

6267 YONGE ST. - 222-2501

HAMILTON STUDEBAKER DRIVERS CLUB Finances Dec. 1 to Dec. 31-2022						
Dec. 1, 2022					Opening Bank Balance	\$3,010.18
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWALS AMOUNT		BALANCE
Dec. 21, 2022	Cheque	Penny Sale Tickets		\$33.87		\$ 2,976.31
Dec. 30, 2022	Withdrawal	Bank Fee		4.00		2972.31
Total Deposits and Withdraws			\$0.00	37.87		
Bank Closing Dec. 31, 2022					Bank Closing Balance	\$ 2,972.31
					Cash on Hand	\$ 12.15
					Total	\$ 2,984.46

Treasurer's Report
Submitted by:
Roly Lusted

The Hamilton Chapter SDC newsletter, "The Bullet-Tin", is published bi-monthly to inform and serve its members. Permission is given to reprint articles from this newsletter as long as credit is given to the author and the Bullet Tin.

Deadlines for Submissions March 5, 2023
 Newsletter to be emailed March 12, 2023

Note:
 When submitting an article, please use Word or RTF. Pictures should be in either Pdf or JPEG format.

Meet Our New Members

Robin & Randy Naisbitt



In this Issue

- Tim Horton's Studebaker Dealership
- President's message
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- VP & Membership message
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- Studebaker Myths Pete Yuen
- 50th Anniversary letter of Studebaker in Canada from Gordon Grundy



Letter from the President

By: Peter Downey



Hello friends.

Happy 2023!

I hope you all enjoyed the holidays and celebrated them well. It's sometimes hard to believe it is 2023. I remember when I was young (yes I was young a long time

ago!) that we all thought there would be cars that flew and we would be living outer space. I don't think that we ever thought how that would happen though.

Today we seem to be at the dawn of the return of the electric car, with several manufacturers touting all electric offerings by 2025 to 2030. While it seems hard to believe today that it will happen, who knows what the future will bring. Looking back at Studebaker at the turn of the 20th century, and they were all in for electric vehicles, once again ahead of their time! The battery-powered cars were sold from 1902 to 1912, and at the time were well suited for the urban centres of the day as they were clean, easily recharged, and worked well in urban centers without need of gas stations. Much like today's seeming industry shift to electric, Studebaker's executive back in the early 1900's concluded that the future lay in gasoline-powered engines rather than heavy, sluggish electrics, and the limited production of electric cars stopped, as they shifted into the gasoline engine era.

Our Christmas dinner was a success, special thank to all who contributed to the penny sale and door prizes, and to the food bank donation. I delivered the donations to the Salvation Army Food Bank in Dundas the day after the party and they were very appreciative.

2023 will hopefully continue the trend of more car shows and cruise nights opening up. We return to the Museum for our meetings from February through to May, we are always looking for ideas for our summer meetings, so if you have an idea or two please let me know. I can tell you that Southcote 53 restaurant is very interested in having us come back for a dinner in the summer months when we can show off our cars, and we can hopefully count on Roger and Dreena to come up with another excellent tour again this year.

Keep your photos and stories coming. If you are undertaking a project over the winter, keep us up to date as to what you are doing. We would all be interested.

Happy Studebakering!

Be safe

Peter Downey

Vice President & Membership Steve Porter



Membership to the SDC is a requirement for membership to our chapter.

For membership only, it is \$12 in US funds. This is

membership only and no magazine.

Applications for both our chapter and the Studebaker Drivers Club can be found at the end of this newsletter and at this link . SDC Membership link.

https://studebakerdriversclub.com/?page_id=24654

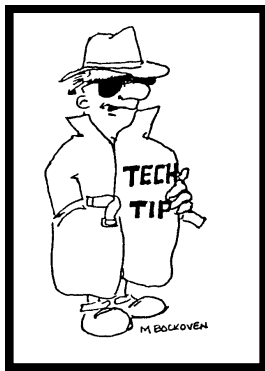
Hamilton SDC membership link:
www.thehamiltonchaptersdc.ca

P.S. our chapter dues are due. Still just \$20. Bring your payment to the meeting on Feb. 26th, 2023.

Social Media: Susan Lusted

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.



Tech Tips

Technical Tips from the Commanding Leader, Jim Jett, Editor, Central Virginia Chapter

Generator testing – Do you have a generator and you don't know if it is good or bad? Take a jumper wire and ground the field to the generator body.

Hook the negative side of a battery to the field. Hook the positive side of the battery to the armature. If the generator turns, it's good. If it doesn't turn, something is wrong with it. (from Ron Smith, Washington Dictator, Tacoma Area)

Switch tail light switches – Studebakers have always used hydraulic stop light switches. When you step on the brake pedal, the fluid pressure (60-120 psi) closes the contacts on the switch. With pendulum-type brake pedals, it became convenient to mount a mechanical stop light switch under the dash, actuated by the brake pedal. Hydraulic switches mounted under the hood are less than reliable, due to the presence of oil and moisture. It is said that silicone brake fluid can permeate to the switch diaphragm and contaminate the switch contacts.

