

## **EARLY FORD V8 CLUB #109**

[www.Earlyfordv8victoria.com](http://www.Earlyfordv8victoria.com)

P.O. Box 53517 Broadmead RPO

Victoria, B.C. V8X 5K2

# **March 2015 Newsletter**





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***PLEASE INSURE YOU HAVE PAID YOUR 2015 CLUB DUES. WE ALL NEED AND VALUE YOUR CONTINUED SUPPORT!***





## The Executive Crew

<b>POSITION</b>	<b>NAME</b>	<b>TELEPHONE</b>	<b>EMAIL</b>
President	Vic Nordstrom	250 652 5631	vicalice@shaw.ca
V President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca
Treasurer	Jim Jennings	250 477 5594	Jennings@telus.net
Secretary	Gary Nordstrom	250 652 4865	<a href="mailto:gnordstrom@shaw.ca">gnordstrom@shaw.ca</a>
	Fraser Kaye	250 593 0122	<a href="mailto:jfraserk@shaw.ca">jfraserk@shaw.ca</a>
Directors	Dennis Mounce	250 478 6440	d&bmounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca





## EARLY FORD V8 CLUB R.G. #109

Victoria, British Columbia

**Meeting Minutes    March 10th, 2015    Recording Secretary – Fraser Kaye.**

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**Members in attendance:** Vic Nordstrom, Jim Jennings, Chris Chown, Robert and Donna Bata, Lauri Stevens, Jack Stidson, Murray Anderson, Bob Mortimer, Reg Ash, Dave Wallace, Louise Smith, Steve Gordon, Anna Meyer, Steve Butler, Gary Clark, Bob Liggett, Bob Cox and Fraser Kaye.

The meeting was called to order at 7:35PM by Vic. There were no new members or visitors.

Vic welcomed everyone to the meeting.

**Committee Reports:**

Bob Cox talked about the Membership numbers being down from last year. The phone committee will call all past members and remind them about paying their dues. Bob puts the Club Roster out in March and it only includes those that have a paid membership.

I ask for some ideas about a 35<sup>th</sup> anniversary Show and Shine tee-shirt and Bob Cox offered his help, thanks Bob.

The Minutes were moved for acceptance by Murray and seconded by Chris and was carried.

Jim Jennings gave a positive accounting of last month's business. Reg Ash motioned for acceptance and Bob Liggett seconded and was carried.

Show & Shine update was given by Lauri; they have come with a way of saving some money on the watering of the roads. It involves a low tech tank and a pick-up truck and some plumbing. Vic and Jim have been looking into ways of streamlining the spending during the show.

Gary Clark has been working on a tour of Bob Payton's...Place and will give us more details when he has them. Gary went on to tell us that a Poker Run will be held on May 9<sup>th</sup> or 10<sup>th</sup>. The plan is to visit several seniors homes and have a rolling car show for the residents. Gary indicated that he will need prizes for the Best Poker Hands. He will supply us with more details as he has them.

Vic thanked Gary for his efforts regarding the foundry tour. I think everyone enjoyed it, I sure did.

The next regular meeting will be Tuesday April 14<sup>th</sup> at 7:30 pm at the Well.



Vic is hosting a gathering at his house on March 22 at 1:00PM to welcome a member of the Ontario EFV8 club #149. It sounds like the ladies are heading to Butchart Gardens for a tour. Bring your car or truck for a bit of fun.

Jim Jennings talked about insurance and the club. Jim proposing that the club joins with another club to share the costs. Anna moved to accept and Murray seconded.

May 30<sup>th</sup> will be the club's BBQ, it will start at two and run until seven. The burgers will be provided by the club and salads and desserts will come with the rest of us.

Vic asked Steve Butler to look after the Christmas party this year and he accepted the roll.

Jim Jennings is looking for a small amount of lye he uses it in a parts washer. If you have some and want to share it with Jim give him a call.

Bob Mortimer is selling an almost unused club coat. It's a 38 size and has no name on it.

Motion to adjourn by Bob Mortimer at 8:20 pm and carried.

