



StudeNews



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2024 Chapter Dues
Dues can be paid at AGM or mailed to Shelley Zwicker @ PO Box 573 Bridgewater, NS B4V2X6 or eTrans to either Shelley.zwicker@gmail.com or atlanticchapter.sdc@gmail.com

Contributors in this Issue

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Peter Yuen	Ken Zwicker
Graham Gagne	Faye Germon
David Killam	Andrew Beckman
	Graham Gagne
	David Killam
	Brian Chappell
	Turning Wheels

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 a membership application for the ACC. Membership application for SDC is found on page 8. Membership in the international club is a requirement for Chapter members.

**Contact: Studebaker Drivers Club
Atlantic Canada Chapter
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Editor's Tailpipe



2024 Chapter Events

The Executive Board of the ACC had its annual planning meeting on January 20th. The list of events, starting with the Annual General Meeting in just a few weeks, can be found on page 15. Mark your calendars and try to attend as many events as possible during 2024. The summer car shows around Atlantic Canada are a wonderful opportunity to display our Studebakers and meet other car enthusiasts.

Road Side Finds

I am always on the lookout for Studebakers and most times they are in places that I least expect to find them. For example, last summer I was on a trip to Newport Rhode Island and just dropped off the group at The Breakers, a Gilded Age mansion once owned by Cornelius Vanderbilt. After parking the bus, I crossed the street to walk the

grounds. In the crosswalk I looked down the street and to my surprise there was a 1924 Studebaker. The car is used to give guided tours of the Newport area and is operated by Mr. Ken Hudson owner of the Newport Classic Car Company.

ACD Museum

This newsletter contains the second installment of my visit to the ACD Museum. The Duesenberg Model H aircraft engine on page 11 should be of interest to the reader. The Duesenberg Model A engine, modified for racing, shown on page 12 coincides with the history of Studebaker's involvement in the Indy 500. In the January and February 2024 issues of Turning Wheels, Andrew Beckman writes about this history and the recently acquired #34 Studebaker Special (pictured below right) by the Studebaker National Museum.



Atlantic Canada Chapter of the Studebaker Drivers Club Minutes From the Executive Meeting January 20, 2024 From Secretary Ken Zwicker



- 1. Call to Order and Attendance:** by David Killam at 10:05 am. Also in attendance were Graham Gagne, Faye Germon, Bill Jarvis, Rick Sanderson, Chuck Teuscher, Ken & Shelley Zwicker. Regrets: Roy Germon.
- 2. Approval of the Agenda**

Ken suggested the approval of the January 21, 2023 Executive meeting be removed from the agenda because they were previously approved. Agreed.
- 3. Minutes of Last Executive Meeting (November 24, 2023):**

Adoption of Minutes as distributed moved by Ken, seconded by Faye. Carried.
- 4. Unfinished business:**

Bill will resend the full version of the Chapter Bylaws to the Executive for approval by the membership at the AGM
Ken noted only a few ACC members have joined Groupworks. He encouraged members to join and participate.
Chuck reported that he called Peter Cristello twice regarding a possible presentation but hasn't received a response. He has also found there is no mention of the Studebaker Heritage project on the SDC website. Ken moved that we take no further action until or unless Peter contacts us. Seconded by Graham. Carried.
- 5. Treasurer & Membership Reports:**

Financial: **Financial Details for Membership Only**

Membership: Faye reported 53 members with 17 paid so far this year. We expect most will pay at the AGM. The remaining unpaid members will be contacted after the AGM.
Approval of annual member renewals: Moved by Shelley, seconded by Graham that memberships be renewed to the Maritime Motorsports Hall of Fame and the NAACC, the Studebaker National Museum Ace truck sponsorship, and that we sponsor a trophy for the 2024 International Meet and the 2024 Northeast Zone meet. Carried.
- 6. Committee Reports:**

Telephone tree: Roy sent his regrets due to sudden illness. David noted that the Tree seems to be working well.

StudeNews: Chuck reported that a dues reminder will be on the front page of the next issue. Faye will send along a note requesting any updated roster information for StudeNews. Chuck will be highlighting that SDC now has a new application form for membership and info regarding the new digital version of Turning Wheels. He suggests the ACC application should be updated. He thanked David for recent articles. Ads are still time-consuming. The next issue might be a week or so late because of other time commitments. Chuck moved that his report be accepted. Seconded by Graham. Carried. David added his encouragement for members to submit brief articles about their Studebakers and related activities.

