



Bullet-Tin

Jan/Feb 2022 Issue #: 1 Volume: 34
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



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President's Message: Peter Downey



Hello Friends,

Happy New Year!

Let's hope things start to return to normal or whatever passes for normal in 2022. By now you all know that our January Card Party has been cancelled as the latest COVID variant circulates. The Executive made the decision that the risk to everyone having to line up to access the arena was too great to take. Hopefully our February meeting can take

place at the Canadian Warplane Heritage Museum, we will know more as to that availability later in January.

Despite this setback, there are several Studebaker events coming up in the spring calendar. Reedsville Swap meet returns April 1st and 2nd, 2022. The Ontario Chapter Swap meet is scheduled for April 23rd at the Badenoch Schoolhouse. The Ontario Chapter has noted that, there will likely be some restrictions in place, but if they open the door for us the meet is on. The SDC International meet is scheduled for South Bend this year, from May 4th to May 7th, 2022, and online registration is now open. Of special note is the Ontario Chapter's 50th Anniversary Celebration at Napanee, from July 29th to July 31st.

Hopefully, the border will be open in May so it will be possible to attend the International meet to be held in South Bend in 2022. As well as other cross border events.

As you all know there were no elections necessary this coming year as there were no nominations and the current executive has agreed to stay in place.

What projects do you have in mind this winter? Take pictures and write up a story for the newsletter, it makes for interesting reading for us all. Also please remember to tell us about your Studebakers. Why Studebaker? How did you come to purchase your current Studebaker? And we really like photographs of them and you.

Thank you all for your commitment and support!

Stay safe!

Peter Downey, President

GOING ON THE STUDEBAKER ANNUAL PICNICS

Each year, the employees of Studebaker would travel to Crystal Beach for the Annual Picnic. Employees from Otis Elevator would join in. Here is an article submitted by Bob Barrick.

This is a picture taken at the 1950 Studebaker picnic that was held at the Crystal Beach Amusement Park. We do not have all the names but from left to right:

Unknown man, Tom Pryde jr (small boy), Bob Johnson (National Parts Manager), Glad Johnson, Helen Pryde, unknown man, 2 unknown children, unknown women, and Tom Pryde Sr. (General Sales Manager)

Photo courtesy of Tom Pryde Jr



I have also included a picture of the Studebaker hat that I own, mine is red and the one that Tom Pryde has on in the picture appears to be white so they must have changed colours each year.

Back in the Day

by Lou Saunders, member, and former Studebaker Employee

Working at the Studebaker plant in the sixties was someone who related this story.

During the second World War, the plant made Bofors Guns in the WW 2 Otis Fensen Munitions Factory. The guns were taken to a firing range on Lake Ontario near Winona and tested by firing into Lake Ontario, after which they were returned to the factory.

One day a phone call was received at the factory saying that one of the shells from one of the guns was unaccounted for. The recipient of the call walked down to the plant and found the returned gun backed into the factory with the gun in the usual horizontal position used in transportation. In this position, it was facing the entire assembly line. He went to the gun and raised it to a more elevated position and checked the breach. It was then that

August 18, 1948

The day a four-door Champion arrived

In 18 years, the Mars Avenue plant turned out 129,325 Studebaker cars and trucks



On Aug. 18, 1948, a blue, four-door Champion sedan rolled off the line and into automotive history.

That first car at the new Studebaker plant in Hamilton's north end debuted before more than 400 workers and dozens of media at the Mars Avenue plant.

The Spectator reported that Arthur Egger, the oldest plant employee, cut red, white and blue ribbons held by "pretty attendants" before the car was driven off the line. Behind the wheel was W.R. Jones of St. Catharines, the oldest Studebaker distributor in Canada. Seated beside him was D.C. Gas-kin, vice-president of Studebaker Corp.

Having an automaker in Hamilton enhanced the city's image, but the venture turned out to be relatively short-lived.

The plant suddenly closed in 1966, with a loaded, turquoise Cruiser sedan boasting a 283-cubic-inch General Motors V-8 engine being the last one produced.

The Studebaker brothers were buggy and wagon makers (they started in 1852) and made the leap to automobiles — first, electric cars in 1902, then gas-powered — two years later.

Their first foray into Canada was a plant in Walkerville, Ont., near Windsor, opened in 1910 and built up an impressive array of models, a reputation for solid,

well-built vehicles, and brand loyalty.

