



Commanding Leader

Calendar of Events

* Designates CVC Event

April 30th, 2022
Saturday @ 10am - 5pm
Powhatan Cruiser's Car Club 20th year anniversary car show
4042 Anderson Highway
Powhatan, Va 23139
\$5 Entry fee
\$20 Registration fee
INFO: Charlie Williams (804) 898-0876
EMAIL: williamscharliejr@yahoo.com

May 7th, 2022
Saturday @ 8am - 3pm
11th Annual Old School Street Cruisers Car, Truck & Bike Show & SWAP MEET benefiting ACES
Luck Chevrolet
516 S Washington Hwy
Ashland, VA 23005
\$20 Registration fee
INFO: Carl Johnson (804) 920-8875
Greg Wyatt (804) 752-2312
Bruce Derricott (804) 909-0534

*May 15th, 2022
Sunday @ 2pm
CVC/SDC Meet
The Pickel Barrel Restaurant
12912 Plaza Dr
Henrico, VA 23233-7419
(804) 708-0166
INFO: Jim Jett (804) 920-2129

June 4th, 2022
Saturday @ 9am - 2:30pm
Mt. Olivet Baptist Church Brotherhood Ministry 16th Annual Car Show
17520 Jefferson Hwy
Montpelier, VA 23192
\$15 Registration fee
INFO: Greg Wyatt, (804) 752-2312
Melvin James (804) 306-5756
WEBSITE: mtolivetbaptchurch.org

June 25th, 2022
Saturday @ 10am - 3pm
Time Bandits Car Club Car Show at Lonesome Dove Equestrian Center
6137 Old Buckingham Rd
Powhatan, VA 23139
Registration \$20 at the gate
INFO: (434) 569-5100 or (804) 241-1795
EMAIL: timebanditscarclub@gmail.com

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

CVC/SDC Meet ~ January 15th, 2022

The Central Virginia Chapter held its first meet of 2022 in the village of Powhatan, Virginia where we had lunch at The County Seat Restaurant .

Due to a snow storm earlier in the week, attendance was low. Chris Mendl, George Marshall, Jim Jett and Jeanette Smith made the meet. All the Studebakers stayed home.



Becky & Lee Harrison
1962 Lark Daytona

CVC/SDC Meet ~ March 13th, 2022

Our annual meeting was held at River City Diner in Midlothian, VA.

The members arriving in their Studebakers were: Becky and Lee Harrison, 1962 Lark Daytona convertible, Jeanette Smith and Jim Jett, 1963 GT Hawk R-1, Linwood Melton, 1963 Avanti R-2. Members attending sans Studebaker were: Dan Gori, Martin Pajka, Chris Mendl, Lisa and Brian Munsey, George Marshall.



Jeanette Smith & Jim Jett
1963 GT Hawk R-1

Officers for the year 2022 were nominated and elected as follows:

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

Lunch and club business complete, the meeting was adjourned.



Linwood Melton
1963 Avanti R-2



Next Meet

May 15th, 2022
Sunday @ 2:00pm

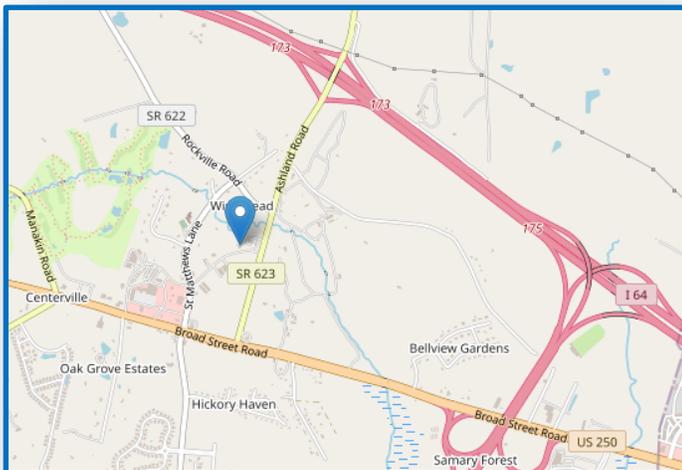
The Pickle Barrel

12912 Plaza Dr
Henrico, VA 23233-7419
(804) 708-0166



See you there!
Jim Jett
(804) 920-2129(c)

For personal driving directions using MapQuest, click [HERE](#).