Atlantic Canada Chapter of the Studebaker Drivers Club Minutes From the Executive Meeting January 20, 2024 From Secretary Ken Zwicker



6. Committee Reports (con't)

- c. **Executive Nominations for 2024:** All incumbents advised Bill during the meeting that they will accept renomination except for the NB Rep for whom he has yet to find a replacement. Bill will check with Tom and Derek as they was not present.

7. Regional Director Report

- a. Bill reported that Turning Wheels is now available in a digital format which he feels is a result of our Chapter's request. He also referenced page 19 of the current edition of Turning Wheels that announced SDC dues are increasing, primarily because of the cost of Turning Wheels. Discussion followed regarding dissatisfaction with the digital TW being available for only three years on-line. Although older editions can apparently be purchased on a USB drive, Ken felt that would mean paying for the editions twice. It is hoped that a better solution will be found within the three-year period.

8. New Business:

- a. **AGM: Scheduled for February 24, 2024, 1 pm.** Bill reported that reservations have been made at the Five Bridges in Riverview, NB. Ron expects to be available to act as auctioneer. Graham reported that Fred Isenor has donated his collection of TW for the auction. David suggested email and Telephone Tree reminders of the meeting.
- b. **2024 Meeting and Event schedule:** Graham presented a proposed schedule. The Summer picnic date was amended to July 13, 2024. Graham suggested we offer show 'n shine dates for each of the Maritime provinces so members would have shorter distances to travel. It was agreed that we leave the NS show 'n shine event to Rick to choose and advise. In the absence of a NB Rep, the NB directors will decide their choice, currently leaning towards the show 'n shine at Sackville, NB. Acceptance of the scheduled with the summer picnic date amendment was moved by Ken, seconded by Faye. Carried.
- c. **On-line Turning Wheels:** this agenda item was discussed previously during the Regional Director's Report.
- d. **New email address for etransfers:** Shelley reported that she has set up a new email address to coordinated with the Credit Union so annual dues and donations can be auto-deposited. The address is atlanticchapter.sdc@gmail.com. She will receive notifications when deposits are made and she will then advise Faye the names of members who have renewed or joined. Unfortunately, the auto-deposits will only work within Canada. Discussion regarding possible PayPal deposits from our US members. Faye moved that the Executive approve the new process, seconded by Bill. Carried. Shelley will send a note to Chuck for StudeNews so our members are aware of the new process.

9. Adjournment: Motion to adjourn by Shelley at 11:59 am.

Respectfully submitted:

A handwritten signature in blue ink, appearing to be 'Ken Zwicker', written over a horizontal line.

Ken Zwicker, Secretary

SDC Regional Manager Report

From Bill Jarvis



A proposal which originated with the Atlantic Canada Chapter S.D.C. has been adopted by the S.D.C. Board of Directors.

Starting on January 2, 2024, "Turning Wheels" is now available on line. This makes the magazine available to members in our part of the world a couple of weeks earlier than the copies sent by mail.

A big advantage for members who choose to receive only the digital version and who no longer receive the paper copy is that S.D.C.'s annual dues drop to US\$29.00 per year.

Each issue of "Turning Wheels" will be available on-line for 3 years. At present, the company which supplies the on-line service to S.D.C. does not provide a longer time period. The on-line copy cannot be downloaded by members, however articles can be printed from the site. Some members of our Chapter have strongly urged S.D.C. to make the electronic version of the magazine available permanently.

S.D.C. has no plans to discontinue the excellent printed version of "Turning Wheels" which we now receive. It is entirely your choice whether you receive the printed copy, the on-line copy, or both. For members receiving the printed version, there is no extra charge to receive the magazine on-line also. Full details on receiving the digital "Turning Wheels" appear on page 31 of the January 2024 issue.

On another topic, rising costs have forced S.D.C. to raise membership dues effective February 1, 2024. This applies only to members receiving the paper version of "Turning Wheels". As shown on page 19 of the January 2024 issue of "Turning Wheels", the actual cost to S.D.C. of serving a member outside the United States has risen by US\$11.44 per year since dues were last adjusted. The cost of postage alone has increased by US\$5.82. Dues for Canadian members have increased by US\$11.00 to US\$63.00.

