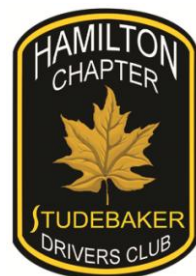


# The BULLET-TIN



Studebaker Drivers Club  
Hamilton Chapter  
Hamilton, Ontario  
Canada



**JULY/AUG 2019**

[www.thehamiltonchaptersdc.ca](http://www.thehamiltonchaptersdc.ca)

VOLUME 31    ISSUE No 2



- AXLES, HEAT AND RPM'S
- BOB EASTON'S STUDEFEEST 2019
- SHIPPING NEW STUDEBAKERS OVERSEAS
- ANNUAL MAY SWAP MEET IN SOUTH BEND

Monthly Meetings held at  
The Canadian Warplane Heritage Museum  
Hamilton Airport  
Mount Hope, Ontario, Canada

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### THE BULLET-TIN IS THE HAMILTON CHAPTER OFFICIAL NEWSLETTER AND IS PUBLISHED BI-MONTHLY

The intent of this publication is to keep members informed and to stimulate interest in Studebaker vehicles and history. Members are encouraged to submit articles and personal stories that relate to Studebaker. Articles, including classified ads, should be sent to the editor for inclusion. Technical info, articles and viewpoints published in the Bullet-Tin are those of the author and may not be the views of the Hamilton Chapter or Chapter Executives.

**THE ANNUAL MEMBERSHIP DUES** for the Hamilton Chapter is \$20.00 forwarded to the membership secretary by January 1<sup>st</sup>. This will ensure your continued receipt of the Bullet-Tin. Members of the Hamilton Chapter must also be members in good standing of the Studebaker Drivers Club Inc.

**DUES FOR THE NATIONAL CLUB** are \$39.00 payable in U.S. funds to **THE STUDEBAKER DRIVERS CLUB INC.** P.O. Box 1715, Maple Grove, MN 55311-7615. Email [mark@cornerstonereg.com](mailto:mark@cornerstonereg.com)

### HAMILTON CHAPTER MEMBERSHIP APPLICATION

NAME \_\_\_\_\_  
SPOUSE \_\_\_\_\_ BIRTHDAYS \_\_\_\_\_  
SPOUSE \_\_\_\_\_ BIRTHDAY \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ PC \_\_\_\_\_  
EMAIL \_\_\_\_\_ PHONE \_\_\_\_\_  
SDC MEMBERSHIP No & EXPIRY \_\_\_\_\_

### LIST YOUR STUDEBAKER VEHICLES

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_

FILL OUT AND MAIL TO OUR MEMBERSHIP SECRETARY WITH CHEQUE ENCLOSED. (info above)

### SDC MEMBERSHIP APPLICATION

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ P C \_\_\_\_\_  
EMAIL \_\_\_\_\_ PHONE \_\_\_\_\_  
MEMBERSHIP FEES AND OTHER RELATED INFO IS LOCATED  
ABOVE OR CHECK <http://www.StudebakerDriversClub.com>



## PRESIDENTS MESSAGE JULY/ AUGUST 2019



Hello Friends;

And so another driving season has finally, I hope, begun in earnest. It seems like the theme for Spring was "let's see how much rain can fall on a day planned for a Studebaker drive"!

The Studebaker brand seems to always draw a lot of attention anywhere you park them and it never ceases to amaze me how many people come up and ask you about your car or truck. I had my truck parked in front of the house recently while I cleaned out the garage, and was surprised to see 4 or 5 people standing around it as I came out to return it to the garage. After a lot of questions and great conversations I managed to get it back in the garage an hour or so later.

We were recently fortunate to have Dave Rohrer the President and CEO of the Canadian Warplane Heritage Museum at a meeting to speak to us about the Lancaster bomber and what it took to fly the plane to England and back. Not exactly Studebaker centric, however, we are so fortunate to be able to have our meetings in the museum, often with the Lancaster or another iconic plane as a backdrop just out the window. The Lancaster does have Packard-Merlin engines though so I suppose that's close enough to claim that it is part Studebaker!

