



Commanding Leader

Calendar of Events

* Designates CVC Event

April 15th, 2023

Saturday @ 10am-5pm
Powhatan Cruizers Car Show
Powhatan Fairgrounds
4042 Anderson Highway
Powhatan, VA 23139
Registration: \$25 10am-2pm
Judging: 2pm-3pm
INFO: Charlie Williams (804) 898-0876

April 29th, 2023

Saturday @ 9am-3pm
2nd Annual Devin Samuels
Truck and Car Show
Colonial Downs and Rosie 's Gaming
10515 Colonial Downs Parkway
New Kent, VA 23124
Registration: \$25 day of show
INFO: Wayne Samuels (804)980-1294
EMAIL: wayne.samuels@mastec.com

May 20th , 2023

Saturday @ 11am-3pm
Mechanicsville East Moose Lodge #1947
Car Show
7167 Flag Lane
Mechanicsville, VA 23111
Registration: \$10 day of show
INFO: Bill Weaver (804) 901-8599

May 27th, 2023

Saturday @ 1pm-4am
Rock The Lot 5 "Salute The Troops"
Chesterfield Town Center
11500 Midlothian Turnpike
Richmond VA 23235.
Registration: \$20 day of show
INFO: Mr. Ross (804) 554-1901
EMAIL: at_c3cardclubva@gmail.com

June 3rd, 2023

Saturday @ 9am-2:30pm
Mt. Olivet Baptist Church
Brotherhood Ministry 17th Annual Car Show
17520 Jefferson Hwy
Montpelier VA 23192
Registration: \$15 day of show
INFO: Greg Wyatt (804)752-2312
WEBSITE: mtolivetbaptchurch.org

June 24th, 2023

Saturday, contact INFO for time
Lonesome Dove Equestrian Center Car Show
6137 Old Buckingham Rd
Powhatan VA 23139
Registration: \$20 pre-reg \$25 at the gate
INFO: Josh Jones (804) 398-8914
EMAIL: timebanditscarclub@gmail.com

For more events in Central Virginia,
go to the Car Club Council of Central Virginia
website:

<http://carclubcouncil.com/>

CVC/SDC Meet ~ January 15th, 2023



(L-R) Lee Harrison, Becky Harrison, Chris Mendl, Noel Einolf, Jeanette Smith, Jim Jett



Noel Einolf's 88 Avanti II



Becky & Lee Harrison's 62 Lark Daytona

The Central Virginia Chapter opened the new year meeting at the Silver Diner in Glen Allen, Virginia.

The weather was comfortable and the sun was shining on our Studebakers.

Attending with their Studebaker were Noel Einolf driving his 1988 Avanti II, Becky and Lee Harrison in their 1962

Studebaker Lark Daytona convertible and Jeanette Smith and Jim Jett in their 1962 Studebaker GT Hawk. Chris Mendl attended driving his 2019 Covette.

The group enjoyed the cars, lunch and a pleasant drive home.



Chris Mendl's 2019 Corvette



Jeanette Smith & Jim Jett's
1962 GT Hawk

CVC/SDC Meet ~ March 19th, 2023

The Central Virginia Chapter SDC held the chapter's Annual Meeting on March 19th, 2023, at the River City Diner in Midlothian, Virginia. This meeting was originally scheduled for March 12th, but was postponed due to uncooperative weather. The weather was much improved when we met, with the sun shining and warmer temperature.

We had four member Studebakers on display:

- 1964 Studebaker Lark Daytona convertible
Becky & Lee Harrison
- 1962 Studebaker Hawk
George Marshall
- 1963 Studebaker Avanti R-2
Linwood Melton
- 1962 Studebaker GT Hawk
Jeanette Smith & Jim Jett

Also attending was George Fields who recently rejoined SDC and is working on an Avanti.

After lunch at the diner, the business meeting was held with the members in attendance. The election of President, Vice-President and Treasurer was called. It was the decision that current office holders would continue in that office for 2023.

With chapter business complete, the meeting was adjourned.