But problems began in 1953 when Studebaker added one more line, while Ford and General Motors were slugging it out in a price-cutting war that badly hurt smaller automakers.

The company could not meet orders for its beautifully-designed Hawk series, and pushed stodgy sedans that suffered badly from cost-cutting measures. In just one year, its reputation for quality was shot.

By 1954, two-thirds of Studebaker's market share in North America was gone, and, in desperation, the company looked for more capital in the form of a Packard takeover.

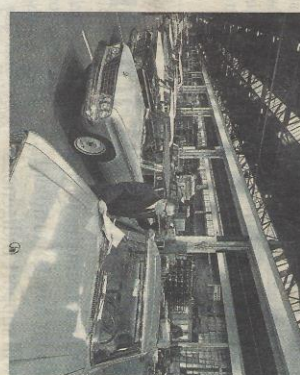
The merged company closed Packard's Detroit plant and moved production to its Studebaker plant in South Bend, Ind., only to discover the assembly line was too narrow and dated to produce the bigger, wider Packards.

By then, Studebaker's board of directors was losing interest in cars and was diversifying the company, investing in everything from washing machines to airlines. It cut off investment in new models and technology.

Studebaker moved to Hamilton to be close to excellent transportation networks and the steel mills.

In 1946, the company bought a large factory the Canadian government had built in 1941 to manufacture anti-aircraft guns. The first car rolled off the line in August 1948.

A photo of the Studebaker factory in Hamilton from the 1960s.



The company produced 48 to 70 cars a day, five days a week, in the 320,000-square-foot plant on Mars Avenue. When the end came in 1966, the plant had turned out 129,325 cars and trucks.

Studebaker closed the South Bend plant in 1963 and shifted all production to Hamilton, but Studebakers were not selling well. The designs were dated, and consumers were looking for something different.

Gordon Grundy, president of Studebaker Canada, had an idea. To save the company, he proposed an alliance with Japanese manufacturer Nissan and selling cars under Studebaker's name.

The idea — ahead of its time — was killed by a law partner of Studebaker's board chair, one Richard Milhous Nixon.

The Spectator with the announcement that Studebaker production was ending in 1966.



End of the road for Studebaker leaves 648 jobs

Treasurer's Report: This is as of December 31, 2021.

HAMILTON STUDEBAKER DRIVERS CLUB Finances Dec. 1 to Dec. 31, 2021						
Dec. 1, 2021					Opening Bank Balance	\$ 4,882.19
			DEPOSIT	WITHDRAWS		
DATE	TRANSACTION TYPE	DETAILS	AMOUNT	AMOUNT		BALANCE
Dec. 6, 2021	Withdraw	Warplane Heritage Museum		\$150.00		\$ 4,732.19
Dec. 13, 2021	Withdraw	Christmas Party		1794.09		\$ 2,938.10
Dec. 31, 2021	Withdraw	Bank Fee		4.00		2934.10
Total Deposits and Withdraws				1948.09		\$ 2,934.10
Bank Closing Dec. 31, 2021					Bank Closing Balance	\$ 2,934.10
					Cash on Hand	\$ 35.15
					Total	\$ 2,969.25
Penny Sale & Silent Auction		\$ 733.00				

Roly Lusted, treasurer

Social Media: Susan Lusted

Social media for our chapter is our website, and our Facebook page. Our website is up to date. We do maintain a very active Facebook page. It has lots of visits as monitored each week.

Our website page is located at www.thehamiltonchaptersdc.ca. It does contain pictures of members' cars. If yours is not there, please submit a picture in jpg format and we will display it.

Deadlines For 2022

The Bullet-Tin is published bi-monthly and below, see deadlines for submission of articles and publication dates.