If you own a '61-66 Lark, Avanti or '63-'64 Champ pickup, you can convert to a mechanical stop light switch. Get a Borg-Warner S-237 or Standard Ignition SLS 66. Make sure the brand you get comes with two stamped steel nuts for mounting the switch. The Motorcraft equivalent I checked didn't. A normally-closed switch (the plunger is spring-loaded to the closed position) is installed above the brake pedal so that the upper edge of the arm can depress the plunger and open the contacts when the brake is in its normal position.

There is a handy hole in the pedal mounting bracket for the pedal stop. Fabricate a simple sheet-metal mounting bracket that attaches under the pedal stop with a 1/2" diameter hole for the switch. There is a long range of adjustment on the switch so you can get some pre-load to ensure the switch is normally off with the switch mounted. Then you just have to extend your wires to the switch and you're done! (from Jerry Blount, Northwest Newsletter, Portland, Oregon)

Painting Smaller Parts – When you need to paint smaller parts (door jambs, etc.) and you don't have a compressor, you can use the Preval Spray Gun Power Unit (about \$5). This system is a gas charged power unit that attaches to a six-ounce paint reservoir. Standard automotive enamels and lacquers can be used. This makes it easier to match your car's paint color. Similar to traditional spray methods, the paint must be reduced with the appropriate enamel reducer or paint thinner (available from your paint supplier) in the proper proportions. Your automotive paint supplier can also supply a viscosity drip cup which helps you determine when the paint is mixed properly. Re-

Studebaker Drivers Club 2023

International Meet

<http://www.sdcmeet.com/>



Visit scenic Manitowoc and Two Rivers, Wis. on September 12-16, 2023!

Northeast Wisconsin is a beautiful place in late summer - and the Wisconsin Region Studebaker Drivers Club will have a wide range of great activities planned for the 59th SDC International Meet. Stay tuned for more details! **We'll see you there!**



Lake Michigan Car Ferry
Ludington, Mich. to Manitowoc, Wis.

Wisconsin Maritime Museum
featuring submarine USS Cobia

Two Rivers, Wis.
Home of the Ice Cream Sundae

Enjoy the hospitality of our friendly community.

Stu Chapman's Special Attendance at the December Studebaker National Museum Board Meeting By: Roger Hill



Pictured from left to right, Roger Hill, Hamilton SDC member, Andy Beckman, Studebaker National Museum and Stu Chapman

Stu Chapman and Thelma are honorary life members of our chapter. And not without reason.

At age 29, Stu joined Studebaker of Canada and was a member of the executive, holding down the position of Director of Advertising and Public Relations for the majority of his employment there (September 1963 to the end of April, 1966). It was a tumultuous time for both him and the company - and Stu will never forget it.

But that was not his only involvement with Studebaker. He served as a member of the SDC board representing the old Canadian Zone, then was elected to the presidency of the club for two terms beginning in 1984. One of his mandates was to bring stability to the vehicles in the scattered and poorly stored collection given to the City of South Bend by Studebaker. Another was to see that more direction and effort be made toward plans for an eventual museum.

Years of work by Stu and many others ensued. First, the collection was finally housed together in the old Freeman-Spicer building, which turned out to be a temporary solution. In the meantime, Stu was made a lifetime trustee of the museum board of directors. He was instrumental in hiring Rebecca Bonham, an effective and capable administrator and fundraiser who headed the museum daily operations and brought "the ship home" when a brand new Studebaker National Museum was opened in October of 2005.

Stu has continued to serve on the museum board, but with significant health difficulties in the past few years, trips to attend meetings in South Bend have become near impossible.

Yet, Stu evolved a plan this past fall, and on December 6th, he and Thelma got to attend the year-end SNM board meeting where he presented Studebaker artifacts and papers formerly in his personal collection. His speech to those at the well-attended event was warmly and respectfully received. His heartfelt satisfaction and gladness in his being associated with most "all things Studebaker" and having so many Studebaker friends and associates over the years was evident.

It was a special day capped off with dinner downtown South Bend with Stu and Thelma's good friends Nyal Weaver and Rebecca Bonham. Dreena and I were happy to assist.



Pictured left to right, Becky Bonham, Thelma Chapman, Stu Chapman, Dee-Dee and Nyal Weaver.

Upcoming Meetings: All are subject to current Covid guidelines, closures, and Hamilton SDC policies.