I know from information I received the last time dues were increased that the amount charged to Canadian members is barely adequate to cover costs. The Board of Directors of S.D.C. is well aware that the exchange rate on money makes membership more expensive for us.

The new dues structure for Canadian and other international members is: (U.S. funds)

For members receiving "Turning Wheels" magazines:

New members, **first year only:** \$55.00

Membership renewal, regular mail: 1 year \$63.00; 3 years \$183.00; 5 years \$305.00

Membership renewal, first class mail: 1 year \$76.00; 3 years \$222.00; 5 years \$370.00

For all members receiving "Turning Wheels" digital version only:

1 year \$29.00; 3 years \$87.00; 5 years \$145.00

For all members not receiving either version of "Turning Wheels":

1 year \$15.00; 3 years \$45.00; 5 years \$75.00

The simplest and easiest way to pay your S.D.C. dues is to telephone Cornerstone Registration at (763) 420-7829, and pay with MasterCard or Visa. Their office is open from 11:00 a.m. to 7:00 p.m.

Atlantic time.

Membership Report & Treasurer Report

From Faye Germon From Shelley Zwicker

Membership Report

As of December 31, 2023 the ACC has

53 paid members

We are in the process of preparing an up to date roster for the Club and if there are any changes in vehicles, emails or phone numbers please forward them as soon as possible to Faye Germon at jfgermon@rogers.com. We hope to have the roster out by March 1st.

Treasurer Report

Financial Details for membership only



SDC News

New Membership Application Form



An Explanation of the Digital Membership From SDC Webmaster Mark Wheeler

When the SDC Board decided to make Turning Wheels available on-line, there were some conditions stipulated:

1. It could not be downloadable and shared. This eliminated the possibility of using a PDF file.
2. It had to be accessible on multiple devices (PC, Mac, tablet, smartphone).
3. Only active SDC members in good standing should have access to the magazines.
4. A new "digital membership" option should be available to those who only want to view the magazine on-line (no physical magazine delivery).

Because of these conditions, I am using a third-party service to present the magazine in a digital format. I have used this service for many years for my other clients. However, this service comes as a cost to the SDC. This cost is based on the number of publications hosted on their service. Obviously, the more publications hosted, the more expensive it becomes. In fact, it becomes exponentially expensive, not geometrically expensive. To keep the cost reasonable, it was decided that only 3 years of Turning Wheels magazines would be made available. For those that want digital versions of past magazines, the SDC offers a "Digital Library" available on a flash drive. The flash drive contains Turning Wheels magazines from 1963 - 2023. The magazines are presented in a PDF format on the flash drive. The Digital Library can be purchased for \$99.00 US.

Membership Application	1	3	5
Memberships are for 1 year and include 12 issues of <i>Turning Wheels</i> ®. You can now join/renew for up to 5 years.			
Membership in US	year	years	years
Regular Members w/periodicals:		Total	Total
<input type="checkbox"/> New Members 1st year only	\$37	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$46	\$132	\$220
<input type="checkbox"/> Regular Member renewal w/1st class mail	\$73	\$213	\$355
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old)	\$37	\$111	\$185
<input type="checkbox"/> SDC Membership WITHOUT <i>Turning Wheels</i>	\$15	\$45	\$75
<input type="checkbox"/> <i>Turning Wheels</i> subscription WITHOUT SDC membership (Libraries, etc.)	\$37	\$111	\$185
Membership in Canada			
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$63	\$183	\$305
<input type="checkbox"/> Regular Member renewal w/1st class mail	\$76	\$222	\$370
Overseas Membership			
Overseas Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$55	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail..	\$63	\$183	\$305
<input type="checkbox"/> Overseas Member renewal w/1st class mail	\$76	\$222	\$370
Worldwide			
<input type="checkbox"/> SDC Membership & Digital <i>Turning Wheels</i>	\$29	\$87	\$145
Other SDC Items			
<input type="checkbox"/> Donation to SDC Museum Fund	\$		
<input type="checkbox"/> Donation to SDC Restoration Fund.....	\$		
<input type="checkbox"/> Donation to BOB PALMA National Museum Internship* ...	\$		
<input type="checkbox"/> Donation to National Museum Endowment Fund*	\$		
<input type="checkbox"/> Donation to Studebaker National Foundation*	\$		
(*Tax deductible donation)			
<input type="checkbox"/> Membership Pin - (specify year-pin) Prices on p.17			
(10,15,20,25,30,35,40,45,50 yrs) ___years # of pins (1or2)___			\$
TOTAL AMOUNT ENCLOSED:			\$

To join SDC, complete the application, send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use **VISA** or **Master Card**, call 763-420-7829, or
Fax 763-420-7849 or **Email: sdc@cornerstonereg.com** for information. Or visit: www.studebakerdriversclub.com
Call or write with change of address.