RICHMOND REGION



June 11th, 2022
Saturday @ 8:00am - 3:00pm

53rd Annual Richmond AACA Collector Car Show and Swap Meet

St. Joseph's Villa
8000 Brook Rd
Richmond, VA 23227

INFO: <http://www.richmondcarshow.com>



May 14th, 2022
Saturday @ 10am - 3PM

3rd Annual Breakthrough Car Show

PAMPLIN HISTORICAL PARK'S HART FARM
6955 DUNCAN ROAD
PETERSBURG, VA 23803

INFO: <http://carclubcouncil.com/carshow/>

Judging classes for all makes, models and years - classes for every vehicle! Goody bags, dash plaques, \$5 food truck coupons for the first 150 registered - participant voting.

Special optional cruiser parking only \$1 - park and display your special vehicle for only \$1 premium parking.

Vendors - Food Trucks, free spectator admission, free parking plus discounted park entry - and plenty of parking for trailers Door prizes, music, silent auction - all proceeds go to Historic Pamplin Park. DJ will spin Oldies.

Pre-registration \$15 by May 1 - Form attached at end
Day of show registration \$20
Registration 8am - 11am, Balloting 11am - 2pm, Awards at 2:30pm.

Building with restrooms on site



58th Studebaker Drivers Club International Meet

South Bend, Indiana

May 4-7, 2022

Welcome to South Bend, Indiana 2022

Registration for the 58th Annual SDC International Meet is open! [Click here to register.](#)

More information about the Meet is still to come.

Host Hotel

South Bend DoubleTree 125/nt* (The rate includes the \$15/day parking fee.)

123 Doctor M.L.K. Jr. Blvd
South Bend, IN 46601
Tel: 574-234-2000 or 800-328-7349

Admire stunning riverfront views from DoubleTree by Hilton Hotel South Bend. This great South Bend, Indiana hotel is just 10 minutes from South Bend International Airport via complimentary shuttle. The DoubleTree sits in the heart of downtown South Bend which will also host the First Friday Cruise-In during the Meet.

Feel valued and cared for on arrival with a freshly baked, warm DoubleTree chocolate chip cookie. Unwind in a spacious guest room and enjoy a refreshing night's sleep in a comfy bed. Savor delicious breakfast treats in hotel's atrium dining area, Baker's Bar and Grille, which also offers in-room dining options, or grab your favorite beverage or a snack at the full-service Starbucks.

Amenities include a business center and the opportunity to re-energize with an invigorating workout in the modern fitness center and plunge into the heated indoor pool.

To view additional accommodations, click [HERE](#).

* Rates do not include applicable taxes and fees. Group rates are limited in size. Once sold out, retail rates will apply.

Meet Registration

Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715
reg@cornerstonereg.com

We cannot accept registrations over the phone. Please mail in a registration form or register on-line.

International Meet Chairperson

Jane Stinson
jestinson@aol.com

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

July CVC/SDC Meet

July 10th, 2022
Sunday @ 2:00pm

The NOT the 4th of July Picnic

221 Fairway Drive
Louisa, VA 23093-6522
(804) 232-8501

The Central Virginia Chapter's July meet will be hosted by Jeanette Smith and Jim Jett at their home in Louisa, Virginia.

This will be a catered event by Kickin' Ash BBQ of Powhatan, Virginia.



Further details will be in the July 1st, 2022 newsletter.



Amelia County's 287th Birthday Celebration!