February 16, Check out this link for a talk about Studebakers in Canada. One of the speakers is Andy Beckman from the Studebaker National Museum. <https://www.tickettailor.com/.../canadianautomotiv.../823618>

FEBRUARY, 26th, Mount Hope, Hamilton Chapter meets at the Canadian Warplane Heritage Museum at 10 a.m. Dates are subject to change, please check with the contact listed. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

MARCH, 19th, Mount Hope, Hamilton Chapter meets at the Canadian Warplane Heritage Museum at 10 a.m. Dates are subject to change, please check with the contact listed. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

ONTARIO, April, 22nd. Morriston, Ontario Chapter hosts its annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old School House) 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, 905-584-7050. Email: paulrevell01@gmail.com. Website: www.ontariosdc.ca. Crossroads Zone.

APRIL, 23rd, Mount Hope, Hamilton Chapter meets at the Canadian Warplane Heritage Museum at 10 a.m. This is our Blind Auction. Dates are subject to change, please check with the contact listed. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

Did you know? The fabulous 1950-51 bullet-nose Studebakers were probably the most famous Studebaker design of all time and arguably the one most well-remembered by the general public. For 1950 Studebaker built 343,164 of them (its best year), with another 268,565 for 1951. Studebaker advertised the bullet-nose as the "Next Look" for 1950 and it was different indeed from everything else on the road. All of the 1950 models were powered by in-line 6-cylinder engines with the Champions having the smaller Champion six and the Commanders and Land Cruisers having the larger Commander six. Then and now, bullet-nose Studebakers were seen everywhere. Fozzy Bear drove one in "The Muppet Movie". Avon produced a men's cologne bottle in the image of one. The Studebaker's Night Club features one on its menus and matchbooks. And considering that Studebaker only built a total of maybe 4.5 million cars in its entire 64 years of automobile manufacturing, roughly 1 out of 8 Studebakers ever built were bullet-nose models. Millions of people rode in one at one time or another. (from Al Germano, Washington Dictator Tacoma



Birthdays: JANUARY

Jan 1. Paul Cronkwright
Jan. 1, Larry English
Jan. 1, Gord Linkletter
Jan. 1, Betty Sawyers
Jan. 6, Suzan English
Jan. 6, Pam Gordon
Jan. 19, Doreen Gonneau
Jan. 25, Roly Lusted
Jan. Mel Quirt
Jan. 28, Marguerite Ward

FEBRUARY

Feb. 3, Annette Brown
Feb. 4, Peter Worrone
Feb. 15, Sandra Cruz
Feb. 17, Joanne Easton
Feb. 20, Ted Calder
Feb. 20, Kevin Mullett
Feb. 21, Brenda Tattersall
Feb. 26, Steve Porter

ANNIVERSARIES

Jan. 31, Roseina & Roy McEown

STUDEBAKER - PACKARD OF CANADA, LIMITED

Hamilton, Ontario

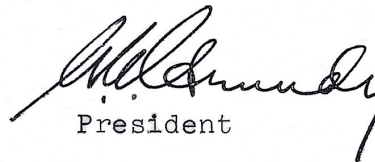
October 26, 1960

Dear Employee:

No doubt, you read and enjoyed the Studebaker supplement that appeared in the Spectator on October 14, 1960.

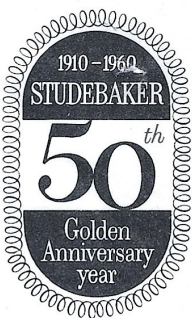
I am sending you an extra copy in case you missed it or would like to have one as a souvenir of our Fiftieth Golden Anniversary.

Sincerely,


President

GEGrundy/dw

Encl. 1



FIFTY YEARS IN CANADA



Studebaker Myths and Misconceptions

Studebakers have not been made since 1966. Over the passing years many myths and misconceptions have persisted. Here are ten myths that are often repeated and the facts to hopefully set the record straight once and for all.

Myth #1: Studebaker was owned/made by Hudson/AMC/Ford/Chrysler, etc.)

Fact: From 1852 through 1966, 1954-1962 were the only years in which Studebaker was a division of a larger corporation. The Packard Motor Car Company purchased The Studebaker Corporation in 1954 and formed The Studebaker-Packard Corporation. That company manufactured both Packard and Studebaker automobiles and trucks through the 1958 model year, when Packard production ceased. The Corporation dropped Packard from the name in 1962 and became The Studebaker Corporation until Studebaker automobile production was terminated during the 1966 model year. More Studebaker company history at <http://en.wikipedia.org/wiki/Studebaker>

Myth #2: Studebaker V/8 motors were designed and/or made by Ford/Cadillac/AMC/Chevy, etc.

Fact: Studebaker designed, cast, machined and built its own V/8 motors beginning in the 1951 model year through 1964. The Studebaker 289 c.i. V/8 was introduced in the 1956 model year, seven years before Ford introduced their 289 during the 1963 model year. It is true that a Cadillac intake manifold can be modified to fit a Studebaker V/8 but there were no ties between the Cadillac Division and Studebaker. For the 1965-66 model years only, all Studebakers were manufactured in its Hamilton, Ontario, Canada plant with V/8s and sixes sourced from General Motors' McKinnon Industries engine plant.

