



Commanding Leader

Calendar of Events

*** Designates CVC Event**

*July 8, 2012

Sunday @ 2:00pm
Topeka's Steakhouse
1776 Parham Rd.
Richmond, VA 23229
(804) 346-3000

July 22, 2012

Sunday @ 2:30pm
Flying Squirrels Classic Car Show
The Diamond
INFO: Megan
(804) 359-3866 x325
Show info flyer attached

July 29 - August 4, 2012

48th Annual International Meet
Studebaker Drivers Club
South Bend, IN
Host: Michiana Chapter
INFO: official SDC Meet website:
<http://www.sdcmeet.com>



*September 8, 2012

International Drive Your Studebaker Day
Mark your calendar,
Plans to be announced

September 21-23, 2012

8:00am to 6:00pm
Field Day of the Past
For information and directions:
<http://www.fielddayofthepast.net/id2.html>

*September 23, 2012

Sunday @ 2:00pm
Cookout and Garage Tour
Lee & Becky Harrison
21481 Rocky Ford Rd
Jetersville, VA 23083
Amelia County

For a complete list of planned CVC/SDC and other events, go to: <http://centralvirginiachapter.org/events.html>

CVC/SDC Meet ~ May 6th, 2012

CVC/SDC met on May 6th, 2012 for lunch at Legend Brewing Company located at 321 W 7th Street, Richmond, Virginia. Legend's is a Pub and Micro-Brewery on the south bank of the James River directly across from the downtown area.

Patty and Ted Johnson drove their "new" 1963 Studebaker Champ pick-up. Originally powered with a six cylinder, it has been upgraded to the 289 V-Eight with "3 on the tree".

After lunch, the group crossed the James River to take a tour of the Edgar Allen Poe Museum located at 1914-16 East Main Street, Richmond, Virginia.

The Poe Museum is located in the Ege family house which is the oldest standing residence in the City of Richmond.

The tour provided a lot of interesting information regarding Poe's life as well as insight into life in Richmond in the early 1800's.

Did you know that someone took the Poe plaster bust from the shrine out for a night on the town? It was later found on the bar at Poe's Pub on Main Street with a beer.



Patty and Ted Johnson's 63 Champ



Courtyard behind the Ege house, the Poe Shrine at the end



Debbie and Mike Welch, Lee Harrison, Patty and Ted Johnson, Maze and Linwood Melton, Debbie Jett

Avanti 1001 Project Progress

The car is progressing! Frame-off body work and paint are underway at Ron Hochhalter's shop Advanced Collision Repair Center in Sunnyside, Washington. Engine work is progressing and all the chrome has been completed. To get more information on the project, go to <http://www.lemaymuseum.org/page.php?id=425>



Next Meet

July 8th, 2012, Sunday @ 2:00PM

Topeka's Steakhouse

1776 Parham Rd

Richmond, VA 23229

(804) 346-3000

CVC/SDC will meet Sunday, July 8th, 2012, 2:00pm at Topeka's Steakhouse, 1776 Parham Rd, Richmond, Virginia.



In October of 1994, the first Topeka's opened in Richmond after a year of preparation and planning. Since then, Topeka's has carefully grown into Hampton and Chesapeake, Virginia. In October of 2003, Topeka's expanded once more, adding the Swift Creek Location in Chesterfield, Virginia.

To view Topeka's menu, go to <http://topekas.com/online/appetizers.php>.

For driving instructions, go to <http://www.mapquest.com>.

Cookout and Garage Tour

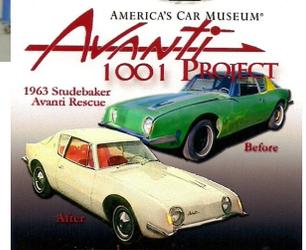
September 23rd, 2012

Sunday @ 2:00PM

Lee & Becky Harrison

21481 Rocky Ford Rd

Jetersville, VA 23083



CVC/SDC will once again be the guest of Becky and Lee Harrison for a cook out and tour of Lee's garage.

Hamburgers and drinks will be provided by Becky and Lee. Members should bring a covered side dish or desert to share with the group.

For driving instructions, go to <http://www.mapquest.com>.



Studebaker's at last years meet

Studebaker Sightings



Sighted by Bill Meador, friend of Preston Young, at the Myrtle Beach car show that was held March 16, 2012; (top to bottom, left to right) 1940 Studebaker, 1960 Studebaker Hawk, 1953 Studebaker Commander Starliner, 1963 Studebaker Avanti.



Sighted by Preston Young; this 1950 Studebaker Starlight Coupe. It was found on Route 11 near Meyer's Cave for sale with an "asking" price of \$850. If interested, you can get more info by emailing HMSalvage12@gmail.com.

Studebaker DIY



Ace Studebaker mechanics Betsy and Preston Young on the job replacing the alternator on their 1965 Studebaker Cruiser.