AMELIA DAY

Saturday, May 7 ~ 9:30 a.m. to 5 p.m.
IN & AROUND THE AMELIA COUNTY COURTHOUSE SQUARE

Over 100 GREAT Food Vendors, Artisans & Crafters!
Live Entertainment! Car Show! AND MORE!!



Lions Club Car & Truck Show Celebrating Amelia County



May 7, 2022

Registration: 8:00 a.m. to 12:00 noon
(Must be registered by Noon for judging)

Old Wells Fargo Parking Lot
Amelia Courthouse Square

Show Open to Any Year Make and Model

Trophies for Top 20 Vehicles

(Judging by Participants; no individual vehicle classes; plus Lions' Choice and People's Choice Award)
Trophies awarded at 2:30 p.m.



Entry Fee: \$20.00 in advance, \$25 at the gate

For More Information Contact:
Lee Harrison @ 804-561-0495

*** Registration Form attached at end of newsletter**

Bring your used Eyeglasses and Hearing Aids and receive a FREE drink ticket at the Lions Club Food Booth

Studebaker Tech Tip

Technical Tips

(contributions from various newsletters – see credits)

Generator testing – Do you have a generator and you don't know if it is good or bad? Take a jumper wire and ground the field to the generator body. Hook the negative side of a battery to the field. Hook the positive side of the battery to the armature. If the generator turns, it's good. If it doesn't turn, something is wrong with it. (from Ron Smith, Washington Dictator, Tacoma Area)

Switch tail light switches – Studebakers have always used hydraulic stop light switches. When you step on the brake pedal, the fluid pressure (60-120 psi) closes the contacts on the switch. With pendulum-type brake pedals, it became convenient to mount a mechanical stop light switch under the dash, actuated by the brake pedal. Hydraulic switches mounted under the hood are less than reliable, due to the presence of oil and moisture. It is said that silicone brake fluid can permeate to the switch diaphragm and contaminate the switch contacts.

If you own a '61-66 Lark, Avanti or '63-'64 Champ pickup, you can convert to a mechanical stop light switch. Get a Borg-Warner S-237 or Standard Ignition SLS 66. Make sure the brand you get comes with two stamped steel nuts for mounting the switch. The Motorcraft equivalent I checked didn't. A normally-closed switch (the plunger is spring-loaded to the closed position) is installed above the brake pedal so that the upper edge of the arm can depress the plunger and open the contacts when the brake is in its normal position.

There is a handy hole in the pedal mounting bracket for the pedal stop. Fabricate a simple sheet-metal mounting bracket that attaches under the pedal stop with a ½" diameter hole for the switch. There is a long range of adjustment on the switch so you can get some pre-load to ensure the switch is normally off with the switch mounted. Then you just have to extend your wires to the switch and you're done! (from Jerry Blount, Northwest Newsletter, Portland, Oregon)

Painting Smaller Parts – When you need to paint smaller parts (door jambs, etc.) and you don't have a compressor, you can use the Preval Spray Gun Power Unit (about \$5). This system is a gas charged power unit that attaches to a six-ounce paint

reservoir. Standard automotive enamels and lacquers can be used. This makes it easier to match your car's paint color.

Similar to traditional spray methods, the paint must be reduced with the appropriate enamel reducer or paint thinner (available from your paint supplier) in the proper proportions. Your automotive paint supplier can also supply a viscosity drip cup which helps you determine when the paint is mixed properly. Remember to use low tack masking tape – it is more expensive but well worth it in the long run. Remove the tape when the paint has set up – about 1-2 hours. (from Stude Road Dust, North Puget Sound)

Did you know? The fabulous 1950-51 bullet-nose Studebakers were probably the most famous Studebaker design of all time and arguably the one most well-remembered by the general public. For 1950 Studebaker built 343,164 of them (its best year), with another 268,565 for 1951. Studebaker advertised the bullet-nose as the "Next Look" for 1950 and it was different indeed from everything else on the road. All of the 1950 models were powered by in-line 6 cylinder engines with the Champions having the smaller Champion six and the Commanders and Land Cruisers having the larger Commander six.

