

The 1931 Dictator Story

By Steve Porter

For a long time, I have been quite interested in cars from the 20's & 30's that I have seen at shows and on E-bay or Kijiji. Last year, I saw a 1931 Dictator on Kijiji. It was pale yellow with brown fenders, and looked great! Unfortunately it was too far away (Cape Breton Island) and cost too much at \$29,000. This past September, I was pleased to see it appear again. I called the owners to confirm some details. I was curious to know what engine it had, and if it really *was* an automatic. The seller confirmed that it had a 70's era Chevy 250 engine, an automatic transmission, plus the added bonus of power brakes.

We decided to take a trip to see this car with a side trip to our favourite province, PEI. We hadn't been there since the early 90's. There were a lot of changes, such as new highways, and of course, the Confederation Bridge!

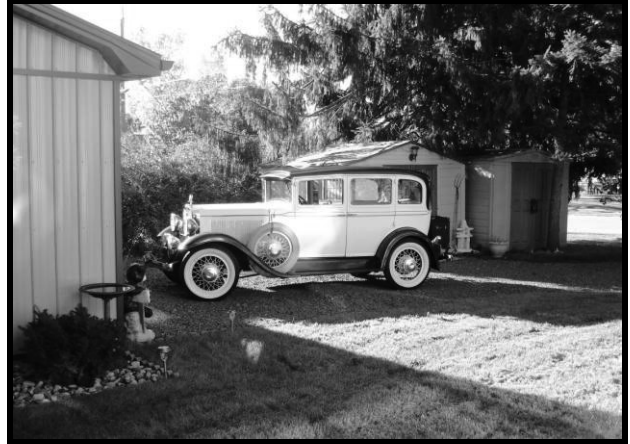
On the way home, we stopped in Sydney to see the car. We really liked it, and decided to make an offer. An agreement was reached, and the car was soon to be ours! My original plan was to drive it home, but it had been raining for six days, plus there was road construction for most of the 2000+ km trip. Hence, we made the decision to get it shipped. Many thanks to Wayne Hamilton for recommending a good carrier.

Our new treasure arrived home on October 12, much to our surprise. Two days later, we drove it to the Ruthven car show in Cayuga. The response was great! I now have a winter project ahead of me to insulate and weatherproof the doors and windshield to make it a little less drafty.

The Porters are among the Hamilton Chapter's most active members, and the Dictator brings their Studebaker fleet up to four (the others being a '50 Champion, a '58 Commander and a '64 GT Hawk). The "new" '31, though it appears absolutely stock at first look, is actually cleverly resto-modded, with a Chevrolet 250ci six (from a late-70s van) replacing the Barney Roos Dictator eight, twelve-volt electrics, sealed-beam headlights mounted inside the old housings, upgraded brakes, et cetera. Thus the Dictator is truly a "driver", set to be very reliable and practical, but with its "feel" uncompromised...exactly what Steve was seeking in a prewar Stude. And with the Porters in charge it certainly will get driven, as do their three postwar Studes (all of which, by the way, retain stock Studebaker power). Info from steve tournay's Ruthven story



ARRIVING AT ITS NEW HOME



LOOKING SPLENDID IN STEVE & KATHRYN'S DRIVE



PRETTY STATELY POSE AT RUTHVEN



THAT LUGGAGE TRUNK DEMANDS A ROAD TRIP



70'S GM 250 CI 6 CYL & TRANX



WELL KEPT AND ROOMY INTERIOR



ORIGINAL INSTRAMENT PANEL MAY BE INSTALLED IN FUTURE



CLEAN FRONT LOOKS GREAT



TWIN SIDE MOUNTS WITH MIRRORS



RAD CAP MOUNTED BIRD COMPLETES FRONT END BLING

