



Bullet-Tin

Mar/Apr 2022

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Volume: 34

President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill

Treasurer: Roly Lusted Social Media: Susan Lusted





Cliff Tattersall

We were saddened to lose Cliff Tattersall on Feb. 28, 2022. Cliff was a long-time member of our chapter. At one time, he owned three Studebakers, a '64, a '66 and the beautiful '55 on our newsletter cover. During that time, he served as Crossroads Zone Director and, after that, Ontario Regional Manager. Pictured on the cover of our newsletter is the '55 he loved so much.

We certainly will miss his keen wit and dry sense of humor. Also, his quick hand to adjourn our meetings. Our sympathies go to Brenda his wife at this time. RIP Cliff, we will miss you.

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President's Message: Peter Downey



Hello Friends,

As I write this today, the temperature is 18 and it feels like a late spring day. Sitting on the deck if I could stay sheltered from the wind it was almost hot

We have as you know returned to the Canadian Warplane Heritage Museum for our meetings, and it was great again to see everyone in person. Let's hope that this time it will not be a false start and we can continue to keep meeting in person.

As mentioned in the previous newsletter there are several upcoming swap meets this spring. Reedsville Swap meet returns April 1st and 2nd, 2022. (This year for Studebakers and all orphan cars). The Ontario Chapter Swap meet is scheduled for April 23rd at the Badenoch Schoolhouse. The SDC International meet is scheduled for South Bend this year, from May 4th to May 7th, 2022. Hotel rooms are at a premium due to a Garth Brooks concert the same weekend at Notre Dame Stadium, so if you have not yet booked a room you might be in for an extensive search. And of course the Ontario Chapter's 50th Anniversary Celebration at Nappanee, is being celebrated from July 29th to July 31st.

Roger is in the early stages of planning a tour for us this summer, stay tuned for details as we get closer to finalizing the tour and date.

As you all know I am sure, Cliff Tattersall passed away on February 28th. Cliff was an ardent Studebaker fan, especially the 4-door variety, and all his cars were well maintained and mechanically and visually excellent. I am fortunate to have been able to acquire his 66 Cruiser 3 years ago, and it

is a car meant for cruising for sure. Cliff was a well-respected member of the SDC and served as our Regional Manager for our zone until 2021. At our meetings you always knew where Cliff was sitting, and I could count on him to move or second most motions made. He frequently called me to update me on what was going on with the SDC, and to just talk about Studebakers and the odd time about the stock markets. We will all miss Cliff, a lot. The two trophies we are providing to the International meet this year are being donated in memory of Cliff. We extend our deepest sympathy and condolences to Brenda and to Trudy and Glenn in their loss.

Spring is around the corner and that means our Studebakers will soon be out on the road once again. And the next few weeks it will be time wake them from their winter hibernation, shine them up and start another cruising season.

Stay safe!

Peter Downey, President

Repairing a Steering Wheel

By Steve Mangione Iroquois Chapter



About fifteen years ago I visited Bob Kaptyn in Joliet Illinois. I had already made a few purchases from Bob including all four NOS fenders for my 42 Commander. Not only did he have the fenders, but he also had an aisle marked "1942 Studebakers". The shelves had been picked clean of all the best parts, but there was a rare steering wheel that was an optional fancy wheel in 1942. The problem was that it was in rough shape. Cracks and stains took away a lot of its value. I bought the wheel for \$45.00 hoping to have it restored

someday.

After some research I found that that Schrock Brothers were highly recommended. (They have since retired). The price at the time was about four hundred dollars for a restoration. I felt that that was a little too rich for me, I wasn't sure my car would ever be done and I didn't want to throw good money after bad. A little research today yielded this information:

"Pricing for Steering Wheel Restoration

A wheel with multiple cracks, severe checking, or deterioration, and/or a partially exposed

core will usually run between \$700-750. A wheel that has to be reconstructed (large pieces missing, damaged core, etc.) may be between \$750-\$900."

Most of the professional rebuilders actually make a mold and restore the plastic over your





wheels steel frame.

My wheel was intact with a lot of cracks, so I decided to make an attempt at a repair using PC-7, two-part epoxy. As you can see it went on very rough. Slightly heating helped a little followed by filing and then sanding with fine sandpaper. It came out ready for paint and looking pretty good.