*George Marshall's
1961 Studebaker Hawk*



*Becky & Lee Harrison's
1964 Studebaker Lark Daytona convertible*



*Jeanette Smith & Jim Jett's
1962 Studebaker GT Hawk*



*Linwood Melton's
1963 Studebaker Avanti R-2*

Next Meet

May 14th, 2023
Sunday @ 2:00pm

Marty's Grill



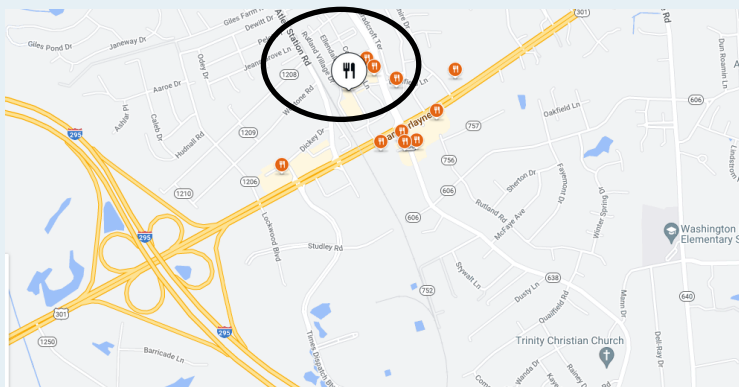
9357 Atlee Road
Mechanicsville, VA 23116
(804) 559-1323

Our May meet will be held at Marty's Grill in Mechanicsville, Virginia. Marty's is located on Atlee Road in the Rutland Commons Shopping Center off route 301.

To view their menu, click [HERE](#).

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

MARTY'S
grill



May 20th, 2023
Saturday @ 8:30am - 3:00pm
NNRAACA Annual Car Show
Stan's Skateland
17408 Kings Hwy
Montross, VA 22520

Setup show field on the 19th 8:00 AM. Rain Date May 21.
Click [here](#) to contact NNRAACA for additional information.
Show flyer is at the end of the newsletter.



June 10th, 2023
Saturday @ 8am - 3pm
54th Annual Antique Car Show & Swap Meet
St. Joseph's Villa
8000 Brook Road
Richmond, VA 23227



Please note: only pre-registered vehicles will be eligible for judging and awards.

Click [here](#) to pre-register for the show.

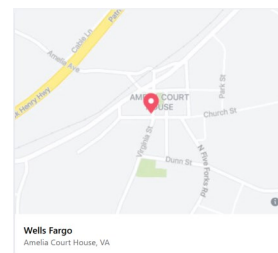


May 13th, 2023
Saturday @ 8am - 3pm
LIONS CLUB CAR & TRUCK SHOW
Old Wells Fargo parking lot
Amelia Courthouse Square
Amelia Court House, VA

Registration:
8am to 12pm
\$20 pre-registration, \$25 day of show.

For more information, contact Lee Harrison (804) 561-0495.

Click [HERE](#) for entry form.



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



59th Studebaker Drivers Club International Meet

Manitowoc, Wisconsin

September 12-16, 2023



Welcome to Manitowoc, Wisconsin 2023

59th Annual Studebaker Drivers Club International Meet

September 12-16, 2023

*Presented by
The Wisconsin Region
Studebaker Drivers Club*

MANITOWOC COUNTY FAIRGROUNDS



Meet Contacts

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

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



Studebaker Tech Tip

STUDEBAKER DOOR
ADJUSTMENT

Source: TEMPO, Newsletter of the
SDC, B.C. Southern Interior Chapter

If your doors do not close on the first try, if they come ajar while going down the road, if they rattle or if there is wind noise, you need to take some action to remedy these situations. Start with the driver's door. Does the door sag when opened, drooping down at the back edge as if the hinges are worn or maladjusted? With the door open, lift the trailing edge and observe the hinges. Is there play at the hinge pins? Is the "A" pillar that the hinges are attached to solid or is the pillar rusty to the point where it will not support the door? No amount of adjusting will cure a door problem if the hinges or hinge pins are worn, or if the "A" pillar is not structurally sound.



Sometimes, if the hinges are not too badly worn, you can adjust the door. Remove the door trim interior panel. Loosen the three bolts on the top-hinge-to-door mounting point. They are #3 Phillips-head bolts. Heat and new bolts may be necessary. Once they are loose, raise the rear of the door until at least 1/16 " of forward movement is noted between the door and the hinge. Retighten the bolts. Slowly close the door and note the gap around the door for uniformity. Adjust as necessary. Sometimes there are shims between the hinge and the hinge mounting point on the door, you might have to add or subtract shims to get the door to fit flush in its body opening.

Once the hinges and pillar are okay, remove the striker plate on the "B" pillar. Roll down the window and close the door. The door should close without any obstruction. Only slight pressure should be needed to hold the door flush with the rear fender (2-door cars) or the rear door; just enough pressure needed to compress the weatherstrip.