**Minutes approved by: Vic Nordstrom, President EFV8 R.G. #109.**

**Recorded by: Fraser Kaye Secretary EFV8 R.G. #109.**



## **2015 CLUB AGENDA / SCHEDULE.**

**EARLY FORD V8 CLUB  
VANCOUVER ISLAND REGIONAL GROUP #109  
C/O Vic Nordstrom, President  
Home phone 250-652-5631 Cell 250-589-5631 email. [vicalice@shaw.ca](mailto:vicalice@shaw.ca)**

**Next Meeting is: April 14th, 7:30PM.**



### **ACTIVITY AGENDA – May & June.**

**May 30<sup>th</sup>. Annual BBQ, will be at The Well**

**June 9<sup>th</sup> regular meeting at the Artifacts. No BBQ.**

***July 19<sup>th</sup> is the 35<sup>th</sup> Annual Ford & Friends Show and Shine.***



## MEMBER PROFILE

# MURRAY ANDERSON



The Murray Anderson story is very much a family affair, with his perfect 1953 F-100 pickup proving to be an impeccable lynchpin. The 53 started life with Murray's Great Uncle, Reg Shank, when it was the shop truck for Brooklands Motorcycle Sales & Service right here in Victoria. It was purchased new for \$1,600. from National

Motors in Victoria, then sold and repurchased in 1954 when the second owner couldn't make the payments. Murray is the third owner of the truck.

The F-100 is Murray's first major rebuild and started with his uncle Reg in the late 1980<sup>s</sup>. Murray took over the project when his uncle was no longer capable and completed it in 2001, just in time for the Fords & Friends Picnic. The restoration work on the 53 is a great example of striving for and achieving excellence. Considerable effort has been made in perfecting details and sticking to specifications. The end result is truly brilliant, evidenced by winning multiple awards at various car shows. Murray is quick to tell you that he had lots of help from several friends and enthusiasts including Richard at the Old Car Centre in Langley (a F&F sponsor), Terry Steinburg up at Cobble Hill and Sid Moorehouse.

Murray is also an avid Harley Davidson enthusiast, which is probably due to the influence from his uncle who founded Brooklands Motorcycle Sales in 1913. Brooklands was the original HD dealership in Victoria and Uncle Reg was a founding member of the Victoria Motorcycle Club in 1927. Murray has inherited his uncles 1948 HD which is all original and runs perfectly. There are no plans to restore the 48 as it is perfect just like it is, including a few cuts and dents left over from the "trick riding" Uncle Reg did in downtown Victoria.

A possible next project for Murray is a 1948 Chevy Fleetmaster that currently resides up island. Murray is entertaining this because the Chevy is the same colour as the 48 Harley and coincidentally was owned by his uncle at one time. Naturally Murray thinks it will be a great day when he owns the 53 F-100, the 48 Harley WL and the 48 Fleetmaster. Seems like just the right thing to "complete the set".

