



Commanding Leader

Calendar of Events

* Designates CVC Event

February 2nd-4th, 2024

Friday @ 12pm-9pm

Saturday @ 9am-9pm

Sunday @ 9am-5pm

62nd Annual Festival of Rods and Customs Indoor Auto

Exhibition by the Asphalt Angels Car Club

Meadow Event Park - Farm Bureau Center

13111 Dawn Blvd

Doswell, VA 23047

INFO: www.asphaltangels.net



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

<http://carclubcouncil.com/>

CAR CLUB COUNCIL OF CENTRAL VIRGINIA



Serving Car Hobbyists Since 1995

CVC/SDC Meet ~ November 11th, 2023



(L-R) Jeanette Smith, Betty Crawford, Linwood Crawford, Martin Pajki, Dan Gori,
George Marshall, Mike Welch, (back table) Linwood Melton, Matt Steffen

Kitchen 33 in Glen Allen Virginia was the location for the November Central Virginia Chapter meeting. The weather was great for November and a good turnout was achieved.

It turned out that the Corvair Club also had scheduled their meet for the same location and time, so, it was car club afternoon at Kitchen 33.

CVC members attending with their Studebakers

were Matt Steffen, 1957 Silver Hawk, Linwood Melton, 1963 Avanti R-1 and Betty and Linwood Crawford, 1957 Silver Hawk. Also in attendance sans-Studebaker were Jeanette Smith and Jim Jett, Mike Welch, George Marshall, Dan Gori and Martin Pajki.

Members of CVC and the Corvair Club enjoyed the opportunity to share the common interest in our unique automobiles.



1966 Corvair in attendance with the Corvair Club

Additional meet
pictures on page 3



Matt Steffen, 1957 Studebaker Silver Hawk

Next Meet

January 13th, 2024
Saturday @ 2:00pm

Southern Taste Diner

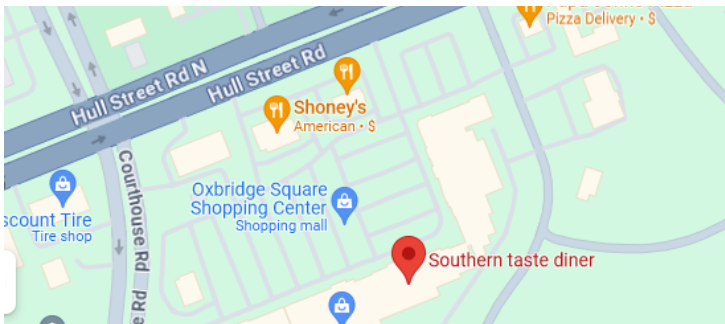


9951 Hull Street Rd N
North Chesterfield, VA 23236
(804) 655-2551

CVC will be trying a new place for our January meet, Southern Taste Diner in North Chesterfield, Virginia, located in the Oxbridge Square Shopping Center located at the intersection of Hull Street Road and Courthouse Road.

See you there.

To view Southern Taste Diner's menu, click [HERE](#).



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

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



Visit our website at www.centralvirginiachapter.org

** Annual Meeting **

March 9th, 2024,
Saturday @ 2:00pm



13155 Mountain Rd
Glen Allen, VA 23059
(804) 368-8556

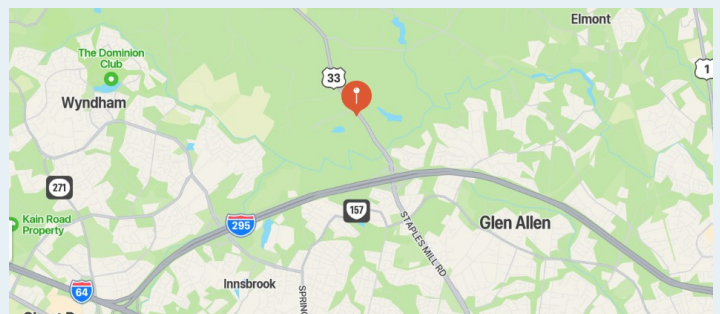
CVC will have the Annual Business Meeting at Kitchen 33 and Bakery in Glen Allen, Virginia this year.

