



StudeNews



In This Issue	Page
Editor's Tailpipe by Chuck Teuscher	3
Minutes from the Executive Meeting Nov 4, 2023	4-5
Membership & Treasurer Reports	6
ACC Fall Meeting Nov 5, 2023	7
Minutes from ACC Fall Meeting Nov 5, 2023	8-10
Member Happenings	11
Studebakers at the ACD Museum	12-13
Auburn Cord Duesenberg Museum	14-16
Remembrance Day November 11, 2023	17
Restoration and Repair	18-19
Lift for a Studebaker	20
ACC Events Schedule	21
Studebaker & Other Events	22-23
ACC Member Store	24
ACC & Other Classifieds	25-28
Cross Canada & Zone Classifieds	29-31
ACC & SDC Membership Applications	32

New Brunswick Rep Needed
 Currently there is a vacancy that needs to be filled. Duties include organizing chapter events held in the Province. If interested please contact David Killam.

Contributors in this Issue

Articles:	Photos:
Bill Jarvis	Shelley Zwicker
Jack Gregory	Ken Zwicker
David McMahon	Faye Germon
Chris Dresbach	David Killam
	Ken Zwicker
	Matt Cashore
	David Killam

Thank You All !

StudeNews:

Official Publication of the Studebaker Drivers Club, Atlantic Canada Chapter

This newsletter is the Official Publication of the Atlantic Canada Chapter (ACC) of the Studebaker Drivers Club (SDC). Articles appearing herein reflect the opinions of the writer, and not necessarily those of the club or the Editor. Letters to the Editor are welcomed from all who read the publication. Other editors are encouraged to reproduce (with acknowledgement) anything of interest to their members, especially our classified ads.

This newsletter is published six times annually: February, April, June, August, October, and December. It is sent out to all paid up members and Editors with whom newsletters are exchanged. Articles relating to Studebakers are invited from all members and should be received by the Editor before the 15th of the month prior to the publication month noted above.

The ACC promotes the restoration, preservation, and enjoyment of Studebakers by encouraging individual and family participation in Studebaker related activities. Membership is extended to anyone sharing these interests. Ownership of a Studebaker is not necessary. The last page of this publication contains membership applications for the ACC & SDC. Membership in the international club is a requirement for Chapter members.

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Editor's Tailpipe



As I write this column the Studebaker driving season is about to end. With the switch to standard time, it is dark at 5 in the afternoon, but with no salt on the road there are a few more opportunities to take the car out for a drive before it goes into winter hibernation.

My apologies to Doug Parkman for misidentifying his 61 Hawk as a 57. The front license plate should have been a tipoff. Sorry Doug.

Now, more about the 1947 station wagon the Woody pictured on page 13 of the September/October newsletter. Bill Jarvis writes:

The 1947 station wagon in the Studebaker National Museum is the one (only the body) found in the proving grounds. It was placed there about 1955. When found, it was in very bad condition, and the wood may have been only good enough to use for patterns during the restoration. Studebaker at one time was serious enough about building station wagons that they were included in the earliest advertising brochures for the 1947 model.

As mentioned in the last newsletter, two articles about the graveyard were written by Chris Dresbach. In Part 2 Chris writes in part, this car was recovered from the graveyard and was a "sister" car to the prototype fiberglass station wagon. The running gear on this car was the same as a stock 1947 Champion. The Woody survived for a few years and was used by the Engineering Department as a staff car for engineers to travel around the South Bend area.



The Studebaker Drivers Club, Inc.
June 2012, Vol. 44, No. 6

TURNING WHEELS®

In the past my wife has questioned my reasoning for saving past issues of TW that include some from the 60's and 70's from my father's collection. My answer has always been I might have a use for an article in one of these issues.

Case in point, I found further reading about the Woody in a June 2012 TW article.

Chris Dresbach writes in part, When the Studebaker Engineering Department started building the car, they started out with a Champion chassis and basically made it a Commander. The basic design of the Woody was done by none other than Virgil Exner. In all the Woody had a lot of miles on it by the time it was retired. Today, there is only one man alive who remembers riding in the Woody, and that is none other than Ed Reynolds.

Starting on page 14 are some highlights from the Auburn Cord Duesenberg Museum. On our way home from the International Meet in September member Russ Derby and myself stopped off in Auburn Indiana to tour the museum. Within minutes of entering the building we came to the conclusion that this is a must see for any old car enthusiast. The museum has 3 floors of many different makes and models of cars built during the Classis Car era with a section devoted to the some of the first "horseless carriages." Currently at the museum is a display showing the evolution of car mascots and hood ornaments (2 examples are at the bottom of page 15). It would only be a slight overstatement that most of the hood ornaments on display could qualify as works of art.

We both wanted to stay longer then 3 1/2 hours at the museum, but had to be on the road that afternoon to travel to Sandusky Ohio.

Most of the information about the cars pictured was provided by the ACD Museum.

Finally, both Kris and I want to wish all ACC members and their families a Very Merry Christmas and a Happy and Healthy New Year.

Atlantic Canada Chapter of the Studebaker Drivers Club Minutes From the Executive Meeting November 4, 2023

From Secretary Ken Zwicker



1. **Appointment of Chair:** In the absence of David, moved by Ken, seconded by Chuck that Bill chair the meeting. Carried.
2. **Call to Order:** by Bill at 10:02 am. Also in attendance were Derek Bugden, Graham Gagne, Roy Germon, Bill Jarvis, Chuck Teuscher and Ken Zwicker. Regrets: David Killam, Shelley Zwicker, Faye Germon and Rick Sanderson.
3. **Approval of the Agenda:** Approval moved by Derek, seconded by Graham. Carried.
4. **Minutes of Last Executive Meeting (September 2, 2023):**
 - a. Adoption of Minutes as amended moved by Ken, seconded by Derek. Carried. The amendment was to change the spelling of "advertizement" to "advertisement".
5. **Unfinished business:**
 - a. ACC Bylaw update:
 - i. Following discussion and several typographical corrections, moved by Derek, seconded by Graham that the amendment be approved and presented to the membership at the regular meeting November 5, 2023. Carried.
 1. Agreed that Bill will integrate the amendment into the complete bylaw document for dissemination before the February 2024 AGM and hopeful approval by 2/3 of the membership present at the AGM as required.
 - b. Debrief of IDYSD
 - i. Derek briefly summarized the tour. Members present expressed their satisfaction and appreciation for the preparation and leadership of the tour.
6. **Treasurer & Membership Reports:**
 - a. Shelley previously emailed the financial report but was not present at the meeting. Agreed that it would be wise for Shelley to include a copy of the bank statement with her reports. Motion to adopt the report as emailed by Ken, seconded by Chuck. Carried.
 - b. Membership: Faye previously emailed her report that our membership stands at 53 paid-up members. She will be accepting renewals for 2024 at our regular meeting tomorrow. Motion to adopt report made by Graham, seconded by Roy. Carried.

Atlantic Canada Chapter of the Studebaker Drivers Club Minutes From the Executive Meeting November 4, 2023

From Secretary Ken Zwicker



7. Committee Reports:

- a. **Telephone tree:** Roy reported that the Tree appears to be working well. Occasionally, he discovers that a caller is away. He ensures their calls are made.

8. Regional Director Report

- a. Bill reported that the SDC GroupWorks appears to be gaining acceptance. He commented on the benefits of GroupWorks and the Forum.

