaker Driving and we hope to see you all at one or more of the above events or a souple of Club specific events. As always, any ideas are welcomed by the executive. Also don't forget to keep sending in your stories of how you became interested in Studebakers. We are all interested to know what led you to these wonderful machines.

Stay safe and watch for details of these events and others throughout the summer.

Peter Downey

President

Vice President and Membership Steve Porter, Vice President

Currently, we have 65 members. The yearly dues are now past due. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-

5726. Email Address: stephenjporter4@gmail.com. **Members who have not renewed will not be receiving communication from the chapter after the July/August newsletter.**

Membership Application:

**STUDEBAKER DRIVERS CLUB, HAMILTON CHAPTER
MEMBERSHIP APPLICATION**

NAME: _____

ADDRESS: _____

CITY: _____

POSTAL CODE: _____ **PHONE:** _____

EMAIL: _____

Membership fee of \$20.00 is due January of each year. Please make cheque payable to “Studebaker Drivers Club Hamilton Chapter”. Members of the Hamilton Chapter are required to belong to the International Studebaker Drivers Club, which publishes “Turning Wheels” monthly. See <http://www.studebakerdriversclub.com/>.

SDC Membership Number and Expiry Date: _____

List Special Interest Vehicles (S) Show (D) Driver (P) Parts:

1 _____ **3** _____

2 _____ **4** _____

Member’s Birthdays and Anniversary Dates (optional):

BIRTHDAY:

Name: _____ **Month and Day:** _____

Name: _____ **Month and Day:** _____

ANNIVERSARY:

Month and Day: _____

Applicant recommended by: _____

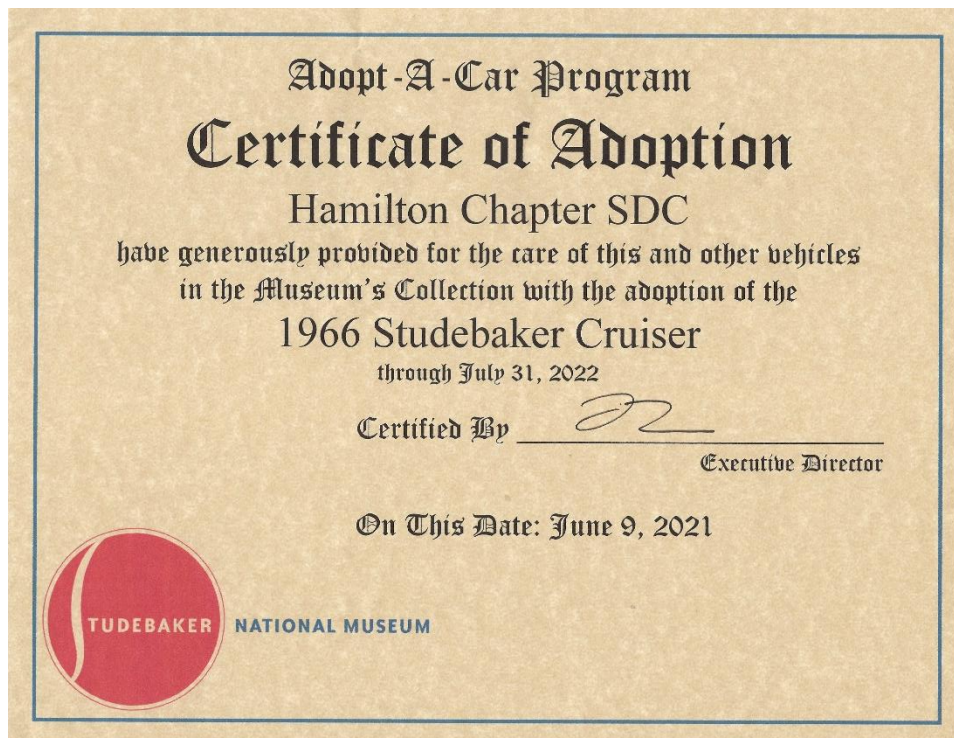
Signature: _____

See www.thehamiltonchaptersdc.ca for additional info.