- **DO NOT** send ads with your membership;
- **ALL** members of local SDC chapters must also be national SDC members.

Name (first) _____ (last) _____
 Spouse _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____ Birth date: _____
 E-mail: _____

VISA Card # _____
 MasterCard Expiration _____
 Discover Signature _____

If new member, source of referral: _____
 If renewal, month due: _____
 Member # _____

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

ACC Member Happenings

Congratulations to Bill Jarvis, his photograph of Brain and Norma Chappell's 1975 Avanti at the Cape Bear Lighthouse was a full page feature in the February 2024 issue of Turning Wheels.

David Killam writes:

In late September on a beautiful fall day, we took our Non-Studebaker and drove to Cape Breton Nova Scotia to visit George and Monica Goodall. The Goodall's have a beautiful 1931 Studebaker Dictator which George and a friend restored several years ago. George had contacted me earlier in the summer when he saw an article about my car, also a '31 Dictator.

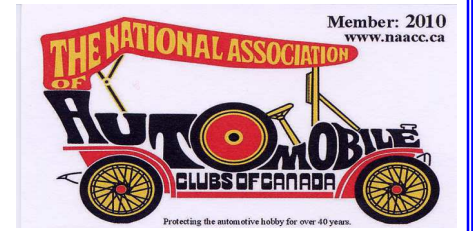
In Studebaker's early years the company didn't have annual up-dates, but instead they had what they called 'running changes'. Both of our cars are Canadian built but with a few differences. The main difference is in the hood and radiator shell. Sometime in mid-year they switched to the Commander parts, probably to cut production costs. My car, according to the serial number, was built near the end of 1931. George's car had an earlier production date. The other difference is that my car is the 'Regal' which means side mount spares, wire wheels and a trunk rack plus some interior differences. George's car also has the dashboard medallions and an original tail light, both missing on my car. Mechanically the cars are identical with the original flathead straight eight engine and cable operated brakes. It was very nice to find another '31 and near enough to be able to go see it. I'm hoping to take my car to Cape Breton next summer and get some pictures with the two cars together.

George and Monica are great people and treated us like old friends. We thoroughly enjoyed our visit and their wonderful hospitality.



George Goodall in his 1931 Dictator

National Association of Automobile Clubs of Canada



Special Report #114--Ethanol Fuel and Collector Cars Update 2023

John Carlson, President, and CEO of the National Association of Automobile Clubs of Canada writes:

“A Canada wide survey done by the (NAACC) National Association of Automobile Clubs of Canada, suggests that most collector vehicles are driven less than 800 miles per year or 1,300 Km.” 2014 and 2015 the NAACC commented in Report #88 and AGAIN IN Report #92 about the use of Ethanol Fuel. As of November of 2023, the NAACC’s position has not changed. www.naacc.ca

The NAACC suggests that Ethanol fuel is the kiss of death for ‘Collector’ vehicles unless major changes are made to carburation, fuel lines, fuel tanks etc. As of September 2023, the NAACC has been working to persuade the Canadian Government to allow the continued use of ethanol free gasoline for collector vehicles. Unfortunately, in 2022 the Canadian Federal Government Mandated Ethanol be used in all gasoline in Canada, and the percentages of Ethanol varies with grade of fuel.

The National Association of Automobile Clubs of Canada asks that you contact your Federal Member of Parliament and ask that fuel companies be allowed to offer at least one grade of Ethanol free fuel. Our suggestion would be a 91 or higher-octane level.

Credit for encouraging the Federal Government to allow continued use of non-ethanol fuel for collector car owners in Canada should also be passed along to the NAACC and many car clubs across Canada as they have been on the forefront of this concern since before 2014.

The NAACC suggests that you use www.Pure-Gas.org to locate ethanol free fuel, availability in Canada.

In the fall of 2023, the NAACC started discussions with the Canadian Federal Government to allow a higher grade of Ethanol free fuel to be offered to the Canadian public.

