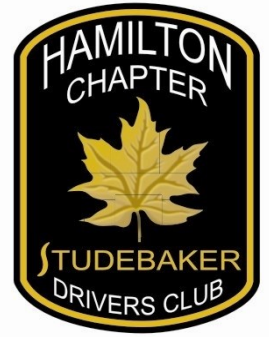


STUDEBAKER DRIVERS CLUB

1988 35th Anniversary 2023

HAMILTON CHAPTER
www.thehamiltonchaptersdc.ca



Bullet-Tin

Sept/Oct 2023

Issue #: 5

Volume: 35



President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
Treasurer: Susan Lusted Social Media: Susan Lusted



Aunt Bee's Studebaker

Letter from the President

By: Peter Downey

Hello friends.



Well, here we are at the end of August, it was a busy summer, and it will be a busy fall right up until mid October.

Our fish fry on August 20th, was well attended, and as always, we were enjoyed an excellent meal. There were a few Studebakers out too! Our newest member Jomar was welcomed at that meeting.

We had 14 Studebakers out to the Keith neighbourhood barbeque, many of the coming "home" so to speak.

International Drive Your Studebaker day is next up, so get in your Studebaker, go for a drive and take pictures please. The is quickly followed by the International meet in Wisconsin, and then the weekend after that the Dunkirk Swap meet. Since there so much packed into September our next meeting will not be until the regular 3rd Sunday on October, back at the Canadian Warplane Heritage Museum. At that meeting your Executive will have a recommendation to put forward about a potential increase in our annual dues. Also, at that meeting final nominations for executive positions will be accepted, and as well elections as needed.

We have had a steady presence at most of the local cruise nights, keeping Studebakers present in the public eye.

As you all know I was pretty much out of commission for half of July and most of August. I want to thank you all for the kind words of encouragement that many of you sent to me, and you quiet inquiries into how I was doing that Joan fielded. I am happy to tell you that I am doing well and back to normal. Thanks to Steve and Kathy Porter for chauffeuring us to the Fish Fry.

Most of all thanks to Susan Lusted for keeping things in order while I was out of commission, and for keeping me in the loop when she felt I needed to know something,

Let's finish out the driving season in style, getting out as much as we can. Remember please send in your stories and pictures!

Happy Studebaking!

Be safe.

Peter Downey

President

Vice President & Membership Steve Porter



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

Currently, we have 66 paid and honorary members with only one

outstanding unpaid membership.

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 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)

Social Media: Susan Lusted

I was pleased to note that on Page 22 of Sept.

Turning Wheels that our chapter newsletter garnered a Senior First. This is due in no small part to you our members for submitting articles and pictures to me. It is a group effort and you do assist in making our newsletter the award winner that it is.

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.

Treasurer's Report Sue Lusted

| HAMILTON STUDEBAKER DRIVERS CLUB Finances Aug. 1, to Aug. 31, 2023 | | | | | | |
|--|------------------|---|----------------|--------------------|-------------------------|-------------|
| Aug. 1, 2023 | | | | | Opening Bank | \$ 2,623.60 |
| DATE | TRANSACTION TYPE | DETAILS | DEPOSIT AMOUNT | WITHDRAWALS AMOUNT | | BALANCE |
| Aug. 10, 2023 | Debit | Money Order Trophies International Meet | | 96.79 | | 2526.81 |
| Aug. 21, 2023 | Deposit | Membership | \$20.00 | | | \$ 2,546.81 |
| | | 50/50 | \$80.00 | | | 2,626.81 |
| | Deposit | US \$20 to Cndn from Larry Golub | \$26.05 | | | 2652.86 |
| Aug. 31, 2023 | Withdrawal | Bank Fee | | 4.00 | | 2648.86 |
| Total Deposits and Withdraws | | | \$126.05 | 0.00 | | |
| Bank Closing Aug. 31, 2023 | | | | | Bank Closing Balance | \$ 2,648.86 |

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.

