

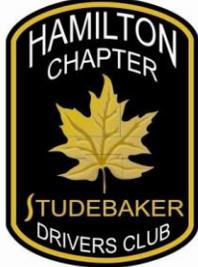


STUDEBAKER DRIVERS CLUB

1988 30th ANNIVERSARY 2018

HAMILTON CHAPTER

www.thehamiltonchaptersdc.ca



Bullet-Tin

March/ April 2021 Issue #: 2 Volume: 33
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



Figure 1 Sandy Cruzo & Dennis Kennedy Seville Spain

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President's Message:



Hello Friends,

Well, we have seen the majority of winter days, and the sun now has a bit of warmth to it. Spring must be around the corner!

COVID is still in the news, the Canada-USA border remains closed, to non-essential travel,

COVID has certainly impacted us for a year now. I know we are looking forward to the day when COVID is a bad memory and not the lead news story in the headlines.

It seems like the Badenoch Swap meet is delayed now until August, and the South Bend Swap meet has been officially cancelled. While unfortunate it is not unexpected. The Canadian Warplane Heritage Museum also remains closed to meetings until further notice. Therefore, we will continue meeting monthly on ZOOM. Thanks to all of you who have join our ZOOM meetings, I hope you are finding them a good way to connect. In the spring when the weather turns warmer and sunnier, we may be able to have an outdoor meeting socially distanced of course!

Last newsletter I wrote that there is no doubt a lot of winter Studebaker projects going on, and I hope that these are wrapping up soon and your vehicles will soon be ready for the road. We would be interested in hearing about your projects over the winter months and seeing photos of those projects.

This year on March 17th, marks the 55th anniversary of the shut-down of Studebaker production in Hamilton. As you know, my father was working at Studebaker and I remember that day well. He had a sense that the end was coming, I remember him saying for months that the daily production was slowing down so much the cars were practically hand built after Christmas 1965. However, through the SDC and chapters like ours, Studebakers continue!

This is your newsletter and the more articles and photographs you send in the better it will become. Please feel free to send in all your stories, photographs, tech tips and anything else Studebaker related. We can never have too much!

A friendly reminder that 2021 membership is now due. Still \$20.00 per year, to belong to our Chapter. Remember, you must also be a member in good standing of the Studebaker Drivers Club Inc.

Stay safe and healthy,

Peter Downey
President

Vice President and Membership Steve Porter, Vice President

The yearly dues are now due. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726. Email Address: stephenjporter4@gmail.com

Membership Application:

**STUDEBAKER DRIVERS CLUB, HAMILTON CHAPTER
MEMBERSHIP APPLICATION**

NAME: _____

ADDRESS: _____

CITY: _____

POSTAL CODE: _____ **PHONE:** _____

EMAIL: _____

Membership fee of \$20.00 is due January of each year. Please make cheque payable to “Studebaker Drivers Club Hamilton Chapter”. Members of the Hamilton Chapter are required to belong to the International Studebaker Drivers Club, which publishes “Turning Wheels” monthly. See <http://www.studebakerdriversclub.com/>.

SDC Membership Number and Expiry Date: _____

List Special Interest Vehicles (S) Show (D) Driver (P) Parts:

1 _____ **3** _____

2 _____ **4** _____

Member’s Birthdays and Anniversary Dates (optional):

BIRTHDAY:

Name: _____ **Month and Day:** _____

Name: _____ **Month and Day:** _____

ANNIVERSARY:

Month and Day: _____

Applicant recommended by: _____

Signature: _____

See www.thehamiltonchaptersdc.ca for additional info.

Treasurer's Report: This is as of Feb. 28, 2021.

