

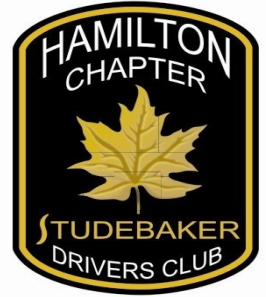
STUDEBAKER DRIVERS CLUB

1988

35th Anniversary

2023

HAMILTON CHAPTER
www.thehamiltonchaptersdc.ca



Bullet-Tin

July/Aug 2024

Issue #: 4

Volume: 36



President: Peter Downey Vice President & Membership: Steve Porter Secretary: Dennis Kennedy
Treasurer: Susan Lusted Social Media: Susan Lusted



The Porters 1950 Champion with its new visor installed by our member Bob Barrkck.

Letter from the President

By: Peter Downey



Hello friends! With summer well underway there have been many opportunities to get the cars out to many different places. We enjoyed excellent luncheons in both

Dunnville and Winona, and our cars that came out to Winona were featured twice on CHCH TV news (actually the weather forecasts), Thanks to Sandra Cruzo for taking some great photos and to Susan Lusted for sending them in to CHCH. Brian Wood, one of the weather presenters has a history of sorts with Studebaker as his family owned one and his father worked at the plant in the 50's

Our Fish Fry is soon coming up, and it is always a hit. Meeting starts at 3:00 and food is at 4:00 remember to send in your order and confirmation of your attendance no later than August 20th.

We will be meeting in the park east of the location of the former Studebaker plant again this year on September 7th for a display of our cars and the neighbourhood BBQ. Always good time. Page 14 has the details for the day.

On a personal note, I want to thank Steve Porter for his 12 years service our Club as Vice President. Steve has decided to step aside from this role as of September.

After almost 2 months in the repair shop my 1950 Champion is back on the road. Starting properly and continuing to run until you shut it off, which is a far cry from where it was. Add to that some much needed front-end repairs to the tie rods and idler arm and sourcing some hard-to-find bushings, and all is well again. 1950 Champions were a one-off year for front end configuration which makes parts a bit harder to locate, but they are out there. We will be looking for nominations for officers at our September meeting with second nominations in October along with our elections as required.

As always thank you for your input to your newsletter, keep the stories and pictures coming.

Be safe!

Happy Studebakering

;

Vice President & Membership Steve Porter



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

Currently, we have 69 paid and honorary members with only one outstanding unpaid membership.

For membership only, it is \$15 in US funds. This is membership only and no magazine.

Applications for both our chapter and the Studebaker Drivers Club can be found at this link for both the SDC and Hamilton Chapter membership.

[Membership Information
\(thehamiltonchaptersdc.ca\)](http://thehamiltonchaptersdc.ca)

Hamilton SDC membership link:
[Www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca)

Hamilton Chapter SDC Membership Annual Dues: \$25.00 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 _____

Treasurer's Report Sue Lusted

HAMILTON STUDEBAKER DRIVERS CLUB Finances July 1, 2024 to July 31, 2024					
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT	WITHDRAWALS	OPENING BANK BALANCE
					4,220.88
					4,245.88
7/11/2024	Deposit	#01762 Deposit Waterdown Steve Porter	25		
7/22/24	Cheque # 1072	Susan Lusted for Domain Name payment			4,218.38
			\$27.50		
07/31/24	Deposit	Membership Eric Liberi	\$30.00		4,248.38
07/31/24	Withdrawal	Account Fee		\$4.00	4,244.38
				Bank Closing Balance	4,244.38

The Award winning 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.