If the door is obstructed from closing flush in any way, locate the obstruction and you have located the problem. If there is

no obstruction, check the gap all the way around the door. The gap should be uniform, between the doors and front fenders, and between the doors and quarter panels. (2-door cars) If there is no obstruction and the gap is uniform, move on to the next procedure.

Remove the outside door handle, this eliminates the possibility that the door handle button is not fully returning when released, preventing the lock assembly from latching properly. With the door handle removed, rotate the lock tumbler counter-clockwise. You should hear it click solidly into the lock position and it should not be able to rotate. Clean and lubricate this assembly thoroughly with 30-weight oil or light grease. If the lock tumbler is in good order, take a look at the door lock striker plate assembly. If it seems worn, replace it. Try to get a NOS unit, they work better than new reproduction ones.

Reinstall the outside door handle. Install the striker plate at its outermost point and just snug up the screws. Hold the door button in and slowly close the door. If the door jumps up when it contacts the striker, lower the striker. If the door drops down, raise the striker. When you can close the door without it moving either up or down upon contacting the striker, you have the striker's vertical position properly adjusted. Make sure the striker is as horizontal as possible, not up or down on either end.

From the outside, close the door slowly without holding the button in, as if you intended to "close the door." Do this slowly and you should hear, first, the safety click "in." Then push the door in a little further until you hear a second click; the main latch. You must hear two distinct clicks, if not, replace the door lock assembly, it is defective.



When you can hear the two distinct clicks, begin adjusting the striker plate inward. Do not change the vertical adjustment while doing this; mark the top or bottom of the striker plate for reference to see that you don't accidentally change the vertical adjustment.

Loosen and move the striker plate in until the door fits flush and solid. If you move the striker plate too far in, you will "lose" the second click; the primary lock.

Studebaker Sightings

Sighted March 13th, 2023; a 1939 Studebaker Commander. The Studebaker is located on Dorset Road in Powhatan, Virginia, advertising Chadwick Orchards.



Studebaker Tech Tip ~ continued

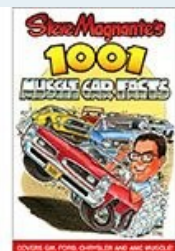
To remedy this, just move the striker plate out a little bit. When you are satisfied that you have both vertical (first) and horizontal (second) adjustments done, firmly tighten the screws in the final location and apply some Door-Ease type lubricant to the striker plate top surface.

If the above procedures do not solve the problem, check the car's frame alignment. Weatherstripping can also cause unusual door problems. If the weatherstripping is ancient, hard, cracked, etc., replace it. If it is newish-looking, and the doors do not close properly or there is wind noise, it may be that the wrong type of weatherstripping has been installed.

Above information applicable for 1953 - 1966, earlier models and trucks are slightly different.

JANUARY—FEBRUARY, VOL. 47, TEMPO

Interesting Studebaker Muscle Car Facts



Source: <https://www.musclecardiy.com/muscle-car-tech-tips/interesting-studebaker-muscle-car-facts/>

Fact 961: Studebaker installed 1-inch shims between the frame and body of every Avanti equipped with the R3 engine option (nine built). The extra height was needed to provide clearance between the large cast-aluminum carburetor pressure box and underside of the hood. Unfortunately, the Avanti's unique hood bulge (described as a "speed ramp" by Loewy's design team) was asymmetrically positioned (ahead of the driver) so it couldn't be refigured for pressure box clearance (which was centered directly over the carburetor). The added inch of body height raised the vehicle center of gravity, but budget-conscious Studebaker engineers chose this route rather than endure the cost and aesthetic burdens of adding a hood blister.

Studebaker History

How the U.S. Studebaker became the Soviet 'victory truck'



Source: <https://www.rbth.com/history/333156-how-us-studebaker-became-soviet>

"The Studebaker deserves a monument like those everywhere to the famous T-34 tank," wrote artilleryman Ilya Maryasin. The darling of Soviet military drivers, the Studebaker-US6 was a real lifesaver for the Red Army, which experienced a chronic shortage of vehicles throughout WWII. It was the most exported vehicle to the USSR under the Lend-Lease program — up to 200,000 were delivered to the country during the conflict.



