



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

Events are subject to change due to the WuHan Flu.  
Please check the Car Club Council website or event  
sponsor for  
scheduled events and updates.

#### \*April 11th, 2021

Sunday @ 2:00pm

Central Virginia Chapter  
Annual Meeting  
River City Diner  
11430 W. Huguenot Rd  
Midlothian, VA 23113  
(804) 897-9518

Website: <https://www.rivercitydiner.com>

Election of officers for 2021.

Dues due.

#### May 1st, 2021

Saturday @ 10:00am-4:00pm

Old School Hot Rodders of Virginia Spring Cruise In &  
Swap Meet  
19621 Namozine Rd  
Sutherland, VA 23885

This event is geared toward folks who enjoy the  
"golden age" of the hot rod car scene 1950's - 70's.  
Vehicles 1981 and older. Burn outs, pin up girls and  
more. Rain date May 2nd.

Swap meet spaces \$25.

INFO: Darrell Olgers, (804) 943-2283

Email: [66stingraycoupe@gmail.com](mailto:66stingraycoupe@gmail.com)

Facebook: [Old School Hot Rodders of Virginia](#)

#### May 15th, 2021

Saturday @ 9:00am

2nd Annual Breakthrough Car Show  
and 26th Anniversary of the  
Car Club Council of Central Virginia  
at Historic Hart Farm

More details soon at the CCCVA website.

#### \*May 22nd, 2021

"Orphan Car" Cruise-In

River City Diner  
11430 W. Huguenot Rd  
Midlothian, VA 23113  
(804) 897-9518

Website: <https://www.rivercitydiner.com>

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



## CVC will hold first meet of 2021 on April 11th

The Central Virginia Chapter of the Studebaker Drivers Club will hold its first meet of the year on Sunday, April 11th, 2021, at 2:00pm.

The group will meet at River City Diner located in Midlothian, Virginia. See meet information in Calendar of Events.

This meet will be the Chapter's Annual Meeting where officers for 2021 will be elected.

Chapter dues for 2021 can be paid at this meet, mailed to the Chapter Treasurer or paid online at our website.

The restaurant patio has been reserved so we can enjoy the spring weather.





## 57th Studebaker Drivers Club International Meet

### Indianapolis, Indiana

### September 8-11, 2021

The Indy Chapter of The Studebaker Drivers Club (SDC) would like to personally invite all SDC members to attend the 57th annual SDC International Meet September 8-11 2021, Indianapolis Indiana. The past twelve months have been challenging due to the COVID pandemic, hopefully with the vaccines we can return to our normal lives. Over the past year the Indy Chapter has been planning for an annual meeting in a casual setting at an affordable price.

The location for the International Meet is the Marion County Fairgrounds, the facility mimics closely the 2019 Mansfield meet. The fairgrounds encompasses 144 acres with several buildings that will be utilized. Camping with full hook up is available on the grounds as well as free car trailer parking. The entire facility is secured by fencing. From the fairgrounds our chosen hotels are a short 10 minute drive on rural roads. The hotels were chosen by a three point criteria, safety, cleanliness and price. Three of the seven hotels are under \$90.00 per night and filling fast. Hotels are within walking distance of each other so it is easy to gather evenings and visit with friends, new or old.

Your National Board has approved a meet registration that includes an "early bird special", please take advantage of this offer before it ends. Due to COVID many of our planned tours are in limbo as mandatory closures of many venues are still in effect. In the near future we will publish a list of those events and any costs associated. By late spring we should have tours and attractions finalized.

Our daily calendars are full of activities ranging from swap meet to seminars with a couple new twists. New this year will be an "all makes" car show along with the Studebaker car show on Saturday September 11 2021. Also on Saturday will be the annual Midwest Model Car Show, this year they will be featuring all models Studebaker. More details to follow on the model show, SDC members will be able to show and compete if desired.

Our Swap meet will be a combination of indoors and outdoors along with a car corral. One building is sold out with the second building nearing 50% capacity. A third building can be added if demand for space requires it. Outdoor vending is more than ample with most enjoying shade tree sites. Food and drink vendors will be on the grounds each day of the meet. We will also have a hospitality room for folks to gather and rest, water, coffee and snacks complimentary.

Seminars, Dr. Herbert Terry, SDC member, will present a two part seminar on the Studebaker US6 truck and its' part in World War II. Jeff Rice, SDC member, will be presenting two seminars one on cylinder head modification and another on intake manifold modifications. Of course the staple Studebaker Co-Operator seminar is also scheduled. Board of Directors meeting as well as the regular members meeting are also included.

What gathering would be complete without some music? We will have our staple, The Studebaker band performing several concerts during the meet. A brass band will entertain on Tuesday evening at the Ice Cream Social and on Friday evening we will have a "street dance" with a disc jockey as well as a variety of food truck vendors for your dining pleasures.