Submission Deadlines & Date to Email Newsletter

Jan/Feb	Jan. 25th,	Feb. 1st
Mar/Apr	Mar. 25th	April 1st
May/June	May 25th	June 1st
July/Aug.	July 25th	Aug. 1st
Sept/Oct	Sept. 25th	Oct. 1st
Nov/Dec.	Nov. 25th	Dec. 1st

Note:

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

Welcome to our new member

Eric Liberi
159 Rosemount Ave.
Toronto, ON
Canada M9N 3C2
Phone # 416-574-8276
Email: ericliberi@gmail.com

In this Issue

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STUDEBAKER V-8 SPARK PLUG CABLES AND BRACKETS Thanks to Jerry Blount

The harnessing and routing of the spark plug cables on a Studebaker V-8 is important, so they can perform reliably, safely and look good at the same time!

The 1951 through 1954 232 cu.in. V-8's and the 1955 224/259 cu. In. used large steel brackets to guide the set of 4 cables neatly over the valve covers on each side. Various parts numbers of brackets were used over the above model years, but the brackets left little doubt as to their purpose.

Starting in 1956, and through 1964, a less elaborate was used to route the spark plug cables, a Pair of brackets, #153892, were mounted using the rear-most bolt on the intake manifold, one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From here, the wires were routed to 533007 clips, which held 2 cables each and were mounted using the valve cover stud and nut. The four stud covers used through the very early 1960's used a total of four # 533007 clips, Two for each side. Most of the 1960 production through 1964 used "two stud" valve covers which, each had a spot-welded cable clip attached midway between the stud holes, and thus, only used one 533007 clip per side, at the rear valve cover stud.

Many cars are seen with their 153892 brackets missing. Apparently, if a car is being worked on, the mechanic just neglected to re-install them. It is important to have in place beyond eliminating an unsightly tangle of spark plug cables, there is a real possibility of the cables getting caught in the throttle linkage and holding the throttle wide open. If your 1956 1964 V-8 does not have these brackets at the rear of the intake manifold, get some soon. They may still be available new and can be found used.

The Studebaker V-8 fires 1-8-4-3-6-5-7-2 as most V-8's. The firing order on the left side is 1-3-5-7 and the firing order of the right, (passenger side) is 2-4-6-8. The problem is that two adjacent cylinders, #5 and #7, fire consecutively on the same side of the engine. To avoid induced-cross-firing, the #5 and #7 cables MUST NOT RUN NEXT TO EACH OTHER! This means, run cables # 1 and #5 through the forward routing and then #3 and #7 through the rear-most routing, then cross the #3 and #5 cable so they reach their respective spark plugs, to make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward, relative to the valve cover stud. On the passenger side, the best routing for cables #6 and #8, is the rear-most 533007 clip positioned to the rear, pointing at the firewall.

The exceptions to all of this, are the 1963 and the 1964 Avanti(s). They use an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body. The left side cables all run together in a rubber channel within the stainless steel shield, but, again, the cable arrangement needs to be 1-5-3-7 so that cables #5 and #7 are separated.



Anniversaries

June 14 Earl & Marie Randall

July 21 Larry & Suzan English

July 28 Barry & Carol Leppan

Aug. 5 Bob & Joanne Easton

Aug. 26 Peter & Judy Lampman

Birthdays

July 3, Cecylia Griggs

July 21 Bob Stowell

July 27 Peter Downey

August 14 Garnet Bell

August 15 Earl Randall

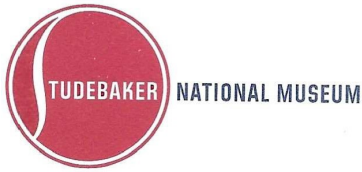
Our Cover Car

This is the Porters 1950 Champion. It is pictured with a newly installed visor and also new chrome on the nose beside the bullet nose.