At our June meeting, Doug Summerhayes spoke to us about his experience in 1964 and 1965 shipping CKD Studebakers worldwide from his facility a few blocks from the Hamilton plant.

There are of course cruise nights all across the area almost every night of the week. Unfortunately the Pier 4 cruise featuring Studebakers, July 17th was cancelled because the ground was soft from all the rain.

On Sunday, July 21<sup>st</sup>, Roger Hill has organized an interesting tour along the back roads of Norfolk County. We will try to have a short meeting at some point along the way.

Our Monday, August 19th summer meeting is at Lorraine and Paul's home in Smithville, and our Corn Roast is September 15th. at Wayne & Sharon's place.

The International Meet is in Mansfield, Ohio. A week later is the Dunkirk Swap meet.

Your club has some interesting things planned for the summer months.

If you have an idea for future events or speakers at a meeting, please let us know, your Executive is always interested in hearing from you.

In closing, if you are so inclined, please take a few minutes to send a story to our editor, Paul of how you became interested in Studebakers, these will no doubt be interesting stories in upcoming newsletters.

Regards, Peter



**COVER STORY** The picture on the cover of this issue was taken at last year's "CLASSICS OF THE GOLDEN AGE" car show held at the Canadian Warplane Heritage Museum. The beautiful '37 Studebaker coupe belonged to Hamilton Chapter member Sheldon Rier. The car was recently sold at an auction that Sheldon had.

### CONTRIBUTING TO THIS ISSUE

Peter Downey, Peter Sant, Eric Harnett, Olivia Griggs, Bob Easton Paul Cronkwright

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### JULY/AUGUST BIRTHDAYS & ANNIVERSARIES

Cecylia Griggs	July 3	Linda Cumisky	Aug 1	Jim & Rosemary Bradley	July 17
Barb Anderson	July 5	Garnet Bell	Aug 14	Larry & Suzanne English	July 21
Sharon Pearce	July 20	Robert Allison	Aug 15	Barry & Carol Leppan	July 28
Bob Stowell	July 21			Bob & Joanne Easton	Aug 5
Rosemary Bradley	July 26				
Peter Downey	July 27				

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IF YOU ARE A RECENT OR LONG TERM HAMILTON CHAPTER MEMBER AND WOULD LIKE YOUR BIRTHDAY OR ANNIVERSARY PUBLISHED IN OUR NEWS LETTER, PLEASE SEND THE INFORMATION TO ME. Paul

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### AXLES HEAT AND RPM'S .....by Peter Sant

Most of the Studebakers that we are driving today were built in the 1950's or 1960's and with few exceptions they were designed to run on roads with a speed limit of 50 mph.

Champion sixes usually had a rear axle ratio of 4.56 with overdrive which gave reasonable standing start acceleration but still were limited to travelling no more than 65 mph even with OD. Axle ratios play a big part in our vehicles. Without overdrive a 1956 Studebaker Champion came from the factory with a 4:10 rear axle and as a result the engine was turning almost 4000 rpm at 70 mph. This causes excessive engine wear, but mainly it produces heat. The faster you go the higher your temperature gauge will go indicating a hot engine temperature. This is the reality of the beast!

Similarly V8 engines can also overheat when asked to travel at constant speeds over 70 mph. The cure for this is a trade off. Find an axle with a lower numerical number such as 3:07 ratio or if you can find a overdrive transmission with a 4:10 or 4:09 ratio axles, you can get by with travel speeds of 70 mph. The heat begins to build when your engine, six or V8, exceeds 3,000 rpm. Try to keep your engine rpm below 3000 by whatever means you can. You will lose a little performance, i.e. standing start acceleration but your power plant will last longer and you will have confidence that you are not seriously overheating.