Treasurer's Report: This is as of June 30, 2021.

HAMILTON STUDEBAKER DRIVERS CLUB Finances June 1 to June30, 2021						
June 1, 2021					Opening Bank Balance	\$ 4,579.05
			<i>DEPOSIT</i>	<i>WITHDRAWS</i>		
DATE	TRANSACTION TYPE	DETAILS	AMOUNT	AMOUNT		BALANCE
June 28, 2021	Deposit	Membership	\$20.00			\$ 4,599.05
June 30, 2021	Debit	Account Fee		\$4.00		\$ 4,595.05
	Total Deposits and Withdraws		\$20.00	\$4.00		\$ 4,595.05
Bank Closing Balance 2021-06-30					Bank Closing Balance	\$ 4,595.05
					Cash on Hand	\$ 35.15
June 30, 2021					Total	\$ 4,630.20
Penny Sale & Silent Auction		\$ 733.00				

In June, the sponsorship money was sent to the Studebaker National Museum for our sponsorship of the 1966 Studebaker which was the last car produced at the Hamilton factory. I have attached a copy of the letter and the certificate for this.





June 9, 2021

Hamilton Chapter SDC
c/o Mr. Roland Lusted
201 Livingston Avenue
Grimsby, Ontario L3M 4X2
CANADA

Dear Hamilton Chapter SDC,

On behalf of the Studebaker National Museum, I want to gratefully acknowledge your contribution of \$500.00 for the Adopt-A-Car Program. You have adopted the 1966 Studebaker Cruiser through July 31, 2022.

Your contribution will be used to ensure that the Studebaker National Museum Collection is cared for and enhanced so that the Studebaker legacy can ignite the passion of automotive enthusiasts for generations to come.

Included in this mailing is your adoption certificate. In addition, your inscription will be placed on a plaque adjacent to the vehicle signage for the duration of your adoption term. Your contribution will also be recognized on our website.

Visit the Museum soon to see how your contribution allows us to continue investing in our Museum's Collection.

Sincerely,

Patrick Slebonick
Executive Director

Please retain this letter as written acknowledgement of your contribution of \$500 on June 8, 2021, to the Studebaker National Museum, Inc. a 501(c)(3) tax-exempt organization. No goods or services were received in exchange for this contribution. This contribution may be tax deductible to the extent allowable by law. The Studebaker National Museum does not provide tax advice so please consult your tax professional to determine the deductibility of this gift.

Exhibitions
Manufacturing Victory
Opening June 19, 2021

AM General at 50
Opening June 19, 2021

Upcoming Events
Concours d'Elegance at Copshaholm
July 10, 10:00am

Cars & Coffee
August 7, 8:00am – 10:00 a.m.

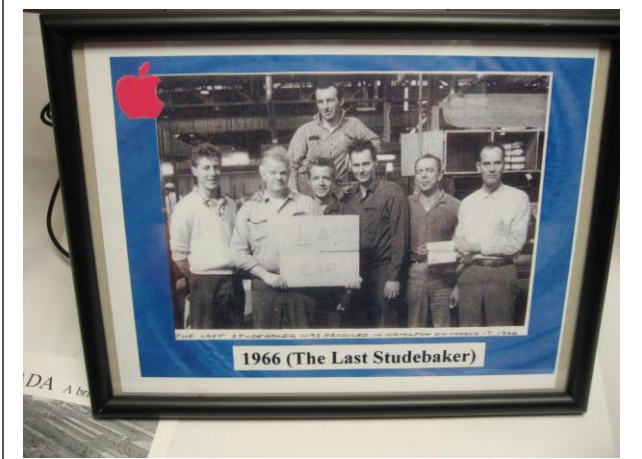


Figure 1 This is the crew on the date of the last Studebaker produced in Hamilton. Pictured here third from the right is member Georae Winafield.