Deadlines for Submissions Oct. 17, 2023
Newsletter to be emailed Nov. 13, 2023

Note:

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

Member Mike Sawyers on a Canada Post Stamp



RETURN POSTAGE GUARANTEED
PORT DE RETOUR GARANTI

In this Issue

- Pg. 2 President's & Membership message
- Pg. 3 Newsletter deadlines
- Pg. 3 Treasurer's Update
- Pg. 4-6 Roger Hill sending Studebakers overseas
- Pg. 6& 7 Aunt Bee's Studebaker
- Pg. 9 Gloria Stowe on our plaque
- Pg. 10 Cops N Rodders
- Pg. 11 Celebrations
- Pg. 12 & 13 Our Fish Fry
- Pg. 14 Hamilton & SDC contacts
- Pg. 15 Ethanol article
- Pg. 16 & 17 Events & Posters



HAMILTON-BUILT STUDEBAKERS SHIPPED OVERSEAS

By Roger Hill, Hamilton Chapter

Many years ago, I drove Studebakers daily, owning no other brands at the time (mid- '80s). During a trip to a lumber store, I was followed to the parking lot by the manager! He saw my '64 Commander! Introducing himself as Doug Summerhayes, he said that he was the guy who shipped cars from the Hamilton plant, starting in 1964, to the various overseas businesses that assembled Studebakers in their home market! We only talked a few minutes, but - Wow!

No other contact was made with Mr. Summerhayes over some decades (!), but through some miracle, I remembered his name, and was reminded of it after my move to a town where his relative was a real estate broker. Signs with that last name appeared on many lawns. Thinking of his story and that there must be some good Studebaker history "nuggets" for our Hamilton Chapter members to absorb, I made a successful attempt to contact him. Doug was 89 years old at that point and remembered almost EVERYTHING! Amazing! And great for the enhancement of Studebaker history! He agreed to speak at a club meeting!

His company, Great Lakes Overseas Packing, a division of Summerhayes Industrial and Wood Products, packed 24 new Y-bodied Studebakers into 18 cases (weighing a total of 71,469 pounds!), in a completely knocked down state (CKD), in one 8-hour shift. They were shipped to Israel, South Africa, and Australia - well over two thousand cars a year.

Doug's business with Studebaker was going well and during early 1965, the contract for the 1966 cars was ready to be signed. Coincidentally, the businessmen who owned the overseas assembly plants were in town visiting Studebaker. Also coincidental to the visit, an article appeared in the March 23rd, 1965, issue (page 15) of the Wall Street Journal. In it, a US employee speaking for the corporation said that Studebaker will continue to build cars in Canada "only if satisfactory return on investment can be realized". This waved a big red flag in front of the foreign businessmen!

So, at the end of the 1965 model year, Doug was out of a big job, and was NOT too happy with the quoted Studebaker "spokesman"! The fact that there were no overseas shipments of CKD '66 Studebakers to any assemblers explains why the Australian car magazine, Modern Motor, tested a car presented as a '66 Studebaker in its March '66 issue, showing what would seem to us on this continent to be a '65 model! Together, they approached Studebaker management and asked that the company sign an agreement to supply CKD Studebakers to their businesses for a guaranteed period of 5 years! No surprise (especially knowing what we know today), the company would not sign that agreement - and consequently, no businessmen signed any CKD contracts for the '66 model year.

With no more export market assemblers to ship cars to, Studebaker's production numbers further eroded, and the corporation management's true plan to end all auto production was another step closer to "execution"!

A notable tangent to all this is that Doug Summerhayes and his wife Donna cofounded what has become the Cystic Fibrosis Foundation of Canada, spending countless time over many years making the organization work, and crisscrossing the country to help many thousands of people. They have been recognized for their huge effort, including the significant awarding of the Order of Canada to BOTH of them!

This firm cuts cube to a minimum because...

Packaging air is waste of money

Packaging technique is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000-sq ft dockside plant in Hamilton, Ont., where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content—"cube" to anyone in or around the shipping business. And the reason is elementary—the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping

Model Y sedans to Israel, South Africa and Australia.

Studebaker in the U.S. has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined

Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

The economics of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lb.

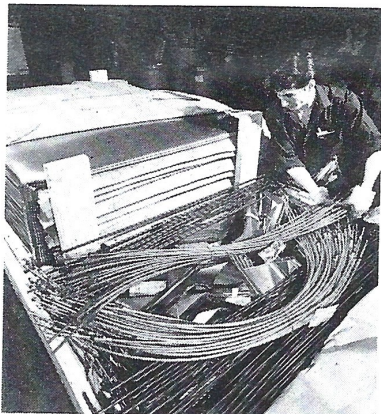
Parts are delivered to the dockside operation from Studebaker's Hamilton plant and from the latter company's

As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.



suppliers, working to a schedule formulated by the packing company and Studebaker.

