



STUDEBAKER DRIVERS CLUB
 1988 30th ANNIVERSARY 2018
HAMILTON CHAPTER
 www.thehamiltonchaptersdc.ca

Bullet-Tin

May/June 2021 Issue #: 3 Volume: 33
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



Member Roly Lusted's First Car, a tale of where it all began

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President's Message:



Hello Friends,

So, Spring is here, some great weather, some gloomy but it is spring. Although This spring seems to be a lot like spring 2020, COVID in the news, stay at home order in effect, but let's keep hopeful we are making progress against COVID and some things can cautiously return later in the Spring or early Summer.

I firstly want to say a big THANK YOU to all of you who have joined our ZOOM meetings. Thankfully, this technology is there so we can continue to gather virtually, and I truly hope that you are seeing this as a useful way to connect with our Chapter members. I also want to thank you all for keeping in touch with each other and attending the ZOOM meetings when you can, I feel that you are all doing a great job keeping the Chapter connected while we cannot meet in person. When someone asks me about our Chapter, I tell them the strength is our membership, and the connections each of you have with many members. You all do a great service to the Chapter making sure everyone is kept aware in one way or another of what is going on and keeping in touch with each other.

Your Executive is looking into some type of event, a reunion of sorts, for us to see each other in person as conditions permit, so please stay tuned for more news there. If anyone has any ideas, please let me know.

There are a couple of swap meets scheduled, this summer, Badenoch in August and Dunkirk in September. The International meet is also in September and the South Bend swap meet is now scheduled for October and will be held in Building 84. Hopefully the border might be open by then.

This is your newsletter, please keep the articles and pictures coming in, Remember the more articles and photographs you send helps us keep our newsletter relevant and informative. Please feel free to send in all your stories, photographs, tech tips and anything else Studebaker related. We can never have too much!

For those of you who have not yet sent in your membership fee, this is a friendly that 2021 membership is past due. Still a bargain at \$20.00 per year, to belong to our Chapter. A Reminder you must also be a member, in good standing of the Studebaker Drivers Club Inc.

Stay safe and healthy,

Peter Downey

President

Vice President and Membership Steve Porter, Vice President

The yearly dues are now 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 May/June 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 March 31, 2021.

| HAMILTON STUDEBAKER DRIVERS CLUB Finances March 1, 2021 to March 31, 2021 | | | | | | |
|---|------------------------------|------------|----------------|------------------|----------------------|-------------|
| March 1, 2021 | | | | | Opening Bank Balance | \$ 4,503.76 |
| | | | <i>DEPOSIT</i> | <i>WITHDRAWS</i> | | |
| DATE | TRANSACTION TYPE | DETAILS | AMOUNT | AMOUNT | | BALANCE |
| March 24, 2021 | Deposit | Membership | \$160.00 | | | \$ 4,663.76 |
| March 24, 2021 | Deposit | Membership | 20.00 | | | \$ 4,683.76 |
| March 31, 2021 | Withdrawal | Bank Fee | | \$4.00 | | \$ 4,679.76 |
| | | | | | | |
| | Total Deposits and Withdraws | | \$180.00 | \$4.00 | | \$ 4,679.76 |
| | | | | | | |
| March 31, 2021 | | | | | Bank Closing Balance | \$ 4,679.76 |
| | | | | | Cash on Hand | \$ 35.15 |
| | | | | | | \$ 4,714.91 |
| | Penny sale & Silent Auction | \$ 733.00 | | | | |
| | | | | | | |
| | | | | | | |

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.

May Meeting:

Date: May 16. Time: you may begin logging in at 10 a.m. for coffee and conversation. Meeting to begin at 10:30 a.m. We will have the usual business followed by a video presentation using Powerpoint. Sue Lusted will email the particulars of logging in as a separate email.