261 CHARIN STREET
SOUTH BEND, INDIANA 46601
PHONE - 574.235.0714
TOLL FREE - 888.391.5600
FAX - 574.235.5592
WWW.STUDEBAKERMUSEUM.ORG

Roly Lusted, treasurer

Social Media:

Social media for our chapter is our website, and our Facebook page. Our website is up to date. We do maintain a very active Facebook page. It has lots of visits as monitored each week.

Our website page is located at www.thehamiltonchaptersdc.ca. It does contain pictures of members' cars. If yours is not there, please submit a picture in jpg format and we will display it.

As an FYI, I am a little behind as I had to undergo surgery late June. I am fine now, however, no more babies for me.

Susan Lusted, Social Media

Deadlines For 2021

The Bullet-Tin is published bi-monthly and below, see deadlines for submission of articles and publication dates.

Month	Submission Deadline	Date to Email Newsletter	When Submitting an Article
Jan/Feb	Dec. 20, 2020	Jan. 10	When submitting an article for our newsletter, please use Word or RTF format.
Mar/Apr	Feb. 28, 2021	Mar. 14	
May/June	Apr. 18	May 9	
July/Aug	Jun, 20	July 11	

Sept/Oct
Nov/Dec

Aug 15
Oct. 17

Sept. 12
Nov. 14

Pictures can be in JPG
or PDF format.

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen <http://www.thehamiltonchaptersdc.ca/classifieds-May-June-2021.pdf>. This list is updated monthly. Items that you wish to list can be sent to Roly Lusted, lin93@sympatico.ca.

Hamilton Studebaker Drivers Club Contacts

President	Vice President & Membership	Secretary	Treasurer
Peter Downey 37 Matilda St. S. Dundas On. L9H 3C6 Phone:905-869-2141 <u>Email Address:</u> PresidentHamiltonSDC@gmail.com	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 <u>Email Address</u> stephenjporter4@gmail.com	Roger Hill 30 Garden Cres. Paris On. N3L 3T4 Phone: 226-220-5275 <u>Email Address:</u> studebakertracks@gmail.com	Roly Lusted 201 Livingston Ave Grimsby On. L3M 4X2 Phone: 905-945-0027 <u>Email Address</u> lin93@sympatico.ca
Regional Manager	Zone Coordinator	Crossroads Zone Director	Newsletter Editor
Cliff Tattersall 90 Balsam St. Welland, On. L3C 7H2 905-732-0772 <u>Email</u> tattersallcliff@gmail.com	Bob Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 <u>Email</u> daveh2949@centurylink.net	Harvey Snitzer 2422 Cranbrook Rd Canton, MI 48188 Tel: 734-634-2285 hjs66@yahoo.com	Susan Lusted Lin93@sympatico.ca

Annual Dues for the Hamilton Chapter

Dues for our chapter are \$20 per year and are due Jan. 1st each year. Please send payment to our membership secretary including your SDC national number. Members of the Hamilton Chapter SDC must be a member in good standing of the Studebaker Drivers Club Inc.

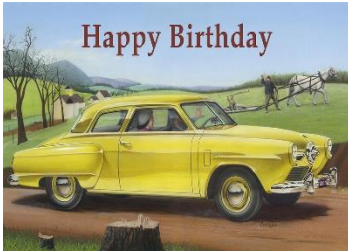
What's Happening:

Events listed here are subject to change due to the Covid 19 pandemic. We will keep you posted on all of this.

August 21st CANCELLED: Morriston, the Ontario Chapter hosts its Annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old schoolhouse) near Morriston, Ontario. All Ontario Chapter, Hamilton Chapter, Canadian Avanti Owners along with all Studebaker enthusiasts are welcome. Free Attendance. Bring your surplus Studebaker parts to sell or want lists. Drive your Studebaker to this event. Food is available.

Contact: Paul Revell, 905-584-6445. Email: paulrevell01@gmail.com.
Website: www.ontariosdc.ca.

