

# STUDEBAKER DRIVERS CLUB

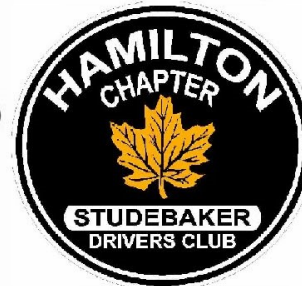
1988

Thirty Seven Years

2025

## HAMILTON CHAPTER

thehamiltonchaptersdc.ca



# Bullet-Tin



May/June 2025

Issue #: 3

Volume: 37

President: Peter Downey Vice President: Aaron Dorsch Secretary: Dennis Kennedy

Treasurer/Membership: Susan Lusted Social Media: Susan Lusted

Photo From the Cover of June 2007 Turning Wheels from Graeme Hill's Wedding



63 Gt Paul Revell, Roger Hill's 55 Champion, Steve Gottfried's 62 Skytop, Graeme Hill's 56 Powerhawk, Robin & Randi Naisbitt's 66 Commander, Richard Grigg's 63 Avanti, Tony Mauro's Commander Starlite.

# Letter from the President

By: Peter Downey

Hello friends.



Finally summer has arrived and hopefully the weather will remain warm with less rain. Our June meeting at the Innsville was well attended, 25 in all. Rain prevented our cars from

being there.



We have a few upcoming events over the summer months.

On July 5<sup>th</sup> is the car show at Niagara College in Welland. This is a "dry run" of sorts for us as we want to celebrate the 60<sup>th</sup> anniversary of the end of the Studebaker. We hope to have 10 to 15 vehicles out showcase

Studebaker and our Club. Contact Bob Easton .

Roger Hill is investigating recreating the shooting locations that were used in the 1966 sales brochure. We know where they are, access is a bit of an issue for now, but Roger is determined!

Our Fish Fry will be held again in August; date will be confirmed shortly. Always a good time and good food.

With fewer and few mechanics who have knowledge of older cars, if you have someone, please let me know as I will try to compile a list.

Remember to keep the photos and articles coming, we always appreciate your input. Stay healthy and safe and Happy Studerbaking

Peter Downey

## Membership



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

Currently, we have 69 memberships, 3 Honorary members and 1 outstanding. Memberships can be

paid at the July Meeting.

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.

<https://www.thehamiltonchaptersdc.ca/Membership.htm>

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 SDC to our membership secretary at this address:

Sue Lusted 201 Livingston Ave. Grimsby On. L3M 4X2 Telephone: 905-945- 0027 Email: [hamiltonsdctreasurer@gmail.com](mailto:hamiltonsdctreasurer@gmail.com)  
Etransfer: [hamiltonsdctreasurer@gmail.com](mailto:hamiltonsdctreasurer@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

# FOR MEMBERS ONLY

### 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](http://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

### *In this Issue*

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*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. 31st	April 10th
May/June	May 29th	June 6th
<b>July/Aug.</b>	<b>July 31st</b>	<b>Aug. 6th</b>
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.

# Very Studey-ously

*By Roger Hill, Member , Hamilton Chapter*

The 1939 Champion was a success. It was a "clean sheet" design where no significant existing components from older models were used on the new right-for-the-times car.

Studebaker wanted to be very careful in the execution of this car because the company enjoyed a reputation as a maker of well-engineered, good looking, quality, medium-priced cars and trucks. The "medium-priced field" had lots of competition like Hudson, Nash, Oldsmobile, Pontiac and Desoto. Ford had also just introduced the Mercury because they formerly had no product line for loyal customers to move "up" to, except much higher-priced Lincolns. Studebaker also saw the wisdom in having a more full line for their customers, and in their case, they needed/wanted a volume lower-priced car in addition to their existing higher lines of Commanders and Presidents. In the Great Depression, and in the sharp recession of 1938, higher-line cars sold very poorly.

Studebaker tried the lower-priced Erskine from 1927 until early 1930, but it was wrongly designed and not priced low enough. The Rockne was another, better attempt for 1932 and '33. A good argument could be made that the Rockne was not a failure, as has often been portrayed, but the necessities of managing Studebaker out of its 1933 to 1935 "voluntary receivership" made operating a second make too financially burdensome (Rockne and Erskine were both registered as separate brands from Studebaker. The separate names were probably a good move. Packard lived to regret using the Packard name on some of its lowest-priced "volume" cars.).