Studebaker in the funny pages



Studebaker in Richmond

In the early 20th century, the automobile was the technology of the moment. Manufacturers vied for market share and competed in endurance runs and other stunts for public recognition.

One such endurance race came through Richmond between a Studebaker 30 horse power and a Pullman 40 horse power roadster.

The race started out on March 4, 1908, from Philadelphia, Pennsylvania traveling to Savannah, Georgia with Richmond as a designated stop.

Studebaker was ahead leaving Washington, D.C., when both cars got stuck in the mud in Centerville, Fairfax county, requiring the assistance of "old tech"; a team of horses to pull them free. The Pullman beat Studebaker to Richmond by one hour.

AUTOMOBILES IN TEST

Machines in Test Run Expected Here This Evening.

On a long-endurance test from Philadelphia to Savannah, two big touring cars, Studebaker and Pullman machines, left Philadelphia yesterday morning, and are expected to reach Richmond this morning. The machines are travelling night and day, with observers in each car to take notes as to accidents, repairs and progress. They are sent out under the auspices of the Quaker City Automobile Club, and bear a message from the League Island Navy Yard.

President Angus Nichols and Secretary Otis Alfriend, of the Richmond Automobile Association, will go out to the State farm to pilot the visitors into Richmond, whence they will provide the travelers with their route to Portsmouth, thence to Danville, and on to Savannah, where the machines will participate in the races in that city.

The run is made simply for an endurance test. Two crews are with the cars, one always going ahead by train to relieve the other at some point ahead. Like the mail carriers of the West, the crews jump from train to car, and the journey is carried on without break, unless something happens to the machine.

The Times Dispatch, Richmond, Virginia, March 05, 1908

BIG AUTOMOBILES ARE STUCK FAST IN FAIRFAX COUNTY MUD

Horses Go to Rescue of Machines Making Championship Run to Savannah.

ABRUPTLY halted by bad roads, two fast automobiles, making a championship run from Philadelphia to Savannah via Richmond, were at last accounts stuck in mud hub-deep near Centerville, in Fairfax county, and will probably not reach this city before noon to-day, if then. The machines are a thirty-horse-power Studebaker touring car and a forty-horse-power Pullman roadster. They left Philadelphia on Wednesday, and made the remarkable run of 243 miles to Washington in sixteen hours.

Stuck in the Mud.

The Pullman car was ahead in reaching the capital city, arriving there at 12 o'clock midnight on Wednesday, when the drivers had a brief rest. The Studebaker car went through Washington in a whirl, leaving there fifty-eight minutes ahead of its competitor. When Centerville, a small town in Fairfax county, was passed, both machines stuck fast in the mud, where, in all probability they still remain. Telephone communication held with the drivers of the Pullman by Mr. J. A. Kline, secretary of the company, who came by train to Fredericksburg, revealed the fact that late yesterday evening both automobiles had run amuck, and that horses had been sent for to pull them back to Centerville.



CONFIDENT STUDEBAKER OUTFIT.

Considering the bad condition of some portions of the road from Philadelphia to Washington, the run between these points is regarded as very unusual, and the Shenandoah Valley route been taken when Virginia was reached, the two machines would most likely have arrived here last night.

Representatives Here.

The endurance test between the two cars is being made under the auspices of the Quaker City Motor Club, and representatives of the Studebaker and Pullman Automobile Companies are already in Richmond, having come in

last night by rail. They stop off at various points along the way to see how the trip is being made and to map out the route by sections, with the aid of prominent local automobilists. Mr. F. A. B. Harris and Dr. J. B. Overpeck, of Philadelphia, are the representatives of the Studebaker Company, and they are at the Jefferson.

Mr. J. A. Kline, secretary and general manager of the Pullman Company, and Mr. C. S. Pittman, of its Washington agency, arrived by the same train and are at Murphy's. They were called upon last night at their respective hotels by Mr. Otis M. Alfriend, secre-



THE PULLMAN CREW.

Studebaker Brothers were in Richmond represented by Mr. F. A. B. Harris and Dr. J. R. Overpeck of Philadelphia.

The Pullman Company was also in Richmond represented by Mr. J. A. Kline, Secretary and General Manager, along with Mr. C. S. Pittman of Pullman's Washington agency. Mr. Kline later founded The Kline Motor Car Corporation, the only automobile manufacturer located in Richmond, Virginia.

Mr. B. A. Blenner, who later became an agent for Studebaker, provided transportation for Mr. Kline in his White Steamer to the Pullman north of Richmond and repaired it in his automobile repair shop.

tary of the Richmond Automobile Club, who extended to them many courtesies.

Interesting Test.

The test is one of far more than passing interest to the automobile world, and its result will be eagerly awaited. The machines will go from here to Portsmouth, and from there to Savannah via Danville. The route has been already arranged as far as Danville, and will be laid out by the local club for the rest of the run. The Studebaker machine is carrying a dispatch from Commander Pendleton of the League Island Navy Yard, to Captain E. D.