Myth #3: The famous 1953 Studebaker Starlight (not starlite) coupe and Starliner hardtop were designed by Raymond Loewy.

Fact: The actual designing of the '53 Studebaker was done by Bob Bourke, who worked for the Raymond Loewy design firm.

Myth #4 : The Avanti was made in Canada.

Fact: Avantis were never built in Canada. 1963 and 1964 Avantis were built at the Studebaker plant in South Bend, Indiana. After Studebaker closed its South Bend (US) manufacturing, the Avanti (name, molds, parts, etc.) was sold to private individuals who produced the Avanti II and other Avanti configurations. The post-Studebaker Avantis are not officially "Studebakers", but the cars and their owners are welcomed and appreciated by the Studebaker Drivers Club. More Avanti facts: www.aoui.org

Myth #5: My (buddy/relative) had a 1955 Golden Hawk (or 1961 Silver Hawk).

Fact: Golden Hawks were ONLY produced in '56, '57 and '58. The '56 G.H. had a Packard 352 V/8 engine (but never supercharged and never with two 4 bbl carbs). '57 and '58 G.H. had a McCulloch supercharged 289 c.i. Studebaker V/8. Other '56 Hawks included Sky Hawk, Power Hawk and Flight Hawk. Silver Hawks were ONLY produced in '57, '58 and '59. All 1960 and 1961 Hawks were simply Hawks, with no other identifiers. '62-'64 had the

Gran Turismo Hawk (not Grand Torino, which was a Ford). '63-'64 GT Hawks could be ordered with a Paxton supercharged engine.

Myth #6: Parts for Studebakers are impossible to get.

Fact: Of course, there are a few exceptions but by and large, parts are plentiful and easy to get from a large number of Studebaker parts vendors. For NOS, used and reproduction parts sources visit www.studebakervendors.com.

Myth #7: Studebakers were built for Grandpas and Grandmas with flathead 6 cyl. engines.

Fact: Studebaker was famous for its economical sixes BUT Studebaker also built a number of sporty and HIGH-PERFORMANCE cars. Powerful, stock-block Studebaker straight eights competed favorably in The Indianapolis 500 Mile Race during the 1930s. The 1953 coupe has been declared a work of art. In 1955, it was the sporty Speedster, and then became the basis for the entire Hawk line through the 1964 model year. High-performance R-1, R-2, R-3 and R-4 Avanti engines that could be (and were) factory available in any Studebaker car model in '63 and '64, as were 4-speed transmissions. The Avanti was famous on the Bonneville salt flats and Ted Harbit and his '51 Stude-powered "Chicken Hawk" is a 7-time NRHA champion and a member of the NHRA hall of fame. For more performance info check out www.racingstudebakers.com.

Myth #8: Studebaker didn't build "big" trucks.

Fact: Not true. Studebaker did build heavy trucks, including diesel powered until truck production ended in 1964 model year. Studebaker also built the highly-regarded "US-6" 6x6 military trucks that helped win WWII.

Myth #9: All Studebakers were built in South Bend, IN

Fact: While South Bend is the revered ancestral home of Studebaker, the company also had manufacturing plants in Hamilton, Ontario, Canada and Los Angeles (Vernon), California. In addition, Studebakers were assembled in a number of countries around the world including Australia.

Myth #10: It is hard to find anyone that knows how to fix or advise on Studebakers.

Fact: There are many Studebaker repair people in different parts of the country. The 12,000 member Studebaker Drivers Club (SDC) has a magazine "Turning Wheels" with a huge technical section each month and the SDC Forum offers incredible expertise on all things Studebaker 24/7.

Join Us! Visit www.studebakerdriversclub.com or talk with your local SDC Chapter!

Very Studey-ously by Roger Hill

Yes, yes, it's true! For a time, Studebaker used "Dictator" as a model name for its line of lower-priced cars. Horrors!?

Those unfamiliar with the timing of history have wondered, out loud and in print, how silly (they mean dumb) Studebaker could have been to use that word "Dictator" as a name for a car they hoped to sell in good numbers. These people are right (in one way) - it has such a negative meaning!

It has now, but it didn't always. Access to a century-old dictionary will show that "dictator" was an old Roman term for someone to whom the senate granted supreme and total authority to deal with a special project or an emergency. Upon completion, the dictatorial power was rescinded. An OLD dictionary does not mention cruel behaviour or oppressive regimes. For sure the meaning of words change over time. The "modern" meaning of "dictator" changed in the 1930s and '40s with events leading up to and surrounding WWII.

