



Bullet-Tin

Sept/Oct 2021

Issue #: 5

Volume: 33

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

Treasurer: Roly Lusted Social Media: Susan Lusted



From member Bob Barrick's collection (names later)

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President's Message: Peter Downey



Hello Friends,

Well after almost 18 months, by the time this edition of the Bullet-Tin arrives we will have enjoyed an in-person event with another on September 19th

We had 20 people out to our meeting at the SHED Brewery in Dundas, where we enjoyed some very tasty pizza made right on the premises and some of their finest beverages. It was a hot humid day however a few intrepid Studebakers appeared. The best part of the night was actually seeing people in person after 18 months since our last meeting in person.

As of now we do not know when we can return to the Canadian Warplane Heritage Museum, normally we would do so in October but as it stands now, that is "up in the air". We are also waiting to see about the Christmas Party at Kings Forest, we do not know if it will be open in early December or what the capacity might be. Same for the Potluck and Card Party event in January, which we hold in Grimsby. Here too we need to find out will they be open, what will their capacity be. And of course over and above all of those obstacles, where will we be with COVID.

We recently as most of you know, informed everyone that you must be fully vaccinated to attend a Club event in person. The Executive met and discussed this issue and made the announcement in order to keep everyone as safe as we can regardless on their vaccination status.

Steve And Cathy Porter and Joan and I recently had the pleasure of fulfilling a bucket list wish for a woman from Guelph. She and her son wanted to sit in a bullet nose Studebaker, to recreate that scene from The Muppet Movie. We were able to take them for a drive around Dundas to find another bullet nose that we know of. They were appreciative of the opportunity as were we.

Please keep sending in your pictures and stories, we always like to see and read them!

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 July 31, 2021.

HAMILTON STUDEBAKER DRIVERS CLUB Finances July 1 to July 31-2021						
July 1, 2021					Opening Bank Balance	\$ 4,595.05
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWS AMOUNT		BALANCE
July 7, 2021	Deposit	Membership	\$20.00			\$ 4,615.05
July 16, 2021	Debit	International Meet Trophy Sponsorship		\$101.09		\$ 4,513.96
July 19, 2021	Deposit	Bank Credit for US Money Order	9.95			\$ 4,523.91
July 30, 2021	Withdraw	Bank Fee		\$4.00		\$ 4,519.91
Total Deposits and Withdraws			\$29.95	\$105.09		\$ 4,519.91
Bank Closing 07-31-2021					Bank Closing Balance	\$ 4,519.91
					Cash on Hand	\$ 35.15
June 30, 2021					Total	\$ 4,555.06
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 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.

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
Mar/Apr	Feb. 28, 2021	Mar. 14	
May/June	Apr. 18	May 9	

July/Aug
Sept/Oct
Nov/Dec

Jun, 20
Aug 15
Oct. 17

July 11
Sept. 12
Nov. 14

Word or RTF format.
Pictures can be in JPG
or PDF format.

Classifieds:

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



SEPT.

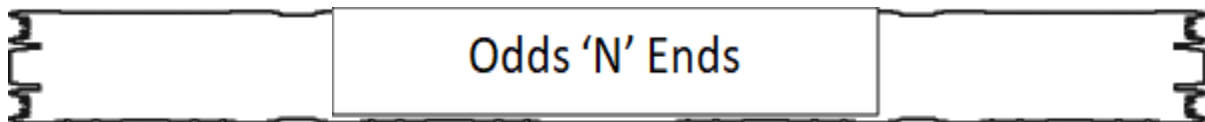
John Ernst 1
Sheldon Rier 2
Roseina McEown 14
Gord Galbraith 30

OCT.

Bill Harris 3,
Kathy Porter 8
Joanne Holman 15
Gary Bruccelleri 21
Carol Leppan 24
Kirby Oglesby 30

Anniversaries Sept. Linda & Gary
Brucculeri 7
Kathy & Steve Porter 20 Lorraine &
Paul Cronkwright 25

Anniversaries Oct.
Thelma & Stu Chapman 4
Sandra & Dennis Kennedy 6
Barb & Jim Anderson 11



Thanks to Jerry Blount and the Northwest Newsletter for the following article:

Those bent hood corners on '53/'54 C & K's, '53 -60 Sedans, '60-'764 Champs are due to the hood hinges being out of adjustment.