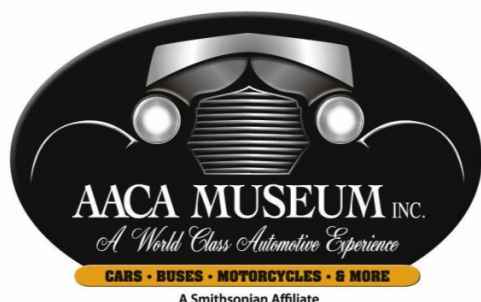
Those of you who enter cars for concourse judging, we will again use two days for judging and drive thru as in the past. We are going to tweak the format with additional judging stations and dedicated stations per class. This will make for a much shorter time in the judging line. Awards will be presented on Saturday at 3:00p.m. Followed by a farewell Bar B Que dinner.

We are not finished, there are more events still to be confirmed. Check your monthly issue of Turning Wheels for updates. SDC events have been cancelled and members separated for too long by this pandemic, we look forward to once again joining together in the hobby we love. Book your hotels and register early, see you soon!

Joe Bacon, Indy Meet Chairperson

Click [HERE](#) to go to the SDC Meet Website.





# Studebaker LARK

## Raffle Car Drawing &

## AACA Museum Sizzling Summer Cruise-In

**Saturday June 19, 2021  
8AM - 2PM**

**INFO: See flyer at end of newsletter**

## Next Meet

**May 22nd, 2021, Saturday @ 4:30pm**

## River City Diner

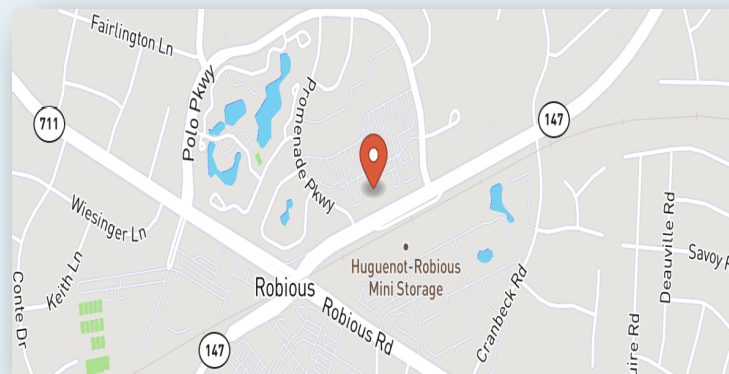
11430 W Huguenot Rd  
Midlothian, VA 23113  
(804) 897-9518

It's "Orphan Car" night at the Chesterfield Cruize-in being held at River City Diner in Midlothian, Virginia.

Come out and show our Studebakers and enjoy the spring weather with other car enthusiasts.

Click [HERE](#) to go to the River City Diner website.

For driving instructions, click [HERE](#).



### Commanding Leader

Quarterly publication of the  
Central Virginia Chapter  
Studebaker Drivers Club  
Richmond, Virginia  
Jim Jett, Editor  
[jsjett@centralvirginiachapter.org](mailto:jsjett@centralvirginiachapter.org)

### Officers:

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



## Studebaker Sightings

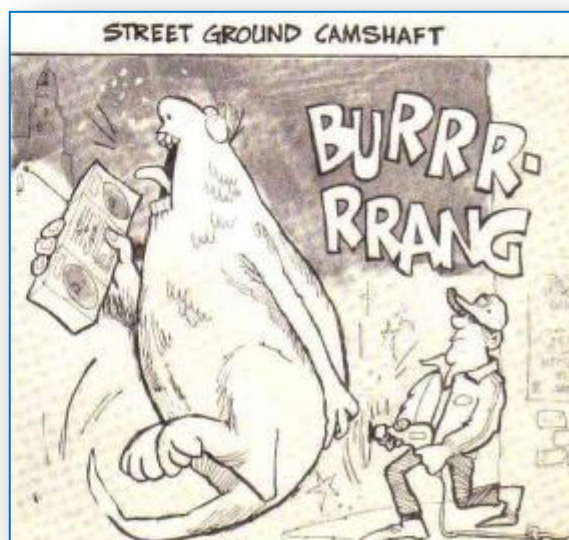


OK, it's not a Studebaker, but it is related by merger!

Sighted at the 2nd Annual Olde Towne Rydes Car Show held March 27th, 2021, at Moore's Auto and Towing in Petersburg, Virginia; a 1956 Clipper 4-door sedan.

