



Commanding Leader

Calendar of Events

* Designates CVC Event

Events are subject to change as the WuHan Flu (COVID-19) progresses, so, none are listed.

Please check the Car Club Council website for scheduled events and updates.



For more events in Central Virginia, go to the Car Club Council of Central Virginia website:
<http://carclubcouncil.com/>



Becky & Lee Harrison's 1964 Studebaker Lark Daytona



Herman Gantt's 1953 Studebaker custom



Mike Welch's 1941 Studebaker custom



Buzz Horne's 1957 Studebaker Golden Hawk

CVC/SDC Meet ~ January 11th, 2020



(L-R) Tom Covington, Martin Pajka, Lee Harrison, Becky Harrison, Jim Jett, Betty Crawford, Linwood Crawford, Chris Mendl, Buzz Horne, Mike Welch, Mike's grandson Rocko, Herman Gantt, George Marshall, Lisa Munsey, Brian Munsey, Sandra Covington

The weather was overcast but the attendance at the first CVC meet for 2020 was great.

We had seven Studebakers on display. Herman Gantt brought his 1953 Studebaker custom. Becky and Lee Harrison drove their 1964 Studebaker Lark Daytona convertible. Jim Jett and Jeanette Smith arrived in his 1963 Studebaker GT Hawk R-1. Buzz Horne cruised in with his 1957 Studebaker Golden Hawk. George Marshall came in style driving his 1961 Studebaker Hawk. Mike Welch returned from South Carolina with grandson Rocko in his 1941 Studebaker custom. Tom and Sandra Covington dropped by to show off his new 1964 Studebaker Avanti R-1.

Also attending were Betty and Linwood Crawford, Martin Pajka, Lisa and Brian Munsey and Chris Mendl.

One item of business was brought up. A motion to make a \$100 contribution to the Studebaker National Museum by Lee Harrison and seconded by George Marshall. The motion was unanimously approved by members in attendance.

After lunch, we adjourned to the parking lot where we all got to check out Tom's new Avanti.



Tom Covington's 1964 Studebaker Avanti R-1



George Marshall's 1961 Studebaker Hawk



Jim Jett's 1963 Studebaker GT Hawk R-1

CVC/SDC Meet ~ March 14th, 2020

The Central Virginia Chapter held its annual meeting March 14th, 2020, at the River City Diner in Midlothian, Virginia.

Our Studebakers attracted a lot of attention in the diner parking lot with patrons offering compliments and questions.

Driving Studebakers to the meet were:

- Becky and Lee Harrison, 1962 Lark Daytona convertible
- Betty and Linwood Crawford, 1957 Silver Hawk
- Jim Jett and Jeanette Smith, 1963 GT Hawk R-1
- Mike Welch and grandson Rocko, 1941 Studebaker custom
- Lisa and Brian Munsey, 1964 Cruiser
- George Marshall, 1962 Hawk

Chris Mendl attended in his Corvette.

After our lunch, the business of electing chapter officers for 2020 was taken up. It was moved and seconded that the current officers be nominated to continue in their current roles. The motion was carried unanimously. Chapter officers for 2020 are:

- Jim Jett, President
- Lee Harrison, Vice-President
- George Marshall, Treasurer

Following a general discussion about upcoming meets and Drive Your Studebaker Day, the meeting was adjourned.