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,



June 3, 2024

Hamilton Chapter SDC
c/o Mrs. Susan Lusted
201 Livingston Avenue
Grimsby, Ontario L3M 4X2

Dear Hamilton Chapter SDC,

CURRENT EXHIBITIONS

**FAMILY HAULERS: THE
AMERICAN STATION WAGON**
Open through July 28, 2024

**DESPERATE TIMES,
DESPERATE MEASURES: THE
STUDEBAKER-PACKARD
CORPORATION**
Open through October 20, 2024

UPCOMING EVENTS

SPEAKER SERIES
June 12, 2024 @ 1:30pm

CARS & COFFEE
July 6, 2024
8:00am - 10:00am

**CONCOURS D'ELEGANCE AT
COPSHAHOLM**
July 13, 2024

On behalf of the Studebaker National Museum, I want to gratefully acknowledge your contribution of \$355.29 for the Adopt-A-Car Program. You have adopted the **1966 Studebaker Cruiser** through July 31, 2025.

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 the 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 \$355.29 on June 3, 2024, 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.



Adopt-A-Car Program

Certificate of Adoption

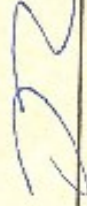
Hamilton Chapter SDC

has generously provided for the care of this and other vehicles
in the Museum's Collection with the adoption of the

1966 Studebaker Cruiser

through July 31, 2025

Certified By



Executive Director

On This Date: June 3, 2024



Odds 'N' Ends

Thanks to Peter Yuen

Guinthers Law of Problem Solving: It is better to solve problems than crises. **What is a Crisis?** – Any car that has a brake malfunction when driven, especially a Studebaker that won't stop when needed, leading to an accident.

After the car has been started and driven, check the brake function.

If the car has not been driven for a long period and has been sitting in a high humidity surroundings, the brakes may "grab", on some wheels and not on others. This, I am told, is due to rust problem on the brake drums. If this problem shows up on your car, drive it around, slowly and carefully in an area that has little or no traffic and apply the brakes several times, or perhaps, apply slight pressure on the brake pedal while the car is driven for a short distance.

After this, check the brakes as you would when coming to a normal stop. If the car veers in one direction instead of stopping straight, there are 2 things that may have caused it, assuming that the brakes are properly adjusted:

- 1 - The rusty problem still exists, --- or
- 2- One or more wheel cylinders are seized.

Whatever the problems are, the problems must be fixed since the car is now an accident waiting for a place to happen.

After you have applied the brakes and release the pressure from the master cylinder and there is still some drag on the wheels, it is likely that the old brake hoses need to be replaced. Deterioration of the hoses will be on the inside and not noticeable to the eye. When pressure is applied to the master cylinder, it will force the brake fluid through the hose. The fluid that went through the hose under pressure may not be able to return to the master cylinder in a deteriorated hose, -- thus the problem. Another thing that can cause this problem is that there is insufficient free play on the brake pedal. Generally, there is about an inch of free play on the pedal in the relaxed position. There is adjustment on the push rod between the master cylinder and the brake pedal. Adjust so that when the brake pedal is released and in a relaxed position, the springs that are anchored on to the brake shoes should be sufficiently strong to retract the shoes and in turn, allow the brake fluid to return to the master cylinder. The pedal return spring must also be strong enough to bring the pedal fully back to the floorboard. If the spring is weak, the fluid from the wheel cylinders may not return to the master cylinder as it should.

While using the brakes and there is a grinding noise, the cause will be metal to metal contact between the brake shoes and the drums after the brake lining has been totally depleted through usage. Prolonged usage of the brake under this condition will likely result in having to replace the brake drum(s). Current price of a brake drum is in the area of \$250 USD. each plus shipping. (Think \$550 to 600 per pair of drums) It is a good idea to check and change the lining if it is getting thin.

Brake problems - without power assist

Pedal goes to the floorboard

- 1 - Normal wear of the lining.
- 2 - Brake shoes not properly adjusted.
- 3 - Leak in system.
- 4 - Air in the system.
- 5 - Pedal improperly set.
- 6 - Not enough fluid in the master cylinder.

All Brakes drag

- 1 - Mineral oil in the system.
- 2 - Pedal improperly set (insufficient play)

One wheel drags

- 1 - Weak or broken brake shoe return or Anchor spring.
- 2 - Clogged or crimped brake line.
- 3 - Brake shoe set too close to the drum.
- 4 - Piston cups distorted.
- 5 - Wheel bearings loose.