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 |
| Mar/Apr | Feb. 28, 2021 | Mar. 14 | |
| May/June | Apr. 18 | May 9 | |

July/Aug
Sept/Oct
Nov/Dec

Jun, 20
Aug 15
Oct. 17

July 11
Sept. 12
Nov. 14

Word or RTF format.
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 | |
| 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 | |

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.

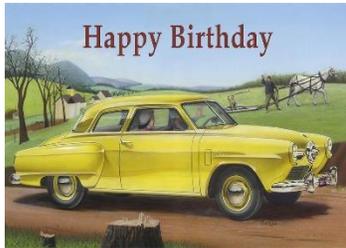
What's Happening:

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

August 21st 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



May

Della Mullett 11
Jim Anderson 12
Laura Galway 13
Susan Lusted 13
Barry Leppan 18
Dave Bonany 28

June

Doug Sommerville 4
Margaret Ernest 5
Roy McEown 19
Bill Sanderson 20
Jim Cumisky 23
Jan Kus 24
Steve Tournay 24
Brenda Brewster 26

Anniversaries May

Kevin & Della Mullett 11
Annette & Paul Wismer 7
George & Donna
Graham 16

Anniversaries June

Keith & Doreen Gonneau
2
George & Marlene
Wingfield 12
Bill & Linda Sanderson 20

Odds 'N' Ends

THE LIQUIDS USED ON, IN AND AROUND YOUR CAR

Pete Yuen

Before any liquids are put in your car at the auto plant, the liquids used are in the paints and thinners applied to the body, chassis and the drive train components.

At one time, most of the car manufacturers used lacquer as the paint of choice on the bodies. Currently, the enamels are mostly being used. The formulation of the enamel is constantly being changed to reduce pollution as it is applied to the cars.

Generally, the belief is that lacquers and enamels do not mix. It is possible to apply a coat of enamel over the top of lacquer, but it is ill advised to reverse the sequence as the enamel will blister under the lacquer. The lacquer thinner is capable of evaporating very rapidly. Therefore, it is highly volatile, and care must be used while handling. It should not be spilled on the paint as it will mar the finish. I have seen people use it as a cleaner but because of its volatility, it is not recommended. In particular, one thing that definitely should not be cleaned with lacquer thinner is the carburetor. It is made of a porous alloy, pewter and given a coating to seal it. The coating is resistant to gas, but it

is not resistant to lacquer thinner which will cause the coating to deteriorate and leave the metal in a porous state so that the gas will seep through it. Damage will result if lacquer thinner is used to clean a carburetor.

WATER is very versatile liquid. It is composed of Hydrogen and Oxygen. Hydrogen is the lightest of the elements and it is highly combustible. There is thought by one or more car manufacturers to using hydrogen as a fuel in the future. Oxygen is not combustible but supports combustion.

We depend on oxygen to survive. Without it, our brains would fail to function in a matter of minutes. We can go without food and water for a much longer time and survive. Oxygen is paramount in our survival. Water comes in three states, - solid, liquid and gas (vapor). We use it for drinking, washing, making beer, a medium for cooking, used in drilling of oil wells, extinguishing fires and as a coolant in our cars. It falls from the sky in the form of rain. In freezing temperatures, the rain will solidify and fall to the ground as snow or sleet in the winter. With freezing temperatures on the ground, the water will solidify also. Water in the car engine can freeze during a cold spell and if it does not have adequate anti-freeze mixed into the coolant solution, the water will expand as it solidifies. As it does this, damage can be done to the engine block and heads as well as to the radiator and heater core.

The water is, like many things in life, be a blessing or a curse. It is absolutely necessary in sustaining human, marine, animal and plant life. Excessive amounts of water without adequate control can result in tidal waves, floods and mudslides. To a person dying of thirst, water gives a new lease on life. To a person that has drowned, it is the cause of death. To a car, it can cause rust on unprotected areas and on Studebakers, there are a few areas on the car that is prone to rusting where dirt is washed into seams and crevices.