Chris Mendl, Linwood Crawford, Lee Harrison and George Marshall



*Becky & Lee Harrison's
1962 Studebaker Lark
Daytona Convertible*



*Lisa & Brian Munsey's
1964 Studebaker Cruiser*



*Jim Jett's
1963 Studebaker GT
Hawk R-1*



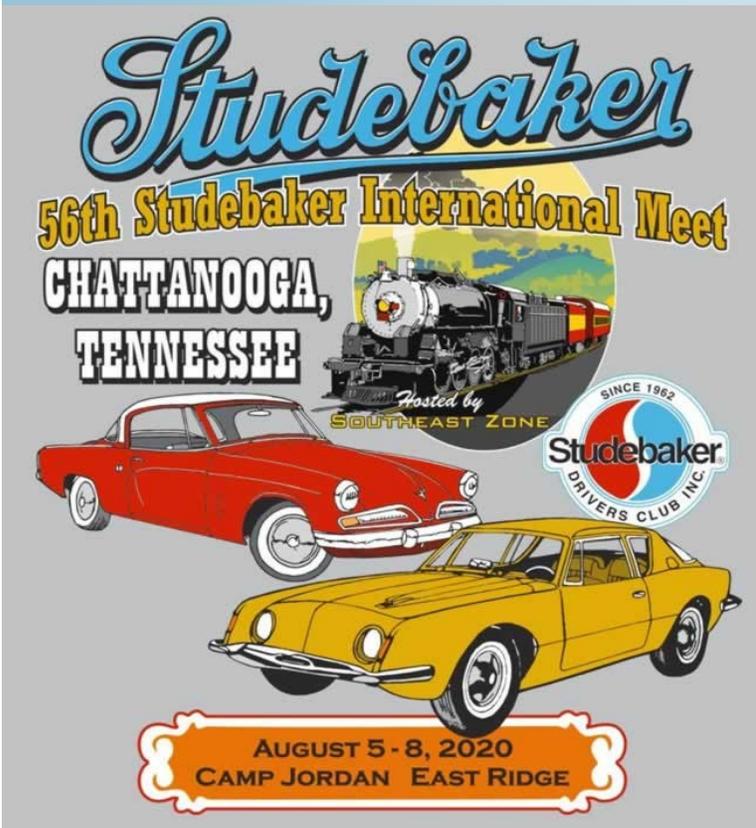
*Betty & Linwood Crawford's
1957 Studebaker Silver Hawk*



*Mike Welch's
1941 Studebaker
custom*



*George Marshall's
1961 Studebaker Hawk*



Next Meet

Someday, 2020, Saturday @ 2:00pm

TBD

Someplace
Central Virginia

CVC will have it's next meet at "To Be Determined".

With the restrictions being placed on gatherings, our meets are in limbo.

Members will be informed when club gatherings can be scheduled.

Be safe.

The meet is being hosted by the Chapters of the South East Zone.

To visit the meet website for the latest information, click [HERE](#).

Meet contacts:

- Wayne Lee, Meet Chair, ww.lee@yahoo.com
- Allan Dias, Treasurer, alstude41@gmail.com
- Clyde Furr, Vendor Coordinator, furrconnection@gmail.com
- Lanny McNabb, Marketing & Sponsors, wlm9253@yahoo.com
- Frank Petru, AOAI Rep, pfrank4570@aol.com
- Cornerstone Registration, Ltd., SDC Meet Registration, reg@cornerstonereg.com



Click [HERE](#) to read Special Announcement



Commanding Leader

Quarterly publication of the
Central Virginia Chapter
Studebaker Drivers Club
Richmond, Virginia
Jim Jett, Editor
jsjett@centralvirginiachapter.org

Officers:

Jim Jett, President
Lee Harrison, Vice-President
George Marshall, Treasurer

Central Virginia Chapter supports the Studebaker National Museum



February 26, 2020

Central Virginia Chapter Studebaker Drivers Club
1211 W. 41st Street
Richmond, VA 23225

Dear Central Virginia Chapter Studebaker Drivers Club,

Current Exhibitions

*Reaching the Masses: Studebaker
Companion Models*
On display through February 2020

*Built in the 'Bend: A Studebaker
Centenary*
On display through July 2020

Upcoming Events

Speaker Series
March 18, 1:30pm

Hall of Champions
April 22, 5:30pm

Cars and Coffee
June 6, 8:00am

Thank you for your contribution of \$100 to the Annual Fund. The Museum flourishes through the private support of individuals, foundations, and corporations.

The Annual Fund provides vital revenue to fuel expanding programs and services throughout the Museum. Know that your gift helps us connect with every visitor that steps into our Museum.

Your generosity also allows the Museum to continue introducing engaging exhibitions and stimulating events which spark the imagination and ignite passion for design, innovation, and overall impact of the automobile in all of our Museum visitors.