And so, the Champion was born - to bring in a new customer base and to create more sales volume. Well -conceived, well -engineered, decent looking, decent performing, decently priced and quite economical, it was also a quality product befitting the corporate reputation. It sold quite well, brought the company many new customers, and elevated the industry status of Studebaker's management to "star quality"! And in turn, confidence in management was instrumental in the granting of many high-profile government contracts to the corporation during the war.

But, how good was the new Champion? Well, as car manufacturers do, they want to see what the competition is up to, so they buy examples of other maker's cars to test and tear down for examination. GM bought a Champion. An engineer, whose group did the work in 1940, privately revealed that they were surprised at the quality and light weight of various parts, and that at the conclusion, "seldom have more favourable comments about a competitor's product been uttered"! That was the result of 300,000 miles of extensive pre-production proving ground testing (Studebaker - in 1926 - was the second American automaker to have a "real" proving ground in the modern sense. GM was the first, in 1924 and Packard was third, in 1928).

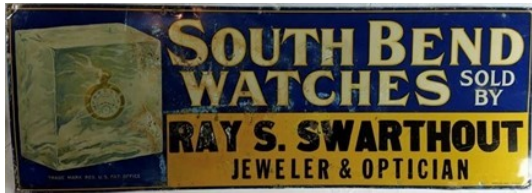
The 1939 Champion was Studebaker's last "clean sheet" car! EVERY "new" model after that used a major component from a previous design, usually a chassis and/or engine!

**A Cautionary Tale:** When doing your "spring diligence" and awakening your Studebaker from winter hibernation, get lots of sleep yourself! Otherwise, while changing the oil, you may do what I did one year (40 years ago)! In the middle of doing an oil service, an SDC friend popped by for some fine conversation. Great! When he departed, I resumed the task. BUT - you guessed it, my dozy memory had forgotten that the drain plug had not been replaced. So, I dumped 6 quarts of clean 10W30 through the engine of my Power Hawk and down the driveway! A classic Three Stooges-type goof!

And it only needed one "stooge"!

\*\*\*\*\*

## Studebaker Hobbies: SOUTH BEND WATCH COMPANY



In May of 1902 members of that Studebaker family, Clement Studebaker Jr. along with his brother George and their uncle John Mohler Studebaker bought the financially troubled *Columbus Watch Company* and began moving it from Ohio to Indiana along with much of the work force. They constructed a state-of-the-art watch-making facility with such advanced features as sprinkling systems and huge, fully fire-proofed walk-in vaults. The name then became the *South-Bend Watch Company*, and they would eventually build 71 different grades of watches in the 5 most popular sizes. The official opening in March of 1903 was with a great deal of fanfare.



Through the first two decades of the twentieth century the company grew and prospered. During its peak years the company produced 60,000 watches annually and employed nearly 600 employees. Ambitious nationwide advertising was largely responsible for this early prosperity. Full-page ads showing the South Bend watch running in a block of ice were particularly effective. Numerous styles and models were available with a price range from \$16.00 to \$125.00. All watches carried a "insured for a lifetime guarantee." In fact, there are thousands of South Bend watches still running today.

As some of you may know, the great North American railroad watch became an institution after a fatal crash in 1891, which was caused in part by the stopping and then restarting of the engineer's watch, which caused it to be 4 minutes slow. In the early days of railroading, when trains ran by strict time and timetable rules, that 4 minutes proved to be fatal. As a result, in 1893, the General Railroad Timepiece Standards were adopted, which mandated the following standards for railroad watches:

*" .... be open faced, size 18 or 16, have a minimum of 17 jewels, adjusted to at least 5 positions, keep time accurately to within a gain or loss of only 30 seconds per week, adjusted to temperatures of 34 to 100 degrees Fahrenheit, have a double roller, steel escape wheel, lever set, micrometric regulator, winding stem at 12 o'clock, grade on back plate, use plain Arabic numbers printed bold and black on a white dial, and have bold black hands..."*

The South Bend Watch company offered at least two railroad grade and approved watches. The 327 (18 size, 21 jewels) and 227 (16 size, 21 jewels). These watches were produced after 1923 under the Studebaker name and South Bend name.