## AUTOMOTIVE TERMS ILLUSTRATED

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



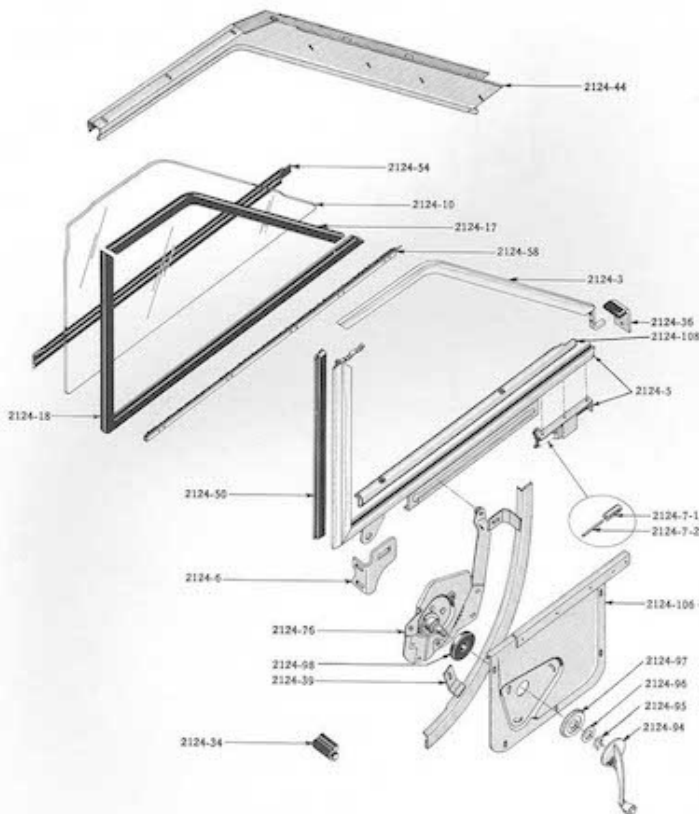
## Studebaker Tech Tip



## GT Hawk Quarter Window Install

By David and Eric King  
Charleston, WV. 25302  
January, 2017

This is an awful lot of words for, "keep everything loose until lined up".



For this two-person job, first install all of the necessary window rubbers, sweeps, window guides, and tracks.

After all the necessary hardware has been lubricated, begin by installing the forward facing pivot point with the fasteners slightly slackened from snug.

Check that the hexagonal washers aren't biting too much into the inner fender.

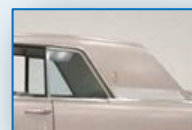
- 1) The window can then, be angled in carefully from the inside of the car with the rear most corner entering through the access hole used for the window regulator.
- 2) While one person draws the glass towards the outside of the car, a person inside can guide the plastic roller onto the track by placing their hands through bottom-most the access panel to snap the roller onto the track.
- 3) Once on the track, the glass can be brought towards the front of the car and the pivot bolt, washer, and nut can be loosely installed through the glass.
- 4) The helper outside of the car can then manually draw the glass into a fully closed position while the individual inside the car can reach through the regulator access panel to position the window pivot point hardware up or down in the slotted holes.
- 5) Once a good fit has been achieved, these two bolts can be tightened to snug.
- 6) Then, gently lower the window into the fully open position while checking for alignment within the window tracks.

Make the necessary adjustment of the window pivot point towards the front or rear of the car as necessary such that the window achieves full open.

Raise and lower the window several times to ensure good fit and proper movement on the guides.

Tighten up all hardware and install the regulator/crank hardware using a spud or scratch awl to line up the screw holes for the regulator panel.

A dead blow hammer might need to be employed to gently persuade the regulator into place over the inner fender towards the front of the car.



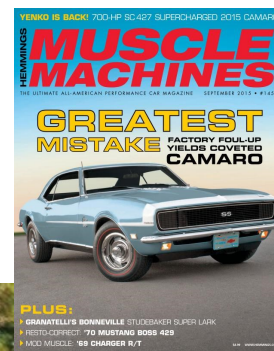


## Studebaker in the Car Magazines

## Studependous

By Jim Donnelly

The article below is taken from  
Hemmings Muscle Machines  
September 2015 issue featuring  
Jon Myers.



It's only a memory now, akin to a mirage shimmering above the great expanses of Utah salt. But in 1963, a brace of factory-backed Studebakers set scads of speed records on the Bonneville Salt Flats, and this is one of them. Manufacturer records make it clear that this 1963 R2 Super Lark was consigned by Studebaker Engineering to Andy Granatelli, who led the Studebaker assault on the salt that year. It was too little, too late to save the company, but Studebaker nonetheless reaped huge publicity as Granatelli's fleet of Larks and Avantis sent the U.S. Auto Club's speed records toppling in a variety of classes.

Within three years, however, Studebaker was gone. The cars of Bonneville became, in effect, so much excess inventory. And in a remarkable incident of pure happenstance, a Studebaker collector and restorer of great repute spotted this Super Lark on a used-car lot. That's where this story begins, but the backstory goes back further than that. Granatelli was the boss of Paxton Products, a supercharger manufacturer, when it was acquired by the Studebaker-Packard Corporation in 1962. Granatelli was named a vice president and chief engineer at Studebaker, and ordered to turn the subsidiary around. By then, Studebaker had taken some positive steps

at playing catch-up in the horse-power race, having introduced its 232-cu.in. OHV V-8 a decade earlier. Its block was an uncommonly thick casting, built by engineers who anticipated that its displacement and output would both be increased in time. That's precisely what happened. The V-8 was expanded to 289 cubic inches and installed in the 1957 Golden Hawks, which marked Studebaker engine's first foray into true performance.