HAMILTON STUDEBAKER DRIVERS CLUB Finances Feb. 1 to Feb. 28, 2021						
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWS AMOUNT	BALANCE	
Feb. 1, 2021					Opening Bank Balance	\$ 4,123.17
Feb. 17, 2021	Deposit	Membership	\$260.00			\$ 4,383.17
Feb. 17, 2021	Deposit	U.S. Membership	24.59			\$ 4,407.76
Feb. 25, 2021	Deposit	Membership	20.00			\$ 4,427.76
Feb. 26, 2021	Deposit	Membership	80.00			\$ 4,507.76
Feb. 26, 2021	Withdrawal	Bank Fee		\$4.00		\$ 4,503.76
	Total Deposits and Withdraws		\$384.59	\$4.00		\$ 4,503.76
Feb. 28, 2021					Bank Closing Balance	\$ 4,503.76
					Cash on Hand	\$ 35.15
	Penny sale & Silent Auction	\$ 733.00				\$ 4,538.91

Roly Lusted, treasurer

Social Media:

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.

March Meeting:

Date: March 21, Time: you may begin logging in at 10 a.m. for coffee and conversation. Meeting to begin at 10:30 a.m. We will have the usual business followed by a slide presentation using Powerpoint. Meetings: Sue Lusted will email the particulars of logging in as a separate email.

Susan Lusted, Social Media

Deadlines For 2021

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	Dec. 20, 2020	Jan. 10	When submitting an article for our newsletter, please use Word or RTF format. Pictures can be in JPG or PDF format.
Mar/Apr	Feb. 28, 2021	Mar. 14	
May/June	Apr. 18	May 9	
July/Aug	Jun, 20	July 11	
Sept/Oct	Aug 15	Sept. 12	
Nov/Dec	Oct. 17	Nov. 14	

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen <http://www.thehamiltonchaptersdc.ca/classifieds-Mar-Apr-2021.pdf>. This list is updated monthly. Items that you wish to list can be sent to Roly Lusted, lin93@sympatico.ca.

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	JoAnne Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 <u>Email</u> jlh6225@centurylink.net	Bob Henning PO Box 1121 Mishawaka, IN 46546 <u>Email</u> henn15090@aol.com	

Annual Dues for the Hamilton Chapter

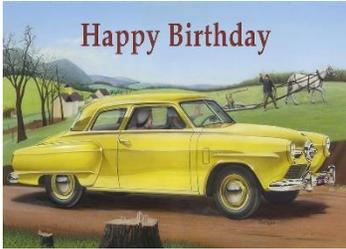
Dues for our chapter are \$20 per year and are due Jan. 1st each year. Please send payment to our membership secretary including your SDC national number. Members of the Hamilton Chapter SDC must be a member in good standing of the Studebaker Drivers Club Inc.

What's Happening:

Events listed here are subject to change due to the Covid 19 pandemic. We will keep you posted on all of this.

August 21st Morriston, the Ontario Chapter hosts its Annual Badenoch Swap Meet 9 a.m.- 3 p.m. at the Badenoch community Centre (Old schoolhouse) 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. Food is available. Contact: Paul Revell, 905-584-6445. Email: paulrevell01@gmail.com. Website: www.ontariosdc.ca.

Events are posted by Susan Lusted lin93@sympatico.ca



March

- 4. Mark Boyak
- 10 Keith Gonneau
- 16 Ted Climenhaga
- 16 George Graham
- 22 Donna Graham
- 25 Jake Wilkins

April

- 11 Bob Easton
- 30 Marie Randall

Thinking of You

Dreena Gallagher

The Spectator, Thursday, November 27, 1969 7

STUDEBAKER OF CANADA LIMITED

Hamilton

BLDG: 350,000 SQ. FT.
LANDS: 17.5 ACRES

SOLD

BY
A. HODGES
362-5484

100 University Avenue, Toronto

Gibson
Willoughby
Limited

REALTOR

Otis company buying old Studebaker plant

By JAMES CARR
Business Editor

The old Studebaker plant — idle since Studebaker of Canada went out of the car business in 1966 — has been taken over by The Otis Elevator Co. Ltd.

Otis President G. H. Blumenauer said his company held an option to buy the property and that "we expect to exercise this option before the end of the month".

The purchase was approved yesterday at a meeting of Otis' board of directors. Price was not disclosed. The Studebaker plant is on Ferrie Street E.