Studebaker's sales and marketing department gave the company's car models new and important-sounding names before the '30s - in the spring of 1927. The old Big Six became the "President", the old Special Six became the "Commander" and the old Standard Six became the "Dictator" - all denoting positions of authority and responsibility.

As an "aside", it should be pointed out that "Erskine" and "Rockne" were NOT model names under Studebaker, but registered and administered as separate marques.

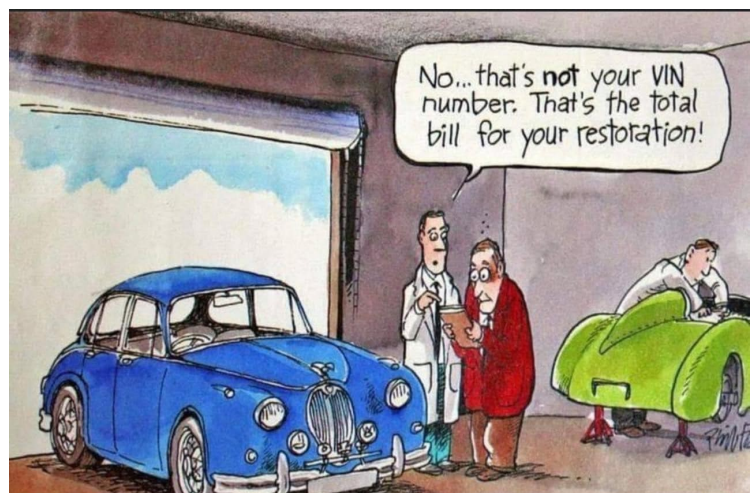
The fact is, in the spring of 1927, Adolph Hitler was not yet in power (that was 1933), and Francisco Franco was not yet in power (that was 1936). Benito Mussolini was in power (1922), but he received the respect and approval of most Italians for many years (one source gives 1936 as his year of peak popularity), having brought order and security to the chaos that crippled the country after WW1. Germany was in bad shape as well - which aided the rise of the Nazi Party. To bring perspective, remember that two German car companies, Daimler and Benz, merged in 1926 to help them survive that country's economic troubles.

Studebaker's first use of "Dictator" was in 1927 and

and its last was in 1937. By the latter, the popular meaning of the word was souring. The 1936 Berlin Olympics, Mussolini's invasion of Ethiopia in 1935, the Spanish Civil War and the increasing awareness of the oppressiveness of the dictatorial regimes involved in 1930's headlines saw to that.

The company, to me, seems innocent in the Dictator-naming. But the subject still comes up upon occasion. If you, as an SDC'r get drawn into a conversation where Studebaker is being discredited because of it, you could remind them that in 1938, a smiling Henry Ford (well known antisemite, and vehemently anti-union) was awarded the "Grand Cross of the German Eagle" by Nazi officials for his "humanitarian ideals"! And General Motors, for some illogical reason, decided, not too long after the war, to festoon their Super Sport Chevrolets with "SS" emblems. The well-known and feared Nazi SS regiments also used a similar emblem. GM could have easily designed something else. The State of Israel was understandably not happy to welcome the models, according to newspaper accounts. These two cases were not innocent.