Join us at the Museum soon to see your contribution at work.

Sincerely,

Patrick Slebonick
Executive Director

Please retain this letter as written acknowledgement of your contribution of \$100 on February 21, 2020, to the Studebaker National Museum, Inc. a 501(c)(3) tax exempt organization. No goods or services were received in exchange for this contribution. This contribution may be tax deductible to the extent allowable by law. The Studebaker National Museum does not provide tax advice so please consult your tax professional to determine the deductibility of this gift.

201 CHAPIN STREET
SOUTH BEND, INDIANA 46601
PHONE - 574.235.9734
TOLL FREE - 888.391.5600
FAX - 574.235.5522
WWW.STUDEBAKERMUSEUM.ORG

Studebaker Concepts

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Studebaker Italia

Story by Chris Rees



The 1950s and early '60s witnessed American car design at its most excessive, but it's worth remembering the influence Italian coachbuilders had on The Big Three in period.

Chrysler, for example, effectively saved Ghia from extinction with commissions to build show cars for studio chief Virgil Exner. GM, meanwhile, tapped Pininfarina for its design expertise while smaller players such as Nash, Packard, Hudson – even Checker – weren't above recruiting Italian styling houses for their input. That said, their contributions weren't always well publicised at the time.

Studebaker, by contrast, did not look to Europe. However, Italian marque concessionaire Renato Bornigia wasn't above trying to improve on the regular Lark production model and went so far as to tap the multi-talented Pietro Frua to redesign the model in 1960. Bornigia was keen to produce something better suited to local tastes, with Frua taking a Lark VIII convertible as a basis for a two-

door coupe that was revealed at the November 1960 Turin Motor Show.

The Studebaker Italia was powered by a 259cu in, 4.2-litre V8 and remained mechanically stock, but the body was dramatically different from the regular Lark. If anything, it borrowed styling cues from a near concurrent project for Volkswagen's Swiss importer, not least the quad-headlight arrangement. Sharp creases ran

the length of the flanks aft of the front wheelarches, the lower portions of bodywork being concave.

Bornigia hedged his bets by also showing a four-door variation on the theme. This was similarly a Frua design, but was built by Carrozzeria Francis Lombardi of Vercelli. While sharing similar styling themes with its coupe sibling, it appeared more angular and upright. The saloon was subsequently shown at the March '61 Geneva Motor Show. Intriguingly, it was displayed on the Italsuisse stand, the Swiss coachbuilder – and long-time Frua collaborator – being tipped to produce both iterations of Italia in volume. Bornigia was clearly shopping around as Francis Lombardi was also approached as was Carrozzeria Viotti (plan drawings exist with Viotti's crest on them). The four-door Italia was still being shown in late '61 where it was joined at the Turin Motor Show by another

prototype, this time based on Studebaker Hawk running gear.

There were, however, one or two slight problem-ettes. Reports in the local media talked of a production run of 1000 cars per year for the Italian market although it remains unrecorded whether or not the Studebaker Corporation was willing to play ball. In addition, you have to wonder if there would have been sufficient demand given the crippling tax hikes for cars sold in Italy with a displacement over two-litres. Either way, Bornigia's scheme came to naught.

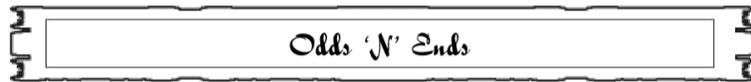
As to what happened to the prototypes subsequently, the coupe is believed to have been sold in 1961 and it has since disappeared into the ether. The four-door Lark, however, surfaced in Rome in the early '80s, a collector acquiring it minus engine and with front-end damage. He also managed to locate the Hawk-based car before offering both for sale in 2004 for the all-in price of €10,000. 