Two years later I have picked up some fine hair line cracks where the widest cracks were located, but you have to look for them to find them. Some restoration shops that were recommended on the Studebaker Addicts Facebook Page and



the

Studebaker Forum were:

Steering Wheel Bob

<https://www.steeringwheelbob.com>

D&D Automobilia

<http://danddautomobilia.com/Welcome.html>

Eastwood also sells a kit.

Treasurer's Report: This is as of January 31, 2022.

HAMILTON STUDEBAKER DRIVERS CLUB Finances Feb. 1 to Feb. 28 2022						
Feb. 1, 2022					Opening Bank Balance	\$ 3,180.10
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWALS AMOUNT		BALANCE
Feb. 15, 2022	Deposit	Membership	\$24.61			\$ 3,204.71
Feb. 15, 2022	Deposit	Membership	185.00			\$ 3,389.71
Feb. 28, 2022	Withdrawal	Bank Fee		4.00		\$3,385.71
Total Deposits and Withdraws			\$209.61	4.00		\$ 3,385.71
Bank Closing Feb. 28, 2022					Bank Closing Balance	\$ 3,385.71
					Cash on Hand	\$ 35.15
					Total	\$ 3,420.86
	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. 14	
May/June	Apr. 24	May 16	
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 Email Address: PresidentHamiltonSDC@gmail.com	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email Address: stephenjporter4@gmail.com	Roger Hill 30 Garden Cres. Paris On. N3L 3T4 Phone: 226-220-5275 Email Address: studebakertracks@gmail.com	Roly Lusted 201 Livingston Ave Grimsby On. L3M 4X2 Phone: 905-945-0027 Email Address: lin93@sympatico.ca
Regional Manager	Zone Coordinator	Crossroads Zone Director	
Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email Address: stephenjporter4@gmail.com	Bob Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 Email: 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.



March.

4 Mark Boyak
16 Ted Climenhagen
16 George Graham
22 Donna Graham
25 Mike Sawyers

April.

11 Dreena Gallagher
11 Bob Easton
30 Marie Randall

Anniversaries March

28, Mike & Betty Sawyers

Anniversaries April.

Upcoming Meetings: All are subject to current Covid guidelines, closures, and Hamilton SDC policies.

ONTARIO, March 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.

ONTARIO, April 27th, 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. This will be the date for our Blind Auction which is one of our fundraisers. 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.

Very Studey-ously

By: Roger Hill



Showing my age, I'd admit to recently going through some OLD pictures and papers that were tucked in a back corner. I mean OLD! In the box was a 40-year-old home-made Christmas card from an Ontario Chapter member, John DuBroy. Sadly, John passed away from a heart attack the winter that I received the card. I remember that he liked Zip Vans but did not have one yet. He was a convivial and obviously creative guy as shown by the verse that he authored and was included in the card. I'd like to reproduce it here because we are not THAT far away from Dec.

25th, and believe it or not, it's also timely because it's also the season for making sure we've paid our chapter dues!

SDC and Me - By J A DuBroy

At Xmas time when I relax, and sip a little cheer,
I think of all the good times that I've enjoyed this year.
The motor trips, the skinny dips, the times that I got drunk,
the blown-out tire, the scant attire, the goodies in my trunk.

Old part meets, and liquid treats, and people by the score -
a friendly lot. I'm glad I've got my membership once more.
The friends I've made, advice they gave, and parts I needed bad,
were offered free to nuts like me. It made me glad I had.

I own three cars - two '39s, a rusted '62.
If you can use a part I've got, it's lucky, then, for you.
Now as I sit and smoke my pipe, I wish you all the best.
And may the "Babe" in swaddling clothes put your house at rest.

Just the other day I had a June 1960 copy of Mechanics Illustrated in my hands. I was surprised and pleased to see a technical article about the care and feeding of Studebaker Packard's then-recent Larks! Did you know that a 5.90 x 15 tire makes 100 fewer revolutions per mile than a 6.00 x 13 tire (which was used on many of the "big 3's" new compact cars)? That makes 10,000 fewer revolutions in 100 miles! The 15-inch tire also has a 22.7% larger road contact patch than the 13-inch tire. It also means that a V8 Lark (6.40 x 15 tires standard for a sedan) can use big 11-inch front brakes (and did you know that Pontiac's GTO used only 9.5-inch brakes front and rear in the mid '60s?). And the 15 inchers were less prone to overloading! Advantage: Studebaker!