The "Studery" (as Soviet soldiers called them) were built for a load of 2,500 kg, yet it was not uncommon for them to carry up to four tons. On the highway, the powerful all-wheel-drive truck could reach a top speed of 70 km/h, and its 150-liter tank was enough for 400 km. The main workhorses of the Red Army, the ZIS-5 and the GAZ-AA, could not compete with their foreign counterpart. "The Studebaker was better, of course," recalls Lieutenant Pavel Gurevich of the 6th Separate Guards Mortar Battalion: "The ZIS was two-axle and stalled if the road was bad. But the Studebaker was an all-terrain vehicle, both front and rear-wheel drive. Plus it was more maneuverable. In the swamps of Karelia, the Studebakers arrived not a moment too soon."



"There were plenty of trucks, but they got stuck on the roads and had to be pulled out of the mud literally by hand," signalman Semyon Brevdo recalled. "The U.S. Studebaker trucks were a lifesaver. They came with a steel-cable winch above the front bumper. The truck could pull itself out as long as there was something to attach the end of the cable to, and it could drag out other trucks too. Having one or two Studebakers in the column was the difference between success and failure."



The Studebaker was used for towing artillery of up to 150-mm caliber, and transporting goods and personnel. In addition, it had installed on it a modification of the Katyusha-type rocket launcher, the BM-31-12 (nicknamed "Andryusha").

Studebaker History ~ continued



The U.S. trucks served as fuel tankers and as platforms for mounting repair and other workshops, as well as short-wave radio stations for communication between the General Staff and the frontlines. One of the Studebaker's few shortcomings in comparison with the Soviet ZIS and GAZ was that it required better-quality oil and fuel.



The all-metal driver's cabin was considered a model of spaciousness and functionality. Unlike the Soviet trucks, the U.S. vehicle had benches that folded outwards along the sides. The body, covered in thick tarpaulin, warmed soldiers during redeployment and let them sleep.



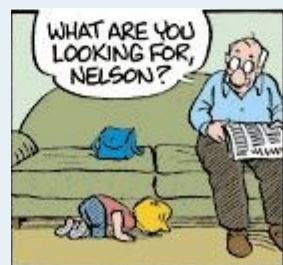
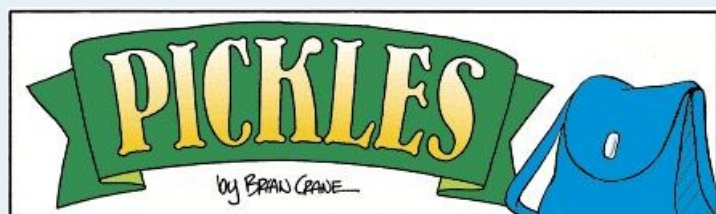
The Soviet Union was truly grateful to the makers of the miracle truck. On Jan. 5, 1945, Lieutenant General Leonid Rudenko, head of the USSR Government Procurement Commission in the U.S., presented the Studebaker Corporation with a photo album entitled "The Studebaker on the Soviet-German Front" with images showing how the truck served the Soviet Union. Today, it is housed in the archives of the Studebaker National Museum in South Bend, Indiana.



After the war, most of the trucks were returned to the U.S. However, some remained in the USSR and continued to be used for agriculture, industry and the Soviet Army until the mid-1960s.



Studebaker in the Funnies



Studebaker History

Madd Doodler

the Studebaker aficionado
collector of Studebakers

Studebaker History: February 5th, 1964

Source: <http://www.madddoodler.com/today-in-studebaker-history-2564>

On this day in 1964 Studebaker was named the "Car of the Year" by the Canadian automobile magazine Track & Traffic. This was the second time in three years that Studebaker had won the Golden Wheel Award.

Shown below is Miss Dominion with the newly redesigned 1964 Studebaker Daytona convertible.