Month	Submission Deadline	Date to Email Newsletter	When Submitting an Article
Jan/Feb	Jan. 1, 2022	Jan. 16	When submitting an article for our newsletter, please use Word or RTF format. Pictures can be in JPG or PDF format.
Mar/Apr	Feb. 27	Mar. 13	
May/June	Apr. 24	May 8	
July/Aug	Jun, 26	July 10	
Sept/Oct	Aug 15	Sept. 11	
Nov/Dec	Oct. 30	Nov. 13	

Hamilton Studebaker Drivers Club Contacts

President	Vice President & Membership	Secretary	Treasurer
Peter Downey 37 Matilda St. S. Dundas On. L9H 3C6 Phone: 905-869-2141 <u>Email Address:</u> PresidentHamiltonSDC@gmail.com	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 <u>Email Address</u> stephenjporter4@gmail.com	Roger Hill 30 Garden Cres. Paris On. N3L 3T4 Phone: 226-220-5275 <u>Email Address:</u> studebakertracks@gmail.com	Roly Lusted 201 Livingston Ave Grimsby On. L3M 4X2 Phone: 905-945-0027 <u>Email Address</u> lin93@sympatico.ca
Regional Manager	Zone Coordinator	Crossroads Zone Director	
Cliff Tattersall 90 Balsam St. Welland, On. L3C 7H2 905-732-0772 <u>Email</u> tattersallcliff@gmail.com	Bob Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 <u>Email</u> daveh2949@centurylink.net	Harvey Snitzer 2422 Cranbrook Rd Canton, MI 48188 Tel: 734-634-2285 hjs66@yahoo.com	

Annual Dues for the Hamilton Chapter

Dues for our chapter are \$20 per year and are due Jan. 1st each year. Please send payment to our membership secretary including your SDC national number. Members of the Hamilton Chapter SDC must be a member in good standing of the Studebaker Drivers Club Inc.

Randy Goudeseune



Studebaker pedal car ,,,,1925-27



Studebaker "kiddie Kar " ride from an amusement park.



Jan.

- 1 Paul Cronkwright
- 1 Larry English
- 1 Dave Gordon
- 1 Gord Linkletter
- 1 Betty Sawyers
- 6. Suzann English
- 6 Pam Gordon
- 19 Doreen Goneau
- 25 Roly Lusted
- 24 Mel Quirt
- 28 Marguerite Ward

Anniversaries Jan

- 31 Roseina & Roy McEown.

Feb.

- 3 Annette Brown
- 4 Peter Worrone
- Sandra Cruzo
- 17 Joanne Easton
- 20 Ted Calder
- 21 Kevin Mullett
- 26 Steve Porter

Anniversaries Feb.

- 13 Dave Bonany

Upcoming Meetings: All are subject to current Covid guidelines and closures.

ONTARIO, 20th, Mount Hope, Hamilton Chapter usually meets at the Canadian Warplane Heritage Museum on the 3rd Sunday of the month, February to June then October and November at 10 a.m. Dates are subject to change, please check our website to be sure or check with the contact listed. Note, we will begin meeting at the museum beginning February 2022. As per Ontario guidelines, you must arrive a bit early to present proof of double Covid vaccination. Upon entering the museum, masks are to be worn while moving around and may be removed once you are seated. Join us for breakfast in the café after the meeting. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonSDC@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone.

ONTARIO, April 23rd, Morriston, Ontario Chapter hosts its annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old School House) near Morriston, Ontario. All Ontario Chapter, Hamilton Chapter, Canadian Avanti Owners along with all Studebaker enthusiasts are welcome. Free Attendance. Bring your surplus Studebaker parts to sell or want lists. Drive your Studebaker to this event. Contact: Paul Revell, 905-584-7050. Email: paulrevell01@gmail.com. Website: www.ontariosdc.ca. Crossroads Zone.

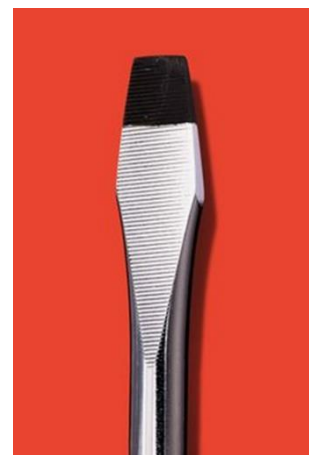
How the Phillips Screwdriver Took Over America

by Duane Miller

The Robertson screw is better in multiple ways, but Henry Ford sealed its fate in the U.S.

The history of the screw, and by inevitable implication, the screwdriver, is complicated. In *One Good Turn: A Natural History of the Screwdriver and the Screw*, Witold Rybczynski, professor of urbanism at the University of Pennsylvania, traces the metal fasteners to the 15th century, though it wasn't until the early 18th century that the screw became common. Around then, gunsmiths developed purpose-built *tournevis* (French for "screwdriver") for use in the intricate workings of early firearms. A century later, when screws could be mass-produced, factories cranked out accompanying screwdrivers.