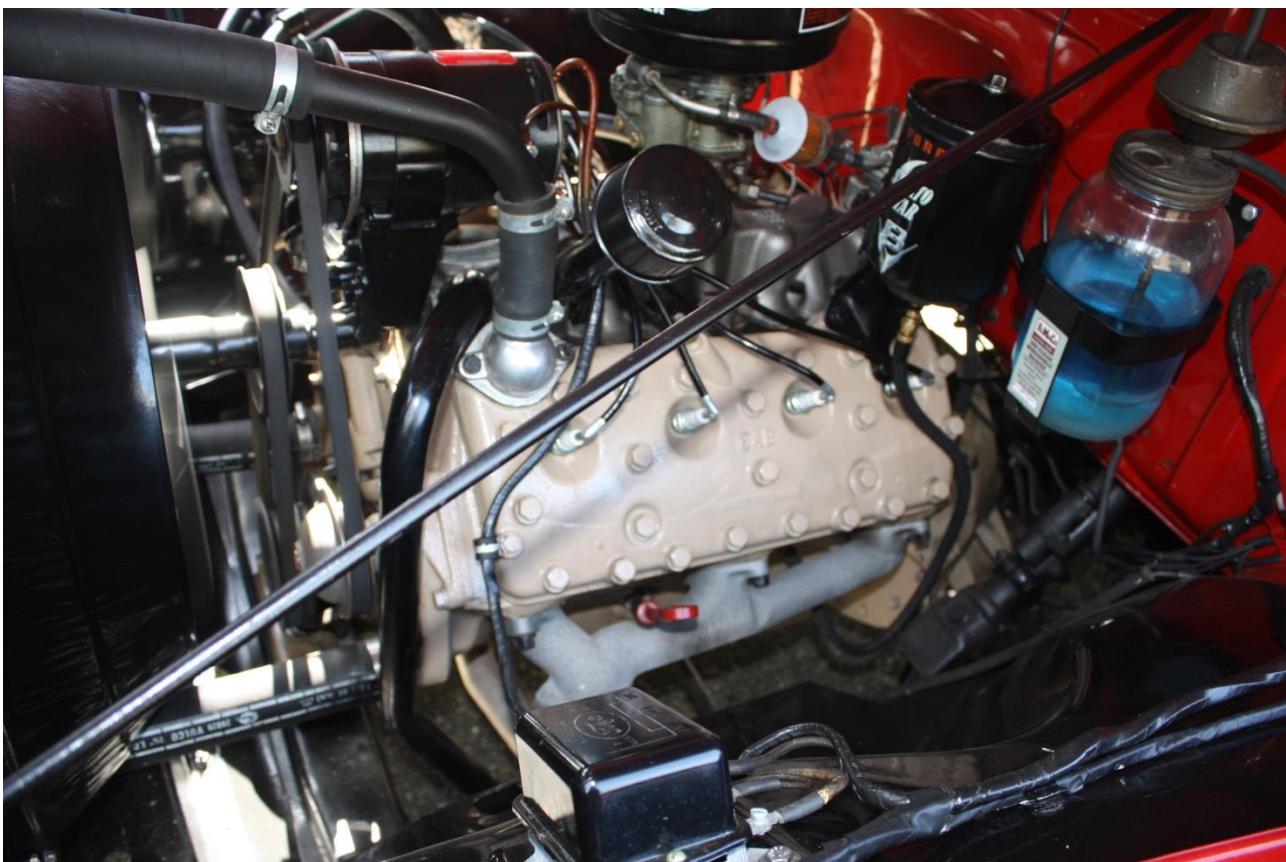


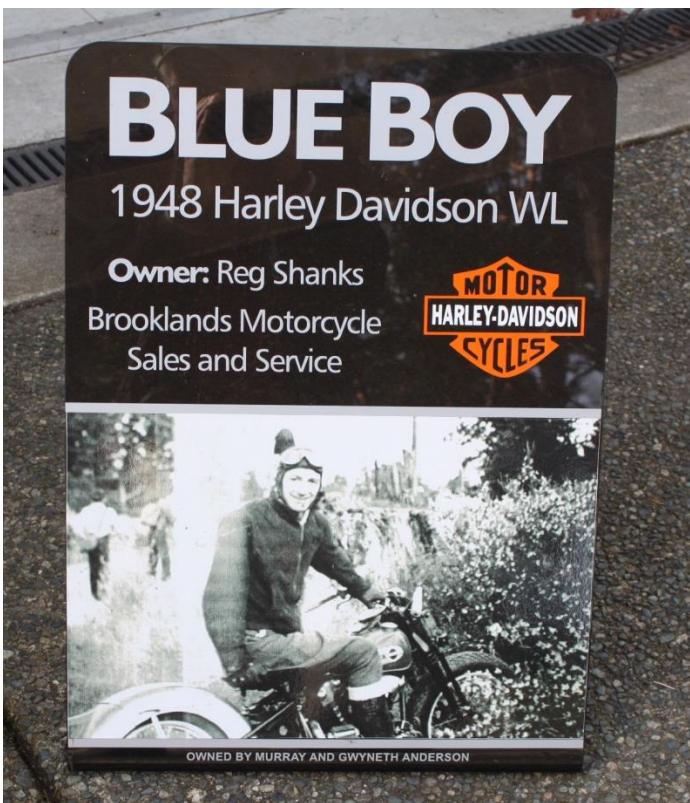
*Hiding in his well-appointed shop is a Model "A" flat deck. Almost completely restored to original and currently sporting the Steve Drane Harley Davidson side panels. Murray uses this truck in various local parades every year with his Uncle's 48 Harley WL "Blue Boy" on deck.*