MAC'S

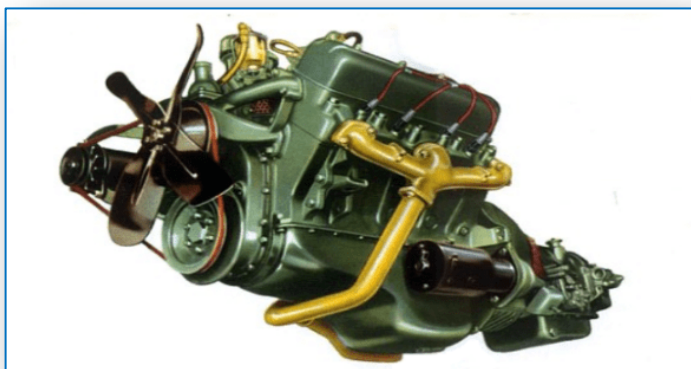
MOTOR CITY GARAGE

INDUSTRY NEWS AND GOSSIP + AUTOMOTIVE HISTORY + TECHNOLOGY +
RACING + SHOP TALK + HOT RODS + COLLECTOR CAR NEWS + DAILY

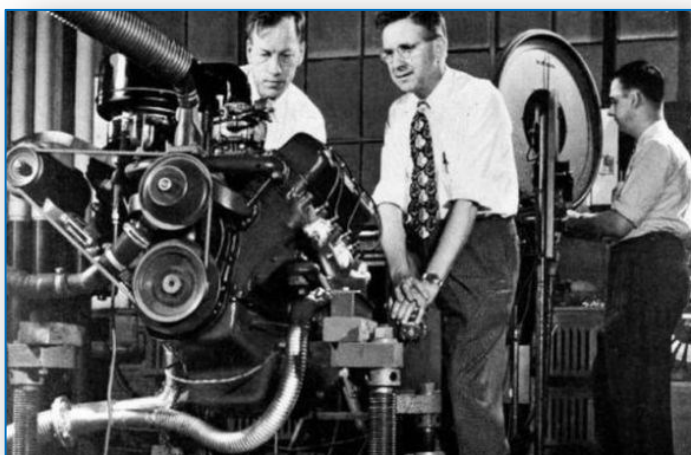
Secrets of the 1951-64 Studebaker V8

Posted on September 18, 2021

Source: <https://macsmotorcitygarage.com/secrets-of-the-1951-64-studebaker-v8/>



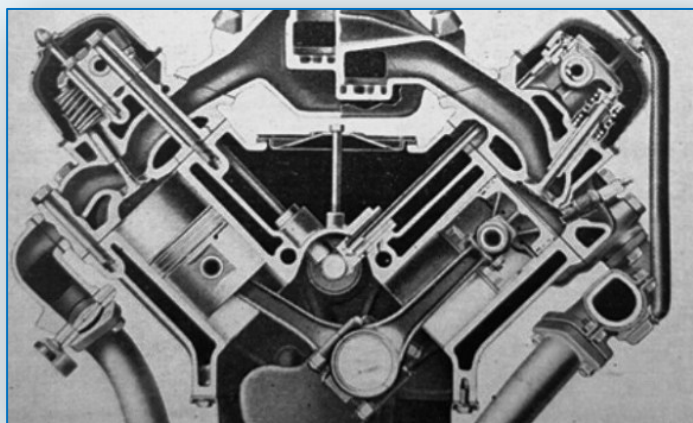
Studebaker introduced an overhead-valve V8 in 1951, years before Ford or Chevrolet, and it was an impressive achievement for a company a fraction of the size of the mighty Big Three.



Introduced in 1951 on the deluxe-sized Commander line, the Studebaker V8 beat Ford and Chevrolet to the market with a postwar overhead-valve V8 by several years. Months earlier, Studebaker had pulled off a similar coup with the company's first automatic transmission, which was developed in collaboration with Borg-Warner and marketed as Automatic Drive. We might not think of Studebaker as an industry

innovator in those days, but it seems the South Bend automaker could hold its own in engineering against the production giants of the Motor City—for the time being at least.

Developed by Studebaker engineers Eugene Hardig, Stanwood Sparrow, and T.A. Scherger and crew, the '51 Studebaker V8 has a striking physical resemblance to the Cadillac overhead-valve V8 introduced in 1949. Indeed, in industry lore it is often claimed that Studebaker copied the Cadillac design, and to give weight to that theory, the intake manifolds of the two V8s are nearly interchangeable. But on the other hand, the Studebaker V8 does not share some of the Cadillac's more advanced features. It's as though the Studebaker engineers elected to stay on familiar ground with their OHV V8, to stick to what they knew best.