Studebaker Tech Tip

Studebaker Fans

By Pete Yuen

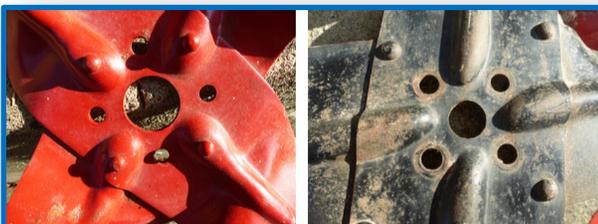


Studebaker used two types of fans in their cars. The red one has the rivets in the center of the blade and the black one has the rivets towards the edges of the blades.

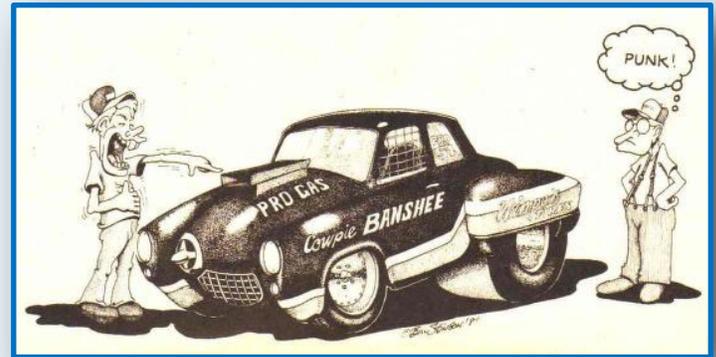
Over the years, it was noted that the fans with the rivet on the center of the blades were more prone to cracking than the blade with the rivets that were near the edges of the blades. He has seen one with a crack and has personally had one on a Studebaker. One day, after he started the engine he heard a strange noise coming from the engine compartment. Immediately, the engine was turned off and an inspection was done. Everything seem to be in order until the tip of the fan was wiggled, fore and aft, that is towards the radiator and then towards the firewall. The blade flexed at the rivet and it would have soon detach itself if the motor had not been shut off immediately.

WARNING! When you hear the strange noise from the engine compartment while the engine is running, do not lift the hood to see where the noise is coming from. If a person is in the path of the fan blade that is detached he/she could get a very serious headache, one that EXCEDRIN won't cure. Fact is, the detached fan blade could be a killer. That is the worst case scenario but in any case, a fan blade being detached while the engine is operating will certainly do damage to the car, be it to the hood, radiator or whatever in the engine compartment.

Take a few minutes to check the fan in your Studebaker. Check to see if there is any flex in any of the 4 blades. If any blade flexes, then the fan needs to be replace. The preferred replacement should be the fan with the rivets toward the edges of the blades. Look for one with hole that will fit on the fan adapter. Failing that, you will need to find an adapter of the same thickness as the original to fit the fan.

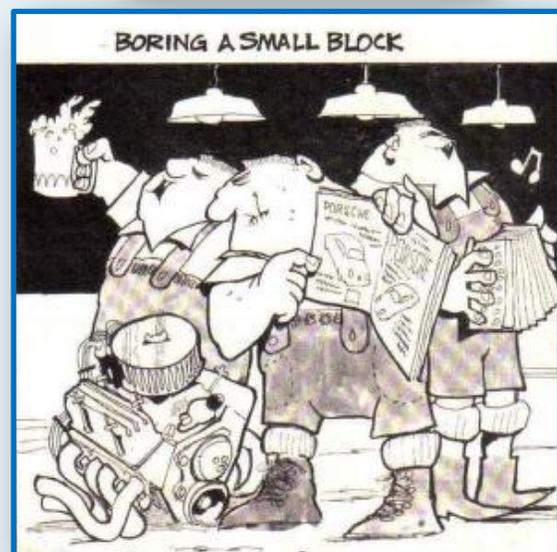


Studebaker in the Funny Pages



AUTOMOTIVE TERMS ILLUSTRATED

Have you ever wondered about what some automotive terms mean? Here we've illustrated some of the more technical terms.