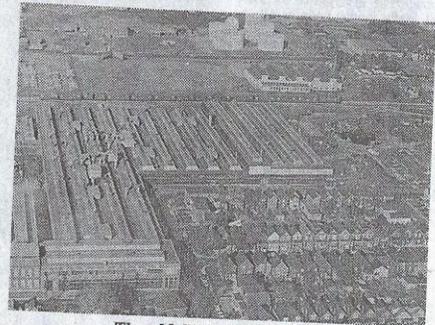
The transaction will take another month to complete "but we should be ready to move in by the first of the new year," said D. Deane Panabaker, Otis' secretary-treasurer.

THE COMPANY is already using about 50,000 square feet in the Studebaker plant under a short-term lease. This will be expanded as soon as the company completes the necessary planning, said Mr. Panabaker.

Otis has not decided what areas of its operations will be moved into the new plant.

Mr. Blumenauer said the plant would provide "an expanded and efficient operation for Otis for several years".

The 350,000 square-foot Studebaker plant will increase Otis' capacity by 50 per cent. Otis' Hamilton plant is about the same size but much of it is inefficient from a manufacturing standpoint and will be



The old Studebaker plant.

abandoned for the time-being, said Mr. Panabaker.

THIS won't alter our long-term plans for the use of our Burlington property," said Mr. Panabaker. "We acquired 102 acres in Burlington four years ago with the idea that we would build a plant there when we outgrew our present plant.

"By pushing hard we could have put up a plant in Burlington but by the way our business has been growing, we felt we needed the space now."

However, he added, Otis also manufactures industrial fork lift trucks in Hamilton and any increase in this area of the company's business would hasten the building of a plant in Burlington. The company now assembles the fork lift trucks in the old armories.

THIS MAY not be too far in the future. Otis had seen its business grow almost every

year since 1954 and expects to see "even greater growth" over the next 10 years.

Otis now employs about 900 people in its Hamilton operations but more jobs will be made available, said Mr. Panabaker, as the size and scope of the company's activities increases.

The Studebaker plant dates back to 1941 when it was built for wartime production of Bofors anti-aircraft guns. It was purchased from the Canadian government in 1946.

Studebaker of Canada Ltd., was formed in 1911 when the company was making a transition from wagons and carriages to cars. It operated as a subsidiary of the American company, manufacturing some Studebakers and parts before it took over total production in 1963.

After three years of loss, the company gave up and on March 4, 1966, moved out of the car business.

If you notice in the article, they talk about manufacturing Forklift trucks at Otis. They produced both the Baker and Raymond Forklift trucks. Members Roly Lusted and Jimmy Anderson worked at that division.

Odds 'N' Ends

Head Start on Studebaker/Avanti Spring Check-Up

The year, 2020 had not been a great year for car club activities due to the Covid Virus. With optimistic views, we can look forward to things getting back to normal and we can enjoy the club functions once again.

To get the maximum enjoyment from your Studebaker or the original Studebaker Avanti which is at least 54 years old so a spring check-up would not be out of order as things can deteriorate with time, usage and in some cases, neglect. The spring check-up may be the difference of getting to your destination safely or being stranded en-route to your destination, so let's do it!

The check-up does not, however, guarantee that you will not have a problem with the car, but it should reduce that possibility.

Checks:

- - Specified fluids should be maintained to the proper level in the engine, transmission, radiator, brake master cylinder and the rear axle unit.
- - Check for any sign(s) of leakage on the radiator core, hoses and repair or replace as necessary. Claims are that there are more cooling related problems than any other to spoil a road trip on the car. Hoses for water that have soft, bulgy spots on them show signs of weakness and should be replaced as they may rupture, causing loss of coolant.
- - Brake Hose check: Check for signs of dampness on the brake hoses. Dampness indicates leakage and weakness in the hose. Unlike coolant hoses that are weak when they get soft, the brake hoses can be soft, or they can harden after years of use. If the hoses seem to be hard and rigid, they should be replaced. The hoses should flex fairly easily.
- - Fan Check: Check for flexing. If there is any flexing, fore and aft, that is towards the rad and then towards the engine, then further inspection is necessary, especially if the fan has rivets that are centered on the blades and on a ridge. The fan blade on this type is more prone to cracking at the rivet than fans that have rivets near the edge of the blade.
- - Flexible Oil Hose Coupling: This is the short hose that is between the engine and the oil pressure gauge that is shown in 1959 – 1964 Parts Catalogue, page #4, item 0116-39. Description: Coupling- Gage pipe flexible and has several parts numbers that depend on the years and models that the hose is used on. This hose should be flexible. If there is any sign of oil wetness on the coupling (hose), it is time for a replacement. Rupture of this hose will have oil, under pressure spewing in the engine compartment. Not sure if the oil that lands on the exhaust manifold will reach the flash point or not to create a fire, it may. A

ruptured coupling (hose) will spew oil as long as the engine is operating, and it will make a mess in the engine compartment.