**Jake Wilkins proposed to Olivia Griggs in Studebaker Avanti**

**CONGRATULATIONS OLIVIA & JAKE FROM THE HAMILTON CHAPTER STUDEBAKER DRIVERS CLUB!**

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### **OUR JUNE MEETING**

We had a very interesting guest speaker at our June meeting. Mr. Doug Summerhayes told us about his company that was located in Hamilton not far from the Studebaker plant. They were responsible for putting disassembled Studebakers into crates to be shipped overseas. Upon arrival they would be reassembled and delivered to sales outlets throughout Europe. Thanks to Roger Hill for telling us about Doug!! Below President Peter thanking Doug.



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

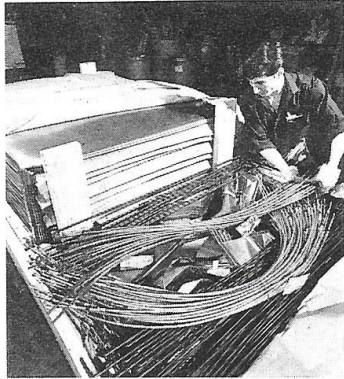
As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.





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  $\frac{7}{8}$  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.

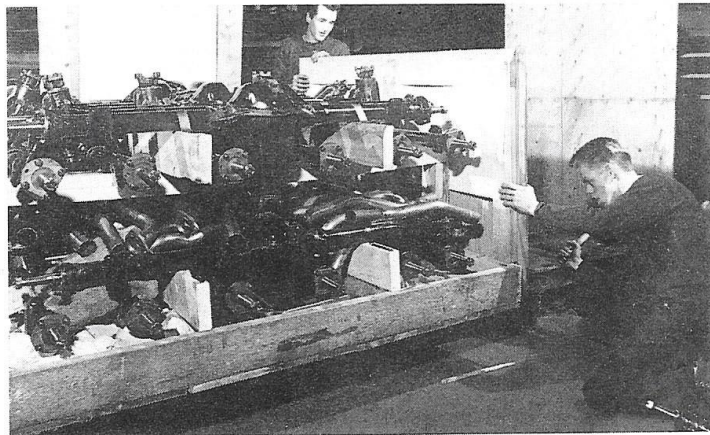
**For critical components**—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

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.





## ANNUAL ROAD TRIP TO SOUTH BEND SWAP MEET & CAR SHOW ...text & pics by Paul

On Thursday, May 2<sup>nd</sup> chapter members Peter Downey, Eric Harnett, Eric's friend Jonathan and I headed off to South Bend for the annual Studebaker swap meet and car show. This event is hosted by the Michiana Chapter and is always well attended. The weather was good and our drive there and back was very pleasant.

Our expectations for the weekend were fulfilled with lots of Studebaker vehicles to see, not to mention the number of parts vendors on hand to fulfill our hunt for parts that we were able to procure.

Of course a trip to South Bend wouldn't be complete without a visit to the Studebaker National Museum. Always a great Studebaker treat, the museum presents the vehicles and history so well. Show day, lots of parts and cars.







I MET THE OWNER OF THIS '37. HE IS 19 AND HAD JUST PURCHASED IT FROM AN ELDERLY MAN IN SOUTH BEND THE DAY BEFORE THE SHOW! HOW COOL IS THAT!



A SMALL PART OF THE CARS ON THE SHOW FIELD



CHRIS DRESBACH OF SOUTH BEND OWNS THIS 1 TON UTILITY TRUCK



TRUCK WAS ORIGINALLY OWNED BY A TELEPHONE COMPANY



CHRIS REPLACED THE ORIGINAL 6 WITH A 259 V8









*Our Menu*

<b>BREAKFAST</b>		<b>SIDES &amp; DESSERTS</b>	
Donuts.....	\$1.00	Pies.....	\$1.50
Fruit.....	\$1.00	Chips.....	\$1.00
Sausage & Egg Biscuit. . \$3.00			
<b>LUNCH</b>		<b>DRINKS</b>	
Hotdogs.....	\$2.50	Coffee/Tea.....	\$1.00
Polish Sausage.....	\$4.00	Hot Cocoa.....	\$1.00
Pulled Pork.....	\$4.00	Juice.....	\$1.00
Chili.....	\$3.00	Milk.....	\$1.00
Chili Dog.....	\$3.25	Pop.....	\$1.00