9. New Business:

- a. Donation to Harry Moore Sanctuary (IDYSD tour):
 - i. Following discussion, Ken moved and Derek seconded that we donate \$50 to the Sanctuary. Carried. Derek will get an email address where Shelley can eTransfer the funds. Charlie Moore was the host when we visited.
- b. Offer of presentation by Peter Cristello re Studebaker Heritage project:
 - i. Chuck reported that Peter had a table at this year's International Meet. Peter is maintaining a list of SDC members who have passed and their Studebaker stories. Agreed that Chuck will communicate with Peter to determine if he has a document explaining his project and also if Peter would like to do a short 5 to 10 minute presentation at the January 20, 2024 Executive planning meeting.
- c. Bill suggested that the Editor also have an opportunity to make a report at our meetings.
 - i. Chuck reported that he visited the Duesenberg Museum this summer. Because of its relationship with Indiana and Studebakers, he intends to include an article in a future StudeNews. Chuck also advised that he is getting adequate material. The challenge is selecting what to use. He has submitted StudeNews to the SDC publication competition. Bill expressed thanks to both Graham for he previous work and to Chuck for his work on StudeNews. Chuck moved adoption of his report, seconded by Graham. Carried.

10. Next Events:

- a. Jan 20/2024: Executive planning meeting. In consideration of possible adverse weather, it was greed that this meeting will be held by Zoom.
- b. Feb 24, 2024: Annual meeting. Bill has been unsuccessful to date in identifying a new NB Rep. Following discussion, Bill agreed to book the Five Bridges restaurant for the AGM.

11. **Adjournment:** The meeting was declared adjourned by Bill at 10:52 am.

Membership Report & Treasurer Report

From Faye Germon

From Shelley Zwicker

Membership Report

As of November 30, 2023 the ACC has

53 paid members

Financial Details for membership only

ACC Fall Meeting November 5, 2023 Truro Nova Scotia

By Bill Jarvis



Twenty members of the S.D.C. Atlantic Canada Chapter attended our Fall Meeting at Smitty's Restaurant, Truro NS on November 5, 2023. Among those travelling the furthest were Roy Germon and Linda Fortune from Sydney, Doug and Roberta Parkman from Charlottetown, Clifford and Marie Collins from East Lake Ainsley NS and Jim Bartley from Kensington PEI.

As usual, we started at 11:30 a.m. with conversation followed by an enjoyable lunch. Some of us got advice on our Studebaker problems while we exchanged our latest news.

Souvenir dash plaques from the 2023 SDC Northeast Zone meet, donated by Chuck Teuscher, were given to those who wished to have them. A collection of Turning Wheels, covering several years and donated by Dr. Stan Atherton were offered. Ken Zwicker has given them to a long-time Studebaker enthusiast.



The business meeting started at 1:00 p.m. The recorded Minutes follow on pages 8 through 10.

Following the business meeting, a "round table" was held. We introduced ourselves and described our interest in Studebakers.

ACC Fall Business Meeting Minutes November 5, 2023 Truro Nova Scotia

Called to order by Past-President Bill Jarvis at 1:03 pm as President David Killam was unable to attend. Present also were Wilson and Thelma Baker, Jim Bartley, Clifford and Marie Collins, Graham Gagne, Jerry and Faye Germon, Roy Germon and Linda Fortune, Karen Jarvis, Doug and Sharon MacKeen, Doug and Roberta Parkman, Don Preiss and Maggie Cassidy, Ken and Shelley Zwicker. Regrets: Derek Bugden, David Killam.

Recognition of Departed Members / Moment of Silence: Thankfully, none to report.

Approval of Agenda: Moved by Roy and seconded by Jim. Carried.

Approval of Minutes of the last meeting (April 30, 2023: Moved by Ken, seconded by Karen. Carried.

Business arising from the Minutes:

Bylaw amendments: Bill explained the proposed amendments being done primarily to divide the Treasurer and Membership Secretary roles, but also to improve the formatting and pronouns. He also explained that, if the amendments are approved by the membership today, the full Bylaw document will be rewritten by the Executive to include the amendments. The rewritten Bylaws will be distributed to the membership for review, and then presented at the Annual Meeting in February 2024 for final approval and submission to the SDC Chapter Information and Chartering Committee for approval. Moved by Graham, seconded by Jim. Carried.

Summer show 'n shine (June 4): This event was organized by the PEI Antique Car Club. Derek was our liaison. In his absence, Bill reported that it was a very chilly, windy day with threatening rain. No Studebakers were present although Bill, Karen, Jim and Doug attended.

Summer picnic and meeting (July 15): Karen reported that she re-assumed her Provincial Rep responsibilities for this event as Boyd was unable to organize the day. About 19 members attended the tour that had two main stops along the tour: a winery in Memramcook and a blueberry farm/ice cream maker near Point de Bute. She reported that it was just too hot that day to hold the scheduled summer meeting;

IDYSD/Fall tour (September 9): This year's tour started in Charlottetown. The first stop was the Harry Moore Wildlife Centre. Following lunch in Murray Harbour, the group visited Cape Bear Lighthouse and Belfast Mini Mills. Clifford commented that he thought it was an excellent day. Thanks were given to Derek Bugden and Karen Jarvis for their work setting up the tours.

ACC Fall Business Meeting Minutes November 5, 2023 Truro Nova Scotia

Business arising from the Minutes: (Continued)

International Meet: Bill summarized Chuck's description of his attendance with Russ Derby at the International Meet and that Chuck represented us at the Zone Meet in Connecticut. Bill handed out dash plaques from the Zone Meet to those present.

Financial Report:

Shelley presented the financial report Moved by Faye and seconded by Maggie that the report be accepted as presented. Carried.

Membership Report:

Faye reported a total of 53 paid-up members.

She is working on the new membership roster. Discussion regarding reporting members' vehicles: just Studebakers or other makes? Agreed to include all vehicles but she should use discretion depending on the number of vehicles owned. She suggested a notice be placed in StudeNews for members to let her know what hobby vehicles they currently own and to let her know of any changes in contact information (i.e. phone numbers, addresses, email addresses).

Adoption of report moved by Faye, seconded by Jim. Carried.

Other Committee Reports:

Telephone Tree: Roy asked anyone with complaints or problems to let him know. Occasionally, callers are not available to make calls. If callers don't get an answer, they leave a voice mail if possible and try to follow up. He has five callers. Adoption of report moved by Roy, seconded by Wilson. Carried.

StudeNews: No report.

Regional Manager's Report:

Bill reported that SDC Group Works online forum is becoming more popular while the Forum continues to operate as usual. Very informative and useful.

ACC Fall Business Meeting Minutes November 5, 2023 Truro Nova Scotia

Correspondence:

Ken reported that he is forwarding all newsletters, etc. by email as he receives them.

New Business:

NL and NB Provincial Reps: We currently have no members in NL.

Bill has sent emails to all NB members in search of a possible Rep but been unsuccessful.

Harry Moore Wildlife Centre donation: Following discussion, moved by Ken, seconded by Don that the Chapter donate \$50 to the sanctuary in appreciation of them hosting members during the IDYSD tour. Carried. Agreed that we should make an effort to revisit the sanctuary on a future Chapter event in that area.

Next Events:

Executive: Annual planning meeting (January 20, 2024, 10 am by Zoom). If any other members wish to attend, they should contact Ken in advance to receive the Zoom link.

