



Commanding Leader

Calendar of Events

* Designates CVC Event

October 8th, 2022

Saturday @ 8am-3pm

Old Dominion Late Great Chevy Club
Annual Car Show

Transformation Church RVA
6000 Ironbridge Rd

North Chesterfield, VA 23234

Registration: \$20, after 10/1 \$25

INFO: Ben Beale (804) 920-3032

Charles Reid (804) 370-9796

EMAIL: odlcc@protonmail.com or
bbathcoun@aol.com

WEBSITE: www.virginiachevyclub.com

October 16th, 2022

Sunday @ 12pm-5pm

Dressler Farm 4th Annual Car, Truck and
Motorcycle Show

1400 Dorset Rd

Powhatan, VA 23139

Registration: \$25

INFO: Lynn Dressler (804) 840-2883

EMAIL: Ricksgrading2@gmail.com

October 22nd, 2022

Saturday @ 10am-4pm

Moody's Texaco 3rd Annual Fall Car
Show

18303 Cox Rd

Registration: \$20

Sutherland, VA 23885

INFO: Dylan Rivers (804) 894-3364

FACEBOOK: <https://fb.me/e/4Yf5rW9m8>

*November 12th, 2022

Saturday @ 2pm

CVC/SDC Meet

Marty's Grill

9357 Atlee Rd, Ste 1111

Mechanicsville, VA 23116

INFO: Jim Jett (804) 920-2129

Restaurant website: <https://www.martysgrill.com/>

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



CVC/SDC Meet ~ July 10th, 2022

For July, the Central Virginia Chapter gathered for a picnic at the home of Jeanette Smith and Jim Jett in Louisa, Virginia. The gathering was catered by Kickin' Ash BBQ & Catering LLC of Powhatan, Virginia.

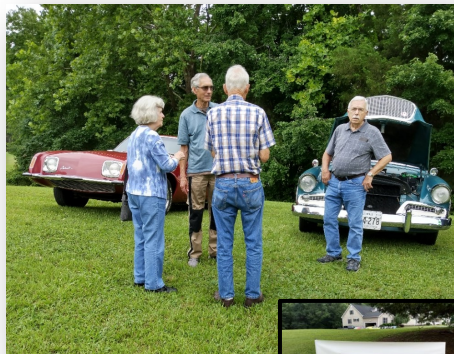
Attending in Studebakers were:

- Jim Bradley, 1978 Avanti II
- Betty & Linwood Crawford, 1957 Silver Hawk
- George Marshall, 1961 Hawk
- Jim Jett, 1963 GT Hawk R-1

Attending sans Studebaker were:

- Elaine & Tom Covington
- Becky & Lee Harrison
- Barbara Jett & Chris Mendl

The weather, food and company were all good, making our July meet a success.



Jim Bradley
1978 Avanti II



George Marshall
1961 Hawk



Jim Jett
1963 Studebaker GT Hawk R-1



Betty & Linwood Crawford
1957 Studebaker Silver Hawk

CVC/SDC Meet ~ September 10th, 2022

Central Virginia Chapter visited the Keystone Truck & Tractor Museum located in Colonial Heights, Virginia.

Keystone Antique Truck & Tractor Museum's stunning collection features rare tractors such as the UDLX Minneapolis Moline (only 25 known restored today) and the Sampson Jumbo, Silver Kings, and a Graham Bradley farm tractor that was sold by Sears, Roebuck and Co., and Allis-Chalmers. Plus a lineup of the Massey Harris, Massey Ferguson, Farmall, Case, and Oliver farm tractors. Last but not least, the Cockshut farm tractor showcasing the model 30, 40, 50 & 70.

Jeanette Smith and Jim Jett drove their 1963 GT Hawk R-1 to the museum. Becky and Lee Harrison came in their 1960 Lark VIII convertible. Chris Mendl arrived in his 2019 Corvette.

We had lunch at the Keystone Grill and then viewed the displays.

The Keystone has a great collection and is worth the visit.



1936 Cord



1948 Studebaker M16



1950's General Motors Rust.

1953 Chevrolet COE car hauler full of mid-fifties Chevrolet cars.



Next Meet

November 12th, 2022
Saturday @ 2:00pm

Marty's Grill



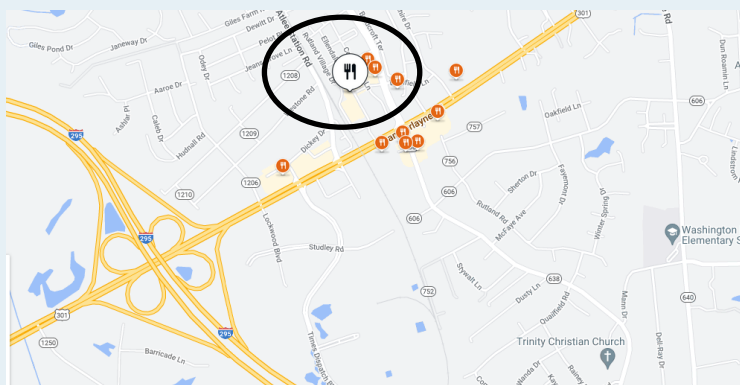
9357 Atlee Road
Mechanicsville, VA 23116
(804) 559-1323

Our last meet for 2022 will be held at Marty's Grill in Mechanicsville, Virginia on Atlee Road located in the Rutland Commons Shopping Center off route 301.