Then and now, bullet-nose Studebakers were seen everywhere. Fozzy Bear drove one in "The Muppet Movie". Avon produced a men's cologne bottle in the image of one. The Studebaker's Night Club feathers one on its menus and matchbooks. And considering that Studebaker only built a total of maybe 4.5 million cars in its entire 64 years of automobile manufacturing, roughly 1 out of 8 Studebakers ever built were bullet-nose models. Millions of people rode in one at one time or another. (from Al Germano, Washington Dictator, Tacoma area)



A History of the Studebaker Company

By [Delbert Trew](#)

Published on Oct 9, 2008



Source: <https://www.farmcollector.com/company-history/history-of-studebaker-company/>



A chuck wagon on the job in eastern Colorado in the 1930s. As two cowboys rest (right), a more junior member of the crew is shown dumping a gunnysack of cow chips near the cook fire, where a pot hangs. Note the crude but serviceable modifications to the common farm wagon.

Before the Studebaker Corporation made pointy-nosed cars, the company had a long and interesting history as wagon builders.

The Staudenbecker clan of Solingen, Germany, were known as “blade makers” for the cutlery trade. In 1736, the family immigrated to America and settled in the English colonies. Some of the clan began building wagons in their blacksmith shops, and are credited with design and construction of the famous Conestoga wagon with its distinctive boat-like box design.

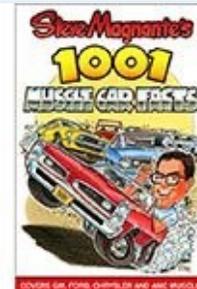
Others in the clan moved to Ohio, changed the spelling of the family name and established the Studebaker Wagon Co. John Studebaker traveled farther west to California to participate in the gold rush. After arriving, he discovered all the good claims had been taken and he could make more money serving the miners.



Since most mining was done by hand, John offered his expertise to ease the hard work demanded by the process. He used his wagon-making experience to design and build sturdy wheelbarrows used in gold digging. This earned him the name “Wheelbarrow Johnny,” plus a small fortune. When the gold rush waned, he moved back to Ohio, bought out a brother’s interest in wagon making, established the Studebaker Wagon

Interesting Studebaker Muscle Car Facts

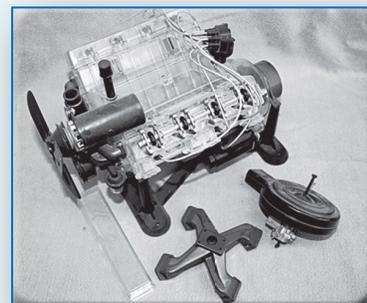
by [Muscle Car DiY](#)



Fact 954: At great expense, Studebaker, Packard, and AMC all tooled their own modern OHV V-8 engines in the post-World War II era.

These variously successful engine families displaced 232/259/289/304 (Studebaker), 320/352/374 (Packard), and 250/287/327 (AMC) cubic inches.

Model builders will recognize the architecture of Renwal Plastic’s Visible V-8 1/4-scale plastic model kit of the 1960s as being that of the Packard V-8. The kit is currently offered by Revell.



Maybe you built one as a kid, the Renwall (now Revell) Visible V-8 model kit is not based on the Chevy small-block.

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>



A History of the Studebaker Company

(continued)

Corp., and began building wagons on a much larger scale.

Strong enough for an army

When offered government contracts to build wagons for Union forces during the Civil War, John's extremely durable and reliable units earned the company a legendary name. In spite of three major fires (the factories were rebuilt and improved after each), the company continued to prosper. The Studebaker name stood for quality and a progressive approach: The company was among the earliest manufacturers to standardize models and make interchangeable parts. That modernization allowed factories to maximize production.

For example, in 1898, the company built 500 wagons in a 36-hour span for the Spanish-American War. In 1914, as World War I began, the company contracted to build 3,000 units for England, and thousands more for France and Russia.