The NAACC urges you to contact your Federal Member of Parliament in writing or e-mail., about the effect of not having available a non-ethanol premium fuel on the Collector Car Hobby

More detail information regarding this Report # 114 can be found on the (naacc.org) website.

Please sign this petition and forward it to as many collector vehicle enthusiasts and car clubs as you can.

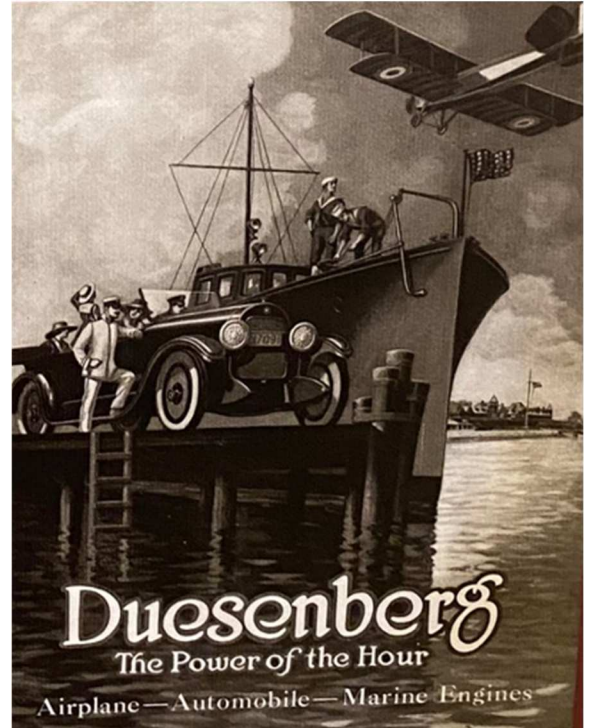
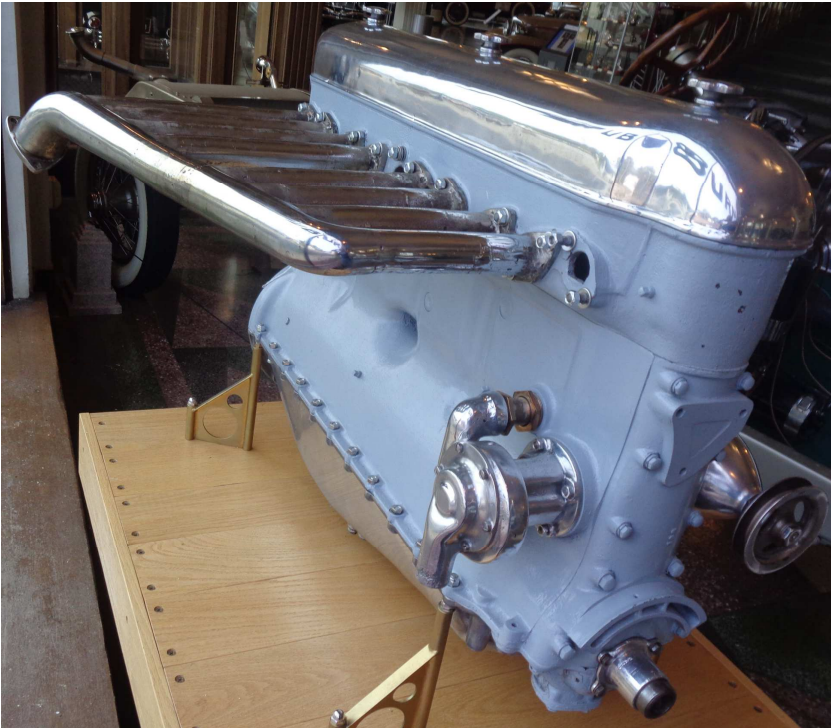
The petition is now ‘live’ and ready for your signature. <https://www.ourcommons.ca/petitions/en/Petition/Sign/e-4735>

Auburn Cord Duesenberg Museum

During World War 1, Duesenberg Motors Company was awarded a contract to develop an aircraft engine that would ultimately be the largest and most powerful of its time, the Model H. The engine incorporated several unique features, such as its valve train arrangement. The 3 valves per cylinder were operated by rocker arms located in the valley between the cylinder banks. There was a single intake valve located over a pair of exhaust valves for each of the 16 cylinders. The ingenious layout allowed the incoming air to cool the exhaust valves while the exhaust valves heated the incoming air for better combustion. The cylinder heads were constructed of multiple stamped steel pieces forming the head and water jackets with a forged cylinder barrel to contain the piston. The whole assembly was welded into one piece. Even with the weight of 1,500 pounds, it was one of the most efficient aviation engine of its time with a power to weight ratio of less than 2 pounds per horsepower. Because of its size, the Model H did not fit to any existing aircraft nor was one ever built.