Annual Meeting (February 24, 2024), Five Bridges Restaurant, Riverview, NB. Meet at 11:30, lunch at noon, meeting at 1 pm. Will include our annual auction and election of officers. We need to guarantee at least \$500 in meal purchases so a great attendance is requested.

Motion to adjourn by Faye.

Respectfully submitted,



Ken Zwicker, Secretary

*Following the meeting, the 50/50 was won by Don Preiss (\$35).

ACC Member Happenings

David Killam writes:

Thinking back to the summer season and my troubles with my old car.

Early summer I took one of my nephews and his girlfriend to their graduation. That was the first outing with the '31 Dictator, and it was an enjoyable event.



My Great Niece Bethany Killam and Cristina Procino an exchange student from Milan Italy.

After that the car wasn't used until I decided to put it in a local car show in July. I got the car out and did a wash and polish and off I went. The show field is only about 4 miles away. The car was running beautifully. About half a mile from the show everything went dead. The starter worked fine, but it wouldn't start. I knew I had lots of gas, so I checked the main fuse (In '31 there was one circuit breaker that protected the whole car. I replaced it with a fuse). The fuse was blown. The original wiring design allows the generator to still power the ignition even with



the fuse blown. These old cars had a three brush generator with no voltage regulator, so with the fuse blown the voltage went wild and it burned the points blue, burned out the ignition coil, and every light bulb. A tow home and off to the parts store for new parts. I made a slight change to the wiring so now the ignition cuts off if the fuse blows.

A couple weeks later with everything working fine, I trailered the car about 30 miles to join a tour with a group of pre-war cars. Off we went on a beautiful summer day. The car was humming along nicely for almost 30 miles when it died again. This time I traced the problem to a failed condenser. Bummed a ride back to get my truck and trailer and hauled the car home again. A new condenser and all is well again. Next is the IDYSD tour in Prince Edward Island. Trailered the car to my hotel the day before the tour. The next day was a great tour and the car worked perfectly. When I got home I left the car in the trailer for a week or so, and then started it up and put it in my shop.

Now it is early November and I decided to move the car out of the shop so I could service the family car. It won't start!!!! A lot of checking and discovered that the condenser had failed again. These are NOS parts from who knows when. Is it coincidental failure, faulty parts, improper storage so they get moisture in them??? Another condenser and it's ready to start but now the fuel pump decided to start leaking. I rebuilt the pump and right now everything seems to be OK. Next summer there will be no problems (at least I hope).

That's my summer of fun with my '31 Studebaker.

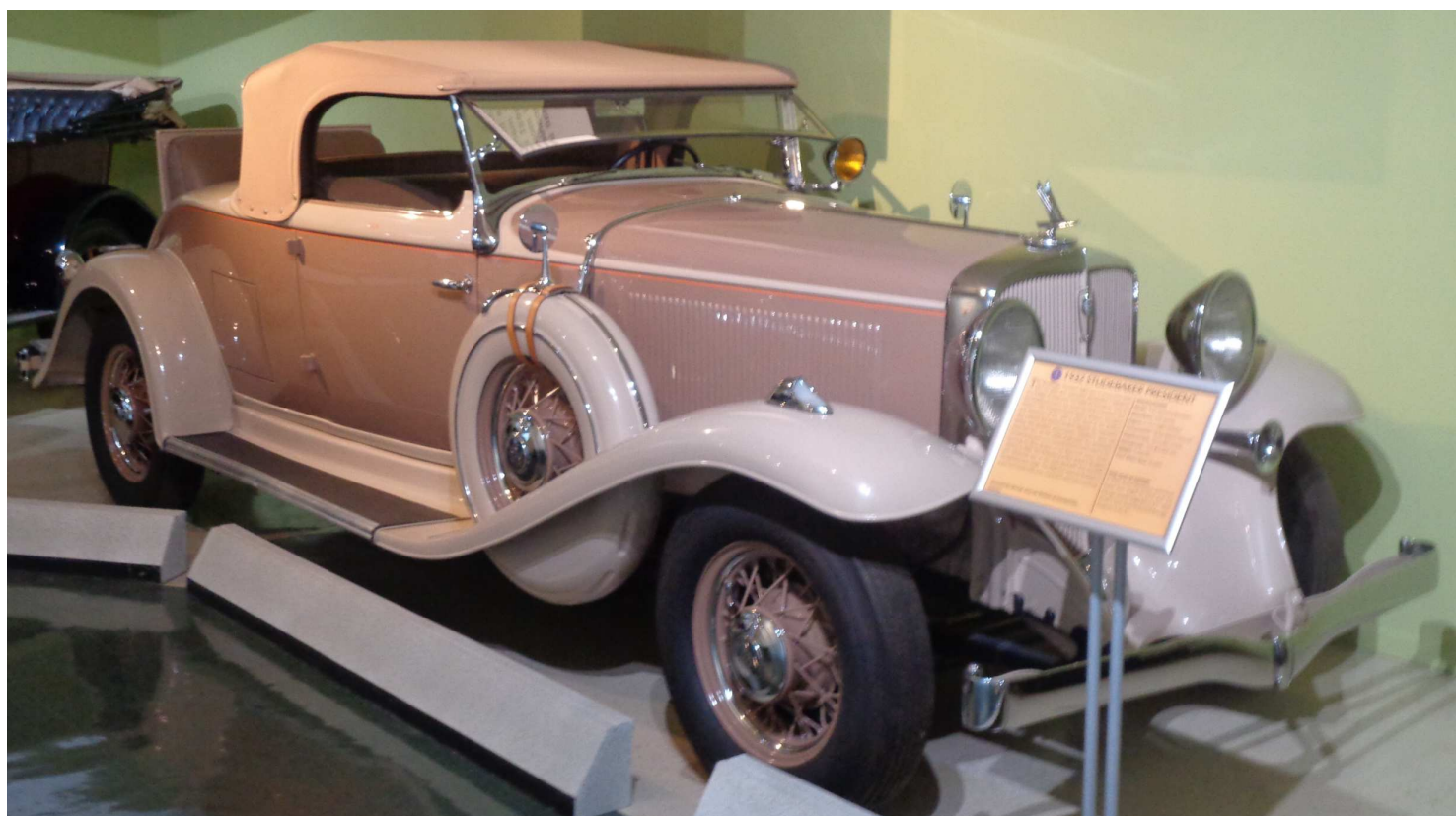
Chuck's Road Side Finds:

It has been almost 60 years since the last the Studebaker rolled off the assembly line in Hamilton Ontario but you can still find them by barns or out in the fields. I found this Lark a mere 60 kilometers from my house on a recent fall motorcycle ride.

Studebakers at the Auburn Cord Duesenberg Museum

STUDEBAKER...1852 TO 1963

Studebaker produced road vehicles at the same location in South Bend continuously from 1852-1963...113 model years! In the late 19th century, it was the world's largest vehicle builder, and for many decades was South Bend's largest industry. The company easily produced more automobiles than all other Indiana companies combined, and was America's last small independent auto builder.



1932 Studebaker President

The first production run of the President was from 1927 to 1942. The 1929-33 Presidents are Classic Car Club of America "Full Classics." The definition being a "Distinctive" automobile produced between 1915 and 1948. A high priced, top end vehicle built in limited quantities. The Presidents became more streamlined and culminated in the stunning art deco designs of the Raymond Loewy Studio starting in 1938. This President is a Four Seasons Roadster and is a very rare model with only nine known survivors.