At this meeting, we will have nominations for the chapter officer positions of President, Vice-President and Treasurer.

Chapter dues for 2024 should be paid by March 31, 2024. The dues can be paid anytime by mailing a check to the Treasurer at the address shown on the attached membership form, online via PayPal on our website at <http://www.centralvirginiachapter.org/JoinCVC.html>, or at this meeting.



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



CVC/SDC Meet ~ November 11th, 2023

Here are some additional images from our November meet.



Linwood Melton, 1963 Studebaker Avanti R-1



Betty & Linwood Crawford, 1957 Studebaker Silver Hawk



ANNOUNCING THE 60TH ANNUAL STUDEBAKER DRIVERS CLUB INTERNATIONAL MEET

Dubuque County Fairgrounds, Dubuque Iowa
June 25-29, 2024

Join us to celebrate our Diamond Jubilee, the SDC's 60th Studebaker Drivers Club International Meet! All activities are at the Dubuque County Fairgrounds in newly remodeled, climate-controlled buildings or under the many shaded areas.

Iowa's hospitality guarantees you can gather with friends for an enjoyable visit to where Iowa started. We think you should come early and enjoy an extra day where limestone bluffs meet the Mississippi River. You can ride the world's shortest, steepest railway and enjoy stunning views from the top. Dubuque is where you'll discover two Smithsonian-affiliated museums and over 50 murals that have earned national acclaim. Dubuque, Iowa, is where you will visit but want to stay.

**Vehicles
judged or
displayed.**

**One-of-a-kind
live concert,
and evening
entertainment**

**Food stands open
breakfast to
close, delivering
directly to your
swap meet booth.**

**Watches and Toy
Judging and
Display**



**Ladies Luncheon
and scenic river
valley driving
tours.**

**Indoor and outdoor
swap meet and car
corral.**

**Meet with friends
for a scenic drive
or toss a ball at
the Fields of
Dreams movie site.**

**WIFI and ATM bank
machines on the
Grounds**

Click [HERE](https://www.centralvirginiachapter.org) to go to meet website


autoevolution

Remembering Studebaker's Last Flagship: The Potent and Glamorous Gran Turismo Hawk

By: Vlad Radu

Published: 16 Oct 2023

<https://www.autoevolution.com/news/remembering-studebaker-s-last-flagship-the-potent-and-glamorous-gran-turismo-hawk-222859.html>

Developed in record-breaking time with few resources by a company facing extinction, the Gran Turismo Hawk was one of the finest purebred grand tourers produced in the US.



Though few remember it today, Studebaker was once one of the oldest, most prestigious American carmakers - despite not being based in Detroit.

Founded in 1852, the company started as a traditional coachbuilder that manufactured wagons, buggies, carriages, and harnesses.

Studebaker began building automobiles in 1902, initially developing EVs (yes, they were around back then and quite popular), but two years later, it also added ICE-powered cars to its resume.

For the next fifty years, it managed to survive in a market dominated by Detroit's Big Three by offering well-built models focused on technical innovation, safety, and reliability.

However, by the early 1960s, the company was struggling to navigate through murky financial waters, and one of the ways it tried to dodge an imminent demise was to revitalize its flagship model.

A seemingly-impossible task



The Hawk series, which debuted in 1956, continued to serve as the carmaker's flagship for the 1961 model year, but with sales dwindling, it desperately needed a refresh.

To revitalize the Hawk, newly appointed president Sherwood Egbert enlisted the help of close friend Brooks Stevens.

A graduate of Cornell University's architecture school, Stevens was a well-known industrial designer passionate about building and racing cars.

With a budget of approximately seven million dollars and just six months to spare, the stylist took on the task of redesigning both the Hawk and the smaller Lark models.

[\(continued next page\)](#)

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

Remembering Studebaker's Last Flagship: The Potent and Glamorous Gran Turismo Hawk

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To understand just how impossible that task was, keep in mind that, back then, Detroit's big corporations allocated more than five times as much money to revitalize a single model, giving their staff around three years to complete the project.

