

**WAYNE WRITES**.....When Paul asked me to tell the story of how we acquired our 38, I was eager to tell the story. I first saw the ad in the Auto Trader, and I liked her looks. My first concern was that my wife, Susan, would not. So I initially said nothing to her. Susan and I had talked about getting a muscle car, not a hotrod, which would be a cool way for us to do something together as a couple. We were set to look at a 69 Mustang the following weekend, (mint - with \$3,500.00 of parts). But, when I showed Susan the '1938 Studebaker Commander Coupe'.... she LOVED IT TOO! She said "forget the Mustang; we're going to see THIS car this weekend". So I immediately set it up. The car was in Prescott, ON. 5 Hrs. East of Oakville where we live. We would see the car that Saturday (late) afternoon and go for a drive. The fellow who owned it, had traded his wife's red '6 banger' 1967 Mustang for this Stude, but DID NOT tell her until the deal was done. Well, needless to say, she was not happy and wanted 'that car' gone ASAP and I suspect, wanted her Mustang back.

Susan and I arrived at about 4pm and after introductions and a brief 'once over' we took the 38 for a test drive down a nice country road. We fell in love with it! We simply had to have it! We pushed the horn and out came the old familiar *Aoogah* sound! What a blast! What a beauty! All those curves ... and the car was nice too!!! I drove it about three miles and after a few corners, Susan wanted to drive. I pulled over and she drove it back to the owner's house. Driving in the Stude was so unique for both of us because of the split windows in the front and back and the fact that it was an old car. Susan said the hood reminded her of her canoe (because of the shape). Well, we were hooked, hook, line, and sinker! After going over the car more carefully and after putting it up on stands and checking underneath, we struck a deal and a \$500.00 deposit was left.

The colour is Midnight Purple and it looks black when not in the daylight/sun. The interior had been started but just the insulation was installed, very basic, but enough for now. The big headlights were added and wired in place by the seller. The only lights it had (when he bought it) were the frenched in driving lights that were moulded into the lower part of the front fenders. We both thought this created a big difference in the Stude's overall appearance. It has a 1978 Camaro front clip that has been shortened. The overall ride is very smooth, even considering it had been lowered 3" in the back with blocks on the leaf springs - (we've now removed them). The tilt steering is also from a 78 Camaro as the horn button says 'Berlinetta'. The Camaro rear end, according to the owner, has either 3.55 or 3.73 gears. Power comes from a 1962 Chev 283 engine with a mild cam, 600 CFM Edelbrock 4 barrel, Flowmaster exhaust but no headers. A chrome air cleaner and chrome breather cap dress it up a little. An am/fm cass. stereo, one windshield wiper, power windows, power disk brakes up front, drums on rear, Continental tire option (mounted on the trunk), sun visor, two spotlights, custom 'half' bumpers in the back, and a nice low stance to boot sum things up!

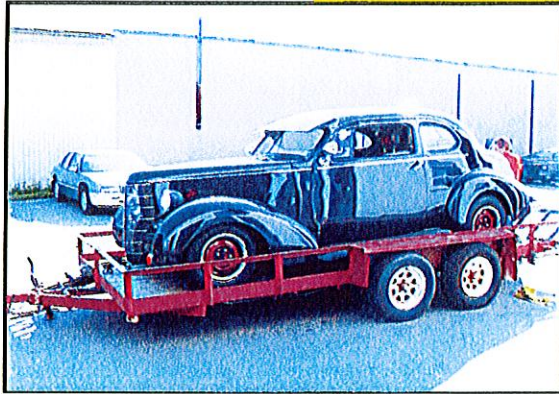
The owner told us he was a mechanic and would replace the tired starter with a new one (it failed once after we drove it). He also offered to deliver the car to us in Oakville, which he did. After our mechanic went over it and he and we were happy, final payment was made. There were four requirements to satisfy the safety certification; a neutral safety switch, licence plate light, worn steering shaft had to be replaced and the driver's door would not close or open easily because of a tricky latch - body side. The appraiser was also on site to appraise the car for certification. Since my mechanic was not a custom type repair shop he loaned me a dealer's plate to take the Stude home. We needed to find a custom shop to replace the steering shaft.