By 1920, the automobile age had arrived and the manufacture of horse-drawn equipment began to slow dramatically. Studebaker factories were completely refitted for automobile production.

“Every pound more a wagon weighs means one less pound of cargo it can haul ...”

This old saying, passed from early European wagon makers, had direct relevance in the Texas Panhandle when Charles Goodnight, the first rancher in the panhandle, invented and built the first “kitchen on wheels.” Used extensively on trail drives and ranch roundups, the vehicle was called a chuck wagon.

Goodnight chose a military-version Studebaker ambulance wagon as a base for his chuck wagon because it had steel axles, iron springs and other metal fixtures designed for rugged military use. He added a wooden water barrel on one side and a wooden chuck box on the rear with a folding lid used as a table. A “boot” was added below the food box to carry cast-iron Dutch ovens and a dried cowhide (possum belly) was slung below the wagon box to carry

firewood and cow chips. The chuck wagon became the most famous conveyance in the history of the West.

The old saying about wagon weight caught up with Goodnight as observers of the time told how this first chuck wagon was built so heavy and “hell for stout” that four horses could not pull it along the trail. Instead, six big oxen were required. They moved so slowly that the tall, long-legged longhorn steers outpaced the wagon so far it did not catch the sleeping herd until midnight each night. That led to complaints from hungry trail drivers and, ultimately, to design modifications.

Most later chuck wagons were built on whatever brand and model wagon owned, the work performed by amateur cowboy carpenters with few tools and using whatever materials lay at hand. Many used drawers salvaged from abandoned furniture for the chuck box. Studebaker actually made a few metal, dust-proof chuck boxes for their special wagons during the company's final years of wagon production. Weight was kept to a minimum in order to haul more supplies.

Political repercussions

In 1884 at Dodd City in Fannin County, Texas, relatives of employees of the Studebaker Wagon Corp. of South Bend, Ind., received word that a bulletin had been posted in the factories basically ordering them to vote Republican or be fired. It seems the company's board of directors was aware that the bulk of the company's wagon contracts were with the current administration and the board wanted to keep those contracts coming. Some 200 angry Dodd City citizens gathered and drafted a letter to the company president, informing him that they had purchased a new Studebaker wagon and a quantity of coal oil. They had parked the wagon on Main Street in Dodd City, invited the media and intended to burn the wagon to the ground in protest of the bulletin.

“The wagon would be burned in the same spirit that tea was tossed overboard at the Boston Tea Party in 1776,” the letter noted. The writers went on to predict that the Studebaker name would become “vile and odorous” anywhere liberty and freedom existed. “We burn it to consume a product that was made by the sweat and blood of your employees that your bulletin has reduced to below the standard of manhood,” the letter continued.

After mailing the letter, coal oil was splashed, a match applied,

A History of the Studebaker Company

(continued)

and the new wagon burned to the ground as the crowd rejoiced and made merry while the attending media watched.