When the hinges are properly adjusted, the rear of the hood will lift and move forward when the hood is opened. When out of adjustment, the rear of the hood will not lift properly, resulting in the corners of the hood hitting the tops of the fenders when closing.

Each hinge has 3 bolts that attach it to the body. The hinges have slotted holes for adjustment. There is a spring pulling straight down from the back of the hood that helps pull the rear of the hood down when closed. If, over time, the hinge to body bolts loosens, the rear springs tend to rotate the tops of the hinges rearward. The hinges then go "over-center", and don't want to move freely.

The shop manual is of little help, it says loosen the bolts and adjust as required!

A good starting point is to loosen the bolts, grab the rear of the hood and pull forward and up. This will free up the hinge movement, and minor adjustments can be made for the final fit. If the back of the hood does not pull down properly, chances are the pull down springs (284505P) are missing. Also, C & K bodies and '53-'58 Sedans use a spring (308907P) to help pull the hood forward.

Another factor is the attachment of the hood to the hinge links. There should be a flat washer between the hood bracket and the hinge link. The castellated nut should not be tight but should allow for movement. The cotter pins must be installed. I have seen these nuts tighten if not fixed in place with a cotter pin.

By correcting these items, you can change from a hood that is reluctant to open, that catches the cowl with a "pop", and then jams the hood corners into the front fenders, to one that smoothly opens and closes.

Charging of OPTIMA BATTERIES

If an Optima battery needs to be charged, some chargers will not do the job while others will. If you have a problem to charge the Optima battery, try this: Hook up a set of jumper cables to another battery then connecting it to the Optima battery making sure that the polarity is correct. Connect the charger to the other battery to see if the Optima battery will take the charge.

Very Studey-ously

By: Roger Hill

It fascinates and amazes me as to the number and the depth of the Studebaker co-incidences that have occurred in my "Studebaker life" over the years. This is the best one - and I played only a small part. The major players are my long-time Studebaker good friend Andy Hook from Kitchener (a car lover as a youngster and a 1920's and '30's Studebaker owner and enthusiast from the early '70s) and his now wife, Anne Hook, who he met under random circumstances at a party hosted by mutual friends.

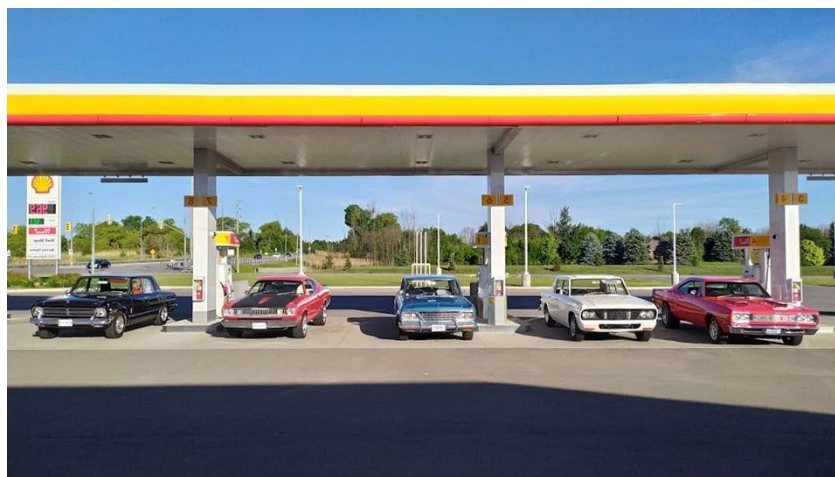
The story begins when they started dating. Anne was alone in Andy's kitchen waiting for him to change clothes upstairs before going out. On Andy's kitchen wall was a "modern" Studebaker calendar, open to the month of August, and with various notations about what happened on a particular day as it relates to Stude history. Anne read the daily notes and saw the entry for the 30th pointed out that "Byers Burlingame dies". Mr Burlingame was president of Studebaker from the fall of 1963, when Sherwood Egbert was forced to resign because of recurring bouts with cancer, until 1967. When Andy came downstairs she told her incredulous date that she used to know Byers Burlingame!