Toussing of the Norfolk Navy Yard at Portsmouth, while the Pullman car bears one from Mayor Reyburn, of Philadelphia, to the Mayor of Savannah. The route from here to Portsmouth will be via Manchester, Petersburg and Suffolk. The Studebaker is being driven by Frank Yarger, and he is being assisted by his brother, Robert Terker, in handling the car. J. W. Boyer, of Philadelphia, is acting as observer.

P. F. Gillette, of Newark, N. J., who owns the Pullman, is handling his car, his driving mate being R. L. Morton and his observer, J. W. Daley.

The Times Dispatch, Richmond, Virginia, March 06, 1908

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The Studebaker arrived in Savannah, Georgia, nineteen and one-half hours ahead of the Pullman. However, this apparent win was protested by the Pullman team. The race was followed closely by the Richmond press, showing how the public was captivated by all things automotive at the beginning of the 20th century. Would a drive from Philadelphia to Savannah be of any interest today? Below is the complete coverage of this race as it was reported.

CARS GOT LOST IN WILDERNESS

Unable to Make Headway, Crept
Back to Fredericksburg in
Darkness.

MAY REACH CITY TO-NIGHT

Parties Are Having Difficult
Time of It Getting Through
Virginia.

Lost in the famous Wilderness of Spotsylvania, and then driven back to Fredericksburg by darkness—this was the story of the second day's effort of the competing automobile parties to get from Washington to Richmond on their championship run from Philadelphia to Savannah.

The Pullman and the Studebaker cars reached Fredericksburg about 6 o'clock yesterday evening in good condition, considering the hardships they had encountered in the way of bad roads. They were then running pretty close to each other. Shortly after that hour they left on their journey South, and a little later were hopelessly lost in the woods. There was nothing to do but go back and make another try in daylight, as no one in either car was familiar with the route.

Coming To-Night.

Messrs. F. A. B. Harris and James A. Kline, representing, respectively, the Studebaker and the Pullman Companies, left here last night for Fredericksburg, and will try and get an easier route mapped out and witness the start for Richmond.

The two machines expected to arrive here between 7 and 8 o'clock to-night, and their occupants will stop at the Jefferson Hotel.

Upon arriving at Fredericksburg yesterday the parties reported that, between Alexandria and the former point, they had run into some roads that were almost impassable. They also found that certain portions of these roads had even been abandoned by lumber teams because they couldn't get through the deep mud.

The trials of the two machines have been great since they came into Virginia, much of their time being spent either stuck in the mire or lost in the woods. If they arrive here to-night they will not leave for Portsmouth before to-morrow.

The Times Dispatch, Richmond, Virginia
March 7, 1908

PULLMAN CAR IS EXPECTED TO-DAY

Arrived in Fredericksburg Yesterday Morning, With Studebaker Plowing Behind.

Still driven under its own power, the Pullman Company car of the Pullman-Studebaker motor car endurance race from Philadelphia to Savannah, under the auspices of the Quaker City Motor Club, arrived in Fredericksburg at 11:15 o'clock yesterday morning. Though it had been delayed for twelve hours seventeen miles from Fredericksburg, and had traveled through untold difficulties, the car was running in perfect shape. In the last thirty-eight miles thirty gallons of gasoline had been used. On several occasions it was necessary to attach horses to the machine to pull it out of the mire and give it a new start. Thus progress was made very slow, sometimes being only a few miles an hour.

After procuring meals and fuel, the Pullman party left Fredericksburg at 3:10 o'clock in the afternoon. They sent twenty-five gallons of gasoline ahead to be distributed along the route to Richmond, where they are expected to arrive, at Blenner's garage, this morning. The car has had no repairs so far, and it is still running on its original continental tires. Robert Morton and P. M. Gillette, the plucky drivers, are in good spirits, and intend to stick to the bitter end.

The Studebaker car was twelve miles out of Fredericksburg at 3 o'clock in the afternoon, but was expected to come in by evening. It had had the same trouble with roads as the other car, but plenty of gasoline has been sent ahead. The Studebaker observer has been sick, and was sent on ahead by train, where he is awaiting the machine. One of the Neager brothers is also reported to be sick, but still with the car.

General Manager J. H. Kline, of the York Motor Car Company, makers of the Pullman, and Mr. C. S. Pittman, of the Washington agency, arrived in Richmond from Fredericksburg yesterday evening, and are stopping at the Jefferson.

All along the route the drivers report the utmost courtesy. The farmers are especially kind in furnishing meals. The crews are confident that they can reach Savannah in record time. From Richmond they will journey to Portsmouth, where a message will be delivered at the navy yard, and another message is to be delivered at Savannah. It is said that the messages are the only things not covered in mud.

NOW ON TO RICHMOND

The Pullman Machine Leaves Fredericksburg With Drag Following.