*Today Murray makes full use of his F-100 by using it as a daily driver (weather permitting). This truck is definitely not a garage queen and Murray will enter the 53 in several car shows and parades throughout the province. Years past would see Murray attending swap meets and shows throughout the Pacific Northwest, with Munro being one of his favorite meets. At this time he doesn't have the need for many parts but still enjoys the meets and seeing old friends and fellow enthusiasts.*

*The EFV8 #109 has had the pleasure of having Murray as a participating member for about the past ten years and we all look forward to the next decade of his involvement.*









*Thank you Murray Anderson for everything you do.*





## CLUB NEWS.



**Spring break in Saskatoon.  
Compliments of Svein Haugen.  
(Think that's him at the wheel  
when he went to university there)**

### **COLLECTOR CAR APPRECIATION DAY 2015**

The Specialty Vehicle Association of BC (SVABC) has once more requested the Provincial Government of BC to proclaim July 11th 2015 and the Month of July as Collector Car Appreciation Day and Month. This request was approved.

We were waiting to make a special announcement when everything, including plans, was in place, however many people are interested in making plans so here it is.

A copy of the Proclamation will be posted on the SVABC Web site [www.sva.bc.ca/news](http://www.sva.bc.ca/news).

The SVABC Executive promotes initiatives like this, to recognize all Car Enthusiasts including owners of Classic and Vintage motor vehicles, who contribute their time and effort, in holding Car Shows where profits are directed to charitable organizations and other worthwhile projects in their respective communities, like supporting mechanical programs in schools, food banks and other activities.

The 2014 (CCAD) Collector Car Appreciation Day and Month was a great success, so we challenge all members and their respective Clubs, to make 2015 an even greater success by planning events in your area. **One way is to include the celebration of CCAD in your scheduled events such as a Cruise In or Show N Shine of course a special event is the best. This is a great way to showcase your Club. Signs are available from your local SVABC Rep and if you e-mail Bob Kelly with the event information we will post it on the web site.**



This is recognition, for you the Collector Car Enthusiast, the hobby and the positive impact on Society, from tourism to creativity and personal satisfaction.

We are extremely grateful to everyone that supported the SVABC's request for the 2015 Collector Car Appreciation Day Proclamation for 2015. Special Thanks to all and in particular Keith Jackman

Best Regards

Bob Kelly SVABC Director (***EFV8 #109 Ford & Friends 2015 is now registered with the SVBC.***)

## ***Even more Club News!!***

- ☞ Congratulations to Jim Jennings for being the first person to get the V8 quiz correct.  
*This is the only V8 symbol design that should be counted*   
*I promise the next contest will be properly described with improved construction!!*
- ☞ Steve Butler has just completed his 1966 Mustang restoration. The coupe has a 289 with a 4 barrel, dual exhaust and 3 on the floor. Excellent project work indicates meticulous detailing and execution. Congratulations are in order once again.
- ☞ Jim Jennings is experiencing a little stiffness in his new engine, which is making for temperamental start-up. Rumor has it that the solution is to push the 47 down the Mount Tolmie hill with Marie at the wheel while Jim is watching! Good luck to everyone.
- ☞ Gord Stevens is out to set a new record for a fast completion on his 47 pickup. The truck is running great and has new paint all round. It seems like just yesterday we were all watching steam pumping out the exhaust!! Well done Gord.
- ☞ Chris and Kirk decided to run the 48 without exhaust manifolds just to see what would happen. Fraser Kaye made us do this. We were supposed to take notes but... the noise scared all the horses in the neighborhood and upset some neighbors. Forgot to make notes, but loved the rumble and smoke! Running on 6 out of 8 so far. Stay tuned!!
- ☞ Jim Jennings is in desperate need of a small amount of CAUSTIC SODA. 50 pounds is a little too much. If you have any and are willing to lend him some please call him at 250 818 0049. Jim has promised to demonstrate how to clean electric aluminum frying pans with caustic soda to anybody who contributes. You have to bring your own pan (he's out).