Water is used without antifreeze as a coolant in the storage battery. Antifreeze is mixed approximately 50/50 with water as an engine coolant and put into the radiator. When handling antifreeze, one must remember that it is toxic and must be kept away from children and pets. In the olden days, many cars operated without a water pump to circulate the water through the cooling system in the car. For cooling the engine on these cars, it was strictly thermal siphon, absorbing the engine heat to make the hotter water rise to a point that it would enter the radiator. After the water cooled a bit, it went to the lower part of the radiator and then into the lower part of the engine ready to pick up the heat again and getting cycled without mechanical help. Today, every car that is water cooled in North America is believed to have a water pump to increase the cooling efficiency.

Oh, humid days in the winter, any water that has entered into the interior of the car from leakage of rain or the heater core will cause the glass areas of the car to fog up quickly. As the water in the car is warmed up, it evaporates. Some of the vaporized water hits the glass and is condensed and becomes fog. This fog on extremely cold days will even turn to frost on the inside of the car. Unlike cars that are dry in the inside, the defrosters

will have a difficult time to clear the fog in a car with a damp interior. This makes the car difficult to drive. Lower the stress by fixing the leak!

On some cold days, a frost which is vaporized water that has condensed and frozen will appear on the windshield when the car is park exposed to the weather. There is an easy fix to this . . . Park the car in the carport or garage (assuming that you have one). If you do not have a carport or a garage, frost on the windshield is something that you will have to live with. By law, you are required to have the glass areas clear when driving. In other words, all of the glass must be frost free and not just a peephole in the windshield. As you scrape the frost off the windshield, it will have a tendency to re-appear. This is where the defrosters come into play. The heat from them will melt the frost. The warmer the water in defroster is, the faster the frost will melt. On Studebakers, some owners use a lower temperature thermostat for the summer and change to a higher thermostat for the winter. Naturally, the higher temperature thermostat for the winter makes sense. On modern (computerized) cars, there is no thought given as to changing thermostats for the different climates. The motors run hot all of the time. This is by design. Thermostats on newer cars must be in good working order for the engine to operate well. They are now an integral component in the engine operational system. The fuel to air ratio is automatically adjusted by the computer which gets its' signal from heat sensors. The fuel will burn more efficiently when the motor is "hot."

Other uses for water in and around the car are for the window washer and for washing the car.

Water can serve as an aid in freight transportation. Shipping of extremely heavy loads can be easily moved by barges and ships. When controlled, it is harnessed to generate electricity and used to put out fires. It is not recommended that water be used to fight an electrical fire. For this, use a chemical fire extinguisher.

OIL: - A petroleum product that has a dual purpose, primarily as a lubricant on moving and stationary parts. Lubrication reduces heat cause by friction. To a lesser extent, it also serves as a coolant and heat transfer medium in the engine, transmission and the rear axle unit.

There are detergent and non-detergent oils on the market. The detergent oils are multi viscosity. The viscosity change is created by heat as the engine warms up the oil, it thickens to the specified viscosity. It should be noted that detergent oils should not be used in the lubrication of "oilite" (porous) bearings such as used on furnace fans and electric motors around the home and the bushings on the generator and starter of the car. A light weight, #10 or #20 non-detergent oil should be used. An often-forgotten item on the Studebaker that should be oiled from time to time is the distributor. Check with the shop manual for instructions. On Studebakers with a standard gearbox and overdrive, the fluid level must be checked in each unit even though the oil from the transmission will eventually enter the overdrive unit when filled from the transmission. Failure to do this can lead to damage to both units.

By volume, the greatest amount of this liquid is used in the crankcase of the engine and in the automatic transmission. While the reason for the oil in the crankcase is for lubrication, the transmission fluid is used primarily to operate the transmission. There are several types of transmission fluid. Check with shop manual for the proper one to use. The gear lube in the differential (rear axle unit) is a heavier oil to lubricate the gears. It is formulated to stand up to the extreme pressure of the gears working together. The oil levels should be checked periodically. Fill only to the manufacturer's specification. Overfilling will cause the oil to foam during use, and it will not lubricate properly.