I found 'Hitman Hotrods' in Cambridge, ON. The two owners, Scott and Jason took a look and said that they would do the work and get the safety certification in about a week. We struck a deal to replace the old shifter with a new B&M Sportshifter, install a licence plate Light, install Bear Claws with 'Door Poppers', strengthen the front floors, reinstall the front seat mounts and add 3 point seat belts for our safety. This was done and the car was certified and on the road one month later on July 9<sup>th</sup>, 2008. As a side note, Scott and Jason had won \$35 million on the 649 lottery and left shortly after doing our car.

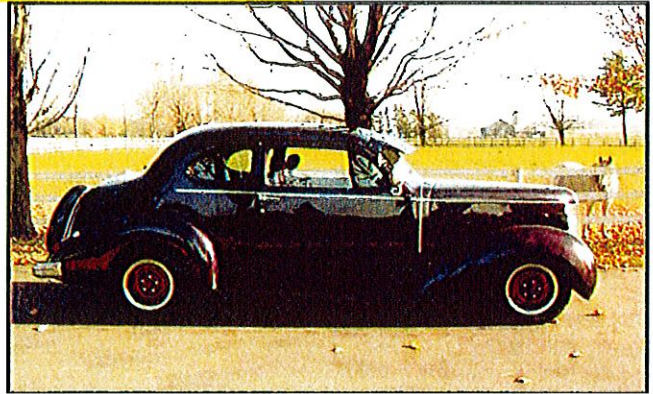
Since then, I have also had to repair the gas pedal, the fuel lines at the electric fuel pump, the high beam switch on the floor, replace glass in the passenger and drivers side doors, install new valve covers, install a second PVC valve, connect the valve cover port to breather and install new chrome smoothy hub caps to dress her up a little more.

*Paul had asked me, why a Studebaker??* Because it is unique, it rides good and it's a blast to drive. And furthermore, it is highly unlikely, that I will ever have another like her, pull up beside me. *He also asked if there were any in my family in years gone by.* I said no, none, I had never seen one or heard of one. Nor knew that Studebakers were made in Hamilton. Between the time we purchased her and when it was delivered, I did a lot of research and learned a lot about Studebakers in general. We love our 38 Studebaker and can't wait for the spring so we can drive it again,

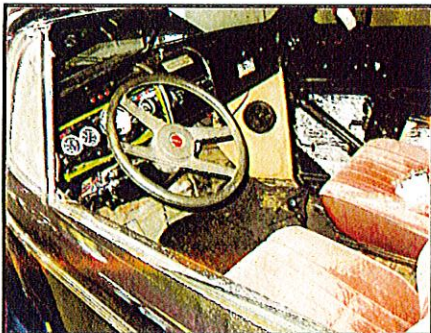
WAYNE & SUSAN WAURO'S 1938 COUPE



ARRIVING IN OAKVILLE



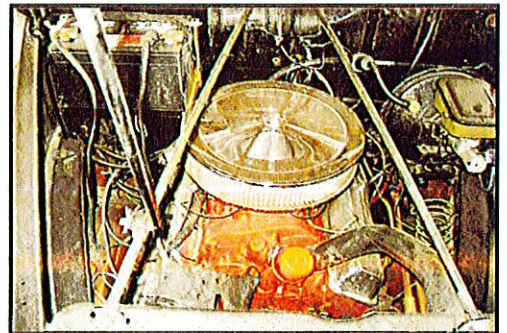
VERY UNIQUE SIDE PROFILE



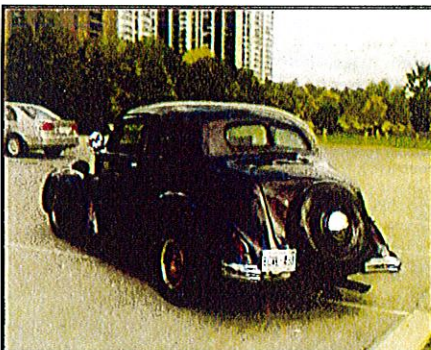
INTERIOR WHEN SHE ARRIVED



DISPLAYING THE ENGINE ROOM



LOTS OF ROOM IN HERE!



COOL BACK END



SUMMER CRUISE



HEADLIGHT TREATMENT