American Society of Mechanical Engineers, toolmaker Joseph Whitworth devised Britain's first standardized screw in 1841. American engineer William Sellers did the same for his country in 1864. Standardized screw heads and screwdrivers emerged later. Early screws used either a slotted head or some square or octagonal drive. As screw production increased, slotted drives became standard. But if you've ever cammed (slipped) a screw-head slot, you know why it's not the only design.



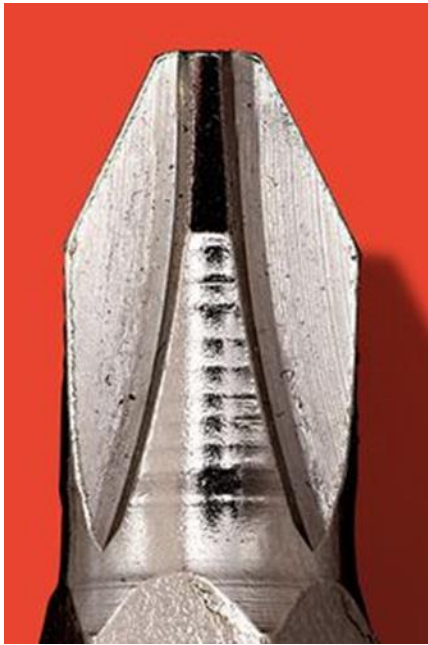
Flathead Screwdriver



Robertson Screwdriver

Enter Peter Lymburner Robertson. The official history from the Robertson Screw Company says that Robertson, a Canadian inventor, and industrialist, cut himself when the blade slipped during a demonstration of a new spring-loaded screwdriver, forcing an epiphany that the world needed a new type of screw. Robertson designed a fastener that featured a square socket tapering towards a truncated pyramidal bottom, winning a Canadian patent for his work in 1907. It's a brilliant design—Robertson screws won't easily cam out, and the socket shape helps center the screwdriver, making one-handed operation easy.

The Robertson was perfect for the burgeoning auto industry. Ford began using it to assemble [Model Ts](#) at its Windsor, Ontario, plant, where the screw's time-saving qualities reduced costs by a significant \$2.60 per car. But unless you're Canadian, there's a good chance you've never heard of Robertson screws. That's because Henry Ford wanted to use Robertsons in all of his plants, and he wanted more control over how they were made. Robertson, by most accounts a stubborn man, wouldn't agree. No deal was struck, and the Canadian lost an important part of his business. Meanwhile, other engineers worked on their own types of screw heads.



Phillips Screwdriver

According to Rybczynski, the one that stuck came from inventor John P. Thompson and businessman Henry F. Phillips. A Phillips screw offers many of the benefits of a Robertson and can be driven by a traditional slotted screwdriver in a pinch. Phillips licensed his design to the giant American Screw Company, which got General Motors to use the screw in the 1936 Cadillac. Within the decade, almost all automakers were using Phillips screws.

A Phillips is, arguably, not a better screw than a Robertson. *Consumer Reports* once wrote that "compared with slotted and Phillips-head screwdrivers, the Robertson worked faster, with less cam-out."

However, cam-out was good for automakers increasingly relying on automation, as it meant screws wouldn't be overtightened. Today the Phillips is the standard, except in Canada, where the Robertson remains popular, and in Japan, which has its own cruciform screw, the Japanese Industrial Standard.

You can tell a Canadian built Model T and A apart from US made because the Canadian built did use Robertson screws.

Very Studey-ously

By: Roger Hill

"OH, (4-letter expletive deleted) !!!" I was napping in the passenger seat (and hopefully not drooling), but this LOUD outburst woke me up!!! I opened my eyes just in time to hear and see the hind quarter of a deer bounce off the right front fender in front of me. One piece of good news: the deer did not end up INSIDE the car. Two pieces of bad news: 1 - it was about midnight, and 2 - the right front fender was attached to a 1951 Studebaker Champion convertible!

Buddy Pat and I (in his car) were doing the "red eye run", returning from a Michiana Chapter spring swap meet in South Bend. We were just west of Jackson, Michigan on I

94. Prime Wayne County deer country! The deer had wandered off and was nowhere to be seen, but evidence of him was left behind. The right front fender and bumper assembly took most of the impact. The beautiful accessory bumper guard assembly was no longer beautiful (smashed pretty good!) and the headlight assembly - cracked and only slightly dislodged, but still working - had a significant deposit of deer fur between it and the fender.