- Spare Tire check: This is easy. Take a moment to check the pressure in the spare tire as sometimes it is the case of neglect to check periodically, and the tire is very low on pressure to a point that it is useless. If this is the case, a person can have 2 "Flat" tires on the car. A flat tire on a car is no fun. A car with a flat tire and an unusable spare is no fun, 100 times over at least if you are on the highway, far from home and a shop that will repair tires. Remember, most if not all gas stations do not fix flat tires anymore.
- - Wiper Blades: If they don't wipe clean, change them
- - Lighting: If the lights are not as bright as they should be, it may have a poor ground.
- - Engine ground: Make sure that the ground cable is in good condition and that it is well secured to the engine. The battery posts and cable connections on the battery should be clean.
- - Batteries and tires: These have a life span of about 6 or 7 years. Beyond that, one is taking a chance. Driving around town or close to home might be okay but they may give trouble on the highway far from home.
- - Clean Windshields: For better visibility clean inside as well as the outside.
- - Drive Line: If there is any squeak, rattle or thunk noise coming from the drive line when the gear is engaged and the car is in motion, the universal may need to be changed. Many universals do not have grease fittings now.
- - Wheel Check: The wheels do flex a bit while the car is driven. Over time, the flexing takes a toll on the steel and it crystalizes and cracks. If cracks do appear, it likely will be at the holes where the wheel nuts are. Remove hub cap, check to see if there is any rust spot(s) in the wheel nut area. If there is, the wheel may have a crack, or the wheel nut is loose. Wheel nuts should be tightened to 75 -80 Ft pounds of torque on Studebakers and Avanti's. A car, driven with loose wheel nuts will wreck the wheel as the holes will wear and the nuts will no longer secure the wheel. Loose wheel nuts on a car will have noise being emitted when driven. The noise can be heard by someone outside of the car, but it may not be audible to the person inside of the car. If a wheel had previously been tightened by someone using an impact wrench, check to see it is not over-tightened to a point that you cannot remove it. Better to know this when you are at home than finding out on the highway somewhere and need to change a tire.
- - Studebakers and Studebaker Avanti's used the Dana differential units. These units while being sturdy are not like the differentials used in the Avanti's that have GM/Chevrolet differential units. The Dana rear axle units require cleaning, greasing and repacking of the bearings at 25,000-mile intervals according to the 1959-1964 Studebaker shop manual, pages 4, 4A and 4D, Fig 2 in the Lubrication section. I suspect that many Studebakers do not get this servicing done. Wheel bearing grease is to be used. I believe that it has a higher melting point than the chassis grease. The difference between the Dana differential units and the GM units is that the GM units are self-lubricating with the differential gear lube. Dana differential units may have been used on Avanti's until the late 1980's. The Avanti's that used wheels with the Studebaker/Ford/Chrysler/AMC

wheel patterns used Dana rear axles. The Avanti's in the late 1980's that used the Chev/GM pattern wheels have the GM rear axle unit that likely was made by Eaton.

- - Uneven wear on Tires: Wheel alignment needs to be checked.
- - Vibration: Check tires/wheels for balance. Vibration can also be caused by a bent drive shaft.
- - Steering: Check for excessive slack on steering wheel while driving. The excessive slack may possibly be reduced with adjustment on the steering box. Also check ball joints/ tie-rods for wear.
- - An effective cooling system on a car is essential. If overheating occurs, it may be a simple thing like the tightening of the water pump drive belt to solve the problem. On some newer model cars (Not Studebakers) the plastic water pump impeller may become loose on the shaft. When this happens, the impeller that should be rotating with the shaft is not doing so, and therefore not pumping the hot water out of the motor into the radiator resulting in the motor running hot. A visual inspection will not reveal the problem with the water pump as the shaft is rotating as the motor is running. The impeller on water pumps cannot be seen until the water pump has been taken off the car. After much usage, the water pump on Studebakers or Avanti's may have water seepage past the seal but I do not know of any pump impeller ever coming loose on the water pumps.