County - South





COREY MCILROY'S '64 AND ERIC'S '66 AT TIPPECANOE RESTAURANT, FORMER STUDEBAKER MANSION



BEAUTIFUL '64 OWNED BY COREY McILLROY OF SOUTH BEND, ERIC'S '66 CRUISER & CHRIS' UTILITY TRUCK

PHOTOS ABOVE COURTESY OF ERIC HARNETT





## STUDEFEEST 2019

.....by Bob Easton

The 2019 edition of Studefest took place in Niagara Friday to Sunday, June 14 to 16. Weather was overcast and cool for June and the rain held off until dinner time on Saturday. On the Friday night we attended the Seaway Mall Cruise night where Studebaker was the featured marque for the evening. The organizers held open a full row where we all parked together. Those in attendance were all Ontario or Hamilton Chapter members as well as the Avanti Club. There were also 2 local Studebaker cars that have no club affiliation in the row. One of these cars was a 33 President Roadster that has not been restored and considered to be a survivor. During the Cruise we encouraged the public to vote for their favorite Studebaker. Two cars and a truck were by far the people's choice. Bob & Rose Suszek's modified 54 Champion called Goldenrod nosed out the other 2 contenders by 1 vote. Bob was awarded a Studebaker shop clock for the win as Rose was shopping in the Mall. The unusual thing about the display was the lack of a Hawk in the group of 19 cars and trucks. There was a 57 Silver Hawk for Saturday's driving tour and unfortunately a GT Hawk was rear ended on the way to the Cruise. No one injured but the GT was seriously damaged.

Saturday remained overcast and cool. We departed the host hotel at 9:30 for tour on the lesser traveled roads along the Niagara escarpment. The route covered 124 km and went up and down the escarpment 4 times altogether. The morning stop was at Morningstar Grist Mill where a group of volunteers were providing mill tours and replicating life in the 19th century. Lunch stop was at a craft brewery where we sampled their craft beer and enjoyed a lunch buffet. After the lunch stop, we drove to Jordan where we visited the Upper Canada Cheese Company to sample some unique goods. The route then went through Port Dalhousie and Port Weller and followed the lakeshore into Niagara on the Lake where we stopped in the Fort George Parking lot. From there you could enjoy the grounds, visit Fort George or take the free shuttle to the scenic old town. The next leg was back to the Welland hotel where we freshened up before dinner at Iggy's pub and grub in Fonthill. It was then that the skies opened up and we all got a free car wash.

On Sunday morning a caravan of 7 Studes and a brand X followed the back roads to the Canadian Warplane Heritage Museum located at the Hamilton airport. Three chose to go straight home from there and 5 of us visited the Museum. This was different from most museum experiences as it was "Fly Fest" weekend. Instead of static displays, multiple planes were taking off and landing as they were taking patrons up for a ride. Lots of action! This included the Lancaster bomber and for anyone who is mechanically inclined, those 4 supercharged engines performed a symphony when the bomber flew over us. All good things come to an end and Studefest 2019 ended here.

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# 5<sup>th</sup> GATHERING OF ORPHAN\* VEHICLES

featuring  
*Studebaker!*

SATURDAY, AUGUST 17<sup>th</sup>, 2019 11 AM – 4 PM

**New Location:** Maxwell Park on Badgley Road, East Syracuse

Gates open at 10; registration closes at noon; Voting ballots due by 1PM

**NEW: Cruise-in for non-orphans \$5 per vehicle donation**

Late-comers always welcome!