The most prestigious watch produced by the South Bend Watch Company was called "*The Studebaker*". Even now, some 100 years after their introduction, the best known and most popular South-Bend Watches are:

*"The Studebaker"* movements. They were eventually produced in 18-size and 16-size grades. Handsomely damascened and marked "*The Studebaker*" in fancy script on the movement they are considered by collectors to be among the best-looking RR watch movements ever made.

### A Studebaker in the Mail

In 1923 the company offered a "Studebaker" watch on a mail order basis, direct sale to the public. The Studebaker watches were identical to the South Bend line and were made on the same production line. The Studebaker watch ads of this era did not indicate any connection between the two watches, but instead gave the impression of a separate company. The naming of the watch, however, was an obvious attempt to capitalize on the good name of the famous brothers of Studebaker automobile fame. Most ads carried the following line:"

*"Directed by members of the Studebaker family known for three-quarters of a century for fair dealing."*

The Studebaker watches were sold on a credit basis and could be purchased with a down payment of only one dollar. With the onset of the Depression, the company found itself with many delinquent accounts and the banks were unwilling to cooperate in those unstable times. This and the fact the company never switched to production of men's wristwatches was responsible for their eventual demise. On Thanksgiving Eve, Wednesday, November 27, 1929, the nearly 300 employees of the company were notified the plant would be closed until January 1, 1930. The company never reopened.

After the closing, the machinery was eventually sold, and liquidation completed in 1933 with creditors being paid off fifty cents on the dollar. On July 8, 1957, a fire started in the old factory and destroyed the last evidence of a once world-famous factory.

Below are a few examples of the watches produced by the South Bend Watch Company produced from 1902 to 1929.



The top two watches are South Bend Size 16, Model 227 Railroad Grade Railroad and Approved Watches. The bottom two are Studebaker mail order watches made available from 1923 to 1929.



This is a South Bend model 227, size 16 railroad grade and approved watch, note the lever above the "2". The face/crystal had to be removed and the lever extended in order to change or adjust the

time. This was so that the time could not be inadvertently changed when winding the watch.



This is an example of a "Loaner Watch" South Bend Model 227 size 16. When the engineer or conductor needed his watch serviced, inspected or adjusted the railroad company would provide him with a "loaner". This watch does not denote the railroad company name or the name of the watch repair company making the adjustments.



The South Bend watch company in 1923 decided to sell direct to the public via mail order. "One dollar down plus weekly payments. This is an example of a 16 size "railroad grade" but not "railroad approved" watch. Note this watch is not "lever set" and therefore does not qualify for railroad approval even though it has the required size, jewel movement and adjustments for position and temperature.



This is an example of a “Loaner Watch” South Bend Model 227 size 16. When the engineer or conductor needed his watch serviced, inspected or adjusted the railroad company would provide him with a “loaner”. This watch does not denote the railroad company name or the name of the watch repair company making the adjustments.



Another example of a Studebaker mail order watch. Size 12 not railroad grade or approved. This watch is smaller than the 16 or 18 size watches approved for railroad use. *Incidentally, I won this watch at a Studebaker South Bend swap meet several years ago.*



Reprinted: the late Cliff Tattersall

The South Bend watch company in 1923 decided to sell direct to the public via mail order. “One dollar down plus weekly payments. This is an example of a 16 size “railroad grade” but not “railroad approved” watch. Note this watch is not “lever set” and therefore does not qualify for railroad approval even though it has the required size, jewel movement and adjustments for position and temperature.



**Hamilton Chapter, Studebaker Driver's Club**  
**Minutes of the General Meeting June 18, 2025**  
**Innsville Restaurant Winona**

**Vice President** Aaron welcomed everyone and called the meeting to order at 14:30. There were no new members or guests in attendance. There were a total of 25 members attending.

The minutes of the May meeting were accepted as read.

Moved by Bob Barrick

Seconded by Pam Gordon

All in favour-yes.

**Treasurer** Sue summarized the financial report which had been distributed to the membership with a final balance standing at \$5503.04

The financial report was accepted as distributed.

Moved by Carl Schlosser

Seconded by Barb Gibson

All in favour-yes.