While I am at it: I used to feel that Studebaker was behind the times when it used king pins instead of ball joints, even in the '60s. After all, Ford switched to ball joints in 1954 and others followed suit. Well I feel inferior no more! I found out that Corvette used king pins up to and

including 1962. Corvettes at the same time also used "centre-point" type steering, same as Stude used to the end of production!

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 70 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)

Congratulations to Steve on being appointed Regional Manager for the next two years. Thank you for volunteering. We know that you will do an excellent job, just as you do on whatever you choose to do.



Sightings:

Here are two pictures that popped up on my Facebook feed the other day. One car is a 1961 Studebaker Hawk restored by member Roly Lusted. This car placed first in its class at the first Cobble Beach Concours. The second car is a Pierce Arrow owned by member Gord Linkletter and it also placed first in its class. We didn't know Gord at the time.



Memorable Article on Knute Rockne

ROCKNE: A FAILURE OF THE TIMES

Thanks to Dan Kuhl, Member, Grand Canyon State Chapter

This article is to celebrate the anniversary of Knute Rockne joining the Studebaker Corporation in May, 1928.

His sports career and his attempt at movie stardom

In the age of five, Knute Kenneth Rockne immigrated from Voss, Norway to the United States with his parents and settled in the Logan Square area of northwest Chicago. He completed his education there and moved to South Bend to attend Notre Dame after working four years for the post office to pay for his college education. He made pin money in the boxing ring.

Knute had a highly successful track and football career at Notre Dame. In his crowning glory as an end, he received many forward passes from Gus Dorais to beat Army on their home field. Later, the forward pass became a main- stay in modern professional football.

After receiving his degree in pharmacy, he went on to help coach at Notre Dame and play professional football. Following his stint in the professional leagues, he came back to coach at Notre Dame where he recorded 105 victories, 12 losses, and five ties. During his 13 years as a coach, he coached the Gipper (Ronald Reagan in the movie) and the Four Horsemen, All-Americans. However, Rockne considered his 1929 Fighting Irish team the strongest with Jim Thorpe, Red Grange, George Gipp and George Pfann in the backfield.

What makes this season so impressive is that all the games were played away, as a new stadium was being built, and that he directed all practices from a Studebaker President Victoria with a loudspeaker because he was suffering so terribly from phlebitis.

Two years later Knute Rockne died in a plane crash on March 31, 1931 on his way to assist in the production of the movie *Spirit of Notre Dame*, later released in October of that year. His funeral was carried live on network radio in the United States and around the world. A memorial dedicated to the victims stands at the site of the crash. Knute Rockne's body was taken back to South Bend for internment at Highland Cemetery.

The crash of the Transcontinental & Western airliner in Kansas brought much negative publicity to the airline industry. The Fokker Trimotor's wing broke in flight due to a failure in the water-based glue used in the wing's construction, which was exposed to rain during the flight.

Why was the crash such a failure of the times? First, Fokker who had manufactured planes for Germany during WWI, was known for poor workmanship. Second, the plane was inspected and failed, but was allowed to fly because of a mail contract. Third, weather

conditions were such that visual fly rules could not be met. With the crash it was the end of wooden wings and the beginning of all metal aircraft, and of course, more federal oversight.

He joins Studebaker and the car named after him

In May of 1928, Knute Rockne (Rock, to his friends) began a relationship with the Studebaker Corporation. At this time, he became awfully close to Albert Erskine, President of Studebaker, who was also Chairman of Notre Dame's Lay Board of Trustees. Because it was time for a new stadium, Rock convinced the companies of the community to invest in their future by investing in the "House that Rock Built." After signing a contract with Studebaker to be a motivational speaker, he gave a talk in New York City to the National Automobile Chamber of Commerce. When he had finished the crowd got up and gave a cheer as if they were sophomores at their first Fighting Irish football game. It is estimated that Rockne gave over 50 speeches for Studebaker from 1928-1931. On March 19, 1931, Knute Rockne became Manager of Sales Promotion for Studebaker. On the 30th he went to Chicago to celebrate his mother's birthday and make a recording called "Studebaker Champions". On the 31st he was gone forever.