And it was true! The Burlingame family had a cottage on the north shore of Lake Erie at Rondeau Park (near Chatham) - and they were right next door to Anne's family and their cottage! Anne's father looked forward to seeing what Studebaker (or Mercedes Benz?) his neighbour would be driving and the two were good friends - as were both families. In fact, there exists old Super 8 film (now converted to DVD) of Byers and Anne (as a young child) playing and having neighbourly fun on the beach! Anne, after many years, had forgotten the Studebaker connection of the Burlingame's - until she read the entry on Andy's calendar which happened to be open to the proper month!

Further, it was Anne's sister (a certified lifeguard) who was called upon to administer artificial respiration to Mr. Burlingame when he had an unfortunately fatal heart attack at the cottage in 1970. What an unbelievable coincidence that Anne and Andy, each with a significant Studebaker connection, should randomly meet - and then get married (it's been about 15 years now, I think)!

But wait there's more! When Andy and Anne were at the altar getting married, they used a "twist" on the often-used "lighting of one candle from two" ceremonial tradition. Instead, Anne wanted to mix sand from different beaches that meant something to each of them into one receptacle (so that she could keep it as a wedding souvenir). Anne had several beaches that were significant to her, but Andy - not so much. When I heard about this, I told him, "Boy, do I have some sand for YOU! It just so happened that I had sand from the bunkers of the Studebaker foundry in South Bend that was given out at an International Meet a couple of years prior, and of course, I gave them some. It was the perfect ingredient for the ceremony because of their "Studebaker connection"!!

Next issue, another coincidence in Kitchener!



1963 GT Hawk Redux

Submitted by: Dennis Kennedy

The Hawk was purchased by us in August 2019 after it was damaged in a 'distracted driver' accident (they were hit from the rear). The previous owners (Kevin and Della Mullet) had enjoyed the car for over 20 years after importing it from Arizona but felt that the rebuild was more work than they wanted to do and the insurance company decided it wasn't worth repairing.

The damage was significant at the rear and less on the front. Both bumpers, the trunk lid, lower trunk opening, right rear taillight and fender, hood, grill, parking light pod, exhaust tips and misc other bits were damaged. Sandra and I both loved the GT Hawk design and I decided to tackle the rebuild project



This is what the Hawk was like 'before' the accident.





Some of the body damage but luckily there was no frame damage.

Just after we got it home, a '63 Hawk parts car became available in the area and after some indecision on my part, I bit the bullet and got it home. I spent a few weeks stripping the parts car of all the useable parts and shipped the remains off to the recycler.



As a point of interest, I have learned since that there likely were more parts that I neglected to save.

Parts car arrival and departure.

I had made arrangements with a local body shop to do the repair work while Sandra and I were away so I started stripping our Hawk. Interior out (except for the headliner), engine and transmission out, wiring harness removed, well honestly just about everything removable was gone. A replacement trunk lid was installed and the car was shipped off to the body shop in January, 2020.

During the year of Covid 2020, the body was stripped, massaged, filled, sanded, primed, painted and buffed. There was one minor rust spot found and repaired. Interestingly enough, prior collision repairs were discovered which had to be redone as they were well over 20 years old. While the front fenders were off, the engine and transmission were cleaned, painted, and reinstalled. The body was also found to be slightly shifted on the frame and this was corrected but I'm not sure if this was accident related or a quirk of construction. After the fenders, parking light pods, doors, various sheet metal bits, hood and trunk were reinstalled, all the gaps were adjusted, and our Hawk came home in January of 2021.

Our Interest in Studebakers



Our interest in Studebakers started early. Kathy remembers in the 50's her Grandfather having a tomato red 1950 Champion they called it the forward-backward car. In the late 60's I drove used cars from auctions to a Dealer in Toronto. One day I got in what seemed to be a rather plain "family car". When I floored it to merge with traffic it burned rubber in both 1st and 2nd. I found out later that it was a Lark with an Avanti engine. On our way

home from Vancouver in 1979 we broke down 70 miles out of Medicine Hat and I hitched to the tiny town of Redcliff. The man at the only Gas Station in town brought out a 1953 Studebaker tow truck and got us into town. We have been going to cruises and are always drawn to the Studebakers. We now own a 1958 Commander and a 1950 Bullet Nose.