Editors Note: In the last issue of StudeNews this car was identified as a 1927)

Studebakers at the Auburn Cord Duesenberg Museum



1915 Model SD Touring Car

The body for this car was made in South Bend and shipped to Detroit for final assembly. Total production of four cylinder Studebakers in 1915 was 24,869.

SPECIFICATIONS

Wheelbase: 108 inches

Engine Four cylinder, L-head

Transmission Three speed manual

Displacement 192.4 cubic inches

Horsepower 30

Price When New \$985



Raymond Loewy Studios South Bend Indiana

(Photos courtesy of ACD Museum)



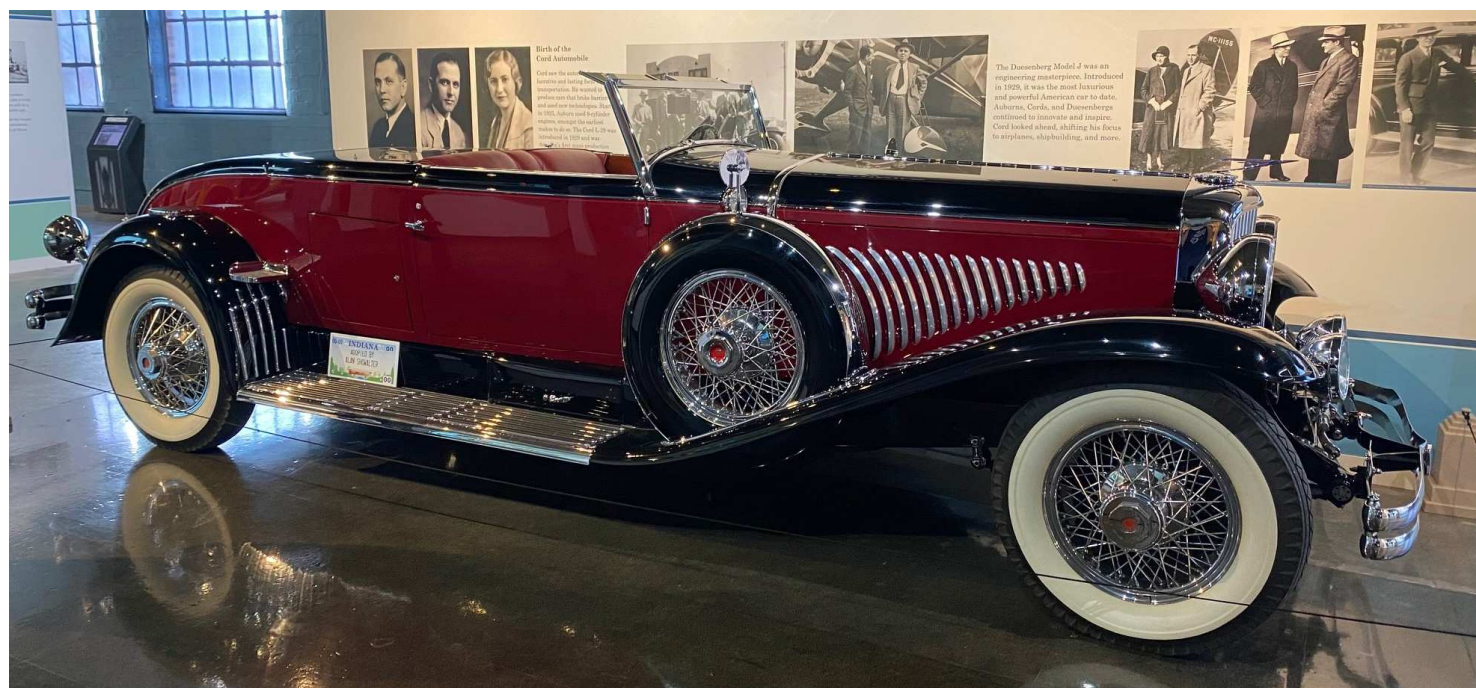
Gordon Buehring connection with Packard, Duesenberg, Auburn, Cord and Studebaker
Mr. Buehring started his career in automotive design with Packard, GM and Stutz designing the Stutz Black Hawks that raced at Le Mans. In 1929 he became chief designer for Duesenberg and was credited with the Model J. His other designs include the Auburn 851 Boattail Speedster and the Cord 810/812. In 1945, he returned to automotive design and was hired to manage Raymond Loewy Associates' Studio in South Bend designing Studebaker's very successful postwar line.

Auburn Cord Duesenberg Museum



The first floor of the museum is the original show room built in the art deco style of architecture.

The airplane may look out of place but one of the many corporate entities of the Cord Corporation was the Stinson Aircraft Company. The conglomerate also included Auburn, Checker Motors, Duesenberg, Lycoming Engines and New York Shipbuilding.



1931 Model J Convertible Coupe

The Model J was first introduced in 1928 the engine was a 420 cubic inch straight eight designed by Duesenberg and built by Lycoming Engines. The engine had dual overhead camshafts and four valves per cylinder. A supercharger was made available starting in 1933. The body and interior trim was custom made to the owner's specifications by a third party coachbuilder. Half of the coachworks for the Model J were designed by Gordon Buehring Duesenberg's chief body designer. At a recent auction a Model J sold for \$800,000.

Auburn Cord Duesenberg Museum

1930 Packard 745 Convertible Victoria

Custom made body built by Waterhouse Company of Webster MA The company built just under 300 bodies from 1928 through 1934

Wheelbase 140.5 inches

Engine Straight 8 L-head

Displacement 385 cubic inches

Horsepower 106 @3200 rpm

Weight 4645 pounds

Price \$4,885



1926 Auburn 8-88 Series Roadster

1930 Cord L-29 Cabriolet

First successful mass produced front wheel drive which allowed for a lower chassis



Auburn Cord Duesenberg Museum



1927 Duesenberg Model X Phaeton

Only 2 Phaetons were thought to have been built. The coachwork was built by Locke & Co which also built bodies for Chrysler and Lincoln. By adjusting the valve angle and cam timing of a Duesenberg Model A engine horsepower increased from 88 to 100.



1936 Auburn 654 Auburn's last year of production



1932 Cord L-29



1894 Black

Named after Charles H. Black the proprietor of a carriage works and blacksmith shop in Indianapolis. In business from 1897 to 1900 before selling the patents to a group of investors for \$20,000. The Black was renamed the Indiana but only remained in production until 1901.

Wheelbase 52 inches

Engine Single cylinder, two stroke

Horsepower 8

Remembrance Day November 11, 2023



"All wars end up being reduced to statistics, strategies, debates about their origins and results. These debates about war are important, but not more important than the human story of those who fought in them." (The First World War by Martin Gilbert page 543)

Pictured below is the Canadian National Vimy Memorial. The memorial, at the site of Canadian victory at Vimy Ridge on Easter Monday 1917, honors all Canadians who served during the First World War and bears the names of those who died in France with no known grave.



A Tribute to Sacrifice

In 1920 the Canadian Battlefields Memorials Commission was established to oversee creation of eight Canadian battlefield memorials in France and Belgium. The most impressive is the majestic and inspiring Canadian National Vimy Memorial. With a wealth of symbolism in its sculptures, it is a lasting tribute to the ultimate sacrifice Canadians made in Europe in the First World War.