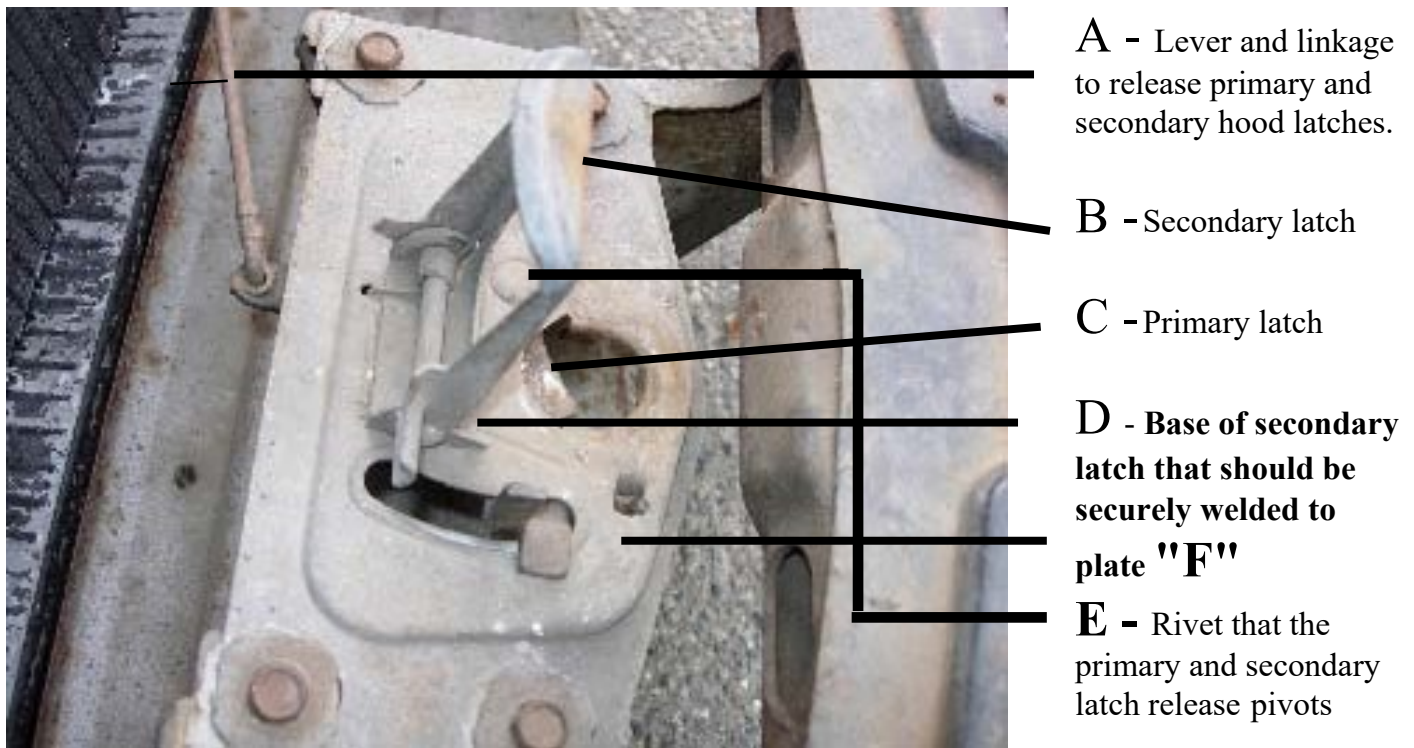
Finally, in researching this article it came to light that Mussolini's popularity and rise to power really began while he was the editor of a certain political newspaper, its name? "Avanti". GULP!!



Secondary Hood Latch On Hawk Models By: Pete Yuen

The secondary hood latches on the Hawk models are installed as a safety feature. It is to restrain the hood from flying off the car when driven in the event that the primary catch fails to hold the hood securely. After hearing of Hawk owners that have lost their hood while driving, it was learned that in each case, the secondary latch did not do the job that it was intended to do. . . **To secure and hold the hood down.** When driving and the hood suddenly comes up and over the car, it is not a fun thing to experience. The immediate danger is that it has blocked the view of the driver but it could get worse as the hood becomes detached from the car it becomes a hazard to other motorists on the road. When the hood is airborne, nobody has any idea of where it will come down. Once the hood is on the way down, it is a potential killer to other motorists in the vicinity.

When the secondary latch is installed on the car, it is spot welded. . . **Insufficiently spot welded and therefore not strong enough do the job of securing the latch on to the plate that it is welded to. If you are a proud owner of a Hawk and have not yet lost your hood, have the secondary latch securely welded before disaster strikes.**



A bolt may be used to secure the base of the secondary latch to plate F. If this is to be attempted, one must make sure that it will not restrict the movement of the latch release mechanism as it pivots from rivet marked "E." To ensure that the nut does not come loose, use either LocTite or self locking nut. Suggested bolt size to be 5/16". Locate it so that it does not restrict movement of the latch operation.

Caution: If there is inadequate movement of the linkage when the hood locking assembly is mounted back in place, you may have a problem to release the hood once it has been closed.

The hood latch assembly is described as Plate Assembly, identified as item number 1622-65, part number 1326666 for C-K cars, '59 to '62. For '63, '64 K models, the number is 1351370.



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Studebaker "Firsts"