Studebaker's team realized that there was more untapped potential, and that the V-8 block was robust enough to handle forced aspiration. By 1958, the engine was further enhanced with a McCulloch centrifugal supercharger, good for 5 to 7 psi, and boosting its output to 275 hp through a two-barrel carburetor. McCulloch was the owner of Paxton, at least until Studebaker bought Paxton and thus acquired not only Granatelli's talents, but also plucked away McCulloch executive Sherwood Egbert to become Studebaker's president. It was Egbert who fast-tracked the development of the Avanti, and thus the R2 supercharged V-8, now with a Paxton centrifugal blower rated at 6 to 8 psi. South Bend's compact, the Lark, was

# Studependous

(continued)

struggling in the sales department, and Egbert decreed that the 289-cu.in. V-8, both supercharged and normally aspirated, would be offered as Lark options in 1963.

Let's try some alphabet soup here: For the uninitiated, the unblown 289 got the designation of "R1." The R2 added Paxton supercharging. In 1964, the Granatelli brothers worked more magic and developed the R3 and R4 engines in their Los Angeles shops, increasing the V-8's displacement to 304.5 cubic inches (to keep it under the 305-cu.in. limit used by some sanctioning bodies for compact cars) and outfitted with either 9.75:1 compression, the Paxton SN-60 and 335 hp; or with a 12.0:1 squeeze, dual Carter AFBs and 280 hp. About 120 of these engines were built in total. Parts are scarce for them, but this Super Lark boasts some R3 innards. How did that happen? Simply because its owner is a guy who has been hoarding Studebaker parts and doing quality restorations on the cars for decades.

## 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](mailto:jsjett@centralvirginiachapter.org)

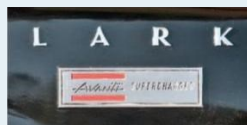


## CVC/SDC apparel available

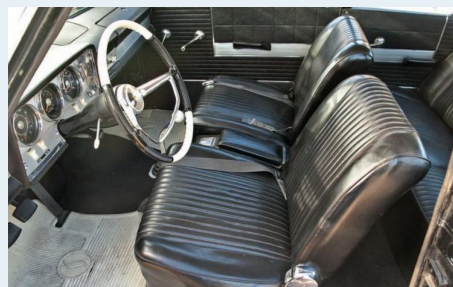
Items displaying the Club logo are available to club members. The Polo Shirts are available in white, navy or black in men's and women's styles. T-shirts are available in white or black in men's and women's styles.

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

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



Avanti engine callout is a dead giveaway that this conservative-cut Lark two-door is seriously potent. Studebaker didn't skimp on standard instrumentation, but Paxton made a separate gauge cluster for underdash use that is extremely rare today



Jon Myer moved from his native Ohio to Los Angeles in the 1960s, embarking on a 30-year career as a crew chief in charge of ground-support vehicles for American Airlines at Los Angeles International Airport. He also started accumulating Studes and parts for them, lots of them. When he retired from the airline and returned to Duncan Falls, Ohio, following a struggle with multiple sclerosis, Jon schlepped the whole shebang back to the Midwest. "We moved 26 cars and seven 53-foot trailers full of parts back to Ohio from L.A.," Jon says proudly. "Most people said you couldn't move that much stuff cross country."

When he was still at LAX, Jon worked the midnight shift, which allowed him to pursue his Studie passion during daylight hours. The hobby became a business as Jon evolved into a restorer and parts supplier. He re-established the shop in Duncan Falls, near Zanesville, as Myer's Studebaker Parts & Repair.



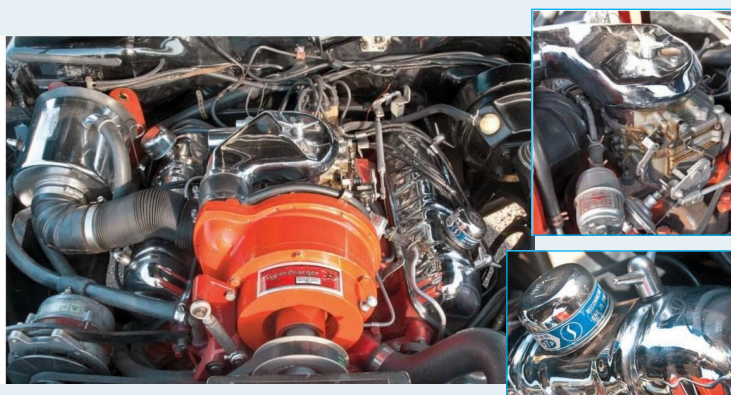


# Studependous

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Today, Jon is a recognized authority on the R1, R2 and R3, and has a stash of seldom-seen parts, a number of which were employed in the Super Lark's restoration.

He provided us with this outline of what constitutes a Super Lark: "If you went out and ordered a Lark from your local Studebaker dealer and said you wanted the supercharged engine but not the front disc brakes or anti-roll bar, you got what was called an R2 Lark," Jon explains. "If you ordered the whole package, and I believe the order number was '88A,' you got the complete package, including the brakes, anti-roll bar, heavy-duty suspension all the way around, adjustable shocks, heavy-duty cooling system with a fan shroud, traction bars, the 160-MPH speedometer and the badges. If it has the grille badge, it's a full-package car, which they called the Super Lark in the magazines and the Studebaker ads."