Marty's Grill strives to provide the highest quality food and service, in a relaxed atmosphere.

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

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



We Serve

AMELIA LIONS CLUB Annual Court House Car Show

— AMELIA COURTHOUSE SQUARE —



OCTOBER 15, 2022

Awards
& Door
Prizes

\$20 Entry Fee · Pre-Register by Oct. 14, 2022 · \$25 Day of Show
Registration from 8:00 a.m. - 12:00 noon
CHECK-IN AT FORMER WELLS FARGO
(Rain Date October 22)

EVERYONE WELCOME! FREE SPECTATOR ADMISSION!

For more info, contact:
Brian Harris (804.252.4079 or
afterhoursperformance@outlook.com)
or visit our Facebook page

 facebook.com/AmeliaLionsClub/



Bring a pair of old glasses and get a free drink.

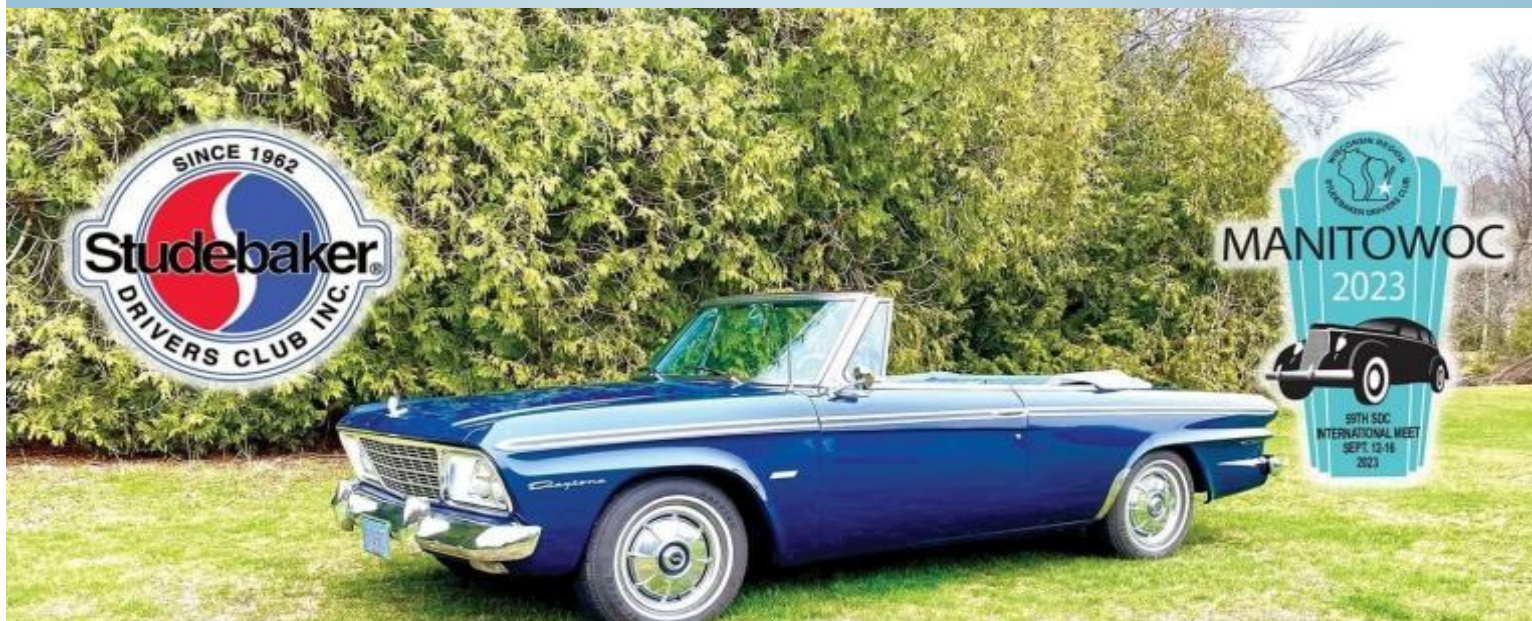
Commanding Leader

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



1964 Studebaker Daytona convertible formerly owned by Fran and Buzz Beckman.

The 2023 SDC International Meet is dedicated to Buzz Beckman, Ed Carmo, Wayne Detjen, and Rick Rechek - WRSDC members who are no longer with us.

Visit scenic Manitowoc and Two Rivers, Wis. on September 12-16, 2023!

Northeast Wisconsin is a beautiful place in late summer - and the Wisconsin Region Studebaker Drivers Club will have a wide range of great activities planned for the 59th SDC International Meet, Stay tuned for more details! **We'll see you there!**



**Lake Michigan Car Ferry
Ludington, Mich. to Manitowoc, Wis.**



**Wisconsin Maritime Museum
featuring submarine USS Cobia**



**Two Rivers, Wis.
Home of the Ice Cream Sundae**

Enjoy the hospitality of our friendly community.

CVC/SDC Welcomes New Members



The