Pat decided that we had better stop at the Jackson cop-shop to report the incident, all the better for collecting an insurance claim. Soon I was sitting "guarding" the car in a truck parking lot near a precinct, waiting for Pat's return. What I would do, besides scream, if someone hostile came along I don't know. But return he did, and the car ran fine all the way home, arriving as daylight was arriving, too. What a trip! This was about 30 years ago (yipes)! Pat and I still chuckle about that one!

A bombshell: The Studebaker brothers' COMPANY very likely never made a horse-drawn Conestoga wagon!! I know - the Studebaker Corporation used that pioneering icon to their advantage a LOT. Studebaker even presented a real Conestoga in its hometown (and 1952 Indy 500) parades. But THAT Conestoga was built by the 5 brothers' father in 1830 and used in their moves to Ohio, and Indiana, years before the company was founded. A Conestoga wagon was BIG - approximately 18 feet long and 11 feet high with ironed tires 4 inches wide and a curved floor made to hold cargo in place as it bounced over what passed for roads at the time. Oxen were often used to pull one because of the very heavy loads a Conestoga was capable of hauling. It was used mainly in the Northeastern parts of the U.S. and into Ontario, Canada. People traveling to the west of the Mississippi, however, wanted a lighter "prairie schooner" that could be used on a farm when they settled and pulled by horses, they could also use better on their prairie farms. So, by 1850 or so, the Conestoga wagon was obsolete.

This is confirmed in The Studebaker National Museum's book "Over a Century on Wheels". The Studebaker brothers made their bread and butter on the farm wagon/prairie schooner type wagons (plus sturdy but versatile and maneuverable wagons for the military) which were much in demand in the second half of the 19th century. Of course, the company made several thousand much better-looking motorized Conestoga station wagons about a century later! I'll take a '54 Deluxe Commander in Maui Blue!

Wanted: Submissions for the Next Bullet-Tin

- What is the story of your first Studebaker, where did it come from, dealer, picture etc. We want to know.
 - What's the story behind your restoration that you are involved in at this time? Send us your story and your pictures.
 - Studebaker Sightings: if in your travels, you see a Studebaker, parked, send the pictures and location to Sue Lusted, lin93@sympatico.ca. Send us your pictures in jpg format.
-

Vice President and Membership Steve Porter, Vice President

Currently, we have more than 68 members and 33 of which need to renew. Yearly dues can be paid now or at our February meeting or by mail. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726. Email Address: stephenjporter4@gmail.com. Membership to the SDC is a requirement for membership to our chapter. For membership only, it is \$12 in US funds. This is membership only and no magazine. **Applications for both our chapter and the Studebaker Drivers Club can be found at this link.** [Membership Information \(thehamiltonchaptersdc.ca\)](http://thehamiltonchaptersdc.ca)

Sightings:

Here is a picture of a 1964 Studebaker convertible purchased recently. Its new home is in Port Colborne.



Memorable Employees at the Studebaker Plant in Hamilton

By Lou Saunders

My job as shipping clerk in the factory office was to prepare and organize paperwork for shipments of cars on triple level boxcars to points across Canada. At our peak we were assembling 6 cars an hour on two shifts for a total of 96 cars a day. These were for orders in Canada and USA. All units for USA and Ontario were dispatched by truck and the remaining few went by rail.

As cars come off the final line they are inspected for defects or shortages, and most are okayed for shipment. I accumulated paperwork for Canadian shipments until I had the necessary 12 to fill a railcar. In order to keep the rail shipping crew working I had to get enough cars for the next day's loading.

Often, I was short one or two cars for a full load. This required me to go to the people in charge of repairs and try to get specific cars prioritized. The person who was the most helpful was the senior repair foreman named Mickey. I am not sure of the spelling of his name.

At some point, I was told that he had an interesting history and with another person we got to talking with him and he opened up about his past.

Mickey MacLaine was an American who grew up in the Midwest. He was a young

mechanic, and his passion was racing open cars on weekends at dirt tracks at fairgrounds. He related the lack of protection for drivers in cars and the circuit. One event he related was of a driver who went off the track, through a wire fence and was decapitated. The winning money for that day was given to his widow by the racers. Studebaker we know held publicity stunts over the years to promote their cars. In the thirties they sent cars to Indianapolis and had them driven at the Brickyard to prove their endurance. Mickey was hired to be a driver and the success of this venture was part of the subsequent advertising campaign.