The business end of an R2 powertrain is the huge Paxton centrifugal supercharger. The owner didn't know he had a previously blown car until he spotted the sealed Carter AFB. Subtle STP logo on label around oil breather hints at the strong Granatelli/ Bonneville connection

The Super Lark is super rare. Records show that 325 R2 Larks were made, hardtops and convertibles, but only 53 of them were full-package cars, as Jon told us. Jon found this one sitting on a forlorn used-car lot in San Pedro, California, in 1968. It was so ratty, crash-damaged at both ends, the proprietor had hidden it behind the office. The lot was closed when Jon went by, and when he returned a week later, the Super Lark was gone. About two weeks after that, Jon was at LAX when one of his coworkers was boasting about a black, four-speed Lark that he'd recently bought. It turned out to be the car from San Pedro. It took him about six months to get his buddy to accept a deal in which Jon swapped a

1955 Studebaker with a built-up 289 and a 1959 Chevrolet four-door hardtop for the Super Lark. At this point, he didn't even realize the car was supposed to have a supercharger.

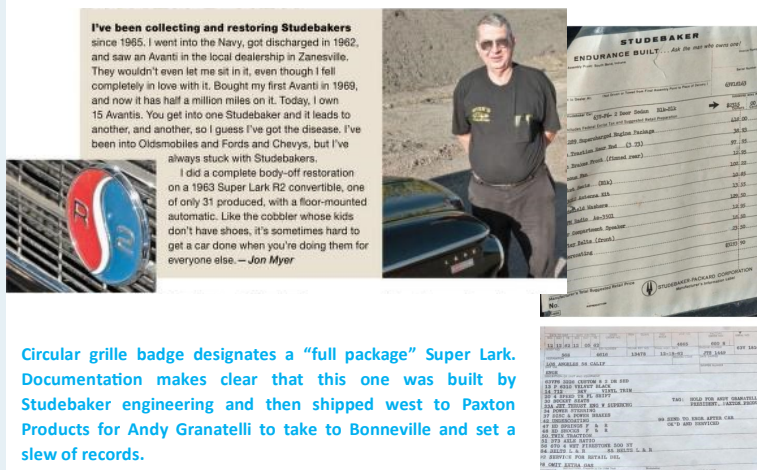
Jon didn't learn that until several years later, while he fixed the body damage, replacing the Brooks Stevens-penned grille, bumpers and taillamps. Then he found out that the Lark was delivered with a supercharger from the factory, after spotting a tag on the Carter AFB identifying it as a sealed carburetor for supercharged use. Jon investigated further, checking production records from South Bend, and learned conclusively that his Lark had been built by Studebaker engineering in late 1962 as a development mule and then shipped directly to Granatelli at Paxton.



Looks notwithstanding, an R2 Super Lark was a very serious performance car in 1963. A Hurst-stirred Borg- Warner T-10 and Dana rear end are both appropriate

"The first Larks built for 1963 would have body numbers starting at 001, and mine's 568, built on December 18, 1962, so it's a very early car. What happened was when the Avanti came out, people said they really liked the supercharged engine but wanted to have it in a Lark or a Hawk. Nobody had even thought about it to that point," he says. "So they built this car as a mule and shipped it to Granatelli, and he ran it on the Bonneville Salt Flats at top speeds so it could be used in magazine advertisements. That was when I realized I had a pretty rare car and decided to give it a correct restoration. I talked to Joe Granatelli [Andy's older brother] about the car's background."

Between his work, illness and the need to move back east, it took nearly 40 years for the restoration to get underway in earnest. During the interim, Jon set out to acquire the Paxton SN-60 and related parts from his network of sources.



Circular grille badge designates a "full package" Super Lark. Documentation makes clear that this one was built by Studebaker engineering and then shipped west to Paxton Products for Andy Granatelli to take to Bonneville and set a slew of records.



# Studependous

(continued)

In terms of the powertrain, it's not completely dead stock. As originally built, the R2 used a forged crankshaft and connecting rods, adding aluminum timing gears, a dual-point performance distributor, enlarged harmonic balancer, heavy-duty water pump and an extended crankshaft snout, the better to spin the Paxton. As delivered, the R2s used large-chamber cylinder heads designed for Studebaker trucks, which delivered a compression ratio of 9.0:1. To all this, Jon added a proprietary Myer electronic ignition built in-house, had a set of aluminum roller rockers custom made by Harland Sharp with a 1.5:1 ratio, port-matched the heads, added 1 15/16th-inch R3 intake valves, and swapped in a more radical R3 camshaft designed by Granatelli with 288 degrees of duration and an aggressive .406-inch lift on both the intake and exhaust sides. He also added cast-iron headers that were designed especially for the R3. He estimates the R2's making at least 300 hp now.

All this was done beginning in 2007, and the car is essentially restored to driver-plus-plus quality. "When I got it, it had been drag raced and had paperwork for something like 13 different earlier owners. The bucket seats were gone and replaced with an overstuffed bench seat. A friend of mine from L.A. said that he had a buddy who went to work during his college days for Paxton when they went to Bonneville with the Studebakers. His buddy told him there was this little black Lark that they'd run out of there, and then put the original R2 engine back in it. And he bought it to tow a boat with, welded a huge hitch to the frame, and quickly learned it wasn't an ideal car for towing a boat," Jon recalls. "I managed to find the guy, and he said he'd been a gofer for Paxton, and had done the insurance on the car, and still had the paperwork. The serial number matched, and I told him that the hitch was welded on so well that you'd have to cut the car apart to get it off. When I pulled the back seat out, I found out that there were round holes drilled in the floorboard, just inboard of the B-pillar, behind the driver's seat. Much later on, I learned it was for the roll bar.