Auburn Cord Duesenberg Museum



In an attempt to reduce cost of building a racecar during the depression, The Indianapolis Motor Speedway officials changed the rules for the 1930 race so the semi-stock machines would have a reasonably good chance of competing against the purpose-built racecars. Engines up to 366 cubic-inches with two valves per cylinder were allowed. Both Wikipedia and the ACD Museum refer to rule change concerning engines as the “junkyard” formula, while Andrew Beckman calls it the “junk” formula. The rule was designed to get more car manufacturers involved in racing and to break the monopoly of Duesenberg and Miller seen in the 1920’s.

The new rule allowed a wide variety of power plants. For example, in the 1929 Indy 500 31 out of the 33 qualifying racecars were powered by either Duesenberg or Miller racing engines. In 1930, the racecars were powered by a dozen different engines including stock motors from Buick, Chrysler, Ford, Lycoming, Stutz and Studebaker. In 1931, the Cummings Diesel Special completed the entire 500 miles without a pit stop and was the first Indy racecar powered by a diesel engine.

The Duesenberg Model A engine shown above is a modified racing engine. It features a dual carburetor setup and an exhaust header. The stock straight-eight engine produced 100 horsepower at 3,000 rpm and had a displacement of 260 cubic-inches.

Studebaker Car Care and Tech Tips

By Peter Yuen

Friction to a car is not unlike medicine to us when we need it. Like medicine, friction has side effects. There is one big difference though. We use medicine only when we need it but for a car, in order to operate and drive it, it requires friction.

There are times that we need friction when operating a car and then there are functions of a car in which we try, as much as we can, to reduce the amount of friction. For this, bearings and lubrication are used.

There are 2 reasons that a bearing reduces friction. -1- It reduces the area of contact and, 2 – It rolls. It is noted that bearings are durable, only if they are properly lubricated. Without proper lubrication, friction will cause the bearings to be destroyed by heat and the ensuing galling because of the heat. Galling is when the metal from 2 different sources bond to each other. If there is galling in any of the wheel bearings of a car, it can still be driven until the wheels eventually lock up or it sets the car on fire due to the heat.

On a standard, manual gear shift car, it is the friction of the clutch disc and the flywheel that allows the car to be propelled when the engine and the drive line are connected by engagement of the clutch. However, on an automatic drive car, it is the transmission fluid being pumped that drives the car.

After the wheels of a car are set in motion, it will not go anywhere without friction of the tires on the road. Then, to stop the car, it is with the use of the brakes. On drum brakes, it is the friction of the brake shoes against the drum and on disc brake equipped cars, it is the brake pads rubbing against the brake rotor. There are several factors involved when we are trying to stop a car by braking and we really do not think about it. These factors include the road conditions, the effectiveness of the car's brake system and then, how much friction can the tires provide. Further, it is up to the driver to determine just how much pressure to apply to the brake pedal to control the amount of friction of the braking system.

On cars without power-steering, gears in the steering box are used to increase friction. Without the gears, there would be a couple of shafts rubbing against each other. Not much enough friction to steer the car with.

With friction comes wear, even with lubrication. Gears, bearings brake shoes and pads, brake drums and rotors do wear. Engine parts such as bearings, camshaft, pistons and the cylinder of the engine block. The upholstery gets worn due to friction also by car's occupants' movement on the seats. Without friction, the occupants in a car would slide off the seats when the car has the brakes applied. With this in mind, **do not use ArmourAll on the plastic or leather seat upholstery.** It reduces the friction between the occupant and the seat.

For cars without power windows, the lubrication of the gears that lift and lower the windows are out of sight and out of mind, still, they need to be lubricated from time to time. It is a time consuming job but it should be lubricated to reduce the wear on them.

Restoration & Repair By Graham Gagne



I have cleaned up and painted a set of bucket seats from a GT Hawk.