FREDERICKSBURG, VA., March 7.—The Pullman automobile was brought to Falmouth, one mile above here by six horses, and from there the machine came under its own power. It was cleaned up here and the start for Richmond made at 3 o'clock. It was followed by a drag with four horses to pull the machine out of the mud if it gets stuck. In the drag was forty gallons of gasoline.

The Studebaker naval dispatch car reached here to-night absolutely without assistance of horses. The condition of the roads are such as to make the test of the strength of the machines a thorough one.

The Times Dispatch, Richmond, Virginia
March 8, 1908

PULLMAN WON BY SIXTY MINUTES

Beat Studebaker Into Richmond,
After Having Broken an Axle
at Westbrook Avenue.

DAMAGE QUICKLY REPAIRED

Machines Struggle All Day in
Mud—Thrilling Effort to
Defeat a Rival.

Snapping an axle as it was turning into the smooth roadway of Westbrook Avenue at 10:45 o'clock last night, the Pullman automobile, which is making an endurance run from Philadelphia to Savannah with the Studebaker car, was thrown out of gear at almost the very moment its competitor was leaving Ashland under its own power. Within an hour, however, another axle had been provided, and at 12:20 this morning Driver Gillette wheeled into the Motor Transfer Garage and cleverly won the leg to Richmond. The route to Portsmouth was furnished by the Richmond Automobile Association, and the party left immediately for Petersburg. The Studebaker arrived at 1:20 o'clock.

Got New Axle Here.

Vice-President O'Connor and General Manager Kline, of the Pullman Auto Company, were ten feet ahead of the machine when the accident happened. It took them three minutes to find the cause of the trouble, and though they were disheartened, they did not wait to weep. Mr. E. A. Blenner, who took them out as far as Taylor's Crossing in a White Steamer to meet the car, hurried into the city with Mr. Kline. In ten minutes Mr. Blenner had jacked up another machine in his garage, pulled off an axle, and was on his way back to Westbrook Avenue. **Work** had come in the meantime that the Studebaker, which was pulled into Ashland by four horses, had left there at 11 o'clock with a local pilot, following the route of the Pullman. This made the rush all the greater, but the crippled car got away before the lights of the rival could be seen, and laughed at all speed limit laws as it turned into Broad Street and finally slowed down at the Motor Transfer garage. Gillette jumped out and danced a can-can.

Short Stop at Ashland.

The Pullman left Fredericksburg on Saturday afternoon at 3 o'clock, and ran into gullies of mud, that mired the machine to the clutch pedal and fastened it. Horses were pressed into service, and with the aid of its own power the car lifted itself out. It ran for a time and then mired again. During the night Drivers Gillette and Morton and Observer Daley decided to rest. They slept for ten hours in a farm house, and started again yesterday morning. Twenty miles out of Ashland the gasoline supply became exhausted. Another supply was secured, and at 8 o'clock last night the machine scooted into Ashland, where the party remained

The Times Dispatch, Richmond, Virginia
March 9, 1908

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an hour. Up to that time information about the Studebaker was indefinite, except that it had arrived at Fredericksburg at 12:25 A. M., leaving at 2:45. Drivers Frank and Robert Yeager were then nearly exhausted. It was said that they were half-crazed by the trouble and the struggle with the mud.

As soon as Mr. O'Connor and Mr. Kline heard that the Pullman was at Ashland they caught Gillette over the telephone, and told him to come on. Mr. Pittman, of the company's Washington office, went out on the street car and saw them safely away. With Mr. Blenner and a reporter for The Times-Dispatch, the Pullman officials left Blenner's garage at 9:20. Near Taylor's crossing, two bright lights suddenly shot around a bend in the road. As there was no means on the instant of knowing which car it was, a moment of breathless suspense followed, but above the chug-chug, Mr. Kline caught the voice of Gillette singing, "Sweet Mamie O'Reilly." The greeting was joyful.

Plunged Into Mud Hole.

There was no time, however, to be lost, and with the White Steamer showing the way, the Pullman merely loafed. It had reached the best part of the road, with an exception here and there, and as the White kicked up a whirlwind of dust, it was peaches and cream to the crew behind, covered from head to foot with mud.

Near Lakeside Mr. Blenner put on the high gear and clipped it off at the rate of thirty miles an hour, with the Pullman always at his heels. He had slowed down at the turn into Westbrook. The steamer bumped over in safety, and there were screams to Gillette to be careful. Without waiting for the door to open, Mr. Kline jumped over the side and ran back to show Gillette the way. It was too late, however, for the machine had plunged in. The steamer was preparing to cut out another swift pace when it was noted that Gillette and Daley were on the ground with a lantern. In another moment the discovery of a broken axle was made.

Scared by Auto Horn.

While the wheel was being removed somebody heard an automobile. "Good heavens! it's the Studebaker," said one of the men. Mr. Blenner laughed.