After Rockne's death, Albert Erskine decided to name Studebaker's new car the Rockne. It would compete against the Ford and Chevrolet in the low-price field and honor his friend, and hopefully improve sales. The previous new release, the Erskine that came out in 1927, had not been a sales success. The Rockne debuted in February of 1932, with one model manufactured in Detroit at the Rockne Motors Corporation, a subsidiary of Studebaker, while the other was made in South Bend with the other Studebaker models. The Rockne was an enormous success with over half of the 45,000 cars manufactured by Studebaker. In 1933 the roof crashed in on Studebaker. With the continuing Depression production of Rocknes dropped to 15,000, the factory in Detroit closed, President Erskine took his own life, and the corporation was forced into receivership. Due to a failure of the times, Rockne the car was gone too.

Contributors to this issue

Roger Hill, Peter Sant, Roly Lusted, Peter Downey, Steve Porter, Dan Kuhl. Remember that we are always looking for pictures and articles.

All About Tires

Peter Sant Technical Adviser Ontario SDC



Are your tires tired? It is a scientific fact that after 7 years of age the rubber compounds that make up tires become brittle and deteriorates very quickly. At 10 years from date of manufacture tires are considered to be unsafe.

When we look at our collector car tires, we usually see extraordinarily little tread wear due to our driving limited miles over the course of a year. Contrast this to our daily driver cars and we normally see that tires on a daily driver usually do not even last 10 years as they are worn out tread wise in less than 70,000 miles.

If you choose to drive on old tires, you are taking a chance of blowout. This severe action usually results in a bad situation and often the vehicle careens off the road. A bad thing.

How do we check the age of our tires? This is relatively easy since the tires are stamped with a date code on the sidewall. There are a string of numbers and letters on the sidewall, but we are interested only in the last four digits which spell out the week and year of manufacture. i.e., 2616 means the tire was made in the 26th week of 2016.

After you read this article, I hope that you go out to the garage and check your sidewall for the date codes of your tires and if necessary, consider buying new tires prior to taking your car out on the road again. While you are at it you may want to check the tire pressure. New cars have the pressure indicated on a sticker on the door jamb of the vehicle, but our older cars leave that up to the owner to determine. My recommendations for bias ply tires are to run them at 28lbs front and back. If you have converted to radial tires (a good idea) you should probably run them with 32lbs pressure. Check them before you set out on any road trip.

While we are on the subject of tires, it is a good time to speak about tire balancing. All tires should be balanced when installed on a rim. If you get a vibration usually felt in the steering wheel at 65mph it is a sign of a tire out of balance. Besides the shaking which does not do anything good for your suspension, it normally begins the process of “cupping” or making flat spots on your tire, if left untreated. If left for a long time in an unbalanced state, the tire will be rendered useless.

Tires are the only contact that your car has with the road. That small patch of rubber is all that separates you from serious accidents. Inspect your tires for cracks especially near the rim where the sidewall contacts the rim. This is usually the first place that tires start to deteriorate, and cracks appear.

I know that Studebaker people are often referred to as “cheap” but when it comes to your tires do not take a chance on them for the sake of saving a few dollars.



SDC National Officers

President	Dennis Foust 143 Studebaker Rd. Spring Mills, PA 16875 <u>Email</u> studeguy54@gmail.com
Vice President	Don Jones P.O. Box 229, Concord VA 24538 <u>Email Address:</u> 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

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-2022.pdf>. This list is updated monthly. Items that you wish to list can be sent to Peter Downey, email: PresidentHamiltonSDC@gmail.com

Here is a blast from the past. A picture from our BBQ and Corn Roast held in 2014 in Cambridge. In all, there were 43 in attendance.





58th Studebaker Drivers Club International Meet
South Bend, Indiana
May 4-7, 2022

Meet Registration

Do NOT mail in your registration after Friday, April 15, 2022. We will not receive it in time for the event. It is recommended that you register on-line.

<http://sdcmeet.com/Info/Agenda>

<http://sdcmeet.com/Info/Hotel>

<http://sdcmeet.com/Info/Attractions>

<http://sdcmeet.com/Info/Judging>

<http://sdcmeet.com/Info/VendorList>

Meet Contacts

Meet Registration

Cornerstone Registration, Ltd.

PO Box 1715

Maple Grove, MN 55311-6715

reg@cornerstonereg.com

We cannot accept registrations over the phone. Please mail in a registration form or register on-line.

International Meet Chairperson

Jane Stinson

jestinson@aol.com

Meet Co-Chair

Chris Patton

cpmp1@comcast.net

Vendor Contact

Karen Dyer

karendyer@sbcglobal.net