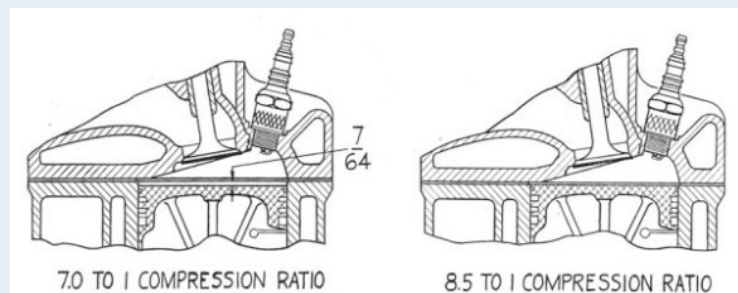


For example, the Studebaker V8 does not share the Cadillac's slipper pistons with scalloped skirts for crankshaft clearance, which allowed a more compact cylinder block. Instead, Studebaker opted for traditional full-skirted pistons (cutaway above) and a tall deck height of more than 10 inches. As a result of this decision and others, including a generous bore spacing of 4.500 inches, the Studebaker V8 is rather large and heavy for an engine of its displacement. With a bore of 3.375 inches and a stroke of 3.25 inches in its original form, the V8 displaced just 232.6 cubic inches, but still came

Secrets of the 1951-64 Studebaker V8 ~ continued

remarkably close to the size and weight of the Cadillac V8, which boasted 331 cubic inches.

Other conservative features included timing gears to drive the camshaft rather than sprockets and a silent chain, and no provision in the design for hydraulic valve lifters. All Studebaker V8s until the end of production in model year 1964 were equipped with solid lifters, a curious throwback for the times.



A fairly typical postwar American V8 in other ways, the Studebaker featured a conventional firing order of 18436572 with the cylinders numbered 1357L and 2468R. Both the block and cylinder heads were gray cast iron, it could almost go without saying in the American auto industry of 1951. The combustion chambers were fully machined and in the original plan, various piston deck heights could be used (above) to adjust the compression ratio as needed.

Note the dinky-looking valve diameters in the illustration above. In this case the art is true to life as the valve diameters were relatively tiny at 1.28 inches for the exhaust and 1.406 inches for the intake. These and other features illustrate that the Studebaker V8 was never intended for motorsports use. In their SAE paper celebrating the new engine (SAE no. 510203) authors Hardig, Sparrow, and T.A. Scherger constantly refer to fuel economy as a key design consideration, while performance is given only a passing mention. At its '51 introduction, the V8 sported a conservative 7.0:1 compression ratio and was rated at 120 hp.

In 1955, displacement was increased to 259.2 CID and increased again to 289 CID in 1956. There was also a smaller 224.3 CID economy version in 1955. Due to the engine's built-in breathing limitations, belt-drive centrifugal superchargers were employed a few times in an attempt to keep up with the Detroit horsepower wars: McCulloch blowers in 1957-58 and Paxton units in 1963-64.



It's fair to say that the top of the heap in Studebaker factory performance is the '63-64 R2 package, above. With a Paxton SN60 blower supplying 6 lbs of boost (Paxton, McCulloch's successor, was then a Studebaker division) this 289 CID V8 was rated at 289 hp. (There were also R3, R4, and R5 versions, but they weren't really volume production engines.) While the original Studebaker V8 remained in production from 1961 until 1964, the engine did not live to see the end of Studebaker as a carmaker. For the final two years of production in '65-'66, Studebakers were built exclusively in Canada and were powered by Chevrolet engines.



Studebaker History

Studebaker in World War One

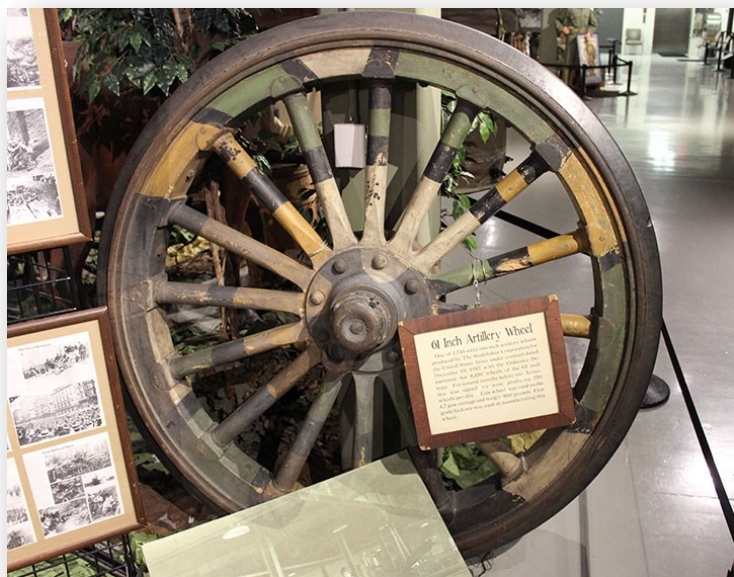
An American Auto Industry Heritage Tribute by David D Jackson

Posted February 12, 2015

Source: <http://usautoindustryworldwartwo.com/studebakerwwi.htm>

Due to the excellent display of World War One Studebaker products at the Studebaker National Museum in South Bend, IN, I have added this page to show the automaker's contribution to the winning of "The Great War". After the US entered the war in 1917, Studebaker dedicated all of its production to winning the war.