From obsolete to elite in just five months



To everyone's amazement, the designer delivered a thoroughly refreshed prototype in July 1961 - a month ahead of the deadline.

Initially codenamed Hawk Monaco but eventually christened Grand Turismo Hawk, the restyled flagship lived up to its name by combining the latest, most popular American automotive design trends with cues inspired by successful European grand tourers.

At the front, the revitalized Hawk looked similar to its predecessors, but Stevens went on to redesign the headlights and radiator grille, molding the latter after the grille of the era's Mercedes-Benz models - which, at the time, were imported and sold in the US by Studebaker's dealership network.

Though the front fascia wasn't much of an upgrade, the rest of the bodywork was drastically redesigned.

With only the doors borrowed from previous models, Stevens reshaped the entire roofline, adding thick C-pillars similar to those used by Ford on the widely popular Thunderbird's removable hardtop.

Stevens' also made changes to the interior that received various improvements, like an innovative, fully-padded dashboard (one of the first of its kind), turning the Hawk from obsolete to elite not just in record-breaking time but using inexpensive refinements.

Nothing drastically new under the redesigned body



While Brooks Stevens worked wonders with the GT Hawk's body, which now looked modern enough to challenge even European grand tourers, Studebaker's engineering department reasoned that the existing chassis was still good enough.

Therefore, the GT Hawk inherited its predecessor's chassis with a slightly revamped suspension, the same four-wheel drum brakes, and steering system (both optionally power-assisted), as well as the 289-ci (4.7-liter) V8 that utilized a low compression ratio (8.5:1), making it highly reliable in the long run.

Mated to either a standard three-speed manual, an optional overdrive four-speed Flight-O-Matic auto, or a four-speed manual (also optional), the V8 made 210 hp in standard, two-barrel-carb form or 225 hp with the optional four-barrel.

(continued next page)

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>



Remembering Studebaker's Last Flagship: The Potent and Glamorous Gran Turismo Hawk

~ continued

The GT Hawk was first available during the 1962 model year, with sales reaching 8,388 units. While that figure was nearly ten times less than what Ford managed to achieve with the Thunderbird that year, it was a glimmer of hope for the struggling South Bend, Indiana-based company.

Giving the Gran Turismo Hawk superpowers



After an encouraging debut year, Studebaker decided to make the GT Hawk even more appealing for 1963 by adding the "Super" high-performance package.

Apart from new goodies like front disc brakes, radius rods, a rear anti-roll bar, and front seatbelts, the package added the R-series Jet Thrust engine options borrowed from the innovative Avanti.

In R1 guise, the potent, naturally-aspirated 289 V8 made 289 hp, (*editors note: should be 240 hp*) but potential customers who wanted more power could go for the R2-spec engine, which, thanks to a Paxton supercharger, pushed output to 335 hp.

But, despite its new superpowers, the GT Hawk lost even more ground to its main rivals (Ford Thunderbird and Pontiac Grand Prix), as sales dropped to 4,009 units.

A sad ending for one of the finest grand tourers produced in the US

For the 1964 model year, the GT Hawk received a series of improvements, including a vinyl-covered roof, a new trunk lid without the faux grille, and the addition of an AM/FM radio to the options list.



Sadly, by this point, Studebaker's downfall was inevitable. With no funds to match the marketing campaigns of its rivals, sales continued to drop, and in December 1963, the company discontinued the model and closed its South Bend, Indiana, plant.

Dealerships continued to sell remaining GT Hawks throughout the first part of 1964, but when the model year ended, the total sales figure reached an abysmal 1,484 units.

A budget-friendly classic



Though few remember it today, the Studebaker Gran Turismo Hawk remains one of the finest purebred grand tourers ever built in the US.

With timeless styling, adequate power, and supreme comfort, it could go toe-to-toe with its European contemporaries. As MotorTrend magazine put it, the GT Hawk was "a willing and able car definitely in the tradition of the high-speed tourers of Europe."