"Synthetic" oil is a misnomer. It is none other than super refined oil. The oil has several advantages over the regular oils. It has the ability to "cling" better to the metal surfaces. It is said that the oil from the car never wears out. This is a strong statement and I really do not know if it is true or not. What I do know is that the oil does get dirty and polluted and should be changed about 4 times a year for the average driver of about 12,000 miles. It is believed that the polymers used to create the multi viscosity in the oils as mostly used today, breaks down with time and usage, apparently more with time than usage. When this happens, the oil will not thicken to the specified viscosity rating. In other words, the oil that is left in your car for an extended time will be of the viscosity of the lowest number that is stamped on the can, for instance a 10/30 oil will only have the viscosity of a # 10 oil after the compound (polymer) breakdown. This is not good for your car's engine to run on.

Grease is a form of oil used to lubricate various moving parts on the car.

REGULAR BRAKE FLUID is toxic and will remove paint. Handle it with care. Silicone brake fluid does not have the same detrimental effect on the paint, but it tends to seep through the pressure operated brake light switch which Studebakers used after a short time. The brake light switch that is sold through a parts jobber will have leakage problems after a short usage time. Apparently, the Harley Davidson Motorcycle shops sell a brake switch which is superior to that of a jobber part. When dealing with a Harley Davidson shop, be prepared to pay a Harley Davidson price. In the end, it may be well worth it.

Another difference between the regular brake fluid and the silicone fluid is that the regular brake fluid has a tendency to absorb moisture. If a car is stored for a long period, the brake pedal should be depressed on a regular basis say about every other week to keep the brake cylinder from pitting by the moisture in the system. The regular brake fluid should be changed about every other year to rid the braking system of the moisture. The new fluid as replacement should come from an unopened bottle or can. Cans or bottle of open fluid will absorb moisture. The moisture in the braking system has two negative effects. It will cause corrosion and at the same time, it will decrease the boiling point of the fluid.

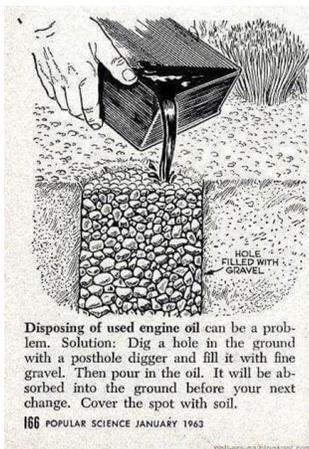
GASOLINE is the last of the fluids to be put into a newly manufactured car. As everyone knows, it is fuel for the car. To the government, it is a good tax source as nearly a half of the consumer price paid for the gas goes for tax. There are several octane ratings for the gas at the service station. Use the one specified by the car manufacturer.

Gasoline blended with alcohol is available from some gas stations in Canada but not all. This gas is not recommended for Studebakers using the original fuel pumps and hoses as the alcohol causes deterioration of the rubber components. In cities that require annual exhaust emission inspection for environmental protection before licenses are granted, the use of alcohol blended gasoline is one way to reduce the pollution coming out of the exhaust of your car. The blended gas may determine as to whether or not that the car passes the "Air Care" inspection.

Unexplainable nowadays is the gas price fluctuation from day to day. Prices can vary by as much as 10 cents per litre in Canada from one day to the next. No set pattern of the price fluctuation has been established. The price of gas and oil has a direct effect on what the consumer goods will cost in that the freight and manufacturing costs are affected. Some of the airlines, ferries and trucking firms have put on a fuel surcharge on the price of services provided due to the fluctuating fuel prices.