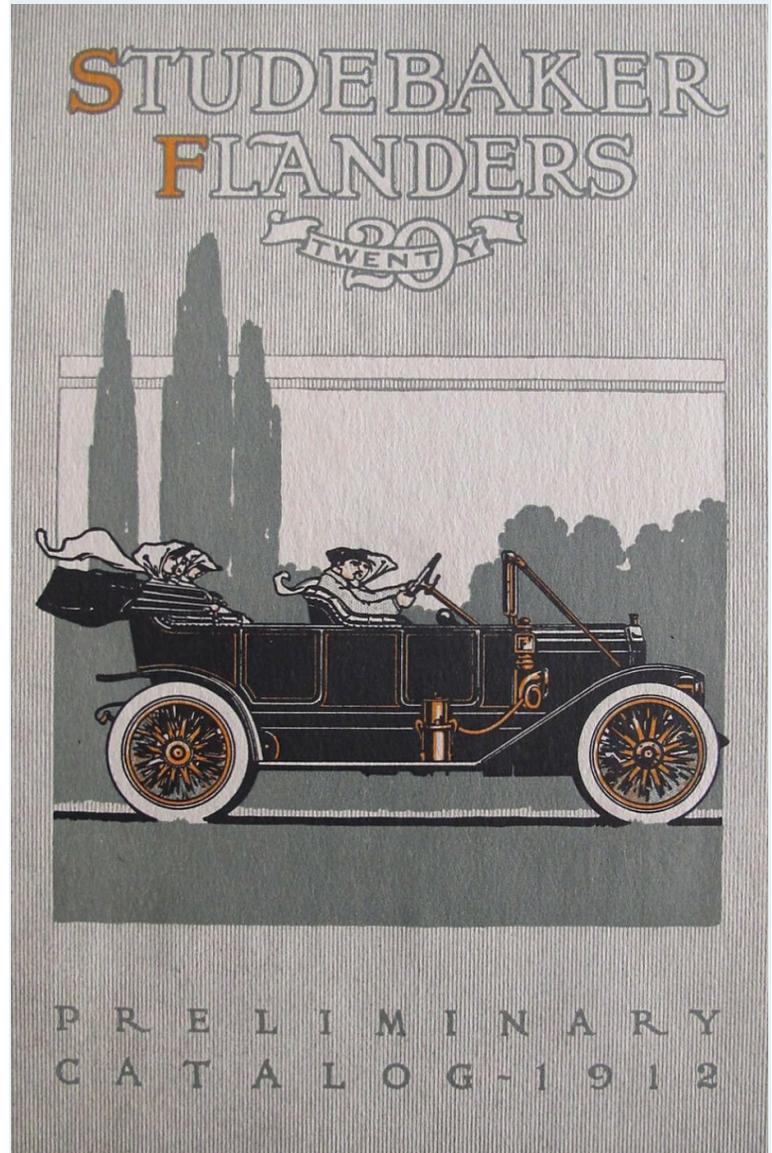
No record has been found of whether the protest had any impact on the company or the election in Indiana. However, in Fannin County, Texas, the Democrats garnered 3,724 votes in 1884, the Independents got 911 and the Republicans brought up the rear with just 99 votes. History also records the presence of a black spot on Main Street in Dodd City for many years afterward.



Bronson Wagon by Studebaker



Studebaker Phaethon Deborah Pelissero Tecolote Ranch circa 1930



THINKING OUTSIDE THE BOX

By Dan Kuhl

By definition a "Concept Car" is a car made to showcase new styling and/or new technology. They are often shown at new-car shows to gauge customer reaction to new and radical designs which may or may not be mass-produced. According to Richard Quinn in a Turning Wheels article, dated May 2008, Studebaker did not make any concept cars. All cars demonstrating new developments in style or technology were actually manufactured for the buying public.

After reading his article I did some thinking. What about futuristic vehicles? He did mention in his article the 1956 Packard Predictor, which is credited to Richard Teague, noted AMC designer of the sporty AMX and Javelin. I said to myself there must be more; and with that, I could think of at least two, a truck and a car.

A Studebaker cab forward pickup truck was produced in 1963 in response to the Jeep FC-150 and FC-170, the Ford Econoline, and Chevrolet Corsair Roadside pickups. This one-of-a-kind pickup has no name and now resides in the Studebaker National Museum after it was rescued from a private collection in Michigan.

The car which was designed about this same time, is better known by most Studebaker fans. It is the Scepter coupe designed by Brooks Stevens, noted GT Hawk and '64 Daytona designer. The car was planned for 1967 and obviously never had a chance with the plant closing in South Bend.

So you see, I think Studebaker did do conceptual plans for potential future cars but did not go out of their way to display them to the public at car shows like the Big Three. And, we cannot forget all of those so-called "failures" that ended up in the test track cemetery. If you participated in the 2020 Zone Meet tour, you saw the remains of the Desert Truck in John Kroulik's collection; it was rescued from the cemetery years ago by Chuck Naugle. Finally, we must remember what we have always known: "Studebaker Was Always Ahead of Its Time".