Mickey was hired by Studebaker and eventually ended up in our plant and was a memorable and kind person to know. There were many others there that made the sometimes-stressful work memorable.

Studebakers and Racing

This picture is in a brochure for a town in the north of Ontario. It was taken at the gate of Mosquito Speedway by our own Steve Tournay. Someone pointed it out to me, Susan Lusted.



- Here is a link that is on our website with an article of Studebakers racing at Riverview Speedway in Thunder Bay Ontario.

[Studebakers Racing at Riverview Speedway in Thunder Bay Ontario in the.pdf \(thehamiltonchaptersdc.ca\)](http://thehamiltonchaptersdc.ca)

- Years ago, Ralph Book raced Studebakers at Speedway Park in upper Stoney Creek. Today, his son Steve races a Studebaker in the colours of his dad's car.

The story can be found here. [Steve Book Ready to Rock 'n' Roll with Brand New OSCAAR Hot Rod – OSCAAR Racing](#)



Ralph Book taken in 1964 in his 1955 model Studebaker race car. This is from the Tim Miller collection.



Steve Book's Studebaker which looks like his dad's car.

>>SPORTS

> ON TRACK

NASCAR lineup: Hudsons, Lincolns and Jaguars?

Yes, they all saw
NASCAR action
along with Packards,
Willys and Citroens



Tim
Miller

OPINION

The first NASCAR Cup win for a nondomestic car was a Toyota in March 2008, right?

Nope.

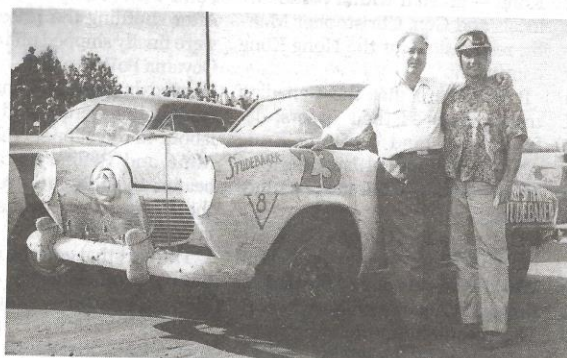
That first win came more than 50 years earlier when a Jaguar won NASCAR's first road course event on the makeshift airport strip of Linden Airport in New Jersey in June 1954.

In fact, there were three XK-120 Jaguars in the top five in the 50-lap race, which was won by Al Keller.

While Jaguar is still producing cars, other automakers who won early in NASCAR's premier series have long since faded from production. One of these now-orphan makes was a big player in the early years of the series and is ninth on the all-time list of wins.

Between 1951 and 1955, Hudson won 79 races with its superior handling and available heavy-duty suspension parts. In 1952, the twin-carbbed six-cylinder Hudson Hornet won 27 of 34 races, including Canada's first Cup race held at the Stamford Park horse track in Niagara Falls. Also racing at Stamford Park was Montreal's Albert Lemieux in a 1950 Meteor, the only Canadian-produced car ever to run in NASCAR's top series.

MILLER continued on A17



GETTY IMAGES FILE PHOTOS

Perry Smith congratulates his driver Frank "Rebel" Mundy in June 1951 after he won the pole position for the NASCAR Cup race at Columbia Speedway in Smith's Studebaker. They would celebrate again after Mundy won the race.



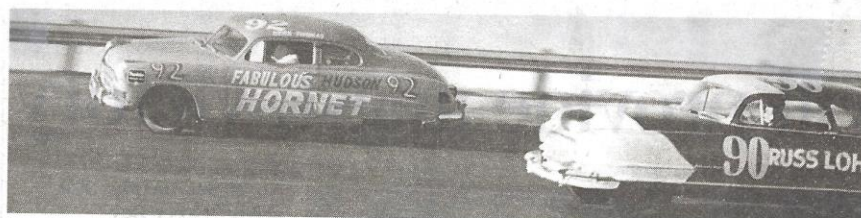
Al Keller stands beside the winning Jaguar XK-120 he drove at Linden Airport in New Jersey in June 1954.