Restoration & Repair

By Jack Gregory

Sooooo.... When I went to put the door remotes back in my 60 Lark, I found out that the driver's side door remote return spring was broken. This is indeed an inconvenience as it then relies on me, the operator, to make sure the door handle gets manually returned every time you open the door; for me this is a safety issue as it could lead to my being unintentionally ejected from the driver seat from time to time if I forgot to do this.

No problem, I give my trusty Studebaker Parts dealer a call and ask if they have one of those spring thingy's that return the latch to where it is supposed to be...nope. Okay, do you have a driver's side remote?... Nope, they haven't been in stock for years, but we do have lots of passenger side remotes!

Okay I say, send me two of those, I need a new passenger side one anyway and I can always turn the other one upside down and use it on the driver's side. When the parts finally came, I rapidly realized that this solution was a stupid idea as you can't just turn a passenger side one upside down and expect it to work on the driver's side. HOWEVER, after close inspection I find I now have the part I need to fix the driver's side remote. Here are the steps I took to fix it:



First, use a prying device to open this baby up

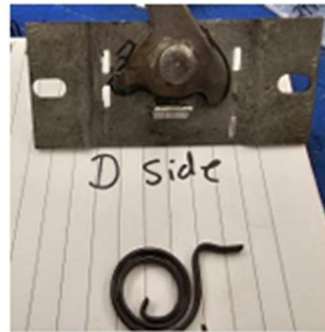


Dismantle the thing a find the broken spring.

Restoration & Repair

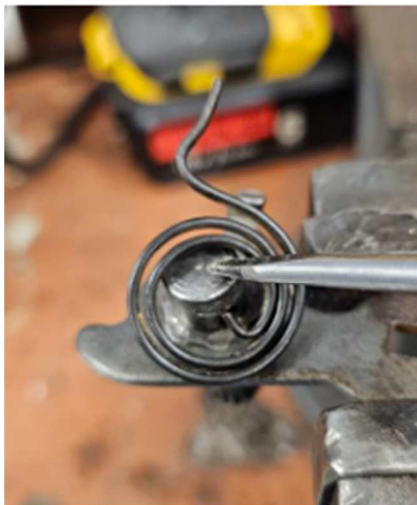
By Jack Gregory

Second, do the same thing to the new part you paid big bucks for from the supplier and harvest a good spring.

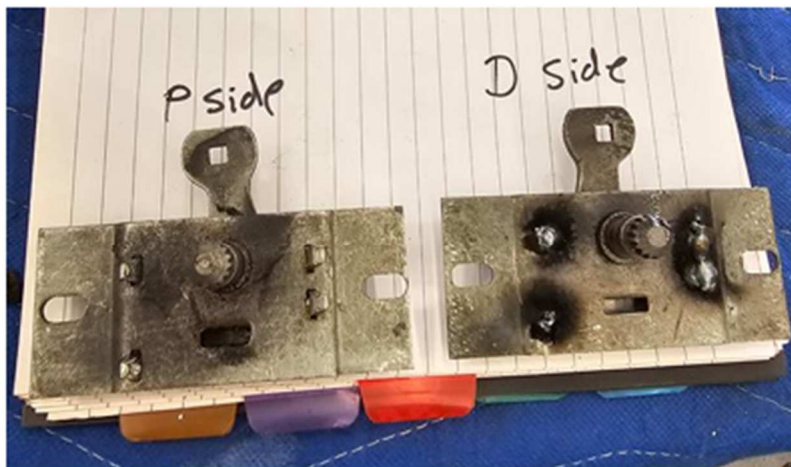


The only difference is the mechanism, not the spring

Mark to way it goes back together with a sharpie!!



Put the spring back together



Re-assemble the remote and hit the tabs with the welder, just to make sure!

The only thing I would do differently is to paint that spring bright orange before attempting to reassemble the mechanism, this makes it far easier to find after it launches itself off the far side of your messy shop a few times.

Good luck

Lift for a Studebaker

By David McMahon from Ohio Region of SDC

For anyone in the club who frequently attends Studebaker related swap meets, seeing an old-style script Studebaker jack for sale is not uncommon. Now the majority of Studebaker owners really have no need for this type of jack since they date back to a period sometime in the teens or twenties. But since the Studebaker bug is so strong for many members, owning one just as a conversation piece for one's collection happens quite often.

Beyond the fact of their Studebaker connection, what attracts me to these jacks is the fact that the company that made them, The Buckeye Jack Company, was located here in Alliance, Ohio. If you're a serious collector of these jacks like some members like myself are, then you are aware of the fact that Studebaker was not their only customer for this type of jack. The jacks were designed with an ingenious feature so that the front nameplate was a separate piece of metal. When Buckeye secured another customer for their jacks, a simple screw on plate changed the jack to whomever the company was.

The one company that readily comes to mind for us is Packard. In some cases, a Studebaker collector might find the need to add a Packard jack to their collection. And there were more car companies beside these two. My first Buckeye Jack was one for Cadillac that I found many years ago at a local estate auction. Now with the internet and companies like eBay, adding a Buckeye Jack to one's collection can be done with just a click of a mouse.

Because of their Cleveland connection and the fact that they were one of the trio of early luxury cars makers known as the "3 P's", (Packard Peerless Pierce Arrow) I someday would like to add a Peerless jack to my collection.



Buckeye's offerings of jacks spanned a size range from smaller ones than the Studebaker size that we are familiar with, up to rather large and heavy ones for railroad use. I am lucky enough to have a full range of their jacks. In most but no all cases, the mechanical design of the jacks are very similar across the size ranges.

The Buckeye Jack Company has one more very significant connection for me that is a personal one. From what I have researched about my family tree on my dad's side, when my Grandparents first moved to the Alliance area in the early to mid-teens, I believe that my Grandfather's first job in Alliance was at Buckeye Jack. I don't know if it was that specific job that brought them to the Alliance area, or if it was just the first place that hired him. My father was born in 1917 not over a mile from their plant. That plant building is still standing alongside the railroad tracks on the north edge of Alliance.

It is interesting to think that Studebaker, as the manufacture of moderately priced vehicles, provided a jack to their customers that was the same as were the ones provided to luxury car owners like Cadillac, Packard, and Peerless, when you consider that those cars cost many thousands of dollars more. I guess it could fall under the slogan of "Give More Than You Promise".

Future ACC Events Schedule

The following are incomplete in some cases and will be filled in as details become available in later newsletters.



JANUARY 20, 2024 (Saturday)
ACC ANNUAL PLANNING MEETING, BY ZOOM

Contact: Secretary Ken Z. at ken@atlanticrash.com if you wish to be part of the meeting. The Executive meeting are open to all members.

February 24, 2024 (Saturday)
AGM

Location: Five Bridges Restaurant Riverview,
New Brunswick

Details: Meet & greet at 11:30 a.m.
lunch at 12 noon, meeting at 1 p.m.



Studebaker & Other Events

From time to time other non Studebaker events that may be of interest to the members will be listed.

The Canadian Automotive Museum, Oshawa, Ontario, has a series of on-line presentations via Zoom which are of interest to old-car enthusiasts. These are called "Third Thursday Talks", as they occur on the third Thursday of each month from 8:00 p.m. to 9:00 p.m., Atlantic time.

Advance registration is required, using the Canadian Automotive Museum website (www.canadianautomotivemuseum.com). The Museum will send you a link by e-mail a day or two before the event. To enter the presentation, simply click on the link a few minutes before the start time. It may take a few minutes to connect. The screen will ask you to enable video and audio.

There is no charge for participating, although voluntary donations are welcome.