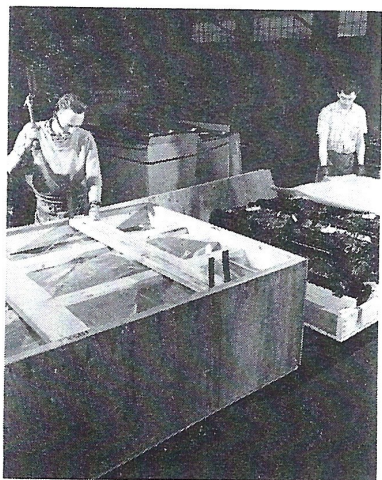
Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.



Panels share crate with cables, other parts.



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

All crates used by the company have plywood facing and tops, with bottom construction of $\frac{3}{4}$ x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using $1\frac{1}{4}$ in. plain and perforated and $\frac{3}{8}$ in. banding supplied by Acme Steel Co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down, have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant but, to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate—eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

For framing components, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of

the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

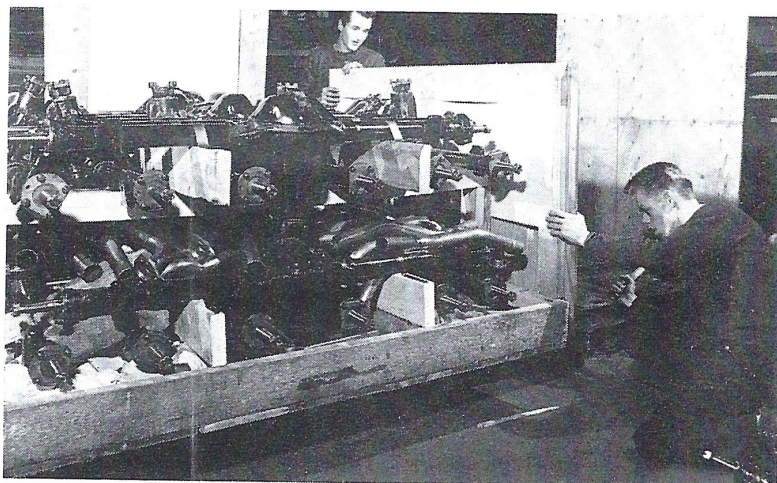
For critical components—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted but weighed, using a Toledo over-and-under scale.

When a shipment is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

Illustrating the efficiency of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. And total delivery during the period amounted to 2,500 vehicles. □



Here's another example of how various car parts are packed to conserve space in crates.



The Andy Griffith Show's Aunt Bee Actress Frances Bavier's 1966 Studebaker Was Object of Wild Bidding War

Written by Brandi Stillings June 22, 2021

Most famous from her role on "The Andy Griffith Show," Frances Bavier played Andy's kind-hearted Aunt Bee. The actress decided to get behind the wheel, after 50 years of not learning how to drive. Her car of choice, Studebakers. In fact, it was the only vehicle she would drive the rest of her life. Bavier once expressed to another Studebaker owner, who she met from a car club, how emotionally attached she'd become of the automobile manufacturer. "I'll shed real tears when this one passes on," she wrote in 1972, per MeTV. Built in Ontario, Canada, per Hemmings, the 1966 Studebaker Daytona featured a GM "McKinnon" 283hp engine with Stude 3-speed and an overdrive manual transmission.

Since Studebaker ceased production after their 1966 model, Bavier stored her car away in the garage past retirement. Actually, the very last time she drove it was to the grocery store and back when she lived in North Carolina. Following her final trip in the beloved vehicle, it remained in her basement for years with expired plates from 1983. In 1990, Bavier had pass away, and the car sat in her garage for some time. When discovered, the tires were flat and its interior was blanketed with fur from her many cats that slept inside. The old, dusty Studebaker was left to auction with the director of North Carolina Center for Public TV John Dunlop. At first, he thought the car would go for a few hundred dollars. However, Dunlop started to receive bids increasing into the thousands. Once listed, the phone never stopped ringing. Dunlop told The Chicago Tribune in 1990 how "The Andy Griffith Show" fans desired to sit in Aunt Bee's ride. "The world wants Aunt Bee's Studebaker," he said. "Her dusty, dented Studebaker Daytona. It's unbelievable. It just boggles the mind."