Joe Granatelli told Jon that the Super Lark ran about 132 MPH through the measured mile. A Studebaker buddy in California

showed Jon a short promotional film, made for either Paxton or Studebaker, and he said the camera clearly pans across the black Super Lark as it's parked next to the Bonneville timing tower. It's his goal to fully restore it to Bonneville specs, including the Halibrand "kidney-bean" style alloy wheels. He's had the Super Lark down the drag strip numerous times before he rebuilt the engine, recalling that he logged 19 runs in one day at Irwindale Raceway in California with a tired powerplant, with a best pass of 13 flat.

Today, it's largely an original car, except for the beefed engine. Some of the paint, especially the roof and cowl, is factory original. As Jon says, "I love this cool little four-speed Lark, and I polished it so many times that I went right through the factory paint. That's why I had to repaint it.

## 1963 STUDEBAKER LARK R2

**300 HORSEPOWER @ 4,800 RPM (est.)**  
**303-LB.-FT. TORQUE @ 5,000 RPM (EST.)**  
**1/4-MILE: 13.90 SECONDS @ 99.98 MPH\*\***



ILLUSTRATION BY RUSSELL VON SAUER

<p><b>PRICE</b></p> <p>Base price ..... \$2,315          Price as profiled ..... \$3,193          Options on car profiled ..... Super Lark package, power steering, AM/FM radio</p> <p><b>ENGINE</b></p> <p>Block type ..... Studebaker OHV V-8, cast-iron block and cylinder heads          Displacement ..... 289 cubic inches (currently 289.9 cubic inches)          Bore x stroke ..... 3.5625 x 3.625 inches (currently 3.625 x 3.625 inches)          Compression ratio ..... 9.0:1          Horsepower @ RPM ..... 300 @ 4,800 (est.)          Torque @ RPM ..... 303-lb.-ft. @ 5,000 (est.)          Valvetrain ..... Solid valve lifters, Studebaker-Granatelli R3 camshaft, custom Harland Sharp roller rocker arms</p> <p>Main bearings ..... Five          Fuel system ..... Single Carter AFB 600-cfm four-barrel carburetor, Paxton SN-60 centrifugal supercharger, Carter mechanical fuel pump</p> <p>Ignition system ..... 12-volt, Studebaker distributor (currently Prestolite electronic ignition)          Lubrication system ..... Full pressure, gear-type pump          Exhaust system ..... Studebaker R3 cast-iron headers, dual exhaust, Cherry Bomb mufflers</p> <p><b>TRANSMISSION</b></p> <p>Type ..... Borg-Warner wide-ratio T-10 four-speed manual with Hurst shifter          Ratios ..... 1st 2.54:1                            2nd 1.88:1                            3rd 1.51:1                            4th 1.00:1                            Reverse 2.61:1</p> <p><b>DIFFERENTIAL</b></p> <p>Type ..... Dana 44 with Twin-Trac limited-slip          Ratio ..... 3.73:1</p> <p><b>STEERING</b></p> <p>Type ..... Bendix Linkage, power assist          Ratio ..... 20:1          Turns, lock-to-lock ..... 4.5          Turning circle ..... 37 feet</p> <p><b>BRAKES</b></p> <p>Type ..... Hydraulic, manual          Front ..... 11 5/8-inch Bendix disc          Rear ..... 11 x 2.00-inch finned expanding drum</p>	<p><b>CHASSIS &amp; BODY</b></p> <p>Construction ..... Steel body on box-section ladder frame          Body style ..... Two-door sedan          Layout ..... Front engine, rear-wheel drive</p> <p><b>SUSPENSION</b></p> <p>Front ..... Independent A-arms, coil springs, Gabriel gas shock absorbers, 1/2-inch anti-roll bar          Rear ..... Parallel semi-elliptic leaf springs, traction bars, Gabriel gas shock absorbers, 1/2-inch anti-roll bar</p> <p><b>WHEELS &amp; TIRES</b></p> <p>Wheels ..... Stamped steel                            Front 15 x 4.5 inches                            Rear 15 x 4.5 inches          Tires ..... Firestone 500 (currently Mastercraft radial)                            Front 670-15 (currently 215/70R15)                            Rear 670-15 (currently 215/70R15)</p> <p><b>WEIGHTS &amp; MEASURES</b></p> <p>Wheelbase ..... 109 inches          Overall length ..... 194 inches          Overall width ..... 71.3 inches          Overall height ..... 55.7 inches          Front track ..... 57.3 inches          Rear track ..... 56.56 inches          Curb weight ..... 3,350 pounds</p> <p><b>CAPACITIES</b></p> <p>Crankcase ..... 6 quarts (with filter)          Cooling system ..... 18 quarts          Fuel tank ..... 18 gallons</p> <p><b>CALCULATED DATA</b></p> <p>Bhp per cu.in. .... 1.00 (est.)          Weight per bhp ..... 11.17 pounds (est.)          Weight per cu.in. .... 11.21 pounds</p> <p><b>PRODUCTION</b></p> <p>Studebaker built 325 R2-powered Larks in 1963, of which 53 had the full Super Lark package.</p> <p><b>PERFORMANCE</b></p> <p>0-60 MPH ..... 7.8 seconds*          1/4-mile ET ..... 13.90 seconds @ 99.98 MPH**          Top speed ..... 132.04***</p> <p style="font-size: x-small;">* Based on a June 1963 Car Life road test of an R2 Lark Daytona with an automatic transmission.          ** Based on owner's timeslip.          *** Based on Andy Granatelli's 1963 USAC-certified flying-mile run in an R2 Lark Regal at the Bonneville Salt Flats.</p>
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## 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](mailto: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>