"Those are my boys coming out," he said, as the headlight flashed into view.

Considering all that was done in the next hour, the Pullman deserved the glory. Had it not been for the good help of Mr. Blenner and his desire to repair the damage, the result might have been different. He saved the day. In the meantime Mr. Pittman got the factory at York, Pa., over the long-distance telephone, and within the next hour a man was on his way to Richmond with an axle. He may catch the machine at Norfolk. Early this morn-

ing it was plugging away as if nothing had occurred.

Slow Time in the Mud.

The route of the endurance race from Philadelphia to Savannah is 1,136 miles. Ordinarily, the trip from Fredericksburg to Richmond can be made in six hours, Mr. Blenner having established that record a year or more ago.

On the way down the Pullman burned an average of one gallon of gasoline to the mile, when sixteen miles can generally be traveled on the same amount. For one thing the race will emphasize the importance of better roads in Virginia, just as the voyage of the American battlefleet will show the importance of the Panama Canal. The automobile was the pioneer of good roads in New York and New England; it may eventually serve the same purpose in the South.

The Studebaker, a thirty-horse power machine, has had its share of hard luck since the race started from Philadelphia Wednesday morning.

Having issued the challenge it was most anxious to win; it will have ample opportunity of doing so after leaving here. Being lighter, and following the path of the Pullman, it had something in its favor between here and Washington, but it could not get out of the mud as easily as might have been expected.

Protest May Follow.

The fact that Observer J. W. Boyd, of the Studebaker, who was sent out by the Quaker City Club, of Philadelphia, to watch the running and to see that no outside crew should be rung in, left the car before it reached Fredericksburg, may yet result in a formal protest. Mr. Daley stuck to his post on the Pullman. Mr. Boyd said yesterday that he was feeling ill and had to quit in order to send reports to Philadelphia newspapers. Representatives of the Pullman Company declined last night to discuss the matter, but it created more or less comment in automobile circles.

It is said that under the agreement the observer must remain constantly with the car; the two drivers must make the trip without other assistance.

The young son of Mr. O'Connor, who was first to see the lights of the Pullman near Taylor's Crossing last night, could hardly control himself. He let out a series of yells that alarmed a farmer's family, sending them to the open windows in all sorts of attire. The boy, however, was game. He didn't worry about the broken axle, and he was screaming some more as the car shot into the garage.

Studebaker an Hour Behind.

The Studebaker arrived at the Motor Transfer Garage at 1:20 o'clock this morning, just one hour behind the Pullman. So quietly did the latter come in and depart that Observer Boyd at the Jefferson Hotel was not aware of the fact until he was informed by The Times-Dispatch. Driver Yeager was in fairly good condition, having recovered from the exhaustion of the night before.

"The Studebaker is not ashamed of its work," said Yeager. "The mud was the worst I had ever seen, but to pull through it proves endurance."

The crew went to bed soon after the Studebaker arrived.

**THROUGH MUD AT
MILE AN HOUR**

Pullman and Studebaker Cars
Arrive in Petersburg
Together.

BUCKED THROUGH THE BOGS

Machines, in Bad Shape, Will
Make Fresh Start This
Morning.

Much spattered with mud and in need of repairs, the Pullman and Studebaker cars, of the Philadelphia-to-Savannah endurance test, arrived in Petersburg at 1:50 o'clock yesterday afternoon. Both machines were in bad shape, owing to the heavy condition of the roads, and will remain in Petersburg until 8 o'clock this morning, when they will begin their journey to Portsmouth.

Instead of leaving yesterday morning immediately after its arrival here from Ashland, the Pullman racing car was sent to Mr. B. A. Blenner's garage for repairs. The axle borrowed from another machine was taken off and before daylight a new one was made in the garage. It worked like a charm. Mr. Blenner assisted with the work until 4 o'clock, when he left for home, satisfied that everything was right. Fifteen minutes after the Pullman left for Petersburg, at 8:20 A. M., an agent from the factory at York, Pa., arrived with a brand-new axle. He caught a street car in Manchester to join his party.

The steel snapped just as the shoulder piece. While it showed the effects of the terrible strain, it evidently broke as Driver Gillette swerved suddenly to the left in an effort to pull out of the mud hole into which he had plunged.

Having a start of twenty minutes over its rival, the Studebaker led the way toward Petersburg. Mr. Blenner, who escorted the Pullman seven miles from town, said that the road was in pretty bad shape, but added that the racers made fairly good time under their own power.

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The crew of the Studebaker went to a lunch room on Main Street yesterday morning about 3 o'clock. The Yearger brothers drank quarts of coffee and then went to bed. They were weak, and slumbered fitfully between bites of pie.

Although they protested bitterly because the observer of the Studebaker left the machine before it reached Fredericksburg, officials of the Pullman Auto Company did not complain because he was sending stories of the race to Philadelphia newspapers, so long as everybody got a square deal. In the Philadelphia Press and Philadelphia Inquirer the same dispatch from Richmond was printed yesterday, with no information about the arrival at Ashland or Richmond.

