



Bullet-Tin

November/December 2020 Issue #: 3 Volume: 32
 President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill
 Treasurer: Roly Lusted Social Media: Susan Lusted



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Mural on building at Barton and Emerald St. Hamilton

President's Message:



Hello friends,

Well, here we are at the end of another year of driving our Studebakers. It has been an eventful year to be sure but not for the reasons we would have liked it to be. COVID pretty much cancelled all the official cruise nights, although there was an unofficial gathering each week at the Gateway complex in Grimsby, and a few others here and there.

We were fortunate to have been able to gather for International Drive Your Studebaker Day, and enjoyed a large gathering and an excellent meal, socially distancing as we should while at the same time seeing each other for the first time in a long while. There were also many Studebakers making an appearance so all in all that was maybe the highlight of the year meeting wise. At that meeting the Executive positions were all filled by the incumbents, there being no other members seeking office. All incumbents accepted their acclamation. Susan Lusted has been appointed Social Media Coordinator, which is a new description of her Webmaster role and which more accurately describes what Sue does for our Club, as she takes care of far more details than just looking after our web page. If any of you have any suggestions for any committees, please let me know.

I wanted to confirm that our meetings at the Canadian Warplane Heritage Museum are still on hold as the Museum is not currently making the meeting room available. This means also that there is not clarity on our future ability to meet there or settle the question of the rental comment made a year ago. As this unfolds your Executive will keep you informed. In the meantime, our meetings in person are still on hold.

As you all likely are aware, our Christmas party is not being held this year as the facility at King's Forest Golf Club has not been open all year due to COVID and will not be opening in the winter months. Our card party is still uncertain, and we are working on clarification with the venue.

We held an Executive Meeting recently. Your executive agreed that we will attempt to host a ZOOM call for the Club Members in November. The technology is easy to use and is a good way of holding a virtual meeting. We also discussed the future of our Newsletter.

Stay safe and be well.

Peter Downey, president

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. 8, 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	

Vice President and Membership

Currently, our chapter has 71 members. Some are from this area, northern Ontario, New York state and as far away as Virginia. Newsletters will be emailed to members in good standing. For those who don't have internet, the newsletter will be mailed to them.

Steve Porter, Vice President

Treasurer's Report

HAMILTON STUDEBAKER DRIVERS CLUB Finances Oct. 1 to Oct. 31, 2020					
DATE	TRANSACTION TYPE	DETAILS	AMOUNT	AMOUNT	BALANCE
Oct. 1, 2020					Opening Bank Balance \$ 4,129.48
			<i>DEPOSIT</i>	<i>WITHDRAWS</i>	
Oct. 30, 202	Withdraw	Account Fee		\$4.00	\$ 4,125.48
	Total Deposits and Withdraws		\$0.00	\$4.00	
October 31, 2020					Bank Closing Balance \$ 4,125.48
					Cash on Hand \$ 35.15
					TOTAL \$ 4,160.63
	Penny sale & Silent Auction	\$ 733.00			

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 hundreds 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.

Zoom Meetings: currently we are exploring setting up a meeting using Zoom. Stay tuned.

Susan Lusted, Social Media

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen at <http://www.thehamiltonchaptersdc.ca/classifieds-Oct-Nov-2020.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

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Crossroads Zone Director

Bob Henning
PO Box 1121
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Email 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.

April 24 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



November

Thelma Chapman
Chris Worrn
Dennis Kennedy
Denise Stowell
Janice Barrick

December

Lorraine Cronkwright
Stu Chapman
Laura Newell

Happy Anniversary

Denise & Bob Stowell

Chris & Peter Worrn

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: _____

Please return this form to our membership secretary at this address:

Steve Porter 430 Plains Rd. W. Burlington, On L7T 1G9 Telephone: 905-464-

5726 Email: stephenjporter4@gmail.com

See www.thehamiltonchaptersdc.ca for additional info.

Batteries and Alternators

Peter Yuen



Replacement alternators for some newer cars will have a tag attached to them from the manufacturer or rebuilder as shown on the left. There is a reason for it.

The modern alternator is designed to be lighter in weight than the old alternators as used in cars of the 60's, 70's and 80's. Claims would be that the lighter the weight, the better fuel mileage would be attained by the car. This seems to make sense but there is a trade-off and that being the light weight

alternators are small, light, likely less costly to manufacture and designed only to maintain the battery for normal everyday use and it is not designed to do what the older, larger and heavier units can do and that is they are able to charge a "dead" battery in a car after the car was jump started and they do not fail in doing so.