Over the past several months I have had the pleasure of receiving contributions for the Rumbles Newsletter from several EFV8 club members. Everything is invaluable and sincerely appreciated. I endeavor to share and use as much as I possibly can but not everything will transfer into the newsletter. For example I can't include a video or audio clips. In order for everyone to have an opportunity to view the majority of submissions I have attached a list of links that you can explore



to your hearts content. Once again I wish to thank everyone who has assisted me and ask that you please continue to send me items of interest. ***It is sincerely appreciated!***

***Links in no particular order.*** There are some contributions that did not have a link and I am sorry that I couldn't include these.

<http://www.youtube.com/embed/nq2jY1trxqg?rel=0>

<http://safeshare.tv/w/sLtCVDmZnm>

<http://safeshare.tv/w/uKAIfLZUsX>

<http://www.jalopyjournal.com/forum/threads/video-toms-private-collection.955074/#.VlxXZyfh2Dw.email>

<http://devour.com/video/car-grinder/>

[http://www.flickr.com/photos/blast\\_of\\_the\\_past/](http://www.flickr.com/photos/blast_of_the_past/)

Thanks again for all the input and keep it flowing please.

## **Club Tour – March 1<sup>st</sup>. Achinback Foundry.**

The EFV8 Club #109 was privileged to enjoy an excellent tour of the Achinback Foundry in Langford starting at 10:00 AM March 1<sup>st</sup>. The turnout was very solid with over 20 club members attending. We were very well treated by Mr. Gord Betts, who was kind enough to take us through the entire process and displaying several very unique finished products. Interest was high and you could actually hear the gears turning inside some club members heads as they conceived new ways to utilize the services of Achinback. This really was a first-rate tour and we wish to thank our hosts Gord, Ron and Jim Betts for enlightening all of us. ***Thank you Gary Clarke for all your work in arranging such an excellent tour.***

***103 – 1017 Dunford Rd., Victoria, B.C. Tel. 250 474 0037.***



**Achinback Industries and Foundry Ltd.** provides custom foundry services in aluminum, brass, and bronze metals to; municipalities, contractors, the forest, marine, and automotive industries, artists, hobbyists and members of the public. Our castings are used in a wide range of applications, from ornamental items, sculptures and informational signage to utilitarian items such as street lighting and

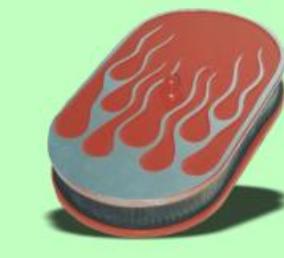
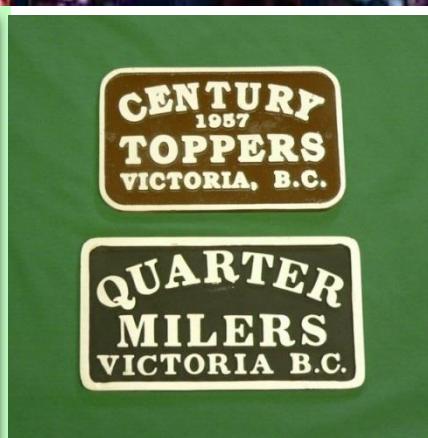
drain grates, to specialized mechanical components used in engines or robotic arms.

Together, Achinback has over 60 man-years of experience in the foundry trade and a good working knowledge of the marine, construction, and automotive industries allowing productive consultation with customers on their casting and patternmaking needs.