On the second, third and fourth generation Avanti's that have the GM/Chev drive that have air condition conditioners, there is about a 1 inch- gap between the air conditioning condenser and the radiator. During the fall, I had noticed that there was slight dampness on the top left corner of the radiator, so it was removed for a new core. This was when I had noticed that some maple leaves had been drawn in between the radiator and the air conditioner condenser. These leaves were effectively limiting the air flow through the radiator. Since these leaves were caught between the air conditioning condenser and the radiator, they could not be seen but seen or unseen they were reducing the amount of heat to be emitted and therefore an overheating could occur on a relatively hot day. The thing to do is to eliminate the chance that the leaves be drawn in between the radiator and the condenser. As a suggestion, some door screen could be placed and secure in front of the condenser that is closest to the front of the car. Wrap the screen under the condenser and the radiator and secure it. Check the screen periodically and if it looks laden with leaves or bugs on it, remove the screen to clean it or blow compress air through it from the motor side of the radiator. If this does not clean the screen enough, then it will have to be taken off to clean. When the screen has been cleaned, secure it back on to the car.

I do not know the proximity of the radiator to the air conditioning condenser is spaced on Studebaker made Avanti's. It is likely a good idea to have screen placed in front and below the radiator anyway.

To remove the radiator on a non-Studebaker Avanti, it is a fairly big job. The fan shroud has to be removed. To be able to do that, the fan had to be removed, the bolts that secure the radiator has to be removed. After that, it needs 2 people to lift the radiator out so as not to scratch the paint on the car. Removal of the fan is not as difficult as putting it back on due to limited working space.

Very Studey-ously By: Roger Hill

A couple of Studey stories: The first is about a summer Studebaker meet in Ontario about 20 years ago. Back then, club members brought their kids and their kid's friends out for the Studebaker festivities (if you can, bring your grandkids to the next tour/meet!). Part of this particular event was a silent ballot vote for all kids (there were close to 10 kids, ranging from 8 to 19 years old) who were told - er, asked - to vote for their favourite Studebaker at the meet. There were maybe 60 cars in attendance and a good selection - Hawks, Avantis, bullet-nosed models, Larks. The result of the voting? Well, - surprise! surprise! - when the ballots were counted, the winner was Donna and George Graham's two-toned blue '56 Commander four door. Remember that nice car? And it goes to show you that the "younger crowd" doesn't mind a 4-door car at all!

One favourite story of mine is about an "uncompleted" Studebaker engine test. This true story is from a Turning Wheel's issue about 20 years ago, about a story told 60 years ago that took place about 80 years ago! Here it is: There was a good Studebaker-owning family living in Tonawanda, New York at the time of the introduction of Chevrolet's new Corvair. Their neighbour across the street was long-time engineer at the GM plant there and one day he brought home one of those new fan-dangled rear-engined cars. The males of the "Studebaker family" went across the street to look over the new Corvair and in the conversation, the engineer told them about the engine testing that was carried on for the military at the Tonawanda plant at the beginning of WWII. The government wanted to know the capacities and capabilities of various US-produced engines so that a determination of possible use could be made of them for the war effort. All manner of automobile engines were included from different manufacturers. They were installed on stands and run through various tests for power, economy, dimensions, and of course, durability. The end of each test was marked by engine failure. The last procedure done was to open the throttle - all the way - and keep it there! Eventually, failure would come in spectacular fashion, sometimes with internal parts exiting through brand new holes in the engine blocks! But, he said, there was one engine they studied that did not "complete" the test. They opened the throttle on the test Studebaker Champion engine and awaited the "inevitable" end. But the end never came. The little flathead just kept going and going - for so long that they finally had to close the throttle themselves. It was the only engine that "failed" to complete the test by ending it in self-destruction!!