(continued page 10)

AN AUTOMOBILE WORTHY OF ITS NAME

By Dan Kuhl

Recently, Bob Pratt made available to the Auto Restoration Club membership his collection of automotive books. Of course, the author is always looking for new material for his library. The author waited until everyone had a chance at some of the books and then he made his move; to his surprise, on the table was a “Nugget”, an autobiography by Eddy V. Rickenbacker.

If you are not familiar with the name, he was the greatest American WWI fighter pilot with 26 victories, compared to the Red Baron, who had 80 victories. However, the Red Baron started flying for Germany three years before Eddy.

Following the war Eddy continued to race cars, as he did before the war, at the Indianapolis 500 and other venues around the country. He soon realized that racing wasn't what he wanted to do with his life so he went to New Mexico to visit a friend. There, he purchased a Flivver and camping gear. He then embarked on a sole searching camping trip. It was during this trip he decided to build the perfect automobile, the “Rickenbacker.”. He further decided from his racing experience, the Rickenbacker should have a high-speed engine, a low center of gravity, and most importantly, four-wheel brakes. But he realized he did not have the funds nor the expertise to take on such an endeavor. What to do?

Eddy decided to go to Detroit, the automobile capital and secure the necessary help. There he contacted Harry Cunningham, an old racing buddy who had ties with the successful EMF automobile company. From EMF he secured the assistance of Barney Everett and Walter Flanders (the man who designed the assembly line for Ford). It is important to note that EMF was purchased by Studebaker in 1910 making the founders of EMF available for other activities.

After selling some initial stocks to raise seed money, work began on the Rickenbacker automobile in 1920. By 1922, the company was ready to display the car at the New York Auto Show, complete with four-wheel brakes. The first Rickenbacker was available for sale in 1923.

Other automobile companies went on the warpath. Studebaker began running full-page newspaper ads disparaging four-wheel brakes, while dealers across the country bad-mouthed the new competition.

By 1927 more than 27,000 cars had been manufactured, when Rickenbacker filed for bankruptcy. Eddy moved back to the track, buying “the Brickyard” which he owned until 1945. The real story is four-wheel brakes on American automobiles.

In 1923 only two manufacturers used four-wheel brakes, the Duesenberg introduced hydraulic in 1920 and the Rickenbacker

debuted mechanical in 1922. The nemesis of the Rickenbacker, Studebaker, did not get four-wheel mechanical brakes until 1931 and hydraulic in 1935.

In the early Twenties, the author believes, the public was pretty naive to the importance of brakes, because Ford had its best sales year in 1923 without four-wheel brakes. Ford did not get mechanical four-wheel brakes until 1927 and hydraulic in 1940. Chevy followed suit, introducing four-wheel mechanical brakes in 1928 and hydraulic in 1936. On the other hand, Chrysler was proactive introducing hydraulic brakes in 1924. Finally, the first disc brakes came out on the Crosley in 1949.

Eddie V. Rickenbacker was a visionary. He realized what he had learned on the race track driving a Duesenberg race car would be important to driving safely on the public roadways of America.

In closing the author would like the reader to visit You-Tube to see his most incredible creation, the Rickenbacker Eight Super-Sport Sedan. His creation has fenders that turn with the front wheels, lacks running boards, an Auburn boattail, and an angled windshield, in addition to the elements chosen by Eddy while on his discovery adventure in New Mexico. Between 14 and 17 were manufactured, and only one remains. This Super-Sport spent a great deal of time in the Harrah Reno collection before it was dissolved and was once on display at Pebble Beach. It currently resides in a private collection that can only be accessed by appointment.



1922 Rickenbacker A6
Touring



1926 Rickenbacker
Eight Super Sport

References:

Rickenbacker, Edward V. (1967) Rickenbacker, Prentice Hall, Englewood Cliffs, New Jersey.

YouTube: “1926 Rickenbacker Eight Super-Sport at the Claremont”. (Notice the special radiator ornament)

Numerous website concerning Rickenbacker history and brake development.