## ADMISSION:

Show cars - Pre-registration \$7 donation

Day of Show \$10 donation

Spectators - free (make a donation to receive  
a 'People's Choice' ballot)

Net proceeds benefit our Veterans through

**'Project Healing Waters'!!**

We also donate to E. Syracuse Fire Dept

## Eligible orphans include:

- American cars not made by Big 3 (Studebaker, AMC, Packard, Nash, etc)
- Those no longer manufactured
- Motorcycles, trucks, foreign cars
- Special interest vehicles may be considered, like Corvair, Edsel, El Camino, Ranchero...
- Must be 1994 model year, or older
- Unsure of eligibility? Contact Victor Oliver



Contact Information: Victor Oliver (315) 569-1075 - OR - email: cnyorphancars1@gmail.com

Pre-Registration forms must be postmarked by August 7, 2019

## PRE-REGISTRATION FORM

Show vehicles \$7 (Day of Show Registration \$10)

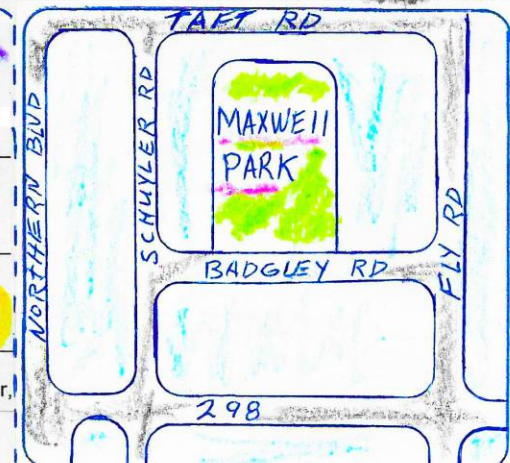
Name: \_\_\_\_\_ Address: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Year: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Color: \_\_\_\_\_

Mail this form and check payable to **'Project Healing Waters'** to: Connie Heidt-Oliver,

6833 Loucks Rd., East Syracuse, NY 13057





## 2019 NORTHEAST ZONE MEET

SYRACUSE, NY

AUGUST 15-17, 2019

### REGISTRATION FORM

You can Pre-Register through July 15th, 2019 by mail to: Julie Huther 25 Kellogg St. Clinton, NY 13323

You will get a confirmation by mail and/or email.

Name \_\_\_\_\_ Spouse/Significant Other \_\_\_\_\_

Others in your party \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone(home) \_\_\_\_\_ (Cell) \_\_\_\_\_

EMail \_\_\_\_\_

#### Some questions to help us plan for your stay...

When do you plan to arrive? Thu \_\_\_ Fri \_\_\_ Sat \_\_\_ Other \_\_\_\_\_

Will you be bringing a Vehicle to the show? yes \_\_\_ no \_\_\_ Type of vehicle(s) \_\_\_\_\_

Is trailer parking needed? Yes \_\_\_ Length \_\_\_\_\_ No \_\_\_

Are you willing to volunteer at the meet ? (Registration desk, hospitality room, etc) Yes \_\_\_ No \_\_\_

Convention T-Shirt: \$10.00

Specify number of each size needed: (\_\_\_) S; (\_\_\_) M; (\_\_\_) L; (\_\_\_) XL; (\_\_\_) XXL; (\_\_\_) XXXL

\$ \_\_\_\_\_

#### Thursday August 15<sup>th</sup>, 2019 :

FREE Welcome Reception in the lobby and Registration all day

6:00 PM – Join us for a fun filled evening as we travel together to the Bella Domani car club Cruise-in nearby.

No Cost

#### Friday, August 16<sup>th</sup>, 2019:

Registration Continues throughout day.

8:30AM-4:30PM – Deluxe Motor Coach from hotel to Utica NY, including: Stop 1: a once in a lifetime opportunity to visit a private unique car collection featuring over 60 cars, Stop 2: A walk through tour of Utica's historic restored Union Station, Stop 3: Lunch on your own on historic Varick St. Stop 4: Tour of the vintage West End Brewery-Home of Shultz and Dooley, wear closed-toe footwear and a warm sweater, Retire to the 1888 Tavern for 2 included beverages.