Visit our website at [www.centralvirginiachapter.org](http://www.centralvirginiachapter.org)

# Studebaker "30"

LIMOUSINE, MODEL H.

We can make prompt deliveries.

Our qualification as experts in the design and equipment of a body is unquestioned—a very important matter for consideration in the purchase of an enclosed car. In addition to our own most efficient staff, however, we have retained the best designers in the country, not already in our employ, to advise in this work.

The chassis is a Garford, which, perhaps, more than any other, represents the orthodox art. This conviction led to our financial interest in the Garford Company.

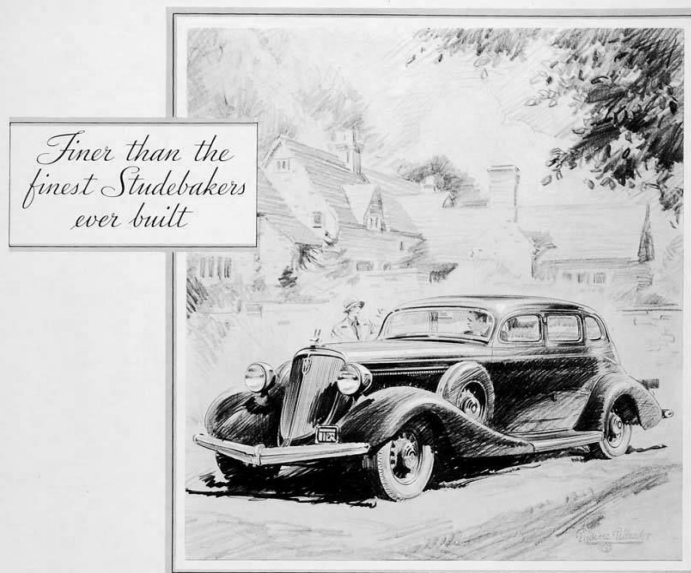
OTHER MODELS:  
Studebaker "35" Model H, Landulet, Touring and Speed Car  
Studebaker "35" Model A, Limousine, Landulet, Touring and Speed Car  
Studebaker "40" Model B, Limousine, Landulet, Touring and Speed Car  
Electric Vehicles for Business and Pleasure

We shall exhibit our full line of gasoline and electric pleasure cars at the New York Licensed Show, held in Madison Square Garden, and at the Chicago Show, held in the Coliseum.

Licensed Show, spaces—Gasoline Cars, No. 31; Electrics, No. 32. Chicago Show, space B3.

**STUDEBAKER AUTOMOBILE COMPANY, South Bend, Ind., U.S.A.**  
(Member Association Licensed Automobile Manufacturers)

BRANCHES  
CHICAGO, ILL., Studebaker Bros. Mfg. Co.  
DENVER, COLO., Studebaker Bros. Mfg. Co.  
DALLAS, TEX., Studebaker Bros. Mfg. Co.  
KANSAS CITY, MO., Studebaker Bros. Mfg. Co.  
NEW YORK CITY, Studebaker Bros. Co. of New York  
PORTLAND, ORE., Studebaker Bros. Co. of California  
SAN FRANCISCO, CAL., Studebaker Bros. Co. of California  
SEATTLE, WASH., Studebaker Bros. Co. of California



INCREDIBLE as it may seem, these lowest priced Studebakers in history are also the finest cars that ever bore their honored name. Superbly streamlined bodies of seamless steel reinforced by steel sheathe interiors of extraordinary spaciousness and luxuriousness. High-powered, economical, flawlessly functioning engines stem straight from years of triumphs in stock car and speedway racing. Comfort, new in motoring, results from Quadriposse Suspension,

the dramatic Studebaker discovery which scientifically cradles the action of all four wheels. Uncanny "mechanical brains" make driving so automatic there is little to do but steer. Prove to yourself in a convincing trial drive that these skyway style Studebaker masterpieces of 1934 definitely and substantially add brilliant new lustre to a record of achievement unique in motordom. Dictator \$685... Commander \$920... President \$1170. Base prices at the factory.