Studebaker Tech Tip

B.S. Column ('bout Studebakers')

Studebaker Mechanical Fuel Pumps 1955 - 1964 V-8

By Jerry Blount,
member of the Northwest Chapter, Oregon



In my many years of selling Studebaker parts, I have probably sold hundreds of aftermarket replacement fuel pumps. Not that Studebakers are hard on fuel pumps, it's just that they fit a great range of years.

Airtex was the most common source. I rarely had an issue. Once in a while one might be extra noisy - but they always did what they were supposed to do...pump fuel. Carter also supplied replacement pumps. These were based on a Carter design and they likewise always worked well.



In recent years, if you have been following various Studebaker forums, you have noticed a lot of discussion about brand new Airtex #4227 replacement fuel pumps not working at all. Unfortunately, this is not general speculation. I talk regularly to the major Studebaker parts wholesaler and he confirms he has returned entire new orders to the manufacturer. Said manufacturer seems to feel the Studebaker market is not worth much trouble. In fact, mechanical fuel pumps for many other older vehicles are being discontinued due to a shrinking market.

So, what do we do? The obvious easy solution is to add an electric fuel pump. These pumps can be installed on the right

rear frame area close to the gas tank. These pumps like to push fuel - not pull - so closer to the tank is good.

I have a number of customers that prefer a conventional mechanical fuel pump. Studebaker International is supplying rebuilt, exchange fuel pumps for \$175.00 as of this writing. My personal solution is to sell the Avanti R-1 pump which is a Carter high performance pump intended for Dodge/Plymouth cars, but with the actuating arm modified by heating and reshaping to properly work on a Studebaker. If you try to use this pump without the arm modification, the arm will break at some point. I know of 2 cases where this has happened.

So, to install this properly modified pump on a '55 - '64 Studebaker V-8, you will only need to obtain 2 brass pipe fittings. The Avanti pump has 1/4" pipe thread and the other Studebakers use 1/8" pipe thread. These are readily available. An example would be Ace Hardware 4337887 Hex Head Bushing, 1/4" X 1/8".

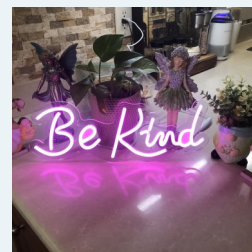
I have sold several of these and every customer has been pleased. There was some speculation that a fuel pressure regulator may be needed, but so far it hasn't been an issue.

Just Say'n Signs

Positivity signs (FREE)

Jane M White, text (423) 921-4287

To visit on Facebook, click [HERE](#).



CVC Members Out~N~About

Buzz Horne attended the Old School Hot Rodders of Virginia Fall Show October 28th, 2023, showing his 1957 Studebaker Golden Hawk.



*Buzz Horne's 1957 Studebaker
Golden Hawk*

Also attending the Old School Hot Rodders of Virginia Fall show was Mike Welch with his 1953 Studebaker Starlight Coupe



*Mike Welch's 1953 Studebaker
Starlight Coupe*



Find us on:
facebook®

Jeanette Smith and Jim Jett drove their 1962 Studebaker Gran Turismo Hawk to the Chesterfield Cruising Cruise In on October 7th, 2023, held at Frisby's Restaurant in Powhatan, Virginia.



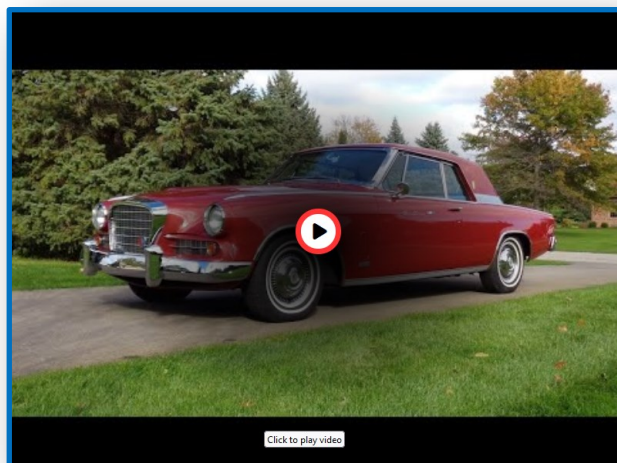
*Jeanette Smith & Jim Jett's 1962
Gran Turismo Hawk*