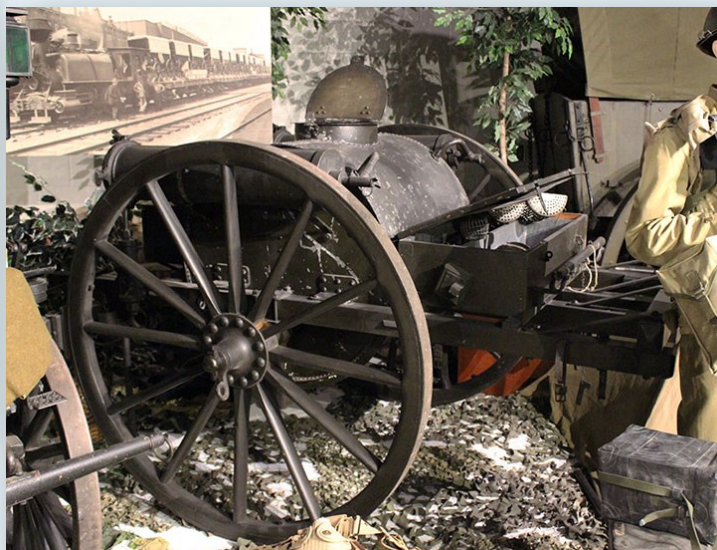
Not shown at the Studebaker National Museum is the information on the contribution of the Studebaker Plant in Detroit, MI to the war effort. It produced 380 4.7 inch gun carriages and 800,000 155mm shells.



Starting in late 1917, Studebaker started producing this 61-inch wheel to be used on 4.7 inch gun carriages. By the end of the war the company had produced 2,741 of the 800-pound wheels.



A 1917 Studebaker ambulance.



This 1914 water cart was one of 500 built for the British in World War One.

Studebaker in World War One ~ continued



Also on display in the museum is this 1918 escort wagon, of which Studebaker built just short of 8,000 during 1917-1918.



This is one of 10,500 Studebaker-built 14-spigot water carts for use in World War One. This particular example was built in 1917.



APRIL 1, 1932

STUDEBAKER
spent three years in
developing these
4
GREAT "BUYS"

YOU saw the first step in the development of today's Triumphant New Studebakers when you saw Studebaker pioneer Free Wheeling in July, 1930.

As a matter of fact, as far back as 1929, Studebaker, with the intuition born of 80 years' experience, began preparing for the changes in the economic structure which have come.

Ahead of anybody else, Studebaker marshalled all its resources, its engineering genius, its great experimental laboratories and proving grounds into the project of producing manifestly superior cars to sell at drastically lower prices—as much as \$160 under 1931!

And that is why today's Triumphant

New Studebakers are longer, roomier, more luxurious . . . that is why they come to you with vastly finer Free Wheeling plus new *Fastmotion* Synchronized Shifting, with Automatic Starting at its best, with Automatic Ride Control, Full-Cushioned Power, Air-Curve Coachcraft—a total in all of 52 startling betterments including finest quality Safety Plate Glass in all windows and all windshields of all models at no extra charge.

Studebaker doesn't sell you a car today that will be out of date tomorrow. Studebaker protects your investment—gives you all the sound advancements *in advance* in these 4 great "buys" of 1932.

The Triumphant New STUDEBAKERS
BUILDER OF CHAMPIONS
PIONEER OF FREE WHEELING

PRESIDENT EIGHT	121" wheelbase—Buckskin top in \$1990
COMMANDER EIGHT	116" wheelbase—Buckskin top in \$1560
INGSTATOR EIGHT	111" wheelbase—Buckskin top in \$1325
STUDEBAKER SIX	107" wheelbase—Buckskin top in \$1085

Excludes taxes and license. Dealer's price.