Previous "Third Thursday Talks" may be seen on the Canadian Automotive Museum website.



**Ashley
Hardwick**

CANADIAN CARRIAGES

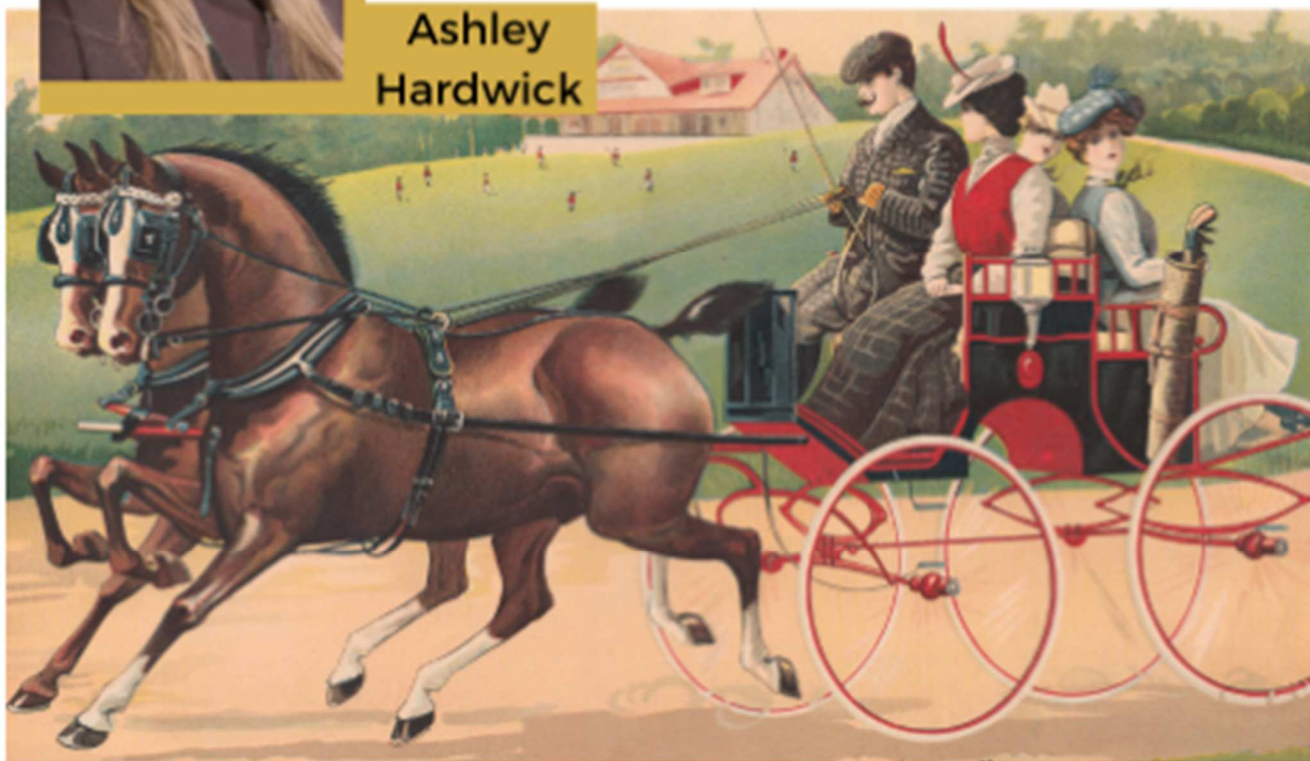
Third Thursday Zoom Talk, January 18, 2024 - 7pm

Sponsored by

HAGERTY.



Canadian Automotive Museum  Musée canadien de l'automobile



Studebaker & Other Events



ACC Member Store

ACC Club Jackets:

The club jackets are now Technolite AC88083 and the colour is royal blue with two inside and the usual outside pockets. It is a spring/fall jacket, with a full light lining. It has a zipper front closure, and a drawstring around the bottom.

The jackets have our Chapter logo, and the member's name on the front. The large Studebaker script is on the back. Sizes available are from S to XXXL.

The price per jacket is \$80.50. As the embroidery work is done in Moncton, there's no extra charge for shipping unless I have to ship the jacket to you. Whenever possible, I will be placing orders in multiples of four.

If you have any questions, please feel free to send me an e-mail at doublej@nbnet.nb.ca, or phone 506.855.6660.



ACC Club Polo Shirts

These are well made shirts of nice material and are comfortable to wear.

Men's #85016

60/40 cotton/polyester pique polo, with pocket. It has a three button placket. Has matching flat knit collar and cuffs. (\$39.10)

Size: S - M - L - XL - XXL - 3X - 4X - 5X

Colour: The preferred colour is navy blue but the following colours are also available: red, sand, royal blue, black, white, burgundy, athletic gray, forest green (are you willing to take Navy Blue if your colour choice is not available?)

Ladies #75051

53/47 combed cotton/polyester pique polo, without pocket. It has a one-button feminine placket, matching flat knit collar, and hemmed sleeves. (\$41.40)

Size: XS - S - M - L - XL - XXL - 3X

Colour: The preferred colour is navy blue but the following colours are also available: augusta green, white, black, sand dune, crimson, lake blue (are you willing to take Navy Blue if your colour choice is not available?)

Using the information above forward your order indicating ladies or men's and quantity of each. Then for each indicate size, colour, and if you are willing to take Navy Blue if your colour choice is not available. There is no charge for shipping when these are picked up at a Chapter meeting, or directly from Bill Jarvis. If sent to you by mail, postage is charged at actual cost. Forward your orders with a cheque made out to the Atlantic Canada Chapter of SDC to:
Bill Jarvis 125 Maple St., Moncton NB E1C 6A5



ACC Name Tags



Metal name tags are now available. They come with either a pin or magnetic clip - magnetic clips should not be worn by anyone who has a pace maker. The cost is \$17.95 plus tax for the clip model and \$19.95 plus tax for the magnetic model. The tags are in colour: gold background, our regular

colour logo and name in black text. To place orders or if you have any further questions please contact Jerry Germon at 506.856.7880 or jfgermon@rogers.com

ACC Patches, Pins & Decals



A.



B.



C.

A. Patches: 3-1/2", \$8

B. Decals: 3", \$5.00

C. 20th Anniversary Pins : 1-1/4", \$5

Electronic Photo Library of all the early ACC club prints on a thumb drive: \$10

Contact Graham Gagné at kg.works@xplornet.ca or

Atlantic Canada Chapter Classifieds

If you have a car or items of a Stude nature for sale or wanted, call Chuck Teuscher at 518.895.2904, or email to cteuscher@nycap.rr.com. Items will be listed for three issues of the Newsletter and circulated to other Chapter Newsletters across Canada and in the Northeast Zone. Please notify me when items are sold. **NEW or CHANGED ADS APPEAR IN ITALIC**

Cars for Sale

'Flock: '60 Studebaker 4dr, 6 auto, complete except front fenders and radiator \$300; '67 Pontiac Catalina 4dr, V-8, complete except engine heads parts car \$200; '51 Buick Dynaflo no drive train, parts car \$200; '77 Austin Marina 4dr, 4 cyl auto low mileage, great parts car or could be restored \$500. Also have 2 Nissan Micra's from the 90's, 91 Mazda B2600 4X4, 1 Concord, 81 AMC Spirit, '94 Chev 1/2 ton V-6 4X4 Contact me before the crusher takes them.
Roy Germon (902-565-5105 or rgermon@auracom.com)

*1916 Studebaker 4cyl. touring car for sale. If interested please **Contact David Killam** at 902.680.2038, davidk@xcountry.tv*

Parts



Parts: kg.works Studebaker Parts NOS and good used Studebaker parts is for sale. Price is \$7,000 for the complete inventory (can be moved in a 26' U-Haul truck)

or a selection of parts from some old dealer inventories. Parts are catalogued on the internet at www.kgworks.ca/studeparts. Email to grhm53@gmail.com or 902-758-1210.