- | | | | | | |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1913 | First to cast six-cylinder engine in a block.
First to produce a car with crown fenders.
First to produce a six-cylinder car to sell for less than \$2,000. | 1936 | First to use automatic Hill Holder. | 1953 | First to introduce modern American family sports car styling.
First to use high efficiency filter paper type carburetor air cleaner. |
| 1916 | First to produce a seven-passenger, four-cylinder, 40 horsepower touring car to sell for less than \$1,000. | 1937 | First to use non-scratch piston rings.
First to use Hancock rotary door latches.
First to use variable ratio steering gear.
First to use direct acting shock absorbers.
First to have double wall pickup bodies on trucks. | 1954 | First to use self-centering, self-energizing brakes.
First to use sapphire super-enamels, which need no waxing. |
| 1919 | First extensive use of pressed steel throughout. | 1938 | First to use Climatizer-combination heater and ventilator under front seat. | 1955 | First to demonstrate and announce interlocking safety door latches. |
| 1920 | First to cast the intake manifold in the detachable head.
First to use, and inventor of, the internal hot spot.
First to use 20° inclined, silent operating valves. | 1940 | First manufacturer to receive first place awards in all three divisions of Gilmore Economy run. | 1956 | First to use Safety-eye speedometer.
First to use flared fin brake drums to minimize "fading" due to heat.
First passenger car to use acoustical sound deadening-headlining.
First complete line of sports-type family cars by an American auto manufacturer.
First to bring large displacement, high compression engines to the low price field in the 352-cubic inch V8 engine rated at 275 horsepower.
First to install limited-slip or power-driving, differential on trucks as optional original equipment. |
| 1921 | First to develop and patent molybdenum steel and to produce a car in which it was used. | 1941 | First major production use of curved windshield (Sedan-Coupe). | 1959 | First to introduce totally new dimension in motor-ing—the Studebaker Laik. |
| 1925 | First to use hydrostatic gas gage.
First mass produced hardtop body (Duplex Roadster and Touring) | 1946 | First to introduce postwar automotive styling.
First to use self-adjusting brakes.
First to use "black-lighting" on instrument panel. | 1960 | First to introduce a complete line of body styles in the compact car field, including the first convertible. |
| 1927 | First to use mechanical fuel pump. | 1947 | First to pioneer all-around glass with curved rear windows of 180° for full rear vision.
First in low-price field to use two-piece propeller drive shaft. | 1961 | First to have instrument panel safety padding standard equipment on all passenger car models. |
| 1928 | First to use ball bearing spring shackles.
First to use full power (straight-thru) muffler. | 1948 | First to use nylon upholstery.
First to use instrument panel design for under-the-hood accessibility on trucks.
First truck with enclosed cab step. | 1962 | First U.S. auto manufacturer to offer caliper type disc brakes on a full sized car (Avanti).
First in the industry to install seat belt mountings for four belt installations in every car.
First to introduce built in roll bar (Avanti).
First to make transistorized ignition standard equipment (Avanti R3, R4). |
| 1929 | First to use rubber covered steel core steering wheels. | 1950 | First to use air-cooled torque converter transmission.
First to use automatic transmission anti-creep device.
First to use inhibitors for "park" in automatic transmission.
First to use no-rollback feature on automatic transmission. | 1963 | First to install seat belts in front seat of every car in its line.
First to introduce a sliding roof station wagon. # |
| 1930 | First to use carburetor silencer.
First to use thin steel-backed main bearings, adopted from airplane design.
First to use free-wheeling—the greatest step forward in automotive engineering since the adoption of the self-starter.
First to use automatic vacuum spark control advance to improve fuel economy.
First to use helical gears in transmission (high and second).
First to use valve spring vibration dampers. | 1951 | First to use filtered air to the automatic choke coil.
First to use polyethylene rear spring liners. | | |
| 1933 | First to use "heat-dam" pistons. | 1952 | First to use mechanical power steering. | | |
| 1934 | First to use celeron spoke-type camshaft gear. | 1953 | First to use carburetor with hot air passage to prevent idle freeze-up. | | |
| 1935 | First to use planar wheel suspension
First to produce a six-passenger sedan. | | | | |

Hamilton Studebaker Drivers Club Contacts 2022

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NEWSLETTER/ MEDIA	Susan Lusted 201 Livingston Ave. Grimsby L3M 4X2 Email: lin93@sympatico.ca
MEMBERSHIP	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email: stephenjporter4@gmail.com

Studebaker Drivers Club Contacts

PRESIDENT:	Dennis Foust	143 Studebaker Rd., Spring Mills, PA 16875	studeguy54@gmail.com
VICE PRESIDENT:	Don Jones	PO Box 229, Concord, VA 24538	keydetsdj@aol.com
SECRETARY:	Cindy Foust	143 Studebaker Rd., Spring Mills, PA 16875	cid1966@verizon.net
TREASURER:	Jane Stinson	5800 Stanley Rd, Columbiaville, MI 48421	jestinson@aol.com
CR ZONE DIRECTOR:	Harvey Snitzer	2422 Cranbrook Rd., Canton, MI 48188	(734) 634-2285 hjs66@yahoo.com
CR ZONE CO ORDINATOR:	Dave Hamblin	6225 County Road 22, Mount Gilead, OH 43338	(419) 947-1360
ON. REGIONAL MANAGER:	Stephen Porter	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email: stephenjporter4@gmail.com	

NATIONAL SDC MEMBERSHIP APPLICATION

Annual Fee: \$52 Payable in US Funds

New memberships begin on the 1st of the month nearest date of receipt of your application and are for 12 months. This includes 12 monthly issues of Turning Wheels, the award winning National SDC magazine.