"It is reported," wired the reporter-observer of the Studebaker, "that both cars are progressing slowly through the mud and water above Ashland, sixteen miles out. Frank Yearger, driving the Studebaker, is accompanied by four mules and the Pullman is being towed by six horses."

In justice to the owners and drivers of the Pullman, it is only fair to say that it arrived in Ashland under its own power, coming on to Richmond in the same way. The Studebaker was towed into Ashland by horses. The fact that the latter machine is without an observer, who officiates in the capacity of an umpire, makes it impossible to ascertain the exact distance the machine was towed by country teams.

REACH PETERSBURG TOGETHER.

Big Cars Find the Roads From Here in Terrible Condition.

[Special to The Times-Dispatch.]

PETERSBURG, VA., March 9.—Neck and neck, the Pullman and Studebaker cars on the endurance run from Philadelphia to Savannah, Ga., whirled into town this afternoon at 1:50, after a five-hour and fifty-minute trip from Richmond over twenty-three miles of roads which, according to the descriptions of both crews, are sorely in need of pontoon bridges.

"In some places, after a futile attempt to wade through, we backed off and 'shot the chute' through the bog," said one of the Studebaker people. The racers say they are down and out, and have agreed to stop over here for the night, leaving for Suffolk at 9 o'clock to-morrow morning. The rival cars were together all the way over from Richmond, and no mishap, except the inevitable mire, marred the trip. Both crews are stopping at the Chesterfield Hotel.

The cars have averaged a mile an hour for the last sixty-seven hours.

Start For Portsmouth.

After a long night's rest the crews of the Pullman and Studebaker automobiles on the endurance run from Philadelphia to Savannah left the Chesterfield Hotel here at 9 o'clock this morning to pit their cars against the mud banks of Prince George county on their route to Portsmouth.

The Times Dispatch, Richmond, Virginia
March 11, 1908

PULLMAN GETS THERE FIRST.

Reaches Norfolk Half Hour Ahead of the Studebaker.

[Special to The Times-Dispatch.]

NORFOLK, March 11.—The Pullman and Studebaker automobiles, making an endurance run from Philadelphia to Savannah, via the Norfolk Navy-yard, arrived at the latter this morning at 8:30, it requiring nearly twenty-four hours to make the run from the Cockade City. The Pullman car led the Studebaker by about thirty minutes.

The Pullman car, in charge of P. F. Gillette, R. L. Morton and G. W. Daley, were just one week and twenty minutes in reaching the navy yard, after leaving the Hotel Walton, Philadelphia. After the delivery of the message to the navy yard, the car proceeded to Norfolk, where it attracted a great deal of attention.

The Studebaker car, after delivering its message to Captain Taussig at the navy yard, came over to Norfolk, joining the other car. All reports of mishaps from Petersburg to Norfolk are denied.

The messages borne by the cars to Captain Taussig were in the nature of greetings from Rear Admiral Pendleton, of the League Island Navy Yard, and are of no official significance. The Pullman car also carries a message from the Mayor of Philadelphia, to the Mayor of Savannah.

The Pullman checked out of the navy yard at 6:05 P. M., after nine hours' rest. The Studebaker remained to put on new springs, axle and radiator.

The Times Dispatch, Richmond, Virginia
March 12, 1908

AUTOS PASS LAWRENCEVILLE; THE STUDEBAKER IN LEAD

[Special to The Times-Dispatch.]

LAWRENCEVILLE, VA., March 13.—The Studebaker automobile arrived here to-day in good condition at 2 P. M., and left an hour and half later for Boydton. The party expressed the hope of reaching Savannah on the 18th, but as the roads west of here are almost impassible it is thought that they cannot possibly do so.

The Pullman car arrived at 5 P. M. and left at 5:45. It appears considerable worsed by its experience.

The Times Dispatch, Richmond, Virginia
March 14, 1908

PULLMAN CAR AHEAD.

News From Lacrosse Says Both Machines Are Having Rough Experience.

According to a dispatch received last night from Lacrosse, Va., the Studebaker and Pullman cars, in the endurance rest between Philadelphia and Savannah, reached Broadnax, Va., Friday evening at 7 o'clock, with the Studebaker car ahead. On leaving Broadnax, the Studebaker car broke a front wheel and had been there some time. The latest news states that it had just been repaired and is starting. The Pullman car passed through at 10 o'clock in the morning, drawn by four mules, and passed Boydton, twenty miles above Broadnax, at 4 o'clock in the afternoon.

There are three miles of terrible road between Lacrosse and Broadnax over which the Studebaker car must pass. The Pullman car met with several small accidents on this road in the mornin, having to patch one tire with waste. Both cars are having a rough time of it with the odds, at present, in favor of the Pullman.