Achinback fills a niche in the local foundry industry of Victoria B.C. for a flexible and responsive supplier of castings and patterns, bringing skills and experience together in an efficient and progressive company.

## A FEW ACHINBACK PRODUCTS.







***Bob Cox conducts temperature tests. Third time this week***





## TECH TALK

*If you have any technical issues you would like to share please submit to the Rumbles editor. Thank you.*

### **Tech Tips – On higher (resistance) Ground.**

**Reprint: Golden Gate V-8**

On Higher (Resistance) Ground The ground side of the battery and electrical system-does anybody think of the ground circuit and return of the electrical path from the battery? Most of us, when working with the battery and electrical system, think only of the "hot" side of the circuit. For every electric component on the car there is a sometimes forgotten ground side while the current flows from the battery.

One of the first troublesome things that we V-8 people think of is the cranking motor, or starter, as commonly named. With the original 6-volt electrical system, there seems to be much trouble cranking over the engine. How come in the old days the starters did just fine?

Well, everything then was new; starter motor, cables, battery and yes, the ground system. There was no resistance at the ground side of the battery when the car was new. What did we do to cause resistance to creep in? Look where the ground circuit has to go on our flathead-it travels from the battery to the body cowl via a ground strap, then from the cowl to the engine (a bolt somewhere) through another ground strap, then through the OIL PAN before the ground gets to the starter. When we rebuild or overhaul the engine, some (oh, dear!) resistance can enter the body and can get rusty (resistance), the old cables do not pass current like they used to (resistance), the engine bolts-threads may not be clean (resistance) and finally the engine oil pan does not pass the ground circuit easily because we have painted everything. The problem is not 6-volts, but the lack of it. A 6-volt system will work well as intended if it is maintained properly.

So, let's install new proper size battery cables (at least #2, factory made) from a correct battery onto clean surfaces with clean bolts. Remember that 6-volts require larger cables or straps than 12-volts. Then let's clean off all the paint where there is metal-to-metal contact for good ground circuit flow; that would be at the cowl, engine and bolt, oil pan bolts to engine block and starter mounting flange on the oil pan. Don't forget the starter motor itself-it must be shiny clean where it contacts the oil pan. An improvement right here



is to install an additional ground strap (a braided one) from the battery cable where it fastens to the body directly to the starter motor attaching bolt. This will "send" an almost direct ground from battery to starter.

Remember, too, the starter relay ('37 and later) and its connections must be resistance free. A voltmeter check at any point in the electrical system must show no appreciable voltage drop. Connect the voltmeter across (parallel) any circuit in operation and there should be no resistance (drop). You will be surprised how much all this can add up; a few tenths of a volt drop here and a few tenths there will total up quickly on our 6-volt system.

Finally, DO remember the starter motor itself! It must be binding-free, have new brushes, well-oiled new bushings and correct amperage draw through the field windings. Don't let a tight engine fool you, either. No starter, 6-volt or 12-volt, will operate as intended when the engine is too tight, for whatever reason. Use a volts-amp tester and ohmmeter such as Sun makes to test everything. The instruments are not hard to learn. Get all this together and the 6-volt system will work well.

## Buy & Sell.



**For Sale.** 1947 Monarch coupe **Good solid car \$ 9500.00**

9" Ford 279 gears, tci front end with power rack, 289 cu. In. engine c4 trans  
early ET 5 spoke wheels. **250 888 7211 Ken Clark.**

**WANTED!** by *Bruce Somers* PLEASE! 250 478 9951 or [Bsomers00@hotmail.com](mailto:Bsomers00@hotmail.com)

- 1 Right rear Model A fender – 1928.
2. One headlight bucket (1928/29) Model A
3. Kelly Hayes wire wheels. 5 on 4 1/2" x 16" dia. - Prefer painted type.