Events are posted by Susan Lusted lin93@sympatico.ca



JULY

Cecylia Griggs 3
Bob Stowell 21
Peter Downey 27

AUGUST

Linda Cumisky 4
Harold Haney 5
Bob Brewster 8
Garnet Bell 14
Earl Randall 15
John McLaine 16

Anniversaries July

Earl & Marie Randall 14
Larry & Suzan English 21
Barry & Carol Leppan 28

Anniversaries August

Bob & Joanne Easton 5
Roly & Sue Lusted 12
Peter & Judy Lampman 26

Now here is a letter that no one wanted to receive. This was sent out the date after the last car was produced in Hamilton.





REGISTERED MAIL

March 18th 1965

Shelton-Mansell Motors Limited
7079 Yonge Street,
WILLOWDALE, Ontario

Attn: Mr. A. D. Cossar,
Mr. G. R. Shelton.

Dear Sirs,

In accordance with Clause 25 of the Studebaker Dealer Sales Agreement in effect between your Company and us, this letter is being forwarded to you as a NOTICE OF TERMINATION, effective 90 (ninety) days from the above date; i.e. June 16th 1965.

Yours very truly,


R. J. Orr
Vice-President - Marketing.

/ex

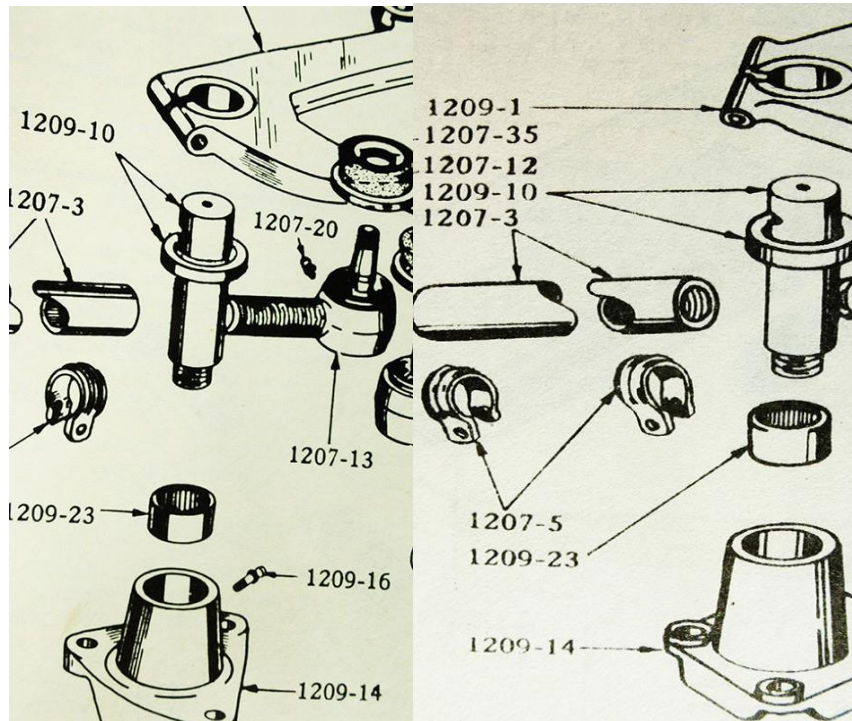
POST OFFICE BOX 150 • HAMILTON, ONTARIO, CANADA

Odds 'N' Ends Pete Yuen

Steering Slack

Parts ID:

1209-1---Bell crank for the center point steering, 1209 - 10- Spindle for bell-crank,



1209-3 Needle bearing, 1209- 14 - Housing for bearings and spindle. The spindle housing on the left is for the 1950 models, having a triangular base and the spindle housing on the right has a square base for the 1951 models to the 1966 models of Studebakers. The 1963 and 1964 Avanti models used the same bearing/bushing housings as did the later generations of Avanti's until 1985.

Greasing of the spindle on the Studebaker and Avanti models that have the center point steering is often overlooked as the grease fitting is located on the spindle housing, 1209-14, as it is somewhat hidden in the front cross member, facing the engine. The lack of lubrication can cause hard steering and premature wear on the bearings for the spindle bearings of which there are 2, a top and bottom bearing in the assembly housing. Needle bearings were in use to 1962 and then a change for the 1963 Studebakers going to bronze bushings. This is not to be considered an improvement over the needle bearings in fact, it was a negative switch that should have never

happened as the bushings were inferior to the needle bearings for 2 reasons: The wear factor of the bronze bushings and the increase friction.