Remembering Studebaker's Last Flagship: The Potent and Glamorous Gran Turismo Hawk

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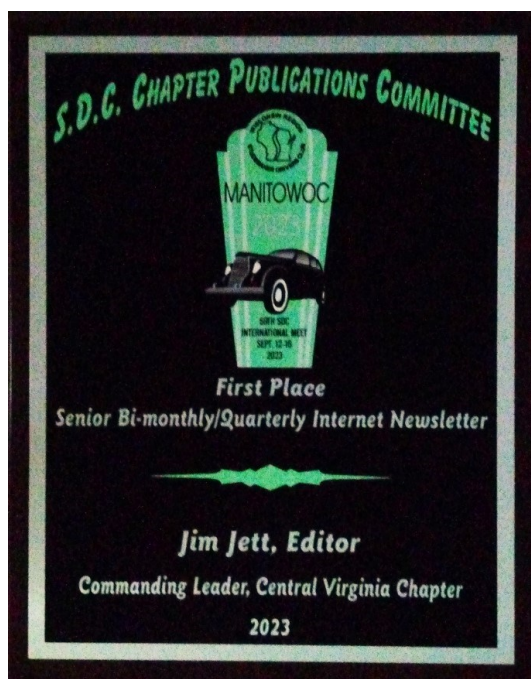
Models equipped with the R1 or R2 engines can cost more than twice as much, but a standard-spec 289-powered example can be an affordable option for someone who wants a budget-friendly classic.

If you want to see how one of the surviving examples looks and drives like today, we recommend watching the YouTube video below by Lou Costabile.



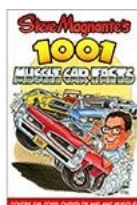
Commanding Leader receives award at the Studebaker International Meet

Our chapter newsletter, Commanding Leader, received a First Place in the Senior Bi-monthly/Quarterly Internet Newsletter Division by the SDC Chapter Publications Committee at the 56th SDC International Meet in Manitowoc, Wisconsin, September 12th-16th, 2023.



Interesting Studebaker Muscle Car Facts

by Muscle Car DiY

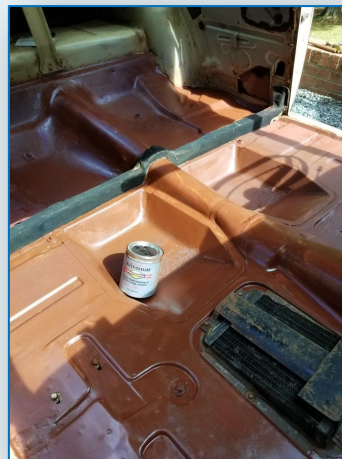


Fact 957: The McKinnon Chevrolet engines were much more costly than earlier Studebaker-built units. Before production ceased, South Bend-built Studebaker engines cost the Canadian plant \$190 (169 OHV six) and \$214 (base V-8). The Chevrolet-sourced mills cost \$315 and \$434 (respectively) and doubled the plant's breakeven point to 14,000 cars per year.

Incidentally, the Canadian plant only handled Commander, Cruiser, and Daytona models. All Hawk, Avanti, and truck production was terminated after the 1964 model run with one notable exception, the Avanti.

Betty and Linwood Crawford's "new" Studebaker

Linwood is at work on the 56 Golden Hawk. Below shows the floor pans and trunk floor all rust proofed and primed.



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>

1953 Studebaker Starlight Coupe Custom.

Herman Gantt is selling his 1953 Studebaker. The only known maintenance required is a new exhaust system and fix a short in the left headlight.

Asking \$15,000.

Herman Gantt: phone (804) 798-0444





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