Car pulls to one side

- 1 - Grease-soaked or fluid-soaked lining.

- 2 - Shoes improperly set.
- 3 - Backing plate loose on the axle.
- 4 - Different makes of lining.
- 5 - Tires not properly inflated.
- 6 - Clogged or crimped brake line.

Springy, spongy pedal

- 1 - Brake shoes not properly adjusted.
- 2 - Shoe surface not square. On the drum.
- 3 - Air in the system.

Excessive pressure on pedal, poor stop

- 1 - Brake shoes not properly adjusted.
- 2 - Improper lining.
- 3 - Oil or fluid on the lining.
- 4 - Lining making partial contact.

Overly sensitive brakes

- 1 - Brakes shoes not properly adjusted.
- 2 - Loose brake backing plates
- 3 - Grease-soaked or fluid-soaked lining.

Wallace Gordon Naisbitt



Wallace (Wally) Gordon Naisbitt was born in Burlington, Ontario on September 15th, 1922. Living with his parents, Blanche and Milfred Naisbitt, and his sister, Lorraine, Wally proved to be a keen athlete in his early years. He earned the title of Junior Field Day Champion at Burlington High in 1936 and 1937. His teenage years were spent pumping gas, changing oil and greasing cars at Ike Lynn's Service Centre where he developed an interest in automobiles. His first car was a Model T Ford Touring Sedan, co-purchased with a friend for \$15.00. Wally enlisted with the 6th Canadian Anti-Tank Regiment in Petawawa and served overseas in Northwest Europe from 1942 to 1946. During these years he served as a Gunner, drove a Bren Gun Carrier and a Harley Davidson, and studied automobile mechanics. Returning home to Canada, Wally went back to working for Ike

Lynn at Lynn Hurst Motors which was now the Studebaker dealership in Burlington. He fondly recalls that this was where he met his future wife, Velma Robson, when she pulled up and asked for twenty-five cents worth of gas for her 1936 Dodge. Wally and Velma married in 1948 and would go on to have four children: Scott, Jane, Randy, and Norman.

Wally worked for Ike Lynn until a position opened up for him at the Studebaker Company in Hamilton, Ontario. He described his early years at Studebaker in a presentation he made to the Ontario Chapter of the Studebaker Club after retiring. In his own words:

"I met Mr. T. M. (Tait) Hawkins who at the time was driving a 1942 Studebaker Commander which I was servicing. Tait was the A.G. Prom Manager at Studebaker in Hamilton. Wanting to

better my occupation, I spoke to Tait on several occasions about the possibility of a job at Studebaker who I had heard was setting up to build cars at the Otis Elevator plant on Ferry Street in Hamilton under the direction of President D.C. Gaskin. Tait spoke to the Studebaker Parts Manager, Tom Pryde, and set up an interview with him. I was hired to work in the Parts Department in the Hamilton plant in 1946.

Under the supervision of Jim Muddle, my job in the stock room was to fill Studebaker part orders from the Canadian dealers from Halifax to Vancouver. Parts came to Hamilton at the time by rail box cars. Parts had to be checked in and placed in the stock room for the order pickers. The job was interesting to a beginner as



Under the supervision of Jim Muddle, my job in the stock room was to fill Studebaker part orders from the Canadian dealers from Halifax to Vancouver. Parts came to Hamilton at the time by rail box cars. Parts had to be checked in and placed in the stock room for the order pickers. The job was interesting to a beginner as you got to see the part numbers and physically see the parts. Another job there was to receive all the latest blueprints and file them numerical sequence in filing cabinets – the number and latest date marked on the outside of the blueprints. A very tedious job.