**Media Chair** Sue advised that 4 chapters had ceased operation this year and that we were fortunate to have a dedicated membership. The newsletter will be released shortly. Sue also let us know that Aaron and Jomar were working on establishing a YouTube channel for the chapter and she will provide a link once it is up and running,

**Membership Chair** Sue reported that most memberships were current.

**Old Business** Bob Easton updated the membership on the plans for the Niagara College car show on July 5th as per the flyer. Entry is via the YMCA entrance off Thorold Stone Rd. and there is a \$15 per vehicle entry fee. Jomar and Aaron will be videotaping the event as well. Shop tours are available for those who may have an interest.

Roger Hill updated the membership on the plan for doing a reshoot of the 1966 vehicle calendar which was shot in the Hamilton area. There has been some resistance from the Botanical Garden to allow the vehicle on their site but talks are continuing.

Sandra Cruzto will be operating an ice cream vending spot at the car show as a fundraiser for the club.

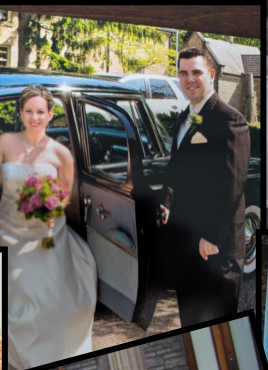
**New Business** No new business.

Motion to adjourn by Joanne Easton

Seconded by Steve Porter

All in favour-yes

# *With This Ring June Weddings*



# Odds 'N' Ends

## Keeping Your Engine Cool

Pete Yuen

Of all of the parts on your car, you've probably paid the least attention to, are the hoses and connectors that make up a very critical part of the engine cooling system. In time, this is going to give you trouble.

The engine, in the car when operating creates a lot of heat from the engine block and for that reason, most cars have radiators and water pumps. Their function is to keep the cylinders from overheating - - - and possibly destroying the engine.

### The Radiator

The engines' cooler is the radiator and the water/antifreeze solution in it. The water in the radiator is cooled by the air drawn through it by the fan, be it belt driven or electric. The water pump circulates the water after it passes through the radiator.

### Hoses

The weakest link in the cooling system are the hoses. They should be checked regularly. Since they are usually rubber covered fabric, they deteriorate in time and with oil contact as well as with heat. In addition, it can be subjected to electrolysis if there is poor electrical ground back to the battery if the water in the radiator is not clean. The dirtier the water is the more electrolysis there will be.

### In Checking

The most critical things to check for n any of the hoses are **hardening, cracking and flaking**. Deterioration can happen inside the hose as well as on the outside which causes softening.

During the checking, if a hose has gone soft, and swelling, it is time to replace it.

### Changing the Hose/s

The first thing is to purchase a replacement hose for the application. **Make sure that it is the right hose.**

If the heat in the engine and radiator are high, let it cool down before attempting to change a hose. Drain the water from the cooling system if the system has a petcock (valve) then remove the clamps on the hose, then the hose. Twist or wiggle the hose until one end comes off the hose adapter. Generally, the other end will come off the adapter more easily. If the hose is really hard to remove, then it can be cut with a knife by slitting it at the adapter. If the slitted end is removed then the other end can be wiggled and removed.

Be careful when installing the hose to the radiator as the fitting/adaptor is made of thin material and it can be easily damaged if care is not taken. Perhaps it is better to connect the hose to the radiator first. If the hose clamps are not damaged, they can be re-used. Expand them and put them on the hose before connecting the hose to the engine. Once the both ends are connected, set the hose clamps and tighten them. Refill the system with coolant and check for leaks.

### **Possible causes for high operating temperature of the engine:**

- 1 – The ignition timing may not be properly adjusted.
- 2 – The radiator cores may be plugged if unclean water is used.
- 3 - Defective thermostat.
- 4 - On newer car models, some have plastic impellers in the water pump, which, in time and usage will loosen itself from the water pump shaft. The shaft, when the engine is operating will turn but the impellor inside the pump will not turn with the shaft. Your Studebaker or Avanti will not have this problem.
- 5 – Heat riser valve on the exhaust manifold may be stuck in closed position.
- 6 – In the case of your Avanti, with air conditioning, there is a space between the air conditioner condenser and the radiator that will allow leaves to be sucked up to block air flow through the radiator. When this happens, the only way that I know of to remove the leaves is to remove the radiator. This is not a fun job! To avoid having to do this, install a screen under the radiator and the condenser to stop the leaves from sucked up between the radiator and the air conditioner condenser.
- 7 – Low water level in the radiator.
- 8 – Rust and crud build-up in the water channels of the engine block.
- 9 – Excessive idling time of the engine on a hot day.
- 10- Loose or broken fan belt.
- 11 – If your Stude or Avanti has an electric fan installed, it may not be working. Check electrical connections, grounding and the fuse to make sure that it is not burned out. After everything has been checked and the fan still does not work, then there is a very high possibility that the fan motor is defective.