Needless to say, the engineer was suitably impressed - enough to tell his neighbours 20 years later! In fact, author Maurice Hendry's Studebaker article in Volume 10, Number 3 of Automobile Quarterly, tells us that "from 1937 [Studebaker's] engine durability requirement was 50 hours at 4000 rpm, plus fifty hours at 4500 rpm", full throttle, full load! I believe that it was one of the highest standards in the industry!

So, keep on proudly driving those durable Studebaker engines! (I wonder how well the 1961 Stude OHV 6 engines passed that test? Any thoughts?).

Don't forget to raise a glass (milk or stronger!) to the memory of Studebaker's last car produced, 55 years ago on March 17th!

THANK YOU, Paul Cronkwright. Past Newsletter Editor

Over a year ago, Paul mentioned to me that he believed it was soon time for him to step aside as Editor, (*and driving force behind our newsletter, which are my words not his!*). Paul's meticulous attention to detail and the myriad of people he knew and the photo's he took, meant that he usually had a good supply of material for each edition.

Paul was Editor of our award-winning newsletter for decades, and the decision to pass on the torch was likely not an easy one. He comes by his appreciation of Studebakers honestly, after winning a 1951 Studebaker in a raffle for the Mount Hope Curling Club, however, being too young to drive he loaned it to his father. He has owned over the years many Studebakers and restored more than a few as well.

I got to know Paul really well when I offered to print the newsletters that needed to be sent out rather than paying Staples. We would meet to arrange the handoff and often, had a coffee and an equidistant Timmies, and spend a couple of hours talking about Studebakers. He helped me with more than one project on one of my fleet. If you have ever travelled to a swap meet or International Meet with Paul, and were new to the Club as I was, you left knowing a lot of great Studebaker people. It would take us an hour to go down one aisle due to the people he stops to chat with.

It is a natural evolution of almost any organization I have been associated with that to flourish and grow change is a necessity. In our case, we have been so very fortunate to have Paul create the newsletters for so long, that many of us have only known him as the Editor, Publisher, reporter and photographer. Paul knew it was the right time for him to handoff the Bullet-Tin to the next editor, and not surprisingly it takes a few of us to get it together for distribution.

So, saying THANK YOU hardly seems like enough, but Paul, on behalf of all the Club members, thank you for your many years of developing our Award-Winning newsletter, making sure it reflected our Club so well. We hope to continue to see your contributions for a long time.

From the Hamilton Chapter Members

Studebaker Service Pins Submitted by: Bob Barrick

As we all know the Studebaker Corporation started in 1852 just as a small family business that grew to become the largest producers of wagons in the world by the turn of 20th century. Studebaker in 1923 realized it was time to celebrate their employees service by awarding them with years of service medals. From 1923 through 1933 they awarded their 1st generation of service pins that looked more like war medals for 5 year (copper), 10 year (bronze), 15 year (silver) and 20 year (14 K gold). The front of the medals was all the same with the likeness of J.M. Studebaker with the inscription "The Studebaker Corporation. Established 1852.



On the backs of these pins was the Studebaker Wheel emblem along with employee's name engraved which was a nice touch that only happened on this series of employees service pins. My 5-year medal was awarded to a F.L. Miller. The 10-year medal was awarded to A.G. Koenig. Both the 15 & 20 are the same employee D. Mead.



It is nice that these pins have the employee's names on the, they will always be remembered. These pins show up at swap meets regularly if anyone is interested but the silver and especially the gold ones are not that common most likely because of their precious metal and with gold valued at almost \$2000 an ounce, these will fetch a good price. In 1935 Studebaker came up with their 2nd employees service pin type, going from the larger medal type to the lapel pin type. They still only awarded 5 and up to 20 years of service. Personally, I think these were the most attractive device pins they gave out.



They stayed with the copper, bronze, silver, and gold but the gold dropped to 10K. Studebaker stayed with this style of service pin until 1948. They needed to upgrade their pins because by this time there were many employees that had way more than 20 years of service.