Because gasoline is a highly volatile liquid, it should not be stored in your house and only a limited amount should be stored on your property. Check with your insurance policy and the fire department as to the allowable amount. The present-day gas when stored will "go stale" between 3- and 6-months' time. A gas stabilizer is available and should be put into the gas that is stored. "Stale" gas loses its' volatility to a point that it will hardly burn. If a car is stored with stale gas, there may be a difficult time to start the engine. If it does start, it will most likely have little power. My former neighbour found this out when he was driving up a hill. The engine on his Model "T" Ford chugged and puffed and would hardly make it to the top of a small hill. Fresh gas was put into the car and the trouble disappeared.

Along with the uses of liquids for the car, there is one other that has not been mentioned: The sap from rubber trees that goes into the making of tires.



PLEASE DISPOSE OF THE LIQUIDS FROM YOUR CAR IN A RESPONSIBLE MANNER. . . BE ENVIRONMENTALLY FRIENDLY. . . OUR FUTURE HEALTH AND THE HEALTH OF OUR FUTURE GENERATIONS DEPENDS ON IT. On the left, what not to do....

Don't do this, from an old car advertisement.

Very Studey-ously By: Roger Hill

A Studebaker Library Recommendations

My collection of books on the subject of Studebaker and its history takes up a couple of shelves - about 70 titles. On top of that there are 20-some DVD's and VHS tapes (yes, the player still works fine - fingers crossed!). This does not count any factory shop manuals or showroom literature. The books run the gamut from an original copy of the History of the Studebaker Corporation (published in 1923, 2 years before the Chrysler Corporation was even a thing!) to the latest - a book on the exciting promotional Avanti airlifts in 1962.

Over the years there have been some great efforts to help satisfy our thirst for knowledge of Studebaker history - and some less than great. And just some really neat unique stuff!! This list I'm presenting will be for titles that do a decent job of giving the "whole picture" of the company and the cars. There are also books that specialize on one subject or one model and I will let you know about a few of those too (there are MANY).

So, for a comprehensive view of Studebaker history, I recommend:

1. Studebaker - The Complete History, authored by Cannon and Fox. Published 1981, it is 350 pages, well illustrated (mostly black and white), and gives detailed info on all years and models of cars - and it's very accurate! Worthy of lots of praise! Unfortunately, it is out of print, but copies pop up at Stude swap meets. PLEASE NOTE - This book is NOT TO BE CONFUSED with ANOTHER BOOK of exactly the SAME NAME, written by Patrick Foster, published in 2008 another and currently still available new. Although beautifully illustrated in colour, the newer book is much less comprehensive, and more importantly, less accurate. It is, however, still worth buying (faint praise).
2. Automobile Quarterly Volume 10, number 3. Published in 1971, This volume of the prestigious automobile hardcover "magazine" contains five separate articles, over 59 pages, on Studebaker history, racing, Avanti II, and the development of the '53's. Well illustrated in colour. You will find the red-coloured book with a picture of a '53 Starliner and a horse-drawn Conestoga wagon on the front. Automobile Quarterly is out of bizz now, so find it at used book sellers, and at swap meets. Very good - and has info you do not find elsewhere.
3. Studebaker in the News, published 1986 and put together by Michael Scherer. This is an "odd one", because it is a huge, soft-cover, 360-page book of copies of Stude history articles from many sources including Newsweek and trade journals, etc. Also, there are road tests and promotional articles from concurrent magazines, mostly from the 50's and 60's. Sometimes the copy quality is rather poor, but overall, not bad and the good definitely outweighs the bad. Quite a fascinating info source. Long out of print - but found in some Stude swap meets.
4. Studebaker - The Postwar Years, written by Richard Langworth and published in 1979. 191 pages - all in black and white with many illustrations. A number of inaccuracies, but overall, a book worthy of a Studebaker library. Same availability as all the above - out of print but found at Stude swap meets.