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 one 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

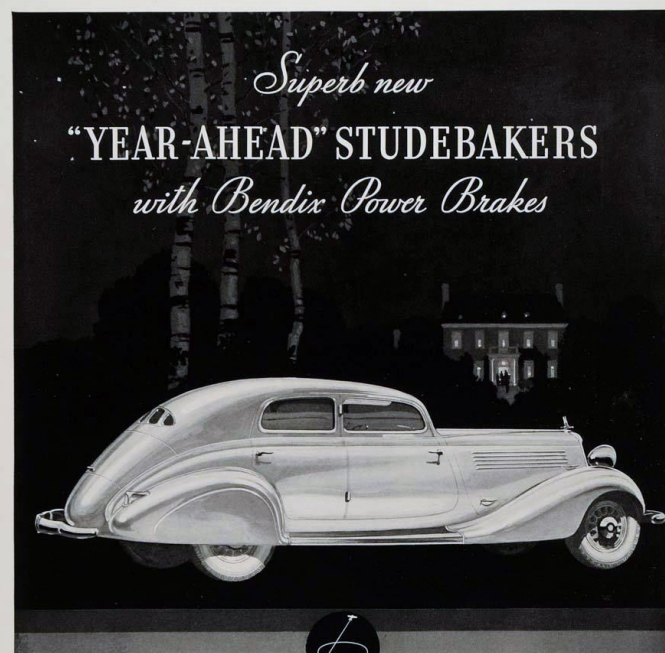
You don't have to own a Studebaker to be a member of the Club. If you do, or are just interested in Studebaker automobiles, we would love to have you as a member. You can join and pay membership dues online or print and mail the membership application. Membership in the Studebaker Drivers Club is required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



ALL AMERICA is heading straight for Studebaker showrooms this month to see and drive the latest and greatest of Studebaker triumphs—brilliant new "year-ahead" Studebakers that definitely remold the motor mode and put Studebaker still more commandingly first in value-giving.

For the first time in cars selling under \$1000, these "year-ahead" Studebakers provide the super-safety and toe-tip action of Bendix vacuum con-

trolled Power Brakes in addition to many advancements not available as yet even in very costly cars.

And every model of this new "year-ahead" line presents Studebaker's appealing skyway style in a fresh, vigorous, new interpretation—dramatically streamlined bodies that are not merely steel but steel reinforced by steel . . . Studebaker's safe, distinctive, battleship kind of construction which practically all cars will be offering a year from now.

Drive one of these "year-ahead" Studebakers and thrill to its sparkling performance, its remarkable handling ease and the easy-chair comfort that is insured by the latest advances in Studebaker's famed Quadripoise Suspension. Prices are way under Studebaker prices of a year ago, although most other cars are still decidedly costlier to buy than last year. Dictator \$695 . . . Commander \$890 . . . President \$1170 . . . base prices at the factory.

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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>





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

NORTHERN NECK REGION EARL BEAUCHAMP MEMORIAL

29th Annual Antique Auto Show

And

Parts and Cars Swap Meet

Live Music!

50-50 Raffle

Saturday, May 20, 2023

at Stan's Skateland, Rt 3, Montross, Virginia

Rain Date: May 21

Come help us celebrate another car show season

This will **not** be a judged event and there are **no** car classes.



Cars
Trucks
Classics
Motorcycles



Old, Modern, Rods, Stockers, & Everything in Between

All Vehicles Must have Fire Extinguisher! No Alcohol! Tents Permitted in Specified Area!

Dog/Pets Must be on a Leash!

For Show information: Contact Mike Mills, (301) 346-6727 if no answer leave information

Mail Registration Form to: Northern Neck Region AACA, c/o
Mike Mills, 151 Blackwell Rd, Colonial Beach, VA 22443.

Make all checks payable to: Northern Neck Region AACA, Inc

*Show benefits scholarship for NN
Tech Center graduate of auto
technology or body repair programs*

Antique Auto Show Pre-Registration Form

Print Name _____

Phone () _____ Email _____

Address _____

City _____ State _____ Zip _____

Make of Vehicle _____ Year _____

SPECIAL AWARDS!

**Best of Show, People's
Choice, Mayor's Choice,
Stan's Choice, Oldest
Vehicle, Farthest Driven,
and Top 15 Vehicles**

Early Registration \$15.00

Day of Show \$20.00

My signature waives any liability of the Northern Neck Region, AACA, Inc., Stan's Skateland or Dairy Freeze of Montross, VA for any injury to me, my party, or loss or damage to/of my property while engaged in, traveling to, or from this event.

Signature _____ Date _____

VENDORS WELCOME

SHOW TIMES 8AM - 3PM