In 1949, Studebaker brought out their 3rd series of service pins, nicknamed the "Redball" This series was used until the South Bend plant closed its doors in 1963.



This series dropped the likeness of JM and just used the Studebaker name along with the year of service. These were in 5-year increments but instead of just up to 20 years they went all the way to 60 years of service. My collection includes up to 35 years always looking to expand my collection.

Studebaker starting with the 25-year pin put jewels into the pins, pearl in 25, ruby in 30. Diamonds were added in high years.



I have included a 40-year pin with 2 Rubies owned by Cliff Tattersall.

Pins above 40 years can tend to get expensive, and I understand that only 2 of the 60-year service pins were ever given out and 1 of these went to the grave with the recipient and that a couple were made up later with unused blanks found after the plant closed. The 4th and final series probably are the rarest since they were only given out during the final couple of years that all Studebakers were produced up here in the Hamilton plant. These are basically the same as the "Redball" pins with the inclusion of CANADA below Studebaker.



My collection includes a 5-, 15- and 20-year pin. To my knowledge no jewels were put into any of the Canadian pins. Like the previous series the 20-year pin and up were 10K gold. I have seen a 10-year pin and they are silver, and the 5 year is copper. From my research I figure there was at least one 45-year pin given out in the final series. One interesting pin Studebaker gave out but not a service pin was what has been called "The Widows pin "

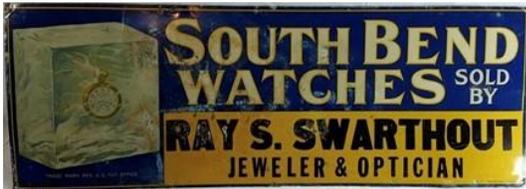


Studebaker supplied a lot to the war effort and that included 5,611 employees that signed up to defend our way of life, 111 of these did not come home. Studebaker awarded these pins to their closest relative; these are scarce and is one of my most treasured Studebaker items.

I hope this has informed some on Studebaker's practice of awarding their employees service pins. Collecting these pins has been one of my many Studebaker passions and I'm always looking to add to the collection.

Studebaker Hobbies:
SOUTH BEND WATCH
COMPANY

popular sizes. The official opening in March of 1903 was with a great deal of fanfare.



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

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

guarantee.” In fact, there are thousands of South Bend watches still running today.

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

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

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

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

"The Studebaker" movements. They were eventually produced in 18-size and 16-size grades. Handsomely damascened and marked **"The Studebaker"** in fancy script

on the movement they are considered by collectors to be among the best-looking RR watch movements ever made.

A Studebaker in the Mail

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

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

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

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

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



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



This is a South Bend model 227, size 16 railroad grade and approved watch, note the lever above the "2". The face/crystal had to be removed and the lever extended in order to change or adjust the time. This was so that the time could not be inadvertently changed when winding the watch.



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



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

Submitted By: Cliff Tattersall



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



Some Levity From Odds N Ends Contributor Pete Yuen

Plain and Simple Facts



After being married for 50 years, I took a careful look at my wife one day and said to her, "Fifty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 23-year-old girl." "Now... We have an \$800,000 home, a \$65,000 car, a nice big bed and a large-screen TV, but I'm sleeping with a 73-year-old woman. It seems to me that you're not holding up your side of the bargain." My wife is a very reasonable woman. She told me to go out and find a hot 23-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed, and watching a 10-inch black and white TV. Aren't older women great? They really know how to solve an old guy's problems!

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.

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Dues for the Studebaker Drivers Club Inc.

www.studebakerdriversclub.com

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In Memoriam: Ray Martin

Ray of St. Thomas passed away peacefully at his late residence on Friday, February 5th, 2021 at the age of 88. Beloved wife and best friend of Vera (nee Smith) Martin. Dearly loved father of Donald (Dona), Jeffrey (Dana), Julie Gonser (Randy) and Jennifer Harrison (Tom). Dear grandfather of Katie, Daniel, Rebecca, Emma, Ben, Bobby, Shay and Drew and great grandfather of Blair. Ray had been a member of the SDC since 1976 and had restored numerous Studebakers. He is pictured here with the last Studebaker that he owned.