\$50.00 per person.

\$ \_\_\_\_\_

**OR :**Transportation to Turning Stone Casino, drop off at around 9AM and pickup at approximately 4:00PM

\$25.00 per person

\$ \_\_\_\_\_

6:00PM - ? Barbecue Picnic at Vic & Connie Oliver's House, 6833 Loucks Rd. East Syracuse NY (<1mi.

from hotel). Bring your car !! Catered by Rodfathers' Catering Service \$20.00 per person

\$ \_\_\_\_\_

#### Saturday, August 17<sup>th</sup>, 2019

10:00AM-4:00PM Studebaker and Orphan Car Show, Studebaker is the featured make this year. We will have our own area for show parking. Studebakers will be judged separately. Must have a fire extinguisher visible at your car.

\$10.00 Per Car

\$ \_\_\_\_\_

6:00PM- 9:00PM Studebaker Drivers Club Banquet & Buffet; Award Presentation and Speaker, Sleep Inn (Host Hotel)

\$25.00 per person

\$ \_\_\_\_\_

Total Participation Fees : (add highlighted amounts) Make all checks payable to CNY Studebaker Club

\$ \_\_\_\_\_

Registration for hotel must be made with hotel directly. **Register by May 24<sup>th</sup> and Mention Studebaker Drivers Club for convention rate of \$110.00 plus tax per night.** Hotel information is [SLEEP INN & SUITES AIRPORT](#)

6344 E Molloy Road, East Syracuse, NY, 13057 phone 315-433-8585

## 2019 EVENT SCHEDULE

PLEASE NOTE – THERE WAS NO MARCH/APRIL OR MAY/JUNE ISSUES OF OUR NEWSLETTER PUBLISHED

**SUNDAY JULY 21 ROGER HILL'S SUMMER ROAD TOUR. MEET AT HEWITT'S DAIRY, 4210 HIGHWAY 6, JUST NORTH EAST OF HAGERSVILLE**

**MONDAY AUGUST 19 SUMMER MEETING TO BE HELD AT PAUL & LORRAINE'S HOME IN SMITHVILLE 7 PM**

**SEPTEMBER 11 – 14 STUDEBAKER INTERNATIONAL MEET IN MANSFIELD, OHIO**

**SEPTEMBER 20 & 21 STUDEBAKERS AT DUNKIRK SWAP MEET AND CAR CORRAL**

**SEPTEMBER 28 & 29 CLASSICS OF THE GOLDEN AGE CAR SHOW AT THE CANADIAN WARPLANE HERITAGE MUSEUM FOR INFO CONTACT PAUL CRONKWRIGHT**

**NOTE** – SCHEDULES CAN CHANGE MONTHLY BASED ON WHEN INFORMATION IS RECEIVED OR ALTERED.  
TO ENQUIRE ABOUT SCHEDULE INFORMATION CALL OR E MAIL PAUL CRONKWRIGHT  
905 957-2882 [kool63stude@gmail.com](mailto:kool63stude@gmail.com)

ARTICLES OR INFORMATION THAT YOU WOULD LIKE PUBLISHED IN THE BULLET-TIN SHOULD BE SUBMITTED BY THE 20<sup>TH</sup> OF THE PREVIOUS MONTH OF PUBLICATION FOR INCLUSION IN THE NEXT ISSUE. SUPPORT YOUR CHAPTER, GET INVOLVED, CONTRIBUTE TO YOUR NEWSLETTER. PERSONAL STUDEBAKER STORIES OR STUDEBAKER ARTICLES ARE ALWAYS WELCOME. SEND THEM TO THE EDITOR. EMAILING THEM IN A "WORD" DOCUMENT IS BEST.



**PICTURE TAKEN AT THE YORK, PA., SWAP MEET 2016**