The above list is about the broad subject of Stude history. There are LOTS more on specific subjects, like:

Avanti, by Thomas Bonsal (Big book. Guess the subject!)

Studebaker's Finest, by John Bridges (about '53-'54 C/K bodied cars)

My Father the Car, by Stu Chapman (personal-experience info not found elsewhere!)

The Fall of the Packard Motor Car Company, by James A Ward (very wonderful book detailing what was going on at Studebaker and Packard before and after the "merger" and the excruciating contortions thereof. Fascinating!).

Champion of the Lark - Harold Churchill 1956-1961, by Robert Ebert.

Studebaker's Hidden Treasures - History and Design of the Golden Hawk, by M. James. Studebaker Professional Cars, by George Hamlin.

There are many, many more. Subjects include Raymond Loewy, Ab Jenkins, Ed Davis - reportedly the first black new car dealer (Studebaker), Mr. Ed (yes, the TV show), Elsbery Reynolds (Studebaker dealer and poet!), and on and on!

If you would like a "coffee table book" to impress your guests, the best is "Over a Century on Wheels" published by (and currently available from) the Studebaker National Museum. It is put together by our favourite SNM archivist, Andrew Beckman. A cool second is "The Studebaker Century" by Asa Hall and Richard Langworth, published in the '80's (in black and white) and no longer in print.

ADDENDUM to Very Studi-ously!

The Canadian production figure for 1956 Sky Hawks was given as 123.

Apparently, that includes (because the body, a "fin-less" K7, was the same) the 52 Flight Hawk Hardtops that were sold in Canada (you may remember Oscar and Bernice Crouch from Strathroy who years ago owned the only known survivor), so actual Sky Hawk production was just 71.

Valve Clatter By: Peter Sant

The sounds that we all hear coming from our Studebaker engine bay especially on overhead valve engines is mainly valve lash, tappet noise, valve clearance. All are names that mean the same thing. They produce noise. The noise is there for a reason. As an engine starts to get up to operating temperature the metal (valve system) expands and if there was no clearance the valves would remain open and the engine would just quit running.

Insufficient valve clearance or marginal clearance will usually allow an engine to run at higher speeds but when coming to a stop after a long run at highway speeds it will stumble and die out, usually in a spot where it could be dangerous. The Studebaker engineers determined that on a standard V8 engine the clearance should be .025 when hot. If you set them cold as I normally do then they should be set at .027 This will cause valve clatter but as the old Volkswagen mechanic told me "if you can hear them, they are working."

Some engines have modified camshafts like my Avanti and the camshaft maker specified a clearance of .012 intake and .014 exhaust. These settings for some reason did not prove satisfactory so after some trial and error I settled on a setting

of .018 and .020 Cold. A significant change but the noise from them tells me that all is well. To me the noise made by valve train on an engine with mechanical lifters is music to my ears.

My point here is to make sure that everybody understands that with mechanical lifters an engine must emit some clatter from its valve train, or it will not function properly.

Setting valves is a do-it-yourself job. All you need are a set of feeler gauges and a ½" wrench. Remove the valve covers and put the number one cylinder (The one on the driver side at the front) on top dead centre. The pointer should show on the vibration damper mark. This is not easy, but it must be done accurately. In this position on a Studebaker V8 you can set:

Exhaust 1-3-4-8

Intake 1-2-5-7

Then you must rotate the engine until number six cylinder is on its top dead centre and you can set:

Exhaust 2-5-6-7

Intake 3-4-6-8

All these settings are done cold and be sure to double check your work by rotating the engine again to each top dead center and rechecking the valve clearance.

Good luck and let's hear those Studebaker Valves in action.

My First Car By: Roly Lusted



The story of my first car goes back to when I was about 9 or 10 years old. We lived on Shaw St. in Hamilton not too far from the Studebaker plant. Currently, I was attending Robert Land School on Wentworth St. N. On the way home from school, I would sometimes go along Mars

Ave. and look at all the new cars in the holding yard at the end of the Studebaker plant.