The upholstery shop can't take them on 'till next winter - nothing unusual about that. I will also send along a console and the existing rear seat from the Commander to be upholstered. The Studie's original interior is in a dark teal color.

I hope to have the seats done in a lighter teal with fabric in the seating positions and dark teal piping using the old vinyl from the seat backs and the bottom surrounds.

Meanwhile the Studie is up on jack stands for the winter. Oil, filter and greasing has been done so it is all ready for spring. If I get some time this winter I'll start restoring the doors - clean and lube the regulators, new window felt runs and removal of the lower trim and filling the holes left behind. Always lots to do on the old cars and winter is a great time to get stuff done.



Future ACC Events Schedule

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



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.

APRIL 20, 2024 (Saturday) ACC EXEC MEETING by Zoom

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

APRIL 27, 2024 (Sunday) ACC SPRING MEETING in NS

Contact: Rick Sanderson 902-719-7202 or
rick.sanderson@hotmail.ca.
Location: TBA

June 15, 2024 (Saturday) ACC EXEC MEETING by Zoom

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

July 13, 2024 (Saturday) ACC SUMMER PICNIC & MTG, in PEI

Contact: Derek Bugden 902-892-0228 (H)
or 902-393-9104 (C)

Location:
Details: TBA

Summer 2024 Car shows:

Truckology, Amherst early June
Sackville, NB end June
Pictou, New Glasgow Mid June
Lupin Fair, Port Elgin NB early July
River Herbert, NS mid July
Cross roads, Pugwash (July 22 in 2023)
Fundy shore, Parrsboro, NS End July
Memramcook, NB early August
Wentworth car show, NS mid August
Tatamagouche, NS August

SEPT 7, 2024 (Saturday) ACC EXEC MEETING, By Zoom

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

SEPTEMBER 14, 2024 (Saturday) IDYSD, in NB?

Contact:
Location:
Details: TBA

October 26, 2024 (Saturday) ACC EXEC MEETING, By Zoom

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

NOVEMBER 3, 2024 (Sunday) FALL MEETING, IN NB

Contact:
Location: Five Bridges?

Studebaker & Other Events

2024 Great Race Route

June 22-30, 2024
Owensboro, KY to Gardiner, ME



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 Dynaflow 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)



1963 Studebaker Daytona 2 door HT..259 V8, 4 speed transmission, has a dual master cylinder, good brakes, larger newer style wheels Mike McCurdy is asking \$11,500 or OBO. The car is located in Nova Scotia in the Musquodlibit Valley.

Parts



Parts: kg.works Studebaker Parts NOS and good used Studebaker parts is for sale. Price is \$5,000 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.

Parts

Complete disk brake setup removed from a '74 Avanti - **FREE**. It will fit all Larks, coupes and Hawks. Windshield, new, fits '63 Larks and '64-'66 wagons and convertibles. \$100. 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

Baby Blue for Sale

Baby Blue is almost exactly the way I inherited it from Graham Gagne Only additional work was to wire brush and clean the trunk and seal it with 2 coats of paintable black undercoating. Also have some parts that I inherited from Graham — 54 grill, am radios, trim at roof edge above windows, and includes factory manufacturing manual and purchaser's handbook. If interested contact Dale Poel by email at heeresdale@gmail.com or by phone at 902.209.3195



- *Made in Canada at Studebaker Hamilton plant with a Maple Leaf on the glove box door
- *Original 85hp 170ci engine replaced with identical looking 1957 185 ci 6 cylinder with about 130 hp
- *3 speed standard with Borg-Warner Overdrive — cruising speed is 65 mph at 2500 rpm
- *Studebaker colours — Vienna Blue with Snowcap White (have left overs and mix formulas for both)
- *Front coils — complete front end restoration w/ updated larger sway bar, rear leaf springs, power steering
- Options: Regal interior, clock and windshield wipers still on 6 volts
- *Upgrades: 1959 high compression head (shaved further for 9 to 1+ compression), converted to 12 volt negative ground, mild ISKY street cam, Mallory electronic distributor w high energy coil, OFFEN-HOUSER dual intake with two Carter WE 2417s carbs and split exhaust manifold, newer 11' drum brakes in front, Turner dual M/C conversion, full flow remote oil filter, seat belts, 53 grille bars and Chrysler 15" X 6" wheels



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

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



Cross Canada & Zone Classifieds

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





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 _____ Cell _____
 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.