Fred Fox, a car historian, spoke to the Tribune, explaining that late-model Studebakers aren't worth much, despite being rare. Per MeTV, he was intrigued by this particular model, since it was Bavier's. "The thing that interested me so much is that later in the show ["Mayberry R.F.D."], she drove a '66 Studebaker, and all indications are that it's the same as her car," Fox said. "I never heard anybody who used their own car in a television series."

Bavier was so attached to her Studebaker, she developed a love for the car. Not only was it her first vehicle ever, it signified an important part of her life. She further revealed her close bond with the specific make to her fellow car club member. "I've driven Studebakers for 40 years, all kinds, all models and no other car," she said. "Watching the pictures of the closing of the factory, I did indeed weep!"

Nobody predicted the crazy bidding war for Aunt Bee's dusty 1966 Studebaker

(from MeTV - Andy Griffith Show and the SDC Forum)

Frances Bavier didn't learn to drive until the age of 50. After that, she only drove Studebakers. Frances Bavier spent the first 50 years of her life as a passenger, riding along in cars she had no clue how to drive. But then, at 50, she decided it was time to learn to drive, and the very first wheel she got behind was a Studebaker. From that point on, Bavier only drove Studebakers. In 1972, she wrote to a fellow Studebaker owner, who she met after joining a car club, and she expressed this sentiment thinking of the last Studebaker. Nobody predicted the crazy bidding war for Aunt Bee's dusty 1966 Studebaker (from MeTV - Andy Griffith Show and the SDC Forum) she ever bought, "I'll shed real tears when this one passes on." Bavier was so fond of that Studebaker a 1966 model, which happened to be the last year Studebakers were made - she kept it in her garage even after she retired to North Carolina. The last time Bavier drove the Studebaker, she took it to the grocery store. Then, she let the plates expire in 1983, and it sat in

her basement for years. In 1990, after Bavier passed away, the car was found in her garage, all four tires completely deflated, and the interior covered in shed hair from her many cats using it as a place to nap.

When it came time to auction the car, the director of North Carolina Center for Public Television John Dunlop guessed he'd get a couple hundred bucks from it. Instead, he got bids going up a couple thousand, as, from the moment it was listed, the phone never stopped ringing. It wasn't just TV fans wanting to climb into Aunt Bee's favorite ride. "The world wants Aunt Bee's Studebaker," Dunlop told The Chicago Tribune in 1990. "Her dusty, dented Studebaker Daytona. It's unbelievable. It just boggles the mind." A car historian named Fred Fox told the Tribune that late-model Studebakers don't usually go for much, even though they're rare. Fox was interested in seeing this particular Studebaker because it was Bavier's.

"The thing that interested me so much is that later in the show [Mayberry R.F.D.], she drove a '66 Studebaker and all indications are that it's the same as her car," Fox said, noting he considered this unusual. "I never heard anybody who used their own car in a television series."

For Bavier, her fondness for Studebakers mirrored the fondness she developed for North Carolina, where she chose to live out the rest of her years. When the Studebaker factories closed for good, she felt the sting personally, as if someone just told her they didn't like her pickles. "I've driven Studebakers for 40 years - all kinds, all models and no other car," Bavier told her car club friend. "Watching the pictures of the closing of the factory, I did indeed weep!" From the SDC Forum, here is Russ Farris' remembrance of the Auction:

In 1990, I was the president of the North Carolina Chapter of the SDC. When Francis Bavier's '66 Daytona was listed at her estate auction, some of our members thought it would be a great idea to bid on the car, with the idea of restoring it and using it as a draw to charity functions and car shows. I was all for the idea, but a few were adamantly opposed, mainly on the basis of the continuing costs of the club owning the vehicle. But it was finally agreed it would be worthwhile.