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**Wanted.** Jim Jennings needs a 6 volt AC battery, and he is willing to pay something for it! (Extra if you bring caustic soda with it)

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**WANTED.** 49-54 V8 Ford or Mercury flat head, preferably recently rebuilt, even better if connected to newer automatic transmission. Also brake upgrade parts [juice] keeping the original rim option;

**Dennis Tait 250 845 9524 [cell] Houston BC.**

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**Searching for: 1948 to 1953 flathead engine. Bell housing on the back. Please contact Rusty in Cobble Hill at 250 743 7027, or [rusticker7@gmail.com](mailto:rusticker7@gmail.com). Information sent in by Sharon Prior [s-bprior@shaw.ca](mailto:s-bprior@shaw.ca).**



**For Sale. 1948 to 1951 Mercury chrome name plate – original in excellent condition. Please contact Svein Haugen at 778 426 0082 or [sveinhaugen@telus.net](mailto:sveinhaugen@telus.net).**



### **Request for assistance.**

**Gary Betts, our host for the Achinback Foudry tour, is seeking information on his 35 Ford coupe. Gary requestes that anyone who might know any history on this car please provide details. It is thought that one previous owner was named Woods, located in Victoria.**

**Please call 250 474 0037.**

**For Sale: Bob Mortimer has been digging in his closet and is pleased to offer an original EFV8 jacket in pristine condition. Red & Black satin size 38. As usual the price is negotiable. Bob is waiting by the phone and would love to hear from you at 250 544 6117.**

### **JUST FOR LAUGHS.**



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## ***Is your next door neighbor named Bob?***

A man is getting into the shower just as his wife is finishing up her shower, when the doorbell rings.

The wife quickly wraps herself in a towel and runs downstairs. When she opens the door, there stands Bob, the next-door neighbor.

Before she says a word, Bob says, 'I'll give you \$800 to drop that towel.'

After thinking for a moment, the woman drops her towel and stands naked in front of Bob, after a few seconds, Bob hands her \$800 and leaves.

The woman wraps back up in the towel and goes back upstairs.

When she gets to the bathroom, her husband asks, 'Who was that?'  
'It was Bob the next door neighbor,' she replies.

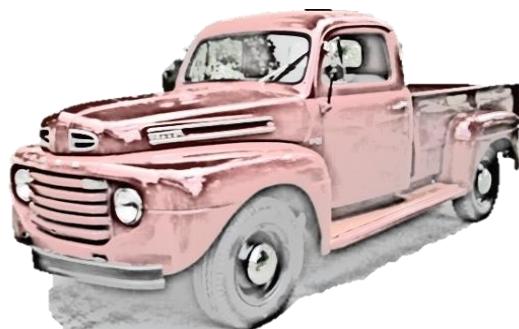
'Great,' the husband says, 'did he say anything about the \$800 he owes me?'

**Moral of the story:** *If you share critical information pertaining to credit and risk with your shareholders in time, you may be in a position to prevent avoidable exposure*



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The all new ***BEARDO***. Available now  
for next Christmas.



## **Locked your keys inside?? Read this for great help.**

When my husband and I arrived at an automobile dealership to pick up our car, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked. "Hey," I announced to the technician, "It's open!" To which he replied, "I know - I already got that side.'

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**Gary and Elizabeth Nordstrom have been roaming Arizona for the last few months and kindly send this trip update. *Thank you both.***



***From the useless invention files.***



**Compliments of Lauri Stevens – Yes we can move that for you!!**



# COMMITTEES / UPDATES. 2015



## Membership & Newsletter.

Vic Nordstrom, Bob Cox, Chris Chown



## Ford & Friends Car Show & Shine 2015

*Bruce Somers coordinator. July 19<sup>th</sup>, 2015*



## Annual BBQ.

At "The Well" in May 30th 2015.



## Tours.

*Gary Clarke coordinator with Vic Nordstrom*



## Annual Christmas Party

*Steve Butler & Anna Meyer.*



# *Fun Page*

# THIS DAY IN HISTORY.

## **March 5<sup>th</sup>, 1929 – David Buick dies.**

On this day in 1929, David Dunbar Buick, the founder of the Buick Motor Company, dies in relative obscurity and meager circumstances at the age of 74. In 1908, Buick's company became the foundation for the General Motors Corporation; however, by that time David Buick had sold his interest in the company.