In 1948 I had a serious operation which took some 13 weeks to recover from. On my return to Studebaker, Mr. Pryde felt I should do an office job for rest and recuperation. I was then put under the supervision of Mr. Bob Bowman who came to Studebaker from the Toronto, Ontario dealer of D. Donnell Mackie Ltd. Bob Bowman taught me how to read parts books to locate chassis and body parts requested by the dealers. No one knew parts better than Bob Bowman. As time went by on this job, I learned many things in the Service and Parts Division. The company needed a parts representative on the road and in the early 50s sent me out to do the job. In this I set up dealers with their parts in Bins, the location system, so they could be located for their service repair shops. On occasions, I had to teach parts managers how to read and locate parts in the chassis and body books. Studebaker, at that time, was broken into districts which could have dealers assemble at one location for sales, service and instruction meetings. I was often asked to speak to the dealers as a parts representative.

It was a busy time for me, visiting the districts from coast to coast, to cover what Studebaker required. During this time, I had some great teachers...including Mr. Claude Farnham, Business Management Manager, Mr. Gordon Grundy, President after Mr. Gaskin, Mr. Bob Orr, Director of Marketing, Mr. Harry Bullock, Claims Manager, Mr. Bob Johnson, Parts Manager, and Mr. Hudson. While at Studebaker in Hamilton, we had an employee recreation club of which I was President. Also a Masons Club.”



Wally and a Professional Model at a Studebaker Driveaway

In 1954 the Studebaker Company merged with the Packard Motor Car Company. Wally described his role in this merger in his presentation.

“Mr. Grundy, President at the time, asked me to go to Windsor and move the Packard parts from the warehouse and showroom to the Hamilton Parts Division. I was given 13 transport trucks from Overland Co. and was sent to Windsor to make the move. As the only Studebaker employee at the Packard at that time, I was not too well received. Parts packing for the move had started – tail pipes, floor mats, mufflers, etc. were standing in 4x4x4 crates to be loaded for shipment. There was no way they could be stacked on trucks for the move. I arranged for the crates to be repacked to stack on the trucks. The Packard Sales Manager objected saying the crates were too heavy to move. Mr. Grundy gave me permission to contact Mr. Art Eggert, our Studebaker Windsor Customs Manager, to locate a tow motor and get it to the Packard warehouse. This was done and it arrived the next day and the trucks were loaded. It was necessary to keep track of the parts bins and boxes being loaded on trucks as we continued to supply the Packard dealers with parts during the move. I was able to advise Bob Bowman in Hamilton where the parts were in transit. The whole move only used 8 transport trucks and took only 7 days to complete and close the warehouse in Windsor. This was a delight to Mr. Grundy as he could then place the building up for sale.”



Wally eventually became District Sales Manager for Hamilton and the Niagara Peninsula. In 1964 he was appointed Assistant Fleet Sales Manager and then Fleet Sales Manager for Canada. He was instrumental in closing the police cruiser fleet deal with the Hamilton Police in 1966. Wally remained with the Studebaker Company until several months after the shutdown of the Hamilton plant in 1966. His days with Studebaker were over but he never forgot the part numbers!

The Naisbitt family then moved to Ingersoll, Ontario, where Wally worked for a short time at Corral Motors, the Studebaker dealership in London. In the fall of 1966, along with a business partner, he opened a new Ford franchise, Keeler Ford Sales, in Ingersoll. In 1968 he moved on to the Morrow Screw and Nut Company, Ingersoll, where he was Office Administrator and then Sales Representative for the automotive accounts with General Motors, Ford, American Motors, and Chrysler in both Canada and the U.S.A. He retired from the Morrow Company, now called Ingersoll Fasteners in 1986.

During his retirement, Wally was actively involved with the Royal Canadian Legion Branch 119 (Ingersoll), serving as Poppy Chairman for 12 years. He had the honour of receiving the J.C. Herbert Citizen of the year award in 2003. Both Wally's son Randy and his grandson, Michael, own and restore Studebaker vehicles.