I arrived at the auction in Chapel Hill with Jack White, Truett Ray and a few other members whose names escape me right now (hey, it was over 20 years ago!) There had been quite a debate about what the club's max price would be this was a 500 dollar car at best (we had the chance to examine it closely, right down to the plastic toy burro epoxied to the dash overlay.) But, since it was Aunt Bea's Studebaker, we were prepared to go as high as \$2,500! The consensus was that was MORE than enough...



Well, the bidding started and went by our reserve in about 15 seconds - our collective jaws hit the floor as it soared past 10,13 then \$18,000... Dr. Cade's last bid. When it went for \$20,000, Dr. Cade turned to us and said "For \$20,000, they can have it!" I guess he got a little carried away himself, since he bid it to \$18,000! It was some experience, I can tell you. And that, is the rest of the story!



*"To live in the hearts of those left behind is not to die."
Frances Bavier*



Some Studebaker Canada History

Submitted by: Peter Downey



You all recognize this photo, on our plaque of the first Studebaker coming off the line in Hamilton. It was quite a memorable day to be sure. What you may not know that on the left of the photo, holding the ribbon, is Gloria Stowe. If you notice the dress she is wearing in the photo, it was blue and white, and she made it the night before the grand opening.

On May 27th, 2022 Steve and Kathy Porter and Joan and I had the good fortune of meeting Gloria, who is now 96 years young and her son Jeff and his family. Her son Jeff arranged for us to

come for a visit after seeing the copy of the plaque on our website a few months ago. The Porters drove their 1950 Champion, and we took our 64 Daytona. It so happens that the 1950 model was Gloria's favourite of all the Studebakers.

Gloria told us so many great stories of the Hamilton Studebaker plant. Perhaps the most interesting was how she got the job. As she tells the story, while was working cataloguing the remnants of the BO-FORS assembly operation after WWII as all the guns etc. were being removed from the facility. She greeted two Studebaker executive who were doing a final visit to the plant prior to taking it over. They spoke with Gloria and discovered what her current job was. They then asked if she had a job once this task was completed and of course she did not. Their next question to her was, would you like to come work for Studebaker? Of course, she said yes, and she is quite likely the first employee hired for the Hamilton Plant. She was the secretary for the number 2 and 3 executives of Studebaker Canada, (the 2 gentlemen in the car in the photo) for 13 years.

Of special interest to me was that she knew my father, who as the senior stock clerk, brought a report "upstairs" every Friday and handed it to Gloria.

Gloria has a huge file of old photos and articles related to Studebakers (one of which is of our very own Roly Lusted and the plaque we commissioned at the plant site). Gloria was very involved in the social committee and the Christmas parties for staff and the children.

I plan on visiting Gloria again in the next few weeks to interview her and capture as much of what she remembers as I can. She is a remarkable lady. Gloria was kind enough to give me a very good copy of the first car off the photo as well.

Our Studies Out and About at Cops N Rodders





Studebaker
SINCE 1902
DRIVERS CLUB INC.

MANITOWOC 2023

1964 Studebaker Daytona convertible formerly owned by Fran and Buzz Beckman.

The 2023 SDC International Meet is dedicated to Buzz Beckman, Ed Carmo, Wayne Detjen, and Rick Rechek - WRSDC members who are no longer with us.

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!**

Thelma & Stu Chapman



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.

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



Birthdays: September

John Ernst 1
Sheldon Rier 2
Roseina McEown 14
Gordon Galbraith 30
October

Bill Harris 3
Kathy Porter 8
Joanne Holman 15
Gary Brucculeri 21
Carol Leppan 24
Kirby Oglesby 30

Anniversaries September

Linda & Gary Brucculeri 7
Kathy & Steve Porter 20
Lorraine & Paul Cronkwright 25
October

Stu & Thelma Chapman 4
Sandra & Dennis Kennedy 6
Barb & Jim Anderson 11

Some facts on the man who put Studebaker on the map.

Died: July 14, 1986, (Monday) [Age 92]

Born: November 5, 1893 (Sunday)

Birthplace: Paris, France

Height: 5' 10"

Children: Laurence Loewy (1953–2008) [Age 55]

Spouse: Viola Erickson Loewy (m. 1948–1986),

Jean Thompson Loewy (m. 1931–1945)

Education: University of Paris (1910)

Raymond Fernand Loewy was a French-born American industrial designer who achieved fame for the magnitude of his design efforts across a variety of industries. He was recognized for this by Time magazine and featured on its cover on October 31, 1949.