Buick was born in Arbroath, Scotland, on September 17, 1854, and moved with his family to Detroit, Michigan, as a child. As a young man, he worked in the plumbing industry and developed, among other inventions, a successful process for bonding porcelain enamel to cast-iron bathtubs. During the 1890s, Buick became interested in automobiles and the gasoline internal combustion engine. In 1903, he founded the Buick Motor Company. The following year, William Durant, a titan of the horse-drawn carriage industry, invested in Buick's company, which was by then based in Flint, Michigan. That same year, the company made a total of 37 autos, known as the Model B. By 1906, Buick had lost control of the business and sold his stock, which would later be worth millions of dollars. Two years later, in 1908, William Durant made the Buick firm the cornerstone of his newly formed holding company, General Motors. Durant soon acquired Cadillac and Oldsmobile, among other car companies. In 1923, Buick built its 1 millionth vehicle. The Buick brand would play a key role in General Motors' rise to become the world's largest automaker by the early 1930s (a title it held until 2008, when it was surpassed by Japan-based Toyota). Today, Buick is GM's entry-level luxury brand and one of the auto industry's oldest nameplates.

After selling his interest in his company, David Buick became involved in a series of unsuccessful oil, real-estate and automotive ventures. He eventually returned to Detroit, where he worked menial jobs before his death in 1929.



## **March 18<sup>th</sup>, 1933. Studebaker goes bankrupt.**

On this day in 1933, American automaker Studebaker, then heavily in debt, goes into receivership. The company's president, Albert Erskine, resigned and later that year committed suicide. Studebaker eventually rebounded from its financial troubles, only to close its doors for the final time in 1966.

The origins of the Studebaker Corporation date back to 1852, when brothers Henry and Clement Studebaker opened a blacksmith shop in South Bend, Indiana. Studebaker eventually became a leading manufacturer of horse-drawn wagons and supplied wagons to the U.S. Army during the Civil War. Around the turn of the century, the company entered America's burgeoning auto industry, launching an electric car in 1902 and a gas-powered vehicle two years later that was marketed under the name Studebaker-Garford. After partnering with other automakers, Studebaker began selling gas-powered cars under its own name in 1913, while continuing to make wagons until 1920.

Albert Erskine (1871–1933) assumed the top job at Studebaker in 1915. Under his leadership, the company acquired luxury automaker Pierce-Arrow in the late 1920s and launched the affordably priced but short-lived Erskine and Rockne lines (the latter named for the famous University of Notre Dame football coach: Before his death in a plane crash in 1931, Studebaker paid Rockne to give talks at auto conventions and dealership events). During the early 1930s, Studebaker was hit hard by the Great Depression and in March 1933 it was forced into bankruptcy. (In April 2009, Chrysler became the first major American automaker since Studebaker to declare bankruptcy.) Erskine, who was saddled with personal debt and health problems, killed himself on July 1, 1933.

New management got the company back on track, dropping the Rockne brand in July 1933 and selling Pierce-Arrow, among other consolidation moves. In January 1935, the new Studebaker Corporation was incorporated. In the late 1930s, the French-born industrial designer Raymond Loewy began working for Studebaker: There, he created iconic and popular models including the bullet-nosed 1953 Starliner and Starlight coupes and the 1963 Avanti sports coupe.

By the mid-1950s, Studebaker, which didn't have the resources of its Big Three competitors, had merged with automaker Packard and was again facing financial troubles. By the late 1950s, the Packard brand was dropped. In December 1963, Studebaker shuttered its South Bend plant, ending the production of its cars and trucks in America. The company's Hamilton, Ontario, facilities remained in operation until March 1966, when Studebaker shut its doors for the final time after 114 years in business.





This newsletter is provided free of charge to members and associates of the  
Early Ford V8 Club R.G. 109.

Should you wish to contribute an item or offer comments please contact:

Chris D. Chown via email at [cdchown@outlook.com](mailto:cdchown@outlook.com).

*Thank you.*