Studebaker

FROM THE SPEEDWAY COMES THEIR STAMINA  
FROM THE SKYWAY COMES THEIR STYLE





## 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



# Studebaker

## LARK

### Raffle Car Drawing

### &

### AACA Museum Sizzling Summer Cruise-In

## Saturday June 19, 2021

### 8AM - 2PM



## *Tucker* ♦ Studebaker Parade



Free breakfast  
(1/car (limited supply))

**Studebaker Hospitality tent**



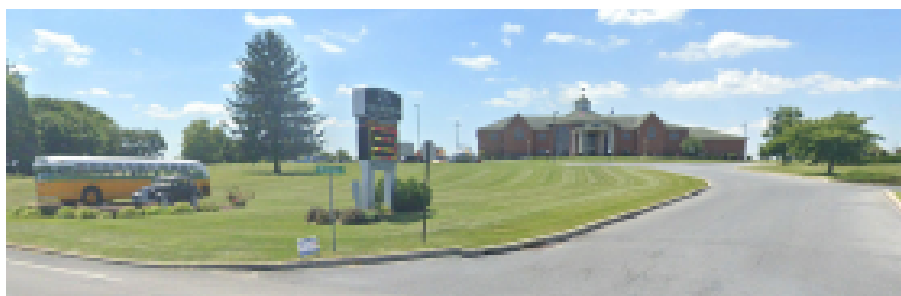
**T**he Keystone Region SDC is holding its annual Raffle Car drawing in conjunction with the AACA Museum's Sizzling Summer Cruise-In.

The day begins at 9AM with a voucher for a free breakfast for pre-registrants (by June 5th, see details below). Studebakers will assemble for parade laps at the Museum lead by the only Automatic transmission Tucker. This will be the first time this Tucker has been driven in a public setting like this, with a call for other Tuckers to participate. A behind the scenes tour of the Tucker will be available only for Studebaker registrants.

The raffle drawing for the 1960 Lark Convertible, open to the public, will be held at noon in the Museum's Rotunda. A catered lunch for Studebaker registrants will follow.

The AACA Museum Sizzling Summer Cruise-In, a new name and experience for the traditional summer event, attracts hundreds of vehicles and visitors to the Museum. The Keystone Region has partnered with the Museum to showcase its family of Studebakers at this event. Bring your family in a Studebaker. Keystone Region will provide Studebaker only parking. Studebakers for sale are welcome (must be able to be driven on field). Refreshments throughout the day will be available for Studebaker owners at Keystone Region hospitality tent.

Registration required for free breakfast and Studebaker luncheon. However, no registration required for day-of-event Studebakers drive-ins or the Tucker Studebaker parade.



AACA Museum, 161 Museum Drive, Hershey, PA 17033



## EVENT DETAILS & REGISTRATION

**SCHEDULE** (June 19, 2021) (event held, rain, shine or COVID) (Masks req'd in Museum)

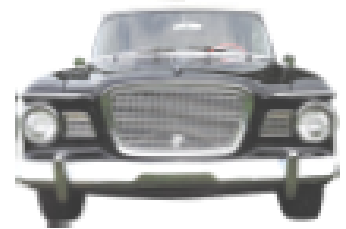
8:00 AM Show field opens

10:00 AM Tucker Studebaker Parade begins (Participants need to be in Studebaker field by 9AM)

12:00 Keystone Region Raffle Car Drawing

12:30 Studebaker luncheon (details below)

1:30ish Behind the Scenes Tucker tour (Luncheon registrants only)



### **STUDEBAKER LUNCHEON**

Includes selection of:

Hot gourmet sandwich, Honey Ham and Cheddar on pretzel melt

Chicken Salad sandwich on a Croissant

Tortellini & Vegetable pasta salad

Assorted Chips

Scrumptious Bakers deserts

Assorted sodas, bottle water

Please advise upon payment if you want; vegan other dietary options.

Cost: \$22/person (includes Museum admission and Behind The Scene Tucker tour after the Luncheon)



## **REGISTRATION FORM**

(Studebaker Lark Raffle Drawing and AACA Museum Sizzling Summer Cruise-in)

**REGISTRATION DEAD LINE: June 5th**

Studebaker Year: \_\_\_\_\_ Model: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_ Email: \_\_\_\_\_

### **SELECT REGISTRATION TYPE (Circle only one Option)**

#### **Option 1**

Number attending: \_\_\_\_\_ (\$22/person)

Total Enclosed: \$ \_\_\_\_\_

Includes: 1 Breakfast/car

Studebaker Field @ Sizzling Summer Cruise-In

Museum admission

Studebaker Luncheon

Behind the Scene Tucker Tour

#### **Option 2**

Number attending: \_\_\_\_\_ (No Charge)

Includes: 1 Breakfast/car

Studebaker Field @ Sizzling Summer Cruise-In

**Make check payable to: Keystone Region Chapter, Inc.**

**Send reservations to:**

Ronda White

2706 Hoffer Street

Harrisburg, PA 17103-2048

wrwhite2706@aol.com

EVENT INFO: [tt@tigertoms.net](mailto:tt@tigertoms.net)

717-832-1116 #1