### **Incorrect or defective radiator cap.**

This has nothing to do with the engine temperature directly. The pressure rad caps are used to increase the boiling point of the water in the cooling system. Each pound of pressure of the rad cap increases the boiling point by 3 degrees F. A 4- psi cap increases the boiling temperature to 224 degrees F, a 12 degrees difference. Check with the owners' manual to see which is the right cap to use with your car.

# Tech Tips

## By Jim & Karen McKeever

San Joaquin Valley Chapter, SDC

### Backup Light Circuit

Most sources agree that back up lights became standard in the U.S. on vehicles built from 1967 on. Back up lights were a factory option for Studebakers (in 1960 that option cost \$8). However, there was no standard mounting position for the back up light switch across all vehicles. Case in point, Studebaker International offers one light kit and twelve different back up and neutral safety switches depending on your year and model, and whether it has an automatic or a manual transmission.

- Automatic transmissions always have a neutral safety switch, which is usually a combination switch that internally contains the back up light switch. It should have 4 terminals, 2 dedicated to the starter circuit and 2 dedicated to the backup light circuit. The path for the starter circuit portion runs from the S on the ignition switch to the designated input terminal on the neutral safety switch, with the designated output terminal going to the starter solenoid. The path for the back up light circuit portion uses a fused wire from the ING terminal on the ignition switch, to the other designated input terminal on the neutral safety switch, which only works when the vehicle is in the "on" position and in reverse. The other designated output terminal runs to the lights.

- Manual transmissions don't have a neutral safety switch, so a back up light switch is required. The wiring is the same as that for the backup light circuit portion just discussed, in bold, in the previous bullet.

- On vehicles with column shifters, for both automatic or manual transmissions, the switch is usually mounted in the engine compartment, on or near the column. It could also be on or near the linkage, or on or near the transmission.

- On vehicles with floor shifters, for both automatic or manual transmissions, the switch is usually mounted on the shifter (look under the boot.) It could also be on or near the linkage, or, on or near the transmission. While it is possible a back up light switch could be mounted in an unusual place, such as under the dash or on the firewall, the usual choices to look for your back up light switch are on or around the column, on or around the shifter, on or around the linkage, and on or around the transmission.

A shop manual specific to your vehicle should be able to help you locate your switch. You can also trace the wire color forward from the lights.

Vehicles generally designate a specific color wire for each individual circuit. For instance, the 1960 Lark uses a white and black wire for its back up light circuit. A wiring diagram will identify the primary and trace color combination, but it doesn't identify where the switch is physically mounted. With so many variables as to style and placement of neutral safety switches and back up light switches, it is difficult to do a detail-specific article. That being said, the power flow still runs from the ignition switch, through the fuse or power source, to the back up light portion of the neutral safety switch, or to the back up light switch (whichever and wherever it may be,) which only works

when the vehicle is in the "on" position and in reverse, and then to the back up lights to complete the circuit.

Troubleshooting is the same as troubleshooting for any other electrical circuit. Check for bad bulbs, loose connections, corrosion, broken wires, and weak grounds using visual inspection, voltage readings, and ohm readings. A test light is also handy if you have one. Repair or replace components as necessary. Adjustments to the mounting bracket on the switch could be needed to make sure the shifting components are in the right position when you move the shifter into reverse. A shop manual, or the enclosed instruction sheet that comes with your part, should help you with this procedure if necessary.

of manufacturers' part numbers, including 1156. They are longer than a regular bulb so you would need to check for clearance

### Helpful hints:

- Unhook the small wire from the coil to the distributor to keep from burning the points when the key is in the "on" position without the car running.
- Unhook the small wire to the solenoid so you don't accidentally cause the engine to turn over, making the vehicle jump.

(Information in these tech tips is based on the writer's own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and

## *What's Happening*

ONTARIO, July 5th, Welland, Hamilton Chapter to attend a car show at Niagara College School of Trades from 10 a.m. to 2 p.m. Website: [www.niagaracollege.ca/carshow](http://www.niagaracollege.ca/carshow). Entry is \$15. Contact: Bob Easton, 905-734-3404. Email: [bobeaston@sympatico.ca](mailto:bobeaston@sympatico.ca). Website: [www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca). Crossroads Zone. qq.