Wally passed away peacefully in Ingersoll on October 17, 2019 at the age of 97.

Next newsletter Generation Next with Randy and Michael Naisbitt



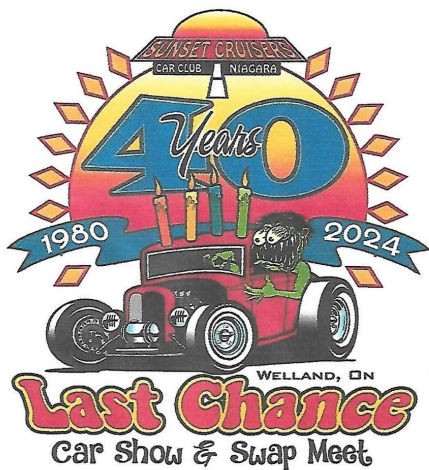
Our July meeting was held at the iconic Innsville restaurant in Winona. The food was great and so was the venue. It is a great site for a meeting. We did have a few of our Studebakers in attendance even though it was really hot. Sue Lusted did a collage of the cars at the restaurant and sent them to CHCH Tv and we were featured on the weather report on Wednesday night. Brian Wood who does the weather, sent an email stating that his late father worked at Studebaker in Hamilton. That does explain the mentions that he makes about Studebakers. See page 12 for a collage of the cars that was sent.

The Hamilton Chapter's Cars at the Innsville for our July meeting.
This picture was the one featured on CHCH news during the
weather report.



2024 Last Chance

40th Annual Car Show & Swap Meet



Dash Plaques
for the first
250 cars

Car + 1 Occupant	Swap Meet Vendors
\$20	\$20 Per Space
Spectators	Free
\$5	Under 12
	Exact Change Appreciated

SAVE \$5.00 With Pre-Registration
Email: sunsetcruisersniagara@gmail.com for details

Due to Welland Fire Regulations
all roads in the Fairground must be
kept clear to allow Fire Equipment to pass

Contact:
Ken Servos 905-227-4213
Karen Chambers 905-736-1321
sunsetcruisersniagara@gmail.com

**SUNDAY,
SEPTEMBER
29, 2024**

**7 am
to 4 pm**

Welland, Ontario

NIAGARA REGIONAL EXHIBITION GROUNDS
1100 NIAGARA ST. NORTH

Vendor & Car Show Gates Open 7 am

Name _____ Phone # _____

Email Address _____

Address _____

City _____ Postal Code _____

Year _____ Make _____ Model _____

Pre-Registration payments
must be received by
August 15 2024 to:
Sunset Cruisers Car Club
sunsetcruisersniagara@gmail.com



Cars in The Park

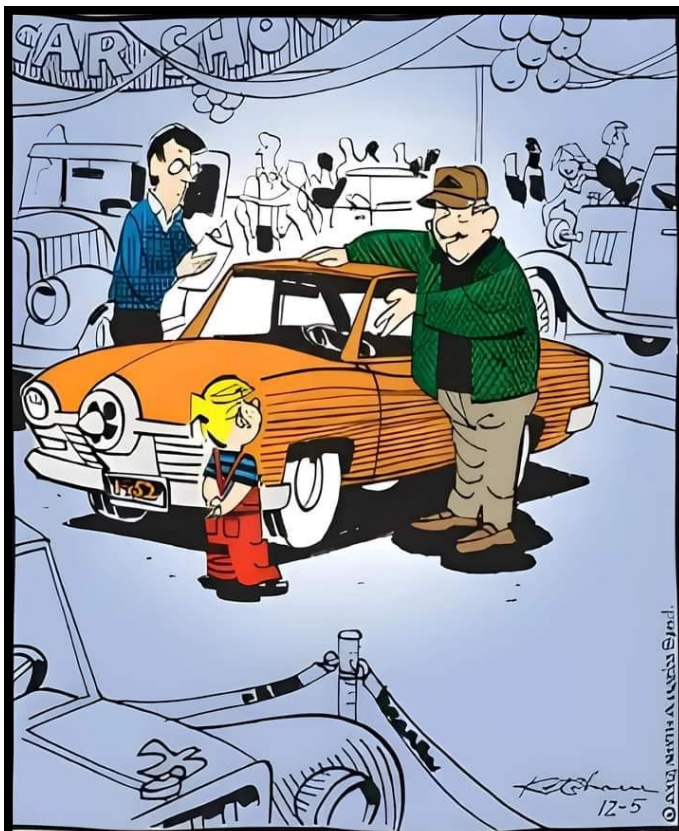
10:00 a.m. 4:00 p.m.