Studebaker Restoration Progress

1962 Gran Turismo Hawk

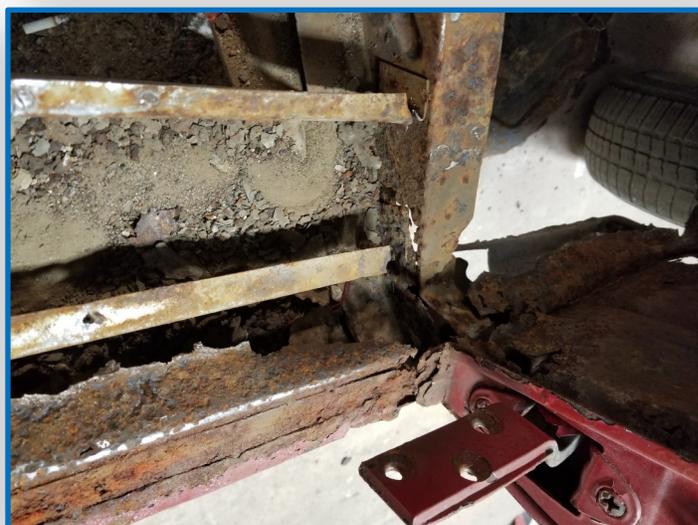
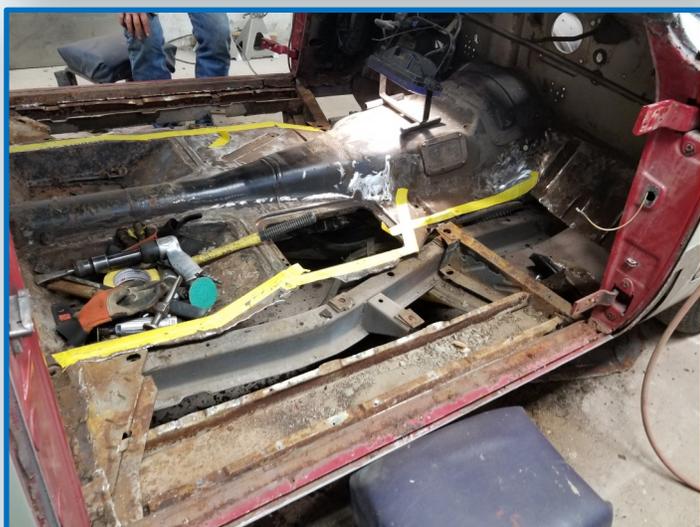
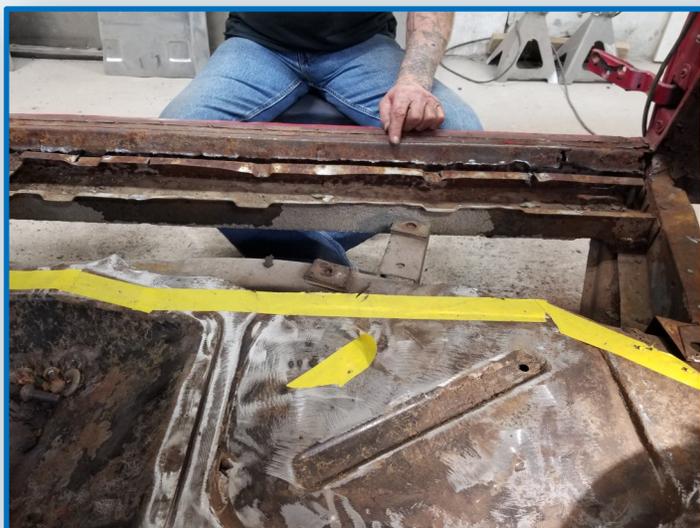
Progress continues on the 62 GT Hawk.

The engine and transmission are complete and bench tested waiting for the body. The engine is getting a four barrel carburetor replacing the existing two barrel. Most of the chrome/bright work is complete and ready to install.

Body work is continuing, but did get delayed due to personnel issues at the body shop.

Work on the floor pans has started revealing more rust. Imagine that, rust in a Studebaker!

Here are some pictures of the progress on the body.



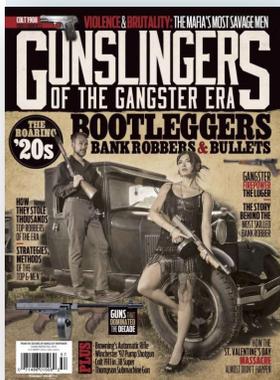
Tom Covington's New 1964 Studebaker Avanti R-1

Below are some pictures of Tom's Avanti taken at the January meet.