Send completed application and your check or money order payable to SDC for \$52.00 to (New Members 1st year only \$46.00):

The Studebaker Drivers Club, Inc.
P.O. Box 1715
Maple Grove, MN 55311-6715
(or 763-420-7829 for Visa or M/C)

Name _____ Spouse _____
Address _____
City _____ Prov _____ Postal Code _____
Phone _____ Birth date: _____
New _____ Renewal _____ Date _____

Please list your Studebakers below
Year _____ Model _____ Body Type _____
Year _____ Model _____ Body Type _____

Fee is \$12 without the magazine subscription. This can be completed online also. www.studebakerdriversclub.com/joinsdc.asp

Hamilton Chapter SDC Membership

Annual Dues: \$20.00 Jan.-Dec.

Membership in the HAMILTON CHAPTER is open to any person who supports the purpose of the Club and is a member in good standing of the National Studebaker Drivers Club. This membership includes six bi-monthly issues of the Bullet-Tin, the chapter newsletter.

Send completed application and your check payable to **Hamilton Chapter SDC** to:

Steve Porter Membership Secretary
430 Plains Rd. W. Burlington On. L7T 1G9
Phone: 905-464-5726 Email: stephenjporter4@gmail.com

Name _____ Spouse _____
Address _____
City _____ Prov _____ Postal Code _____
Phone _____
Email Address _____
New _____ Renewal _____ Date _____
National S.D.C. Number _____

Please list your Studebakers below
Year _____ Model _____ Body Type _____
Year _____ Model _____ Body Type _____



Currently, our members have listed a number of automotive related items for sale. These can be seen at this link: <http://www.thehamiltonchaptersdc.ca/Classifieds-01-2023-Hamilton%20SDC.pdf>. This list is updated monthly. Items that you wish to list can be sent to Peter Downey, email: PresidentHamiltonSDC@gmail.com

VEHICLES FOR SALE



Look no Rust free body , no issues with floor or frame and underside. Has its original 245 engine , which runs like a top, 3 spd OD and has only 33,000 miles . Has some headliner issues and an amateur interior job. Chrome needs replating . This car is an excellent car for a restoration and currently licensed and insured asking \$9,000 ... price reduced to \$7500 ! For a viewing appointment call Neale at : 519-448-1484

[https://www.kijiji.ca/v-classic-cars/brantford/1950-studebaker-commander-2-door-sedan-new-price/1629453693?](https://www.kijiji.ca/v-classic-cars/brantford/1950-studebaker-commander-2-door-sedan-new-price/1629453693?utm_campaign=socialbuttons&utm_content=app_ios)
utm_campaign=socialbuttons&utm_content=app_ios



For Sale: 13 995.00

1959 Lark Regal 2 DR HT
See pictures below.

- Very Rare colour combination (Tahiti Coral with Arc-

tic White Top).

- Purchased from original, one owner family. Lady driven approx. 25,000 original miles in Victoria British Columbia.
- 259 CID V8 Automatic,
- Rust Free,
- Deluxe Cloth Interior, showing virtually no wear.
- Parked inside garage for 40+ years. All hydraulics serviced, Head gaskets and valve seals replaced. New heater core. Tires. Runs superbly well.

One more. Check this link. It is in Arizona. <https://www.cars-on-line.com/gen3-cars/col1/posting/101955>

Bill Ozzard

250-276-4421

bsozzard@gmail.com

PARTS FOR SALE

For Sale :

NOS taillight lens for 55 sedan \$30 pr.,

NOS 55 front turn signal lens \$40 pr.

NOS vent window weather strip 53-54 sedan \$20

Phone: John Koshty 905 938-5533

Passenger door from 1963 Hawk.
Complete and in reasonable condition. \$20.00

Contact: Peter@lampmanconsulting.ca or 905-



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PARTS FOR SALE

- Two front fenders for a 49 Studebaker
 - Email: Dan Calder
dan.calder@icloud.com
 - **Phone: 905-984-0268.** Fenders are very straight solid
 - Asking: \$500
- Other fender looks to be NOS

For Sale:
\$9.00 each. I have 2
air filters
Jim Anderson



Email: andersonjimbarb@icloud.com
Phone 905-627-3437

FOR SALE: 1955 to 1960 185 CID Cylinder head NOS (still in crate). I have 15 heads at \$150. Each (USD) to be picked up. Also, numerous 1949 to 1964 Studebaker Truck parts, (body, mechanical, and hard to find rare parts. Selling Studebaker Truck parts for 52 years. Send a list of what you need to Carmen Dannunzio c.dannunzio53@gmail.com or cell 484-886-6115

WANTED - complete FRONT drum brake assemblies for a SIX-cylinder Studebaker from 1954 to 1955. I want to switch my '53 Champion assemblies to the newer, better type for safety reasons. If you've switched your car to disc brakes, I'll take all your old parts. Also, if anyone else has just the 10-inch front drums for these cars in real good condition, I'd like to purchase these also. Please call Roger at 226-220-5275 (leave a message) or email studebakertracks@gmail.com

WANTED

1964 Daytona Hardtop
Contact: Barry Leppan
Email: studee64@cogeco.ca
Phone: 905-832-7569