The Times Dispatch, Richmond, Virginia
March 15, 1908

PULLMAN'S FOUR PROTESTS.

York Company Claims That Studebaker Violated Their Agreement.

PHILADELPHIA, March 20.—L. E. French, agent for the Pullman automobiles in this city, upon receiving word of the arrival of the Pullman car at Savannah at 1:30 o'clock yesterday afternoon, expressed himself as being highly satisfied with the fact that the Pullman had stuck to the course and made the run from Philadelphia in full accord with the terms and agreement made with the Quaker City Motor Club, of this city, under whose auspices the race was run. He said he regarded the run of the Pullman car under the terrible road conditions met with as one of the great achievements of the year in automobile performances. Regarding the four protests which the York Motor Car Company has lodged against the rival car, the Studebaker, Mr. French said: "In justice to ourselves and in all fairness it became necessary to us to protect the Studebaker's performance on four grounds, all of which were specifically threshed out and agreed to by representatives of both sides before the run was started.

"First. We protest against the Studebaker's leaving the official course between Portsmouth and Danville, Va., and taking a short cut to Savannah by omitting 350 miles of the official course.

"Second. We protest against their re-

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laying of drivers and substitution of drivers.
"Third. We protest against their making almost the entire trip without an official observer.
"Fourth. We protest against their substitution of a stranger for the official observer.
"The Pullman car checked in at the De Soto Hotel at 1:30, and delivered its messages to Mayor Smith, and we are waiting further details from our people."
The Pullman representative announced when he passed through Richmond that he would protest the action of the Studebaker crew in changing the observer between Washington and Richmond.

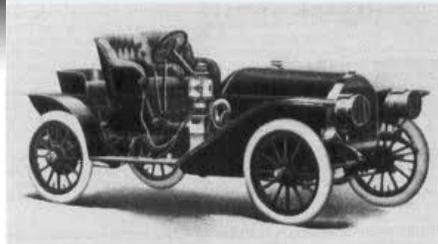


1908 Pullman

PULLMAN RACERS RETURN TO YORK

YORK, PA., March 23.—Robert Morton, the driver in the challenge auto race, and James A. Kline, general manager of the Pullman factory, have returned from Savannah, after a successful run.
The Studebaker car had an official observer appointed, who left the car before reaching Fredericksburg, Va., and went ahead by train, arranging for teams with gasoline.
The Pullman officially checked in every town, kept its same drivers, and arrived at Savannah nineteen and one-half hours after the Studebaker, having made up over two days on them, or, as the drivers claim, would have beaten them over this amount should they have stuck to the course. The Studebaker car cut on about 350 miles from the official route. The Pullman company has entered four protests.
The Quaker City Motor Club will act upon the protests and render a decision at the next meeting, and it is generally believed here it will be in favor of the Pullman.

*The Times Dispatch, Richmond, Virginia
March 24, 1908*



1908 Studebaker

Photos and articles for Newsletter and Website

Do you have any photos of events you attended? Is there an upcoming event you would like to promote? Do you have any interesting information you would like to share? If so, send them to the editor at jsjett@centralvirginiachapter.org so they can be included in the newsletter and posted on the website.

CVC/SDC apparel available

Polo Shirts, T-Shirts, hats and other items displaying the club logo are available to club members.

The Polo Shirts are available in White, Navy or Black in Men's and Women's style. T-shirts are available in white in Men's and Women's style.

Items can be ordered and paid for on the club website, go to <http://centralvirginiachapter.org/MemberStore.html>



Classified Ads

Approved Classified Ads are free to all CVC/SDC members and available to non-members for \$5 per ad. Ads will be on the website for 90 days and in 1 newsletter unless renewed.

For Sale:



1955 Studebaker Commander Coupe

This beautiful 1955 Studebaker is in very good condition. Equipped with V8 and "3-on-the-tree" manual transmission.

Contact Eddie Bunch
Phone: 804-435-1998
email: healey66@verizon.net

A/C Evaporator

After market Air Conditioner Evaporator in good working condition. Asking \$80 plus shipping.

Contact Jim Jett at 804-232-8501 or email jsjett@va.freei.net



Wanted:

Parts for GT Hawk

Trim for the back of the Bucket seats, chrome trim that goes over the wind lace at back panels, horn mounting bracket for 63 GT Hawk. Contact Jim Jett at 804-232-8501 or email jsjett@va.freei.net



September 8, 2012, Mark your calendar!

Be a Champion

First in a series:

Reach Out To The Next Generations

By Bob Shaw, SDC member



Welcome to the first in a series of articles and thoughts on ways you can help foster interest in Studebakers and ultimately grow Chapter membership. Of course, the thoughts presented here are in no way the ONLY ideas that can be implemented but perhaps these articles will help get the ball rolling.