Studebaker and Gangsters

Here is an excerpt taken from the article “Public Enemies” by Leroy Thompson from “Gunslingers of The Gangster Era” fall 2015 edition.



COPS VS CROOKS



DILLINGER

Although he was not the most proficient bank robber of the era, John Dillinger’s notoriety probably made him the best known. The fact that many of the other famous criminals of the era, such as George “Baby Face” Nelson, Lester Gillis, Homer Van Meter and “Red” Hamilton were part of Dillinger’s gang only added to his notoriety.

Beginning in 1933, Dillinger and his gang robbed various banks across the Midwest, garnering about \$300,000 (a little under \$5,400,000 in current dollars). Firepower and audacity trumped sophistication for Dillinger and, as related below, he was willing to learn from more cerebral bank robbers.

Dillinger’s notoriety made bankers and law officers especially fearful of him robbing the local bank. For example, on June 30, 1934, the Dillinger gang hit the Merchant’s National Bank in South Bend, Indiana. Dillinger and four accomplices carried out the robbery with two staying outside and Dillinger and two others entering the bank. Dillinger fired a burst of fire from his Thompson into the ceiling.

As they exited the bank, Dillinger brought out a bank officer for use as a human shield. As they fled, they fired burst over the head of a crowd that had gathered in the street. This robbery was the last one Dillinger would carry out and netted \$24,439 (about \$500,000 today).

The robbery has such an impact in South Bend that the Studebaker Company, which was based there, built a special vehicle with gun ports in the windshield to pursue Dillinger and other bank robbers in the future.

During the 1920s and early 1930s, banks provided an appealing target for the “Public Enemies” that plagued the Midwest.

The sophistication level of the era’s bank robbers varied greatly. The most professional gangs carefully gathered information about their target and any town law enforcement. They also would plan their getaway in detail.

Normally, backcountry roads would be used so it was necessary to prepare detailed maps, as all but major roads were generally not marked. In some cases, robbers would leave gas cans in a cache along the getaway route or even stash a car for a quick change to confuse pursuers.

One of the trademarks of Depression-era bank robbers was the use of overwhelming firepower. Robbers would acquire Browning Automatic Rifles (BARs) or Thompson SMGs. They preferred to avoid shootouts, however, as dead citizens or officers would give law enforcers a greater incentive to track them down.

In no particular order, following are the top bank robbers of the era.



This is the colt .380 Pocket Hammerless pistol that John Dillinger was carrying the night police killed him outside the Biograph Theater



Studebaker built this bullet-proof car complete with gun ports in the windshield for the pursuit of Dillinger and other bank robbers.

“...Dillinger and his gang robbed various banks across the Midwest, garnering...a little under \$5,400,000 in current dollars.”



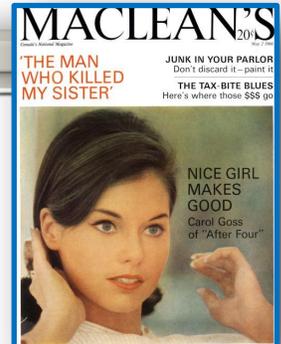
Photo of John Dillinger toting a Thompson submachine gun.



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facebook®

Studebaker of Canada closing

Studebaker stopped production of automobiles on March 17, 1966. The ad below was placed in the Canadian publication Maclean's Magazine's May 2nd, 1966 issue to assure Studebaker owners that parts and service would be available.



An Important Message to all STUDEBAKER owners and buyers

After serving the transportation needs of North America for more than 114 years, Studebaker has discontinued the manufacture of automobiles.

But, Studebaker of Canada, Limited wants all Studebaker owners and buyers to know that it will continue to provide nationwide availability of parts and service.

This will be accomplished through Parts Depots, listed below, which are strategically located across Canada. If a servicing dealer does not have needed parts on hand, most parts in most areas are available by overnight delivery. **More than \$20,000,000 worth of parts and accessories** are inventoried in our North American warehouses to protect Studebaker owners' investments, and to assure them continued service from their cars. (Studebaker of Canada, Limited is still supplying parts for Packard vehicles, although production was discontinued some ten years ago.)