Headlight dimmer switch 1547356 1960-66 car, all models & 1963-74 Avanti. Truck: 5E-8E 5, 6, 7, 10, 11, 12. \$10.00. Contact Brian (902) 835-4843 or bichappell@ns.sympatico.ca.

Parts

Complete disk brake setup removed from a '74 Avanti. They will fit all Larks, coupes and Hawks. Windshield, new, fits '63 Larks and '64-'66 wagons and convertibles. \$300. Contact Graham at kg.works@explornet.ca or 902-758-1210.

For Sale:

Head and manifold gasket sets for **1955 to 1964 Studebaker V-8s**, \$40
1963 Avanti R-engine set of 8 dished pistons, .040 over
 Contact Bill Snowdon
 415 Route 935, Wood Point NB E4L2J9
 Home (506) 364-7356
 Cell (506) 536-2993 ; wesnowdon@eastlink.ca

Wanted

1963-'64 Avanti in 'turn key' condition with no work needed. **Contact Alain Grondin** at gral67@hotmail.com.

Parts for a 1956 Studebaker Transtar 2 E Truck: Left and Right Hand Cab Doors for a 2R - 3R and E- 2E doors from a 1949 to a 1956 truck will fit, part # 653100 Right Hand Door # 653101 Left Hand Door. If you have or know someone who has one or both of these doors please call home phone number 506 382 4536, or cell at 506 545 5450.

Other

A complete set of Turning Wheels from the 70s to the early 00s. Excellent condition. Contact Albert at 902.830.2986. Located in Halifax, NS.

Atlantic Canada Chapter Classifieds

Available from Greg Blayney Estate – Contact Roger Pothier at 902-222-4588

1959 Hawk – complete, partially disassembled needs floor pans installed and refinishing. (This car appears to have been on the road in approximately 2009)



1962/63 Lark Convertible – mostly complete minus engine. Needs floor pans installed, door supports, restoration.



1950 Starlight Coupe – restoration in process. Body/paint complete. Needs completed and reassembled. Lots of new/re-chromed/restored parts. Newly rebuilt 289 and trans that appears as though it was intended to be retrofitted?



Also;

1957 Champion

1925 ER Standard6

1960 Lark Sedan

GT Hawk – rough / disassembled, although looks to be mostly there

Various bumpers requiring rechroming (Hawks / Larks)

Various good fenders for 59-63 larks. 62/63 nose and rear apron

Various used fenders / hoods for '50-51

Various good used fenders/hoods/trunk lids for hawks. (mostly pre-GT hawks)

50/51 parts cars (3)

Atlantic Canada Chapter Classifieds

4 Sale- Studebaker Hawks,\$8,500 (Yarmouth, NS).

I have 5 Hawks and many parts for sale as a package only. They are as follows:

1. 1957 Studebaker hawk for parts
2. 1957 Studebaker hawk for parts (has original flat head engine)
3. 1957 Studebaker hawk rebuildable (no engine) have registration in my name
4. 1960 Studebaker hawk rebuildable (no engine but have original engine parts and replacement 1962 rebuildable engine) have registration in my name
5. 1962 Studebaker GT hawk for parts.

Also, many parts: hood, trunk lid, rims, hubcaps, transmissions, supercharger, etc. Asking \$8500 for the entire package. Can deliver for the price of fuel. Will take trade for a camper (not tent trailer or hybrid trailers or fixer uppers)

Must sell as I have no place to store them. Please call Russell at 902-840-1955, PHONE CALLS ONLY, PLEASE. Thanks for looking at my ad.



Other Classifieds

If any of you have been looking high and low for the reproduction Halibrand wheels of the type that were a dealer-installed option on Studebakers in the 1963-64 timeframe, which were previously available from Real Rodders Wheels in CA, they are available again, at long last, after having been sold out and unavailable for at least 4 years.

If you wish to order, the wheels are \$369 each (\$1476 for a set of 4); a set of 4 matching reproduction Halibrand spinners is \$275. To order, call Pat O'Brien at Real Rodders Wheels, at 805-402-2212.

<http://realrodders.com/product-category/aluminum/halibrand/>

1964 Studebaker Avanti with 7K Miles Review and Test Drive Bill Auto Europa Naples

<https://www.youtube.com/watch?v=wT4EZIAGO8Y>



South Georgia Chapter

1957 Provincial 4 door station wagon 257 V8 automatic transmission complete restoration beautiful interior if interested call Perry James 912-399-5527



South Georgia Chapter

A member of the Chapter is hoping to sell his 1957 Studebaker two door for more info call Perry James (912) 399-5527.

Cross Canada & Zone Classifieds

The BULLET-TIN (June 2022)

The Hamilton Chapter Can Avanti Owners Assoc.



'64 Avanti: John Holtz: To all Studebaker Avanti enthusiasts, very nice 1964 Avanti for sale formerly owned by Ralph Hart then Lorne Hart. Car is in very good shape with a 289 Supercharged engine, originally R1 but converted to R2. Mileage to be confirmed but reads 10K. Paint and body excellent, engine runs fine but Powerglide transmission needs slight adjustment, upholstery excellent condition. Should need very little to pass safety. Not many 1964 Avantis made and very desirable. Price \$19,000 CDN or open to reasonable offers. Please contact John Holtz at 613-354-2039 or Cell 506-434-5264 for more info. Located near Napanee, ON.

Wanted: Hello: I am an octogenarian living in Niagara Ontario. I am considering what might be my last car to enjoy driving and have decided that I'd like to find an early Avanti with 4-speed, supercharger, in very good drivable condition. Please no projects". Paul has been driving collector cars for 60 years now and can be contacted at: pmonty10634@gmail.com.

Wanted: Norm McWaters in Belleville Ontario is a collector of Studebaker memorabilia looking for dealer calendars, brochures, parts books, manuals, dealer name tags, hood ornaments etc. He can be contacted at (613)968 4400.

Services: Soft trim including carpet sets, upholstery, headliners, and convertible tops for most Studebakers from 1930 through 1966. Fine leather upholstery is available for Avantis and GT Hawks. Please contact autointeriors@xplornet.com

The Studded Wheel Buffalo Chapter, MB

Services: If you are missing an important organ for restoring your Studebaker, the chances of Countryside Studebaker having that particular organ, are better than average. If they don't have it, Terry will know how to find it for you. So, give Terry Farmer a call at 204.866.3266.

The New Prairie Bulletin Saskatchewan Chapter

Parts: CHUCKS STUDE PARTS Large stock of parts from the 40's to the 60's. CAM OIL Dealer for B.C., 1 Contact: doug108@telus.net or Ph: 250-791-5505 or FAX: 250-791-5575.

Studepaper (November 2022) Foothills Chapter



1952 Studebaker Champion: Two door hardtop. Color: Sahara Sand with dark blue top. Trophy car, came in second place at 2016 Kamloops, BC Can-Am Zone Meet. Best Offer Phone Dave Abma @ 403-782-2296 AB.