Ruthven Park's 26th Annual Cars in the Park

Monday, October 14th 2024

Admission \$10 per car.

Dash Plaques for First 100 Cars, Food Truck,
Door Prizes, Historic House Tours, Cemetery
Tours & Children's Activities



"...AND THIS, DENNIS, IS WHAT THE FUTURE
USED TO LOOK LIKE"



Hamilton September Meeting

ONTARIO, Hamilton 7th, Hamilton Chapter to celebrate International Drive Your Studebaker Day with an eighth anniversary visit to the site of the commemorative plaque at the corner of Mars Ave. and Wentworth St. for a BBQ with the Keith Neighbourhood Hub from noon until 4 pm. This is the site of the Studebaker factory in Hamilton. Contact: Peter Downey 905-869-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

Northeast Zone Meet

NEW YORK, August 15th - 17th, Syracuse. Central New York SDC will host the second Northeast Zone meet held in NY State. The host hotel is Sleep Inn & Suites Airport, 6344 East Molloy Rd, East Syracuse, 13057. Telephone 315-433-8585. Mention 'SDC' for the convention rate of \$129/night plus tax. Forms and details to follow! In the meantime, reach Connie/Vic Oliver (CNY president & VP). Email: cnyorphancars1@gmail.com. Northeast Zone.

Hamilton August Meeting

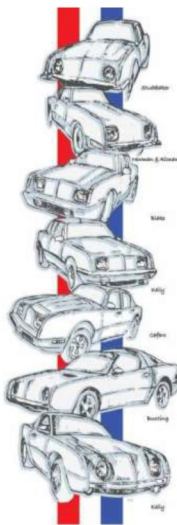
ONTARIO, 25th, Welland, Hamilton Chapter to meet at Studebakers for their monthly meeting. A Fish Fry to follow, price TBD. for Lake Erie perch. Check our website for complete information. Contact: Susan Lusted, 905-945-0027 Email: lin93@sympatico.ca

Get ready, Get set..Go! Mark your 2024 calendars. Now!

AOAI returns to Metro Detroit The Motor City

...1995: last in The Motor City

- **What:** Avanti Owners Association International's Annual Convention
- **Where:** Embassy Suites Detroit-Livonia
- **Why:** Avanti Owners want you (!) to see & know about Avanti and us !
- **When:** September 17-20, 2024
 - Special: Media Day on September 21



- **Who:** All with interest in classic cars, having fun, making friends & having a plain ol' good time

Contact Co-Chairs

Harvey Snitzer: 734.634.2285 Bill Krueger: 248.348.1768

hjs66@yahoo.com

wckrueger@yahoo.com

Hamilton SDC Christmas Party 2024

Nov., 24th, 2024 Hamilton, the Hamilton Chapter will host its Christmas Party at the King's Forest Golf & Country Club. Arrive at 1 p.m. Eat at 2 p.m. approximately. Full turkey dinner, cost TBD. Silent Auction, Penny Sale. Join us for lots of fun, great food and camaraderie. Contact: Peter Downey 905-869-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

ONTARIO, Jan 19th. 2025 , Grimsby, Hamilton Chapter to meet at the Livingston Activities Centre, 1 p.m., potluck at 4 p.m. Cards and games at 2 p.m. Contact: Susan Lusted, lin93@sympatico.ca or 905-945-0027. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

The Atlantic Zone Meet in Morgantown Pa.