MILLER

continued from // A16

By 1955, Hudson was in trouble, both on the track and in the showrooms. Its lack of a V8 engine put it at a disadvantage against the Chryslers, Chevrolets and Oldsmobiles on the track, and the company could no longer afford factory racing support as it struggled to sell cars. A merger with Nash (which has one Cup win to its credit) in 1954 kept these two on the road for another couple of years, and this marriage between the Hudson and Nash morphed into American Motors, which focused on smaller autos such as the Rambler.

AMC returned to NASCAR in the mid-1970s, winning three times with its Matador. In its early years, Cup racing also saw



GETTY IMAGES FILE PHOTO

Herb Thomas races his Hudson Hornet past the Nash of Shorty York on his way to winning the Southern 500 NASCAR Cup race at Darlington Raceway, just one of seven events he won on his way to the Cup championship. Thomas won the Southern 500 in 1951, 1954 and 1955.

Lincoln win four events (1949, 1950), and Studebaker took three wins in 1950. There have been other long-gone U.S. cars on NASCAR tracks, such as Packard, Willys and Kaiser-Frazer, but, since 2000, it's been exclusively cars from General Motors, Ford, Chrysler (now Stellantis) and Toyota.

There have been cars one can hardly conceive in Cup racing,

such as Citroens and Renaults that raced in the 1958 Riverside Cup, and sports cars such as MG, Austin-Healey and Porsche, which competed in the New Jersey race in 1954.

As of the 2021 NASCAR season closer last weekend, Chevrolet leads the manufacturers with 814 Cup wins. Ford has 711 wins, Dodge 218, Plymouth 190 and Toyota 162.

Tim Miller is the author of several books on auto racing and can be reached at timmillerthecarguy@gmail.com



Scan this code for more stories on racing by Tim Miller.

SDC National Officers

President Dennis Foust 143 Studebaker Rd. Spring Mills, PA 16875
Email studeguy54@gmail.com

Vice President Don Jones P.O. Box 229, Concord VA 24538 Email Address:
keydetsdj@aol.com

Secretary Cindy Foust 143 Studebaker Rd. Spring Mills, PA 16875
Email: cfoust1966@gmail.com

Treasurer Jane Stinson 5800 Stanley Road Columbiaville MI 48421 Email:
jestinson@aol.com

Past President Tom Curtis 3538 Gordon Road Elkhart, IN 46516 574-293-6938
Email: tomnancurtis@aol.com

Dues for the Studebaker Drivers Club Inc.

www.studebakerdriversclub.com

Dues are 52.00 payable in US funds to The Studebaker Drivers Club Inc. Cornerstone Registration Ltd. P.O. Box Maple Grove Mn. 55311 (763) 420 7829. Email: mark@cornerstonereg.com 46.00 payable in US funds for first time members only. For renewing members, it is \$52 in US funds. Fee is \$12 without the magazine subscription. This can be completed online also. www.studebakerdriversclub.com/joinsdc.asp

Christmas December 12, 2021

In December, our chapter was fortunate to be able to host a Christmas Party. In all, we had 56 members in attendance. The event was held at the Queen's Hotel in Dunnville. Thanks to Bob Barrick for arranging the event. We had a great turkey dinner with all the trimmings, and it was courtesy of the club. Thanks to Dave Bonany for the pictures.





Thanks to Dave Bonany and Bob Barrick for the pictures.

We also collected a phenomenal amount of goods for the Salvation Army Food Bank in Dunnville. Well done.





40 Years of Membership

Congratulations to Kevin & Della Mullett on being members of the Studebaker Drivers Club for 40 years as of Jan. 1st, 2022.

To commemorate this, the Studebaker Drivers Club will be mailing a 40-year pin to them.

Needless to say, there are lots of cherished Studebakers and memories of meets, functions and more.

Picture taken Dec.12th, 2021

Contributors to this issue

Bob Barrick, Roger Hill, Duane Miller, Lou Saunders, Roly Lusted, Peter Downey, Steve Porter, Peter Yuen. Remember that we are always looking for pictures and articles.

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen <http://www.thehamiltonchaptersdc.ca/Classifieds-Jan-Feb-2022.pdf>. This list is updated monthly. Items that you wish to list can be sent to Peter Downey, email: PresidentHamiltonSDC@gmail.com

The picture on the right is editor Susan Lusted at the Studebaker Picnic in Crystal Beach.