PARTS DEPOT LOCATIONS

Montreal, Quebec
6402 Cote de Liesse Rd.

Winnipeg, Manitoba
1474 Wellington Avenue

Hamilton, Ontario
349 Ferrie Street

Vancouver, B.C.
1098 Southwest Marine Drive

The national network of Studebaker Service Dealers will continue in operation — with facilities to perform any service your Studebaker may need. In communities where there is no Service Dealer, any independent garage can secure genuine Studebaker parts through the nearest Service Dealer or Parts Depot.

The 2-year or 24,000-mile warranty on Studebakers will be honored by the dealer from whom you purchased your car or by any authorized Studebaker Service Dealer. You need not have any concern regarding this warranty; its obligations will be honored for any Studebaker that is still within warranty.

This continuation of service and availability of parts is your assurance that you will be able to maintain your Studebaker in good mechanical condition for many years.

Because it is, and always has been a fine car, we are confident that you will continue to receive a full measure of value from your Studebaker.



Studebaker
OF CANADA, LIMITED

HAMILTON, ONTARIO

Studebaker Sightings

Sighted in the 1948 movie "The Falcon: Devil's Cargo". Our hero drives a new 1947 Studebaker Champion Starlight Coupe.



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



CVC/SDC apparel available

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 styles. T-shirts are available in white or black in men's and women's styles.

CVC/SDC apparel and other items can be ordered and paid for on the Club website, go to:

<http://centralvirginiachapter.org/MemberStore.html>



SDC National Membership Drive!

GET A MEMBER GET A MONTH!

The best resource for recruiting new SDC members is YOU! Now we want to reward you. For every new member you get we'll extend your SDC membership by one month! Here's how:

- When you get someone to join make sure they provide your name or member # to get credit.
- No limit! 12 new members = 12 added months!
- New members only or have not been an SDC member for 3 years or more.

Applies to full memberships only.
Effective through 12/31/19

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:

ONE (1) New air filter for 289 R-2 V8, \$17.25.



TWO (2) Rebuilt 12-volt generators, \$125.00 each.



ONE (1) Rebuilt Stromberg Model WW 2 barrel carburetor, \$300.00



Contact Jim Jett, (804) 920-2129

EMAIL: jsjett@va.freei.net

Membership

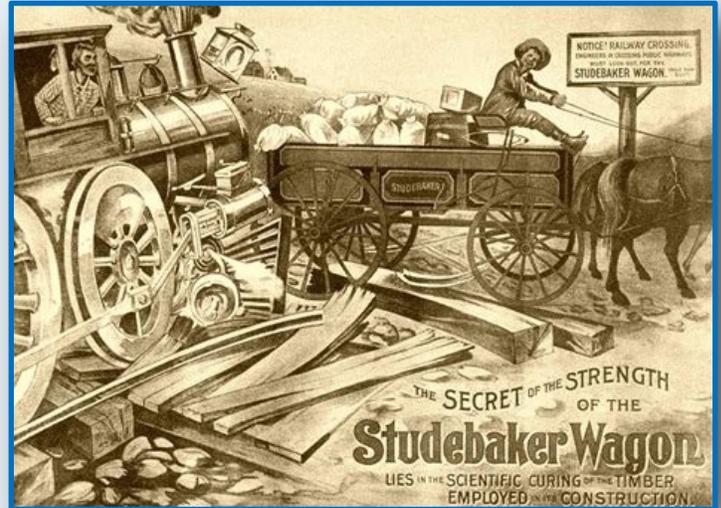
You don't have to own a Studebaker to be a member of the Club. If you do, or are just interested in Studebaker automobiles, we would love to have you as a member. You can join and pay membership dues online or print and mail the membership application. Membership in the Studebaker Drivers Club is required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

George Marshall
Treasurer CVC/SDC
12302 Bailey Oak Pl
Midlothian, VA 23112-6895