'61 Studebaker Hawk: 289 factory 4 speed project car partly disassembled Alberta registered asking \$5500 may look at 53 54 coupe trades call 780-719-2407 Gary Hoven



'63 GT Hawk: Restored in Calgary in 1989 it has the 289 Stude engine and Auto tranny. PS, front disc PB and original AC (not installed but all parts are there) Delco Alternator, Edelbrock 650 carb and electronic ignition. 109,000 miles. Asking \$18,000. Contact Bill by text or call at 403/846-2996.

'61 Hawk: 289 factory 4 speed project car partly disassembled Alberta registered asking \$5500 may look at 53 54 coupe trades call Gary 780-719-2407.

Cross Canada & Zone Classifieds

Studebaker (November 2022) Foothills Chapter



1963 Studebaker GT Hawk: serial #63V29933. 289 V8 4-barrel WCFB carb. Engine completely rebuilt less than 10,000 miles ago. 4 Speed T10 transmission re-bearinged. Dana 44 rear end, 331 ratio non-TT. Tires are in good shape but old, chrome rims. Full instrumentation including tac and clock; everything in working condition. Seats, headliner, carpets, and other trim are in good shape. The car has Alberta registration. I have never registered it in B.C. as the body is in very rough condition. The car needs new kingpins. The rest of the mechanical is good. Front suspension has Duralon upper and lower bushings; the clutch pressure plate and disc were rebuilt, and it has a new throw-out bearing. The engine was completely rebuilt, new pistons .020 o/s, crank turned mains .010 and throws are .010. The heads had hardened seat and new valves, R1 camshaft was reground. Rebuilt water pump. Starter and alternator were gone though. The car has not had a lot of miles in the last 11 years. When the Alberta insurance ran out, I only used it a couple of times a year around the neighborhood. Located in 108 Mile Ranch, B.C. Call Chuck Douglas at 250-791-5505 or email doug108@telus.net. Asking \$6000.00 OBO.

Studebaker Collection: 1966 Daytona 2-door, V-8, auto. \$4,700 1960 Lark, 4-door, V-8, auto., new floors, \$4,500 1957 Silver Hawk, V-8, \$7,900 1950 Pickup, \$13,900 1947 Champion Starlight Coupe, \$8,900 All were runners when parked, most have been recently licensed. Interested? For photos, more info, contact Laird at Email: lairdr@telus.net phone, 250-306-4666

Parts: Recliner Bucket seats from 63 Studebaker GT c/w center mounting bracket, console, and new head rests (\$400). Preparation of seat and backrest frames is complete with rust removed, painted and new burlap on the frames. New foam for seats and back rest frames. Includes all new OEM parts (\$560) for reclining mechanism on both seats. Asking **\$450.00** OBO. Contact Peter by ph./text @ 403-846-7522 or e-mail pwdyck@telus.net

Rust to Riches (May 2023) Edmonton Chapter

1947 Studebaker Truck for Sale Model M 17

Low mileage on rebuilt motor	Flathead 6 cylinder	Hydraulic Hoist.
Rubber like new.	Rear pull out steps	Seat reupholstered
High/Low range.	Some paint peel on right side hood.	Requires rear brake cylinder seal

Driven once or twice a year in parades for different charity groups.

We have moved into Sherwood Park and don't have storage room anymore

\$10,500 OBO.

Nelson Modin, 780-914-0606



FOR SALE—

1952 Champion 2-door Starliner Hardtop

Colour: Sahara Sand with blue top

Appraised 10 years ago at \$22 000

Asking price today \$19 000 or best offer

Phone Dave Abma at 403-782-2296 (Lacombe, AB)

Email: mdabma@gmail.com



Cross Canada & Zone Classifieds

Packard Post (Sept 2023)

Coastal BC Chapter

4 Sale-1963 Lark-\$3500 (Huron Park, ON)- Runs and drives well. Six-cylinder engine freshly rebuilt. Automatic transmission. Call 519-581-5665 or 519-588-031



4 Sale-1956 Transtar \$49K (St. Hyacinthe, QC)- 259 V8, 3 speed, model 2E7 with matching number in excellent original condition. Only 52637 original miles, third owner. Call Olivier Lambert 450-252-0352



4 Sale- 1956 President-\$35K Canadian-(Quebec City,QC) full restoration, automatic, power steering, Coker tire, undercarriage powder coating, new interior, chrome, paint, molding, battery,carpet, etc. All gauges functional, electric wiper, Clock functional and Maple Leaf on dashboard,V8 289 engine,transmission rebuilt etc.number 6760 of 8507 production, Canadian car, very rare in this condition. I have problems with my health and selling the car. Call Claude 418-661-2439 or email c.thi@videotron.ca





Studebaker Drivers Club Atlantic Canada Chapter

Membership in Canada:

- Singles over 18, couples and families incl Children under 18 CDN\$25.00
- Between 12 and 18 who wish to have their own membership CDN\$5.00

Membership in US and Overseas

Dues depends on exchange rate and cost of mailing for the bi-monthly newsletter. Call the Treasurer & Membership person below for an estimate.

To join the ACC complete the application, send with cheque or money order (made out to the Atlantic Canada Chapter/SDC) to:

Shelley Zwicker, Treasurer & Membership ACC
PO Box 573 Bridgewater, NS, B4V 2X6 902-688-1928

Name _____ Spouse _____

Street _____ City _____

Prov _____ Postal Code _____

Phone _____ Call _____

Email _____

Membership renewals are due January 1st each year

Studebaker & Other Collector Cars

Please list your Studebakers and other collector cars on a separate sheet and send it in with your application. For each car list year, model, body style and condition code (S for show, D for Driver, R for restorable or P for parts car)

The SDC Charter states that each member of the Atlantic Canada chapter must belong to the International Club. The right half of this page can be completed, detached and used for that purpose.



Studebaker Drivers Club Inc.

Membership in Canada

- New Members periodical class mail (1st year only). US\$46.00
- Regular Member renewal periodical class mail US\$52.00 - 3yr \$144, 5yr \$236
- Regular Member renewal first class mail US\$66.00 - 3yr \$186, 5yr \$306

Other SDC Items

- Donation to SDC Museum Fund \$ _____
 - Donation to SDC Restoration Fund \$ _____
 - Donation to Studebaker National Foundation (Tax Ded. in US)..... \$ _____
 - Donation to National Museum Endowment Fund (Tax Ded. In US) \$ _____
 - 2010-2011 SDC Roster US\$12.90 (\$8 + \$4.90 shipping in US) \$ _____
 - US\$8.00 - SDC Membership pin (10,15,20,25,30,35 - specify year) .. \$ _____
- TOTAL AMOUNT ENCLOSED US\$ _____

Complete application below and send with cheque or money order in US funds to:

The Studebaker Drivers Club Inc.
P.O. Box 1715, Maple Grove MN 55311-7615
Or use Visa or MasterCard and call 763-420-7829 or Fax 763-420-7849

Email sdc@cornerstonereg.com for more information

Call or write with change of address. Give 2 months notice.

Name _____ Spouse _____ Birth Date _____

Street _____ State _____ Zip/PC _____

City _____ Email _____

Phone _____

If new member, source of referral _____

If renewal, month due _____ Member # _____

Please list your Studebakers, including year, model, body style & serial # on a separate page.