Time magazine
October 31, 1949



Through his accomplishments in product design beginning in the 1930s, helped to establish *Industrial Design* as a profession.

Raymond Loewy
French-American industrial designer

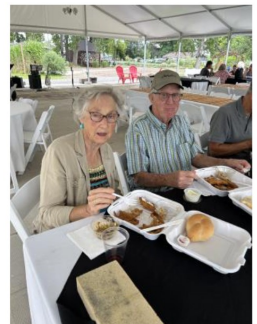
1893-11_05 --
Raymond Loewy

At Our Fish Fry Aug. 20, 2023 Held at Studebakers Near Welland

On August 20, we held our monthly meeting at R. J Catering near Welland On. Lots of Studebakers. We had a live band and a huge events tent in case of rain or protection from the sun. We had 29 members in attendance including our newest member. It was a fun day, with great food, a half pound of perch, fries, coleslaw and a roll. Yummy. Yours truly Susan Lusted had the Avanti out after a lengthy wait to have the transmission repaired. It was a fun drive. Stu & Thelma were accompanied by their friend Larry Golub from Vermont.



Larry Golub from Vermont and in the background Stu & Thelma Chapman





Sunday August 20th 2 – 6 pm

Bring your favourite ride and kick some tires with the

Studebaker Car Club (meeting from 3 to 4)

Entertainment



Beyond The Fence



playing 2 – 3 and 4 – 6

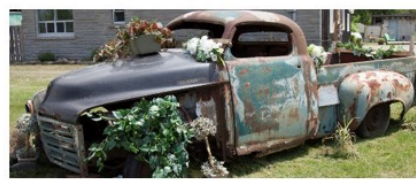
RJ'S Food Truck will be open

½ lb Lake Erie Perch, fries, claw and tarter \$22

Call to reserve your perch please!

60967 Reg Rd 27, Welland

info? 905 324 1914



Hamilton Studebaker Drivers Club Contacts 2022

| | |
|---------------------------|--|
| PRESIDENT | Peter Downey 37 Matilda St. S. Dundas On. L9H 3C6 905-869- 2141 PresidentHamiltonSDC@gmail.com |
| VICE PRESIDENT | Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email: stephenjporter4@gmail.com |
| SECRETARY | Roger Hill Roger Hill 30 Garden Cres. Paris On. N3L 3T4 226-220-5275 Email: Studebaker tracks@gmail.com |
| TREASURER: | Sue Lusted 201 Livingston Ave. Grimsby On. L3M 4X2 905-945-0027 Email: lin03@sympatico.ca |
| 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](mailto: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 _____

Check out this You Tube video On Ethanol Shield

Seems to work but I will be doing a real test for my classic cars this winter. I won't be filling my tank up to the top like you would with ethanol free gas. and with Shell going to 93 Octane Nitro I will go with that.

I will add Ethanol Shield in November, start my cars to circulate the treated fuel in the fuel lines and carb, shut down and then crank my vehicles over in late April and if OK will fill up with fresh hi-test gas.

I would also at a minimum I would change all of your rubber fuel lines to High pressure type of fuel lines used in modern fuel ejection cars. It seems that Non-Ethanol gas is almost now non-existent in Ontario and the government won't reverse their decision to allow the sale of the proper gas for our classic cars.

Ethanol Shield Fuel Stabilizer - Long Term Test! - YouTube

I will let you know if it works OK like it does in the video

Cheers

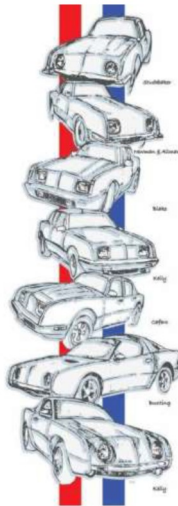
Will Norton, Ontario SDC President

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

1964 Daytona



Steve Tournay's new ride purchased from the Ontario SDC as their Anniversary Restoration project. First outing was at the Commemorative Plaque site.

◆ THE NEW "YORK" IN NEW YORK ◆

Studebakers at Dunkirk

Swap Meet +
Car Corral

2023




Friday
September 22
8:00 am - 5:00

Saturday
September 23
8:00 am - 2:00

CHAUTAUQUA COUNTY FAIRGROUNDS
1089 Central Ave, Dunkirk N.Y.