At this time, all the cars parked on the streets in the neighbourhood, were cars from the early 30's to the early 40's. Now I was looking at the then new 1948 Studebaker. To me, they looked like they were from outer space compared to the older looking cars on the street.

At the time, I thought that Studebaker was a new car company. That was until later that year, I saw the neighbours working on an old car on the street. I noticed a round badge on the front grill and it said Studebaker. That car was about a 1937 or a 1938. That is when I realized that the Studebaker car company had been around for years.

Fast forward to when I was about 17 years old and living on Simcoe St. E. in Hamilton. I had just gotten my first real job at Canada Cottons at the corner of James St. N. and Simcoe St. My starting wage was 98 cents an hour. After about 5 weeks, I had saved up about \$100 and started looking around for a car. I had seen an ad in the Hamilton Spectator for a 1940 Plymouth 2 door at Clark Brother Motors, a Studebaker Dealer at the corner of Main St. and Ottawa St. I forget the price but payments of \$20 a month from Household Finance on Ottawa St. I figured this was OK. So, off I went on a streetcar to the car lot at the corner of Ottawa and Main. For those of you who do not remember streetcars in Hamilton, they ran down the middle of the streets on rails. Hamilton now calls them LRT. There on the lot was the 1940 Plymouth. But, right behind it was a 1948 Studebaker Champ. That Studebaker made the Plymouth look like an old car. The salesman said that I could have the Studebaker for about \$5 more a month in payments. So, we took both cars out for a drive, and I really thought that the Studebaker was a lot nicer to drive and I liked the look as it seemed more modern at the time.

So, off home I go to get my dad to co-sign for the loan. I now was the proud owner of a 1948 Studebaker. I picked up the car and after taking my mother and grandmother out for a ride, I drove the car all around the Hamilton area for hours. I was now the house chauffeur as my dad never owned a car. This was my introduction to owning Studebakers. One might say where it all began.

Eric gets more than he bargained for Submitted By: Paul Revell



April 21, 2018: It was the 45th annual Ontario Chapter Swap Meet in Badenoch, Ontario. As usual, I have my hands full saying hellos, making up duct tape name tags, and making hotdogs. There is always a good turnout – about 60 people – and at least a dozen cars. There are lots (and lots!) of parts still out there, and the mission of this swap meet is to have fun and get some Studebaker parts into the

hands of buyers. A black board is available for last minute sales.



Coming in, well after the start, is Eric, driving his very nice black 1965 Commander. He says he was sorry about being a little late, but said his transmission was acting up. Well, I just happen to have a car, a 1965 Commander, that was in the way and desperately needed parting out. I ask him “Would you like a transmission for \$100?” He says “YES”, and I add that the transmission is attached to a motor

and the front end of the car.

Month’s pass. Is he still interested? (The car is still in the way.) Finally, on August 18, we meet at my place. Eric brought a trailer, but no help, and anyone that has lifted an engine, transmission and front end lately can understand that the assembly isn’t that light. Fortunately, I have an old Massey Ferguson tractor with a bucket and backhoe. I fired up the old Perkins diesel, and with a chain fairly easily lifted up the whole works. Eric backed his trailer underneath the dangling mass, then I slowly lowered it into his trailer. As I lowered it, we had to stop and rebrace the assembly because it was bending the side of the trailer. Yes – it was very heavy!

So, Eric got his transmission, a motor, a front end, and an ant colony that had taken up residence in the motor assembly. I hope to see him – on time – at the next Badenoch Swap Meet, this on time without any excuses. **This year's swap meet is scheduled for Saturday August 21, 2021. DON'T MISS IT!!**

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.



Two Hamilton beauties, what’s in your garage? Show us what you have that’s cruise worthy. The one on the left belongs to members Steve & Kathy Porter.

Send us your pictures in jpg format.

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