ONTARIO, Sept. 6th, Hamilton, Hamilton Chapter to celebrate International Drive Your Studebaker Day with a ninth 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. This is the site of the Studebaker factory in Hamilton. Contact: Sue Lusted, 905-945-0027, email: [studenews@outlook.com](mailto:studenews@outlook.com). Website: [www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca). Crossroads Zone qq

ONTARIO, Nov. 30th, 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, a slide show of our events, Donations to Hamilton Food Share using a linked QR code. Join us for lots of fun, great food and camaraderie. Contact: Peter Downey 905-869-2141, email: [PresidentHamiltonsdc@gmail.com](mailto:PresidentHamiltonsdc@gmail.com). Website: [www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca). Crossroads Zone. qq

ONTARIO, Jan. 18th, Grimsby, Hamilton Chapter to meet at the Livingston Activities Centre 18 Livingston Ave., 1 p.m., potluck at 4 p.m. Cards and games at 2 p.m. Creative activity TBD. Contact: Susan Lusted, [hamiltonsdc treasurer@gmail.com](mailto:hamiltonsdc treasurer@gmail.com) or 905-945-0027. Website: [www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca). Crossroads Zone. qq

### Northeast Zone Meet 2026

MASSACHUSETTS, August 27th-30th, Boxborough, Ocean Bay Chapter will host the Northeast Zone Meet. Boxborough Regency Hotel, Exit 75 from I-495. Contact: Jane Ash,



Steve Tournay's 64 Daytona



The Hamilton '56 Golden Hawk,



### Anniversaries

#### **May**

Randy & Robin Naisbitt 28

#### **June**

George & Marlene Wingfield 12

#### **July**

Jim & Rosemary Bradley 17

Earl & Marie Randall 14

Barry & Carol Leppan 28

Roseina & Roly McEown

Suzan & Larry English 21

### Engagements

Joanne Lusted & Emil Marmol

### Birthdays

#### **May**

Jim Anderson 12

Barry Leppan 18

Randy Naisbitt 25

#### **June**

Paul Cronkwright 23

Marg Ernst 5

Roy McEown 19

#### **July**

Cecylia Griggs 3

Barb Anderson 5

Bob Stowell 21

Jim Bradley 26

Peter Downey 27

**WhiteWall & Vintage**

**KONTIO TYRES**

*"Formerly part of Rocky Island Tire"*

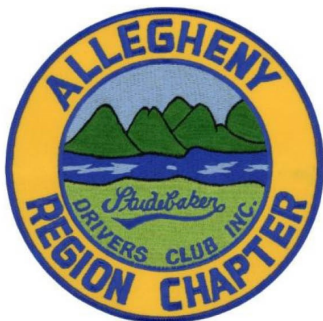
*In addition to Kontio Wide Whitewalls these 1.5" whitewall sizes now available:*

P215/75R14 - 270.00	P205/75R15 - 280.00
P215/75R15 - 285.00	P225/75R15 - 289.00
P235/75R15 - 325.00	

*Please call for all other whitewall sizes*

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# Allegheny NewsHawk

Allegheny Region Chapter, SDC

NOVEMBER/DECEMBER 2024

## 61<sup>st</sup> Annual International Meet

hosted by The Allegheny Region Chapter



*September 16 – 20, 2025*



Washington County Pennsylvania,  
America's Crossroads



Allegheny Region Chapter SDC, Inc. - Est.1977 – Vol. 48 Issue 6  
Allegheny NewsHawk Editor – Monica Bradel – [jnmbradel@zoominternet.net](mailto:jnmbradel@zoominternet.net)

## 2025 INTERNATIONAL MEET IN WASHINGTON, PA

by Brian Ott

As you can see on the front cover of this issue of The NewsHawk, the 2025 International Meet will be held in Washington, PA September 16-20, 2025. The event will be hosted by our Allegheny Region Chapter, SDC.

The planning committee for the event is: Brian Ott (Chairman), Jay Bradel, Bob Dudeck, and Jim Dowdy.