EASY ACCESS FROM EXIT 59 INTERSTATE 90

RAIN OR SHINE
FREE PARKING

Sponsored by the Kinzua Region
Chapter Studebaker Drivers Club

Attention: Vendors space available indoors and outdoors
Call: 814-779-5553 Madd_Doodler@Yahoo.com




The following is adapted from the Dec./99 issue of "Lincoln and Continental Confab", published by the western region of the Lincoln-Continental Club, and Turning Wheels, Dec. 2001.

CONTINENTAL DIVISION STU- DEBAKER CLUB

What? Really? Well - it goes like this: Back in the '50s, Ford Motor Company, Continental Division, recruited 9 students from California's Art Centre College to design the Mark III Berline. Of the 9, surprisingly (or perhaps not), 7 of them owned '53 Studebaker coupes!

From their days at Art Centre, they all thought that Raymond Loewy and crew had designed the perfect car. Daily they would park their Studebakers in the employee's parking lot at the Continental Division. Ford management was noticeably upset, but boss Bill Ford apparently understood why the student designers liked the Loewy-designed cars and allowed it. It was an "unusual" sight at quitting time when they left together, looking like a parade!

The students even started a "Continental Division Studebaker Club" of sorts, even having family picnics together and other functions!

Submitted by Roger Hill, Hamilton Chapter



1964 Seen at Cops N Rodders

Very nice



Est. 1978

40th ANNIVERSARY 1978-2018

RON GALASSO
Owner/Operator

91 Morley Street
(Off Parkdale)
Hamilton, ON L8H 3R8

905-545-6068
www.ronstransmission.ca

RODMASTERS CAR CLUB

2022 Fall Swap Meet & Car Show

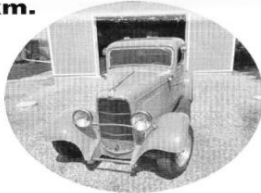
Plan now to attend our annual Fall Swap Meet & Car Show at the Ancaster Fairgrounds. Hundreds of indoor and outdoor vendors with everything for the old car hobbyist.

Sunday, October 30

Ancaster Fairgrounds & Marritt Hall, Ancaster Ontario. Junction of Highway 2/53 & Highway 52. From Highway 403, Copetown exit #55, south on Highway 52 for 2 km.

Swap Meet

Auto related items only. Indoor vendors in 2 large buildings. Vendor set up 6-7:30am.



Car Show

Be sure to attend the car show to see all the sweet rides of the 20's, 30's, 40's, 50's and so many more.



Sorry
No
Pets

Spectator gates open at 8am. General admission \$10. Free parking on site. Special cars for sale area. Outdoor vending spaces \$25.

For More information: www.rodmasters.com or 905-692-5353

Ontario's SOUTHCOAST DREAMDRIVE®



SEPT 16-17



Join us on September 16 and 17th, 2023 for Ontario's SouthCoast DREAMDRIVE, along Highway 3 in Southern Ontario. Running from Fort Erie to St. Thomas, cruise to or through – and enjoy – many of the interesting, beautiful villages, towns and cities on the Hwy 3 corridor.

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IMAGELINE
Apparel & Performance Graphics

130 Edward Street, St. Thomas

Free Live Entertainment
Sat & Sun 1-4 pm

Classic Cars, Games,
Prizes, Food & more!

*I am convinced that
kids today would
really love a ride in
a Studebaker!*



Ruthven Park
National Historic Site

25th
ANNUAL

CARS IN THE PARK



Thanksgiving Monday
Oct. 9, 2023

243 Hwy. 54, 2 Miles North of

CAYUGA, ON

GATES OPEN: 10 am - 4 pm • ADMISSION: \$10.00 per car

• Dash Plaques for First 100 • Mansion Tours • Children's Activities • Trail Walks
• Cemetery Tours • Door Prizes • Refreshments

FOR FURTHER INFORMATION

905-772-0560

Ruthven Park is owned and operated by
Ruthven Park National Historic Site Inc.



Ruthven Park National Historic Site
243 Haldimand Hwy 54
Cayuga, ON
N0A1E0
info@ruthvenpark.ca