What do I mean by "reach out to the next generations"? The simple fact is we are not as young as we used to be and while we remember with fondness those days before 1966 when one could go to a Studebaker dealer and drive a new one home, most cannot. Unfortunately, few, if any of today's young people have ANY memory or knowledge of Studebaker...most know nothing about the vehicles or company.

It is true that we are what we grew up with...and that certainly includes automobiles. Today's future classic car enthusiasts didn't grow up with Studebakers. They grew up with Camaros, Mustangs, Mopars, Hondas, Toyotas and the myriad of makes that are still in production today. As they mature, these are the cars of THEIR youth that they are drawn to.

So, how do we get them interested in Studebakers? I submit that a good way to start is to take the first step and show interest in them! Here's how.

Take the first step. When you are at a car show, especially at a club event displaying your pride and joy, try to make a point of greeting EVERYONE who walks by, especially young people. If they stop to look at your car, be proactive and ask them if they have any questions, are they having a good time, nice weather, anything to show your interest in them.

Too many times we see car owners (any make) sitting behind the car in a comfy lawn chair or in a group of buddies ignoring the folks looking at the car or truck. I'll be the first to defend the comfort of a good lawn chair but don't be a shrinking violet! Meeting and talking with new people is one of the neatest things about a car show.

If you are at a non-chapter sponsored mixed make show, have a few "Studebaker Story" and SDC brochures (and chapter info/membership form) to hand out. Both of these are available through your chapter.

You never know who will be the next Studebaker owner. We've seen time and again, die-hard Chevy or Ford guys "discover" Studebakers and form an attachment to them, just like you. There is no reason to think that a young person driving a tricked out Toyota today can't become a Lark lover down the road.

Be a Champion for your marque and the club by putting your best foot forward with proactive and friendly encounters with all you meet. People WILL appreciate and remember that first good impression. And maybe, just maybe, that encounter with you could become the catalyst for that person to decide that their first or next classic car will be a Studebaker.

Next time in Be a Champion: "Thicken The Skin!"

Membership

You don't have to own a Studebaker to be a member of the club. If you do, or are just interested in Studebaker automobiles, we would love to have you as a member. You can join and pay membership dues online, or, print and mail the membership application. Membership in the Studebaker Drivers Club is required to join the Central Virginia Chapter.

Link to join CVC/SDC: <http://centralvirginiachapter.org/JoinCVC.html>

Link to join the Studebaker Drivers Club: <http://www.studebakerdriversclub.com/joinsdc.asp>



Central Virginia Chapter Studebaker Driver Club, Inc.



MEMBERSHIP APPLICATION

NAME: _____

SPOUSE/PARTNER: _____

ADDRESS: _____

CITY: _____ ST: _____ ZIP: _____

TELEPHONE: () _____ - _____ EMAIL: _____

Membership number in Studebaker Driver's Club, Inc. _____ . (Found on your membership card).
This is a requirement for local membership.

Annual dues are \$15.00 per person/couple (Both husband and wife are voting members)
Checks should be made payable to **"Central Virginia Chapter SDC"**

Please list the model, year and series name of any Studebaker vehicles you own. (Ownership of a Studebaker is not a requirement for membership)

1) _____

2) _____

3) _____

Please mail with dues to :
Betsy Young
Treasurer CVC/SDC
4336 Payne RD
Columbia, VA 23038-2330

FLYING SQUIRRELS CLASSIC CAR SHOW



SUNDAY, JULY 22ND
2:30PM – 4:30PM @ THE DIAMOND

FOLLOWED BY

RICHMOND FLYING SQUIRRELS GAME 5:05 PM
WITH TEAM PHOTO GIVEAWAY PRESENTED BY GLORY FOODS



*Canned Food Drive to benefit FeedMore. Bring a canned item and Glory Foods will match the total donation made!

Come out and enjoy the FUNN at the 1st ever Richmond Flying Squirrels
Pre-Game Classic Car Show.

Open to cars 25 years (1987) or older, and free for spectators!

- **Pre-Registration: \$20 Day-of-Event Registration: \$25**
- All Entries receive Goodie Bag with water, snack, Squirrels memorabilia, & 2 General Admission tickets to that night's game
 - Pre-Register by **July 19th** and be entered into a drawing to win 4 tickets to the Crab Feast @ The Diamond on Aug. 7th; a \$128 value!
- Award winners receive event plaque, will take a pre-game cruise around the warning track & Nutzy and select players will be on hand for autographs and pictures throughout the event
- Awards: Player's Choice, Awarded by a Flying Squirrels Player!*
Coach's Choice, Awarded by a Flying Squirrels Coach!
Nutzy's Choice, Awarded by Flying Squirrels Mascot, Nutzy!
Fan's Choice
Squirrels Tails Kid's Club Choice

For more information, or to pre-register please contact Megan at
804-359-3866 x325 Megan.Angstadt@Squirrelsbaseball.com

The Diamond 3001 N. Boulevard, Richmond, VA 23230 – SQUIRELSBASEBALL.COM