The alternators in the modern car, being small, does not have the mass to dissipate the heat while charging the battery and they will fail due to the heat. In other words, they will "burn out." The term is used by mechanics and it does not mean that the alternator will be nothing but ashes, but it means that the alternator will no longer function to create electricity.

Every winter, the shops that service and repair cars where the winter has cold or freezing temperatures, get to replace a number of alternators mostly due the cars having a weak battery that the alternator was trying to charge. To reduce the chance of an alternator failure in a modern car where winters are cold, a weak battery should be charged by a battery charger, not an alternator. A weak battery should be replaced. In doing so, it may save the alternator. The auto-electric shop claims that a weak battery can raise havoc with the alternator. That said, it seems to be a case of pay now or pay a lot more later.

Aren't you glad that you own a Studebaker or an Avanti with a larger alternator? Still, if the battery is weak, replace it. A weak and ready to die battery can leave you stranded on the road if it does not have sufficient power for the starter to crank the engine.

In the days when that 6-volt batteries were used; they seem to let you know when they were going to expire but the 12-volt batteries do not give any indication what-so-ever. An engine can be started, shut off and two minutes later, the battery can be void of power for the starter to crank the engine.

Hamilton Studebaker Drivers Club Celebrates International Drive Your Studebaker Day

Our chapter had 37 in attendance. We enjoyed a great display of our vehicles. In addition, our president arranged that we attended the facility of John and Brenda Sawyers, son of member Mike Sawyers. We enjoyed a great dinner of perch, fries, coleslaw and rolls. It was great to be able to get together at a safe social distance. Check out the pictures courtesy Peter Downey.



How to Make a New, Reliable, Economical “1964 Studebaker Battery”

By Peter J. Rutledge, Potomac Chapter, SDC

For the 1964 model year, Studebaker began offering a car battery with their name on it. Among other applications, it was used to fill the newly designed battery tray in the '64 Avanti, a space formerly designed for and filled by the unusually-shaped (long and narrow) 3EEE battery. While I haven't researched it, I'm pretty sure that Studebaker did not actually manufacture the battery. Although the new battery looked pretty much like any other car battery, it did have a couple of distinguishing features. It had a nice big Studebaker battery label on top and it had six colorful white and orange filler caps. One of these original batteries is on display at the Studebaker National Museum (according to the Avanti Authenticity Manual). A picture of it can be found in the [1964 Avanti Accessories Manual – proper title?].

For some of the more popular collector cars (e.g., Corvettes), you can actually buy reproductions of the batteries originally in these cars (or even a false topper that makes most any battery look like and original). Probably needless to say, reproductions of vintage batteries are quite expensive, and I've read that they often don't last all that long. One cannot, however, but a reproduction of a 1964 Studebaker battery. But you can easily and economically make your own. The Studebaker battery label is readily available for only a few dollars from Studebaker parts sources like Studebaker International and others. But the best, and most surprising part is that you can also get reproductions of the distinctive filler caps. One day recently while searching for vintage battery reproductions on eBay, I noticed a seller in Belgium, of all places, offering stick-on battery caps for Mopar muscle cars that looked strangely familiar. He sells them complete with a Mopar battery sticker so that a Mopar muscle car owner can dress up a modern battery to look like the one originally in their car. All they need to start with is a flat-top battery, i.e., one with no protruding filler caps. Then they can stick on the Mopar sticker and the stick-on filler caps and, *voilà*, a “vintage Mopar battery” with the reliability and affordable price of a modern battery. The best of all worlds.

Well, the Belgian battery caps looked familiar because they look exactly like the Studebaker battery caps—orange center, white periphery, and the words “Fill to Indicator” embossed on each cap. So, if we start with a flat-top battery, add the Studebaker battery sticker in the right location, and then add the Belgian stick-on caps in the right places, *voilà*, a “1964 Studebaker battery.”