Steve and Kathy Porter

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.
-

From Charter Chapter Member Kevin & Della Mullett



As many of you know I have been involved with Studebaker a long time. The main reason being you just don't see that many as they never held more than 3% of cars sold. My first Studebaker was a 51 Champ convertible that someone had been started to restore and never completed. Lots of the parts were missing and it was hard to locate some of them. It took me over a year to track them down and then reassemble the car. When finished,

it didn't have enough power to pull the skin off a rice pudding. It was a six 6cylinder with an automatic (no guts) so down the road it went fellow in London Ont. who made it into a hot rod.

Next I stumbled on to a 55 Speedster that needed a few things' took over two years to complete but looked good in Coral,Grey & White paint. The big problem was inside cabin temp being very hot, sold it for a good buck to American fellow at the meet in Detroit. Next up was a Packard Hawk that I should have kept, but we all make mistakes, then came a 53 Commander hardtop, also a keeper but silly me I sold it. Next came a 63 GT Hawk that I had for 20 years. I had it looking good until rear ended and it was written off. Chapter member, Dennis Kennedy has been repairing it and I understand it looks good, Now I'm getting too old for restorations, so I have a 64 Commander that I call "THE BOX" as it has no style but runs well and needs nothing. I refuse to spend any \$\$\$ on it as I will never get it back, As the years roll on, I am losing enthusiasm and don't attend as much as I did when I was younger.

Vice President and Membership Steve Porter, Vice President

Currently, we have 65 members. The yearly dues are now past due. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726. Email Address: stephenjporter4@gmail.com. **Members who have not renewed will not be receiving communication from the chapter after the July/August newsletter.**

Contributors to this issue

Bob Barrick, Roger Hill, Kevin Mullett, John McLaine, Dave Bonany, Dennis Kennedy. Remember that we are always looking for pictures and articles.

Early Days Automotive

Submitted by: John McLaine, new member



My dad was a Brit. When he came to Canada in the late '20's, bought a much-worn Star motorcar...I believe it was a 1924 model. Needed a lot of TLC so dad was forced out of necessity to become his own mechanic.

Shifting ahead to the early '70's. Dan bought a "tired" Austin A40 and spent many hours under the hood to keep it on the road. This is my first memory of a "family car" and I picked up a few tips watching him work on "timing"; oil changes and brake adjustment all of which required careful puttering. And I witnessed most of this effort.

In my early 70's, my first car was a '58 Pontiac Pathfinder "two door post" with "three on the tree" and the Blue Flame six-cylinder powerplant. This car lasted all through college and a trip to the Maritimes one summer. But no sports car for sure.

A want ad in the Toronto Star led me to a farm in Sharon ON and the purchase of a '59 Triumph TR 3A roadster. Dr Keith Watson was the owner, and we remain good friends to this day.

Over the years, an assortment of American cars has showed up in my driveway including: '36 Dodge D2 sedan; '48 Chev Fleetmaster coupe; '47 Nash Deluxe Coupe; '54 Pontiac Laurentian 4 door sedan; and a '56 Ford Customline 4 door sedan. All these vehicles were standard shift and most were "drivers" but I enjoyed them all.

So, acquiring Paul Cronkwright's '61 Lark Regal 4 door sedan seems only logical. Built in Hamilton but originally sold at an Esso station/ Studebaker-Packard dealership in Medicine Hat AB, it is 95 percent original and still has the dealer emblem on the trunk.

Our Meeting at the Shed Brewery in Dundas

Submitted by Dave Bonany



Our Meeting at the Shed Brewery in Dundas

Submitted by Dave Bonany



What's in Your Garage?



A Blast From the Past

Submitted by Bob Barrick



Figure 1Dundas Driving Park



Figure 2Burlington Meet 1997



Figure 3Can Am Meet Dundas Driving Park 1986



Left to right old cars

- Hans Hildebrant '60 Lark,
- Bob Barrick '52 Champion ,
- Ernie Pressy /59 Hawk,
- Gene Majanovich '65 Cruiser ,
- Al Stevenson '55 Speedster 👍

SDC National Officers

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Email studeguy54@gmail.com

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keydetsdj@aol.com

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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

Meet member Steve Tournay's new ride. The name is Sammy. Ask Steve the meaning.