Below are some key bullet points about the 2025 International Meet as we know them now:

- The 2025 International meet will be held at the Washington County Fairgrounds (WCFG) in Washington, PA. The dates of the meet are Tuesday September 16, 2025, through Saturday September 20, 2025. Washington, PA is about 30 miles southwest of Pittsburgh and is at the Junction of Interstate Highways 70 and 79. The location is also just 30 miles south of Pittsburgh International Airport. While this may not be of major importance for us in Pennsylvania, tell your SDC friends around the country, and the world, how close the event is to a major airport.
- The WCFG is about 4 miles away from The Meadows Horse Racing Complex, Tanger Outlets, and the Hollywood Casino at The Meadows. There are numerous hotels clustered around these venues. The Doubletree Hotel on Racetrack Road and the Hyatt Place at the Hollywood Casino will be the host Hotels. Being that the meet is still over 10 months away, we are still working on hotel room blocks for the meet. Most hotels will not block rooms until December 2024, so continue to watch The NewsHawk and the [SDC Intl Meet - Home \(sdcmmeet.com\)](http://sdcmmeet.com) page for more information. At this point, I can tell you that the hotel rates are coming in at very favorable prices.
- The 2025 International Meet will be a joint meet with the AOAI (Avanti Owners Association International). Both the SDC and AOAI have worked hard to make this a joint meet, and a meet that will be remembered for years to come. There will be one registration for the meet (through Cornerstone Registrations) where a member of either club (or dual members) can fill out one registration. While it is a joint meet, each club will have its own activities, and we are working hard on the schedule so as not to overlap events. SDC members can take part in any AOAI event or vice versa. In the true spirit of a joint meet, a Friday night banquet will be held in conjunction with AOAI and is slated for the Doubletree Hotel.

- The WCFG is near the Pennsylvania Trolley Museum. ([pa-trolley.org](http://pa-trolley.org)) For those of you who have never visited, The Trolley museum must be seen to be believed and features trolleys from the early 1900's through the 1960's. The Trolley Museum has about 7 miles of track and operates restored vintage trolleys. There is even a trolley stop at the fairgrounds and meeting facilities at the Trolley Museum itself. We are in the planning stages of putting together a Wednesday Evening social gathering at the Trolley Museum, the ability to schedule professional photos of your Studebaker with period correct trolleys, and ride passes and tours throughout the week. I can't stress enough how this sister venue will work in conjunction with the fairgrounds to provide a unique and memorable experience to this meet.
- In conjunction with our regular forums and presentations, we are working on doing educational outreach to local high schools, vocational schools, and community colleges to showcase the historical significance of our marquee and the history of Studebaker in general. One of the speakers we have lined up is Mr. Bruce Whitehead. Bruce is the great-great grandson of Clement Studebaker, one of the founding brothers of H&C Studebaker in South Bend, IN in 1852. Bruce is a distant cousin of mine and gives a great talk about the history of the family in South Bend, the company, and relates firsthand accounts told to him by his grandmother of family dinners at Tippecanoe Place, and the automotive operations. I am also planning to join Bruce's presentation with some background of the Studebaker family in Pennsylvania (my roots). We are also planning on having Clement Studebaker (Don Jones), with us to provide "flavor" for the meet, dressed in garb as Clement would have dressed, with the appropriate period-correct beard.
- The planning committee is also working on expanding the accessibility of the event to the public on Friday and Saturday. We feel that showcasing our brand to the public is the right thing to do to help ensure the longevity of our club.
- Lastly, over the coming months we will be asking for volunteers and support from our ARC members and the Keystone Chapter. We certainly hope to see all of you in Washington next September!

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## Hamilton Studebaker Drivers Club Contacts 2025

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	1 year	3 years	5 years
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<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$46	\$132	\$220
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<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old) .....	\$37	\$111	\$185
<input type="checkbox"/> SDC Membership <b>WITHOUT</b> <i>Turning Wheels</i> .....	\$15	\$45	\$75
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<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
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<input type="checkbox"/> Membership Pin - (specify year-pin) <b>Prices on p.17</b> (10,15,20,25,30,35,40,45,50 yrs) _____ years # of pins (1or2)_____	\$		
<b>TOTAL AMOUNT ENCLOSED:</b> .....	\$		

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](mailto:sdcc@cornerstonereg.com)** for information. Or visit:

[www.studebakerdriversclub.com](http://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: \_\_\_\_\_

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<input type="checkbox"/> 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.