The bell crank must be well tightened on to the spindle. If I can remember correctly, the bolt used on the

bell- crank is of high tensile steel. *(Note) If this is the case, do not lose the bolt if you are restoring the Odds 'N' Ends

car.

The spindle bearing housing with the needle bearings should be relatively trouble-free if lubricated at the intervals recommended by Studebaker. After much usage, the spindle may wear but on the spindle housings using bushings, there will be more wear on the spindle and the bushings. This wear causes slack. There are other components in the steering system that can cause steering slack such as worn ball joints on the steering linkage and pitman arm. There is also adjustment that can be made on the steering box.

After checking out all of the components of the steering system, there is one more check if there is slack and that is to make sure that the wheels are well secured.

In many cases, the greasing of the spindle for the bell crank and the bearings/bushings is overlooked as the grease fitting is not easily seen. It is on the rear of the front crossmember, facing the engine as shown in picture below at arrow. Note that the grease is recessed in the cross member.

(Note) - A high tensile bolt has more than 3 slashes (Embossments or radial lines) on the head. The majority of the bolts on automobiles have 3 slashes on the head which is a grade 5 bolt. A grade 8 bolt has 6 slashes.

Very Studey-ously By: Roger Hill

We all have good stories about "getting out" with the club and our cars in years past (and you, to support our newsletter, could throw a couple of those stories together and email them to Sue Lusted for the Bullet-Tin!). One of mine, for instance, involves an unexpected and incredible sight at a meet hosted by the Iroquois Chapter in the early '80's at the Art Park in Lewiston, N.Y. At registration, a conversation with an older participant led me on a stroll to see his Daytona in which he had done an engine swap. Very surprisingly, he had skilfully "yanked out that General Motors piece-of-s**t engine" and installed a Studebaker V8 in its stead - presumably, as he thought God had intended! Did that make his car a "resto-mod"? Yup!! The Daytona was in beautiful shape - a two-door in green metallic with white vinyl roof, just like the one in the '66 showroom brochure at a Hamilton park! Considering how close we were to Hamilton, maybe it was the same car. Just sayin' - that would be REALLY hilarious!

At a recent chapter zoom meeting a question came up as to whether any Golden Hawks were made at Hamilton. Some folks thought that there were not. Too bad factory vehicle scheduler Jack Holden is no longer with us - he may have remembered. A check of an Automobile Quarterly article in Vol 12, No. 3, shows a table (compiled by dedicated Studebaker historian Fred Fox) with the following Hawks produced in Canada: 1956 - 51 Golden Hawks, 123 Sky Hawks, and 1091 C3 (coupe) Flight and Power Hawks (figures not separated). 1957 - 42 Golden Hawks and 1303 C3-bodied (coupe) Silver Hawks, along with 152 K3 (hardtop) Silver Hawks (a couple of these still survive). 1958 - just Silver Hawks only, but 534 coupes and 56 K3 hardtops (I knew of one survivor in Sarnia). 1959 - 592 Silver Hawks. 1960 - 220 Hawks. 1961 - 223 Hawks. 1962 - 546 Gran Turismo Hawks. 1963 - 360 Gran Turismo Hawks (I believe about 20 were supercharged. One is owned by Rick Broomer, a founding Ontario Chapter member in Toronto.). In 1964, no "G.T." hawks were made in Hamilton. The table also shows separate columns for U.S. and "Non-U.S." production, so no, the Canadian figures are NOT mixed in with the export cars sent overseas.

Our Grand Gran Turismo: Roger Hill

Our family's used '57 Silver Hawk V8 was aging a bit and showing signs of needing some costly attention. A fuel gauge that quit wasn't bad, but the body was getting rusty/tired by the spring of '62, and then - suddenly the automatic transmission wouldn't shift into high gear! Yipes! New car time!?