For a 1964 Avanti, there is probably any number of flat-top group 24 batteries to choose from. But the case needs to be black, which rules out some batteries that have white, green, or some other color case. And it should be devoid of any embossed brand names or other words on the case. In other words, it's a battery that can be made completely anonymous by simply removing its brand name stickers. It should also have a conventional and simple cubic shape with relatively plain edges. I shopped on-line and based on appearance and price chose a Ray-O-Vac battery from Batteries and Bulbs. Unfortunately, Batteries and Bulbs is discontinuing the Ray-O-Vac battery and replacing it with Duralast. I preferred the

Ray-O-Vac because based on the on-line picture its case design was simpler, like the Studebaker battery case. My local Woodbridge store had none of the Ray-O-Vac batteries, but I found that one was available in Springfield. And it was even cheaper (about \$85), so I went there and got that battery. As it turned out, the battery case did not match the on-line picture. Instead, the Ray-O-Vac battery case looked just like the Duralast battery case, even though it was labeled Ray-O-Vac. I guess there are fewer battery manufacturers than we think. Oh, well, the battery bracket in the car covers most of the edge of the case that has the frillier appearance. So, I went home with what was essentially a Duralast battery in Ray-O-Vac clothing. If you follow my example, you will most likely end up with a Duralast-labelled battery with the same case as mine.

I had previously ordered and had on-hand a Studebaker battery sticker from Studebaker International and the six stick-on battery caps for about \$23 from the Belgian eBay seller (<https://www.ebay.com/usr/weskcar?trksid=p2047675.l2559>).

The first thing I did in transforming my new Ray-O-Vac battery into a 1964 Studebaker battery was to remove the handle. Then I removed all the manufacturer's stickers and cleaned the battery with grease and wax remover solvent. That left me with a pretty simple-looking, clean, black, flat-top battery. Comparing what I had with the picture of the Studebaker battery in the Authenticity Manual, I trimmed some white off the Studebaker battery label for a better fit and applied it in the proper location on the top of the battery. Conveniently, this battery has six small, flat (flush), filler ports in the top that are in the same locations where the six filler caps on the Studebaker battery were located. I used these as guides, together with a paper template that I made, to locate where the stick-on filler caps should be installed. I carefully applied the stick-on caps. *Voila*, for a total cost of about \$111, a new, reliable, "1964 Studebaker battery." After installation in the car, I was pleased to notice how the orange in the caps nicely complemented the orange radiator fan and the orange supercharger, to add just a little more bling to the engine compartment.

I also like the fact that when this new battery gets old and needs replacement, I will be able to remove the stick-on filler caps and use them on my next "1964 Studebaker battery." Of course, I might have to spend another \$3 on a fresh Studebaker battery sticker.



Milestones:

It was learned this year that our chapter had two of its members who have belonged to the Studebaker Drivers Club for fifty years. Our chapter purchased and presented each with a Fifty-Year pin from the Studebaker Drivers Club. Congratulations to both Mel Quirt and Jim Bradley.



Mel Quirt



Jim Bradley

Virtual Garage Tour:

During this pandemic, the Florida Avanti chapter came up with an idea of a virtual garage tour. For the next issue of the Bullet-Tin, we are looking for pictures of your garage. What is unique about it. Do you have special displays either inside or outside of your garage? Send pictures to Sue Lusted at lin93@sympatico.ca in jpg or png format. See samples of two below.



George and Donna Graham's Convertible Gets a Transplant

Text and Pictures: Bob Barrick

Edited: Susan Lusted

After about a two-month project, George and Donna got this nice little '63 Daytona back from its motor train transplant. We started with a new never installed 259 full flow engine which we tore down, re-gasketed it and gave it the proper paint. As an interesting side note, this engine was one that was given to secondary schools for their shop programme by Studebaker.

I had a '64 transmission that we sent out for a complete rebuild. Then, after that was all done we took the car up to a friend who has a large garage with room to work and the old tired 6 cylinder and transmission were removed and once everything was cleaned up under there the new stuff was installed.

We had a couple setbacks but nothing too serious. The motor mounts had to be adjusted so this meant pulling the engine which wasn't expected but that was solved then the new rad leaked so that had to come back out and go to a rad shop for repair but things finally came together.

When it was test driven the transmission didn't shift properly so then the car went to the transmission shop that did the work for adjustment on it. They got the car back from there and brought it over to my place today and I got to take it for a spin around. Wow, what a difference a new motor train makes. George is so impressed. He doesn't think it's the same car.

Hopefully, George and Donna will get many enjoyable miles out of this little beauty. It should go just about anywhere now!



The Old Six Cylinder



New Engine All Ready



Wow!!



In Goes the New Engine

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.
- Our treasurer Roly Lusted's first Studebaker was purchased from Clarke Brothers in Hamilton at the corner of Ottawa St. and Main St. Stay tuned.



- 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.

SDC National Officers

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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