July 23rd to 27th.

Submitted by: John & Ingrid Koshty

Ingrid and I travelled to the meet in search of a hood for a GT Hawk that is being restored. We stayed at the host hotel, Holiday Inn. It was a very nice hotel with an indoor pool & bar in the lobby. The hotel was attached to the Classic Auto Mall which was formerly a large shopping mall. The mall housed a collection of 1,000 cars of all makes and models displayed here and most were for sale.

Here is the list prices for some of the cars pictured. Wow, check these prices.

- 63 GT hawk R2. \$51 900
- 61 champ pickup. \$19 900
- 57 golden hawk. \$95 000
- 49 commander. Convert. \$41 500
- 62 Lark pace car. \$40 900
- 38 Cabover truck. \$1495 00

The entire meet was held in the air conditioned hotel & mall which was great considering how hot it was. There were a lot of vendors including Studebaker International.

Thank you Keystone Region Chapter for hosting such a well run & organized meet. We had a great time!



This 1939 Coupe Express was on display at the Northeast Zone Meet in 2019 and it is perfect. Those travelling to that meet might just see it. Also, see the beautiful 1932 Commander being shown at the meet.



Some of the Cars Pictured in the Mall



Hamilton Studebaker Drivers Club Contacts 2024

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Studebaker Drivers Club Contacts

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Membership Application

Memberships are for 1 year and include 12 issues of *Turning Wheels*®. You can now join/renew for up to 5 years.

	1 year	3 years	5 years
Membership in US		Total	Total
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$37	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$46	\$132	\$220
<input type="checkbox"/> Regular Member renewal w/1st class mail	\$73	\$213	\$355
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old)	\$37	\$111	\$185
<input type="checkbox"/> SDC Membership WITHOUT <i>Turning Wheels</i>	\$15	\$45	\$75
<input type="checkbox"/> <i>Turning Wheels</i> subscription WITHOUT SDC membership (Libraries, etc.)	\$37	\$111	\$185
Membership in Canada			
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$63	\$183	\$305
<input type="checkbox"/> Regular Member renewal w/1st class mail	\$76	\$222	\$370
Overseas Membership			
Overseas Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail..	\$63	\$183	\$305
<input type="checkbox"/> Overseas Member renewal w/1st class mail	\$76	\$222	\$370
Worldwide			
<input type="checkbox"/> SDC Membership & Digital <i>Turning Wheels</i>	\$29	\$87	\$145
Other SDC Items			
<input type="checkbox"/> Donation to SDC Museum Fund	\$		
<input type="checkbox"/> Donation to SDC Restoration Fund.....	\$		
<input type="checkbox"/> Donation to BOB PALMA National Museum Internship*	\$		
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<input type="checkbox"/> Donation to Studebaker National Foundation*	\$		
(*Tax deductible donation)			
<input type="checkbox"/> Membership Pin - (specify year-pin) Prices on p.17 (10,15,20,25,30,35,40,45,50 yrs) _____ years # of pins (1or2)_____	\$		
TOTAL AMOUNT ENCLOSED:	\$		

To join SDC, complete the application, send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use **VISA** or **Master Card**, call 763-420-7829,

or

Fax 763-420-7849 or Email: sdcc@cornerstonereg.com for information. Or visit:

www.studebakerdriversclub.com

Call or write with change of address.

- **DO NOT** send ads with your membership;
- **ALL** members of local SDC chapters must also be national SDC members.

Name (first) _____ (last) _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone _____ Birth date: _____

E-mail: _____

☐ VISA

Card # _____

☐ MasterCard

Expiration _____

☐ Discover

Signature _____

If new member, source of referral : _____

If renewal, month due: _____

Member # _____

- Please list your Studebakers, including year, model, body style, serial numbers, on a separate page.