References:

Cossick, Pete, Back to Basics, Studebaker Style, Vintage Truck Magazine, July/August 2010, Pages 34-39.

Quinn, Richard, Studebaker at the Auto Show, Turning Wheels, May 2008, pages 28-31.



Jeep cab-forward



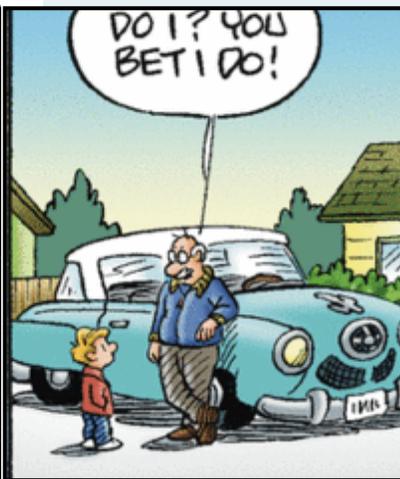
Studebaker's what-if concept cab-forward

Thanks to Dan Kuhl and the ECHO, newsletter of the Grand Canyon State, Chris Collins, Editor.



**GRAND CANYON STATE
CHAPTER**
STUDEBAKER DRIVERS CLUB

Studebaker in the Funny Pages



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:

1976 Avanti II - \$9,500

400ci V-8, Automatic (runs, needs good tune-up).

The body and paint was to be completed in 90 days! Long story short, I picked it up after six years of BS and back glass broken out in a storm!? I was called to pick up my car by body man's stepson. \$4,000 spent; a waste!

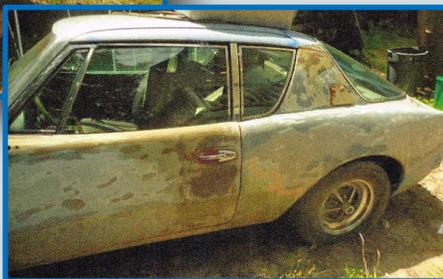
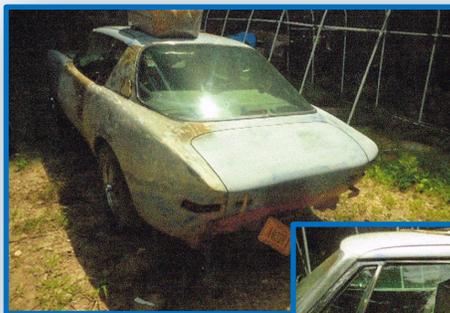
2012 just before taking to the body man, I had the brakes done; new brake shoes and wheel cylinders, new brake lines and hoses, new Turner brake kit on front and new master cylinder with DOT 5 fluid.

I have about \$5,000 in NOS parts, weather strip kit, new glass headlight covers, all light lens, Avanti script, rubber bumper pieces, bolts and nuts for bumper, etc.

The car needs back glass, gelcoat, primer, paint and interior refresh.

The car is located in Ashland, Virginia.

Call Dan Gori at (804) 617-1240
or EMAIL at dangori65@gmail.com



1951 Studebaker Champion 2dr sedan - \$9,500

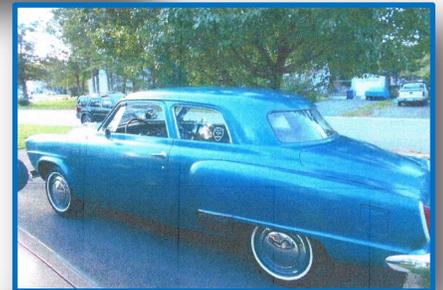
Engine, transmission, body and bumpers are in good condition.

New clutch and pressure plate come with car.

Needs brake and wiring work. The floor starter button failed, installed a dash button.

Some chrome was removed to re-finish, but has not been completed.