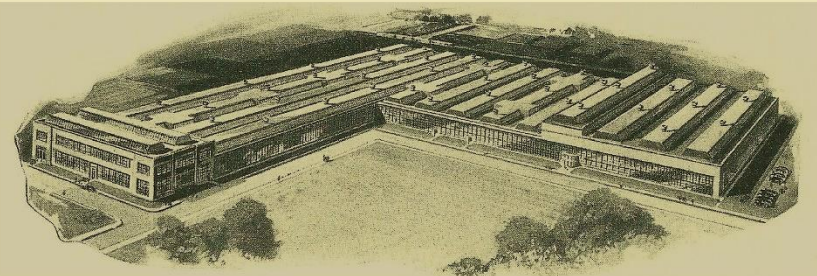
Dad enjoyed a nice car, but didn't know anything about auto mechanics (however, he was a skilled and consummate musician). He went to see a small dealer he knew that dealt in Volvos. A new 4 door 122s "Canadian" with manual transmission would cost him \$2,500.00 with the ailing Silver Hawk traded in. Around the corner (this was in Kingston) was Capital Motors, the Studebaker dealer. Our family (3 of us) test drove a 6 cylinder Lark and the roominess impressed us, but Dad was spoiled by the power of the V8 Silver Hawk. Cleverly, the Stude dealer came up with a deal! It was the same \$2,500.00 for a new black (with red vinyl interior) Gran Turismo Hawk, automatic, radio, whitewalls and full wheel discs. Hmmm - 4 door manual 4 cylinder vs sporty coupe automatic V8..... he took the Hawk!

The Stude dealer had figured out that the tranny trouble was just a bad valve body - easily fixed! But we were in LOVE with our new GT Hawk. People thought that it was gorgeous, and we even had one gent run out of a store to see it and talk about it! This

was the car on which I learned to drive and had my first dates. Dad drove it with reverence! And I did too.... most of the time!

In 1966 she needed her first body job and by the fall of 1968 she needed another. Dad bought a new VW, and the GT was retired to an uncle's old blacksmith shop. In 1971 a decision was made to sell her. I was newly married living in a small apartment, and a secure but not high-paying job, had no place to put it and knew no one else who had a Studebaker. At only 57,000 miles, it was sold to the high school auto shop teacher.

I could have bought it back on two occasions - one was at the auction of the shop teacher's estate and once more years later when my son serendipitously discovered it on a back road parking lot near Goderich. The owner wanted too much money for a car that needed a lot of work, so I passed it up the second time. The gentleman died shortly after, and it went to his daughter who fancied it. Actually, she and her husband made it presentable and put it back on the road! It's home for the last 15 or so years has been on Hwy 21, just south of Goderich. I have talked to the present owners who enjoy driving the car in the summer. I think I have "visiting rights". It's nice knowing that our old GT Hawk is still well loved!




STUDEBAKER OF CANADA, LIMITED 1948 - 1966

The Studebaker Corporation, based in the United States, made transportation vehicles from 1852 to 1966, transitioning successfully from horse-drawn to motorized cars and trucks. It was, for many years, the oldest and one of the largest in the industry.


In 1948 the 320,000 square foot facility formerly occupying this site became the post-war Canadian assembly plant for Studebaker vehicles. Originally it was built during World War II to manufacture Bofors anti-aircraft guns. Under Studebaker ownership, thousands of Hamilton area workers, members of CAW Local 525, were gainfully employed producing nearly 200,000 Champion, Commander, President, Hawk and Lark models as well as trucks.

Beginning in the early 1950s, the harsh realities of the automobile industry played heavily upon Studebaker and the few other manufacturers left outside of General Motors, Ford, and Chrysler. After a long series of triumphs and difficulties, Studebaker successfully transformed into a diversified company with several profitable divisions. In late 1963 a momentous decision was made to close their main South Bend Indiana auto facility and the following three model years saw the Hamilton plant, now its last assembly factory, proudly producing Studebakers for the world.


Despite great local labour and management effort, the Corporation carried out its plan to end all automobile operations and the last Studebaker vehicle was produced here on March 17th, 1966.




FIRST STUDEBAKER PRODUCED 1948



PRODUCTION LINE CELEBRATION 1950












LARKS ON PRODUCTION LINE 1959



LAST STUDEBAKER PRODUCED 1966

Remembering Studebaker Canada, Limited and it's employees
With generous support of the Hamilton Chapter Studebaker Drivers Club

Peter Downey in memory of his father Jack Downey Studebaker employee 1947-1966

Slu Chapman in memory of Lillian Morris Studebaker employee 1961-1966

Gerrie's Driving School:

**GERRIE'S
SCHOOL OF
SAFE DRIVING**



**WHY YOU SHOULD
LEARN AT GERRIE'S**

- 12 NEW CARS EQUIPPED WITH DUAL-CONTROLS & FULLY INSURED
- SAFE DRIVERS ARE OUR AIM
- STANDARD & AUTOMATIC TRANSMISSIONS
- OUR INSTRUCTORS ARE FULLY QUALIFIED PATIENT & EXPERIENCED
- OUR LESSONS COST LESS BECAUSE YOU LEARN MORE
- WE TEACH FROM 8 A.M. TO 9 P.M. DAILY
- WHEN YOU LEARN OUR WAY YOU BENEFIT BY THE EXPERIENCE OF CANADA'S LARGEST SCHOOL OF SAFE DRIVING
- WE DON'T JUST TEACH DRIVING, WE TEACH TRAFFIC EFFICIENCY & SAFETY
- SPECIAL ATTENTION TO BEGINNERS & NERVOUS PEOPLE

85 JOHN S. JA. 2-1037
EVENINGS FULLTIME 5-9111

BRANCH

1225 MAIN E. LI. 9-2381





The above pictures came from the Facebook page Vintage Hamilton. As you can see, Gerrie's Driving School featured Studebakers in their ads. These three Studebaker Champions were part of the fleet of cars used by Gerrie's School of Safe Driving. They had offices at 85 John St. South and 1225 Main St. East.

The colour and design of the license plates look to be from 1954. The Studebakers are a bit older, 1950 or so.

A 1958 Yellow Pages ad for Gerrie's is in the comments along with a close up of one of the cars.

The photo is from a collection of pics by Alfred Epp courtesy of Dave Kuruc. Source @alfred.epp on Instagram (<https://www.instagram.com/alfred.epp/>)

Wanted: Submissions for the Next Bullet-Tin

- What is the story of your first Studebaker, where did it come from, dealer, picture etc. We want to know.
- What's the story behind your restoration that you are involved in at this time? Send us your story and your pictures.
- Studebaker Sightings: if in your travels, you see a Studebaker, parked, send the pictures and location to Sue Lusted, lin93@sympatico.ca.

Susan Lusted didn't go to Gerrie's Driving School, however she learned to drive on this 1959 Lark, no ps, pb, no radio. I am on the right, and the picture was taken at the Pinery on Lake Huron.



[Send us your pictures in jpg format.](#)

This space is for pictures of the car you learned to drive on. What was it?

Email to lin93@sympatico.ca

SDC National Officers

President Dennis Foust 143 Studebaker Rd. Spring Mills, PA 16875
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keydetsdj@aol.com

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Email: cfoust1966@gmail.com

Treasurer Jane Stinson 5800 Stanley Road Columbiaville MI 48421 Email:
jestinson@aol.com

Past President Tom Curtis 3538 Gordon Road Elkhart, IN 46516 574-293-6938
Email: tomnancurtis@aol.com

Dues for the Studebaker Drivers Club Inc.

www.studebakerdriversclub.com

Dues are 52.00 payable in US funds to The Studebaker Drivers Club Inc. Cornerstone Registration Ltd. P.O. Box Maple Grove Mn. 55311 (763) 420 7829. Email: mark@cornerstonereg.com 46.00 payable in US funds for first time members only. For renewing members, it is \$52 in US funds. Fee is \$12 without the magazine subscription. This can be completed online also. www.studebakerdriversclub.com/joinsdc.asp