Call Dan Gori at (804) 617-1240
or EMAIL at dangori65@gmail.com



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>

1949 Studebaker 2R10 Truck - \$20,000

Recently pulled down to frame and "preserved" . Engine was freshened with new rings and bearings. Overdrive transmission rebuilt.

I adapted Jeep 4 wheel disc brakes. I also cut the centers out of the original two-piece wheels and welded them into one-piece drop centers. Has BFG all terrain radials that ride/handle way better than old bias ply tires.

Vintage air a/c. Updated to 12 volts. All new wiring with a fuse panel. Jeep Cherokee wiper motor. I put a lot of effort into using parts that are easy to find at any auto parts store.

This was my only truck for a while, and I enjoyed building it, but as anyone else afflicted with car disease knows, I've got too much stuff. I don't want to sell it, but I have to.

Asking \$20,000. Comes with another engine and lots of parts, including a color matching NOS optional radio plate.

I have a lot of pictures of the build that I'm still trying to retrieve from my old phone that was dropped. I should have them available for any prospective buyers. There are some pictures on the Martino Foundry, Speed and Machine Facebook page.

Thanks for looking.

Roddy Martino
(804)337-5486





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

BREAKTHROUGH CAR SHOW REGISTRATION

Make checks payable to Pamplin Historical Park and mail to: **Pre-register by May 1st**

Pamplin Historical Park Attn. Colin Romanick

Only \$15

6125 Boydton Plank Road, Petersburg, VA 23803

Day of Show \$20

Complete and mail:

Name _____

Address _____

City/State/Zip _____

Phone _____

Email _____

Club _____

Vehicle Year Make Model _____

Check your class and circle/check Stock or Modified

CARS	TRUCKS	IMPORTS	COMMERCIAL, FIRE, POLICE, MILITARY	RAT ROD
<input type="radio"/> 1900-1948	<input type="radio"/> 1900-1959	<input type="radio"/> 1900-1959	<input type="radio"/> All years one class	<input type="radio"/> All years one class
<input type="radio"/> 1949-1959	<input type="radio"/> 1960-1969	<input type="radio"/> 1960-1969	<input type="radio"/> Stock = may have different stereo, wheels, tires, air cleaner & exhaust system.	
<input type="radio"/> 1960-1969	<input type="radio"/> 1970-1979	<input type="radio"/> 1970-1979	<input type="radio"/> Modified = more modifications than stock class	
<input type="radio"/> 1970-1979	<input type="radio"/> 1980-1997	<input type="radio"/> 1980-1997		
<input type="radio"/> 1980-1997	<input type="radio"/> 1998-PRESENT	<input type="radio"/> 1998-PRESENT		
<input type="radio"/> 1998-PRESENT				

Classes may be deleted or additional classes added by the event organizers depending on the number and kind of entries. All judging decisions are final. Fire extinguishers are recommended.

By signing below I/we hereby release Pamplin Historical Park, or any/all organizers, sponsors and volunteers for the Breakthrough Car Show from any and all liability associated with the show.

Signature Car Owner/Participant

Lions Club Antique Car & Truck Show
At Amelia Day Festival
May 7, 2022
Registration from 8:00 a.m. to 12:00 noon
(must be registered by noon to be judged)
\$20 in advance/\$25 at the gate

Registration Form
Please Print All Information

Name: _____

Phone: () _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail Address: _____

Club Name, if applicable: _____

Vehicle Make: _____ Model _____ Year _____

In consideration of the Acceptance of the right to participate, entrants, participants and spectators, by signing this entry form release and discharge the Amelia Lions Club officers and members, the property owner where the show is held, their officers and staff and employees or anyone else that is connected to the Amelia Lions Club car show from any and all known or unknown damages, injuries, losses, judgments and or claims from any cause whatsoever.

Signature _____ Date _____

(If registrant is under the age of 18, Guardian must sign *and* print name and provide name, address and phone number)

Make checks payable to Amelia Lions Club and mail with registration form to Lee Harrison at Post Office Box 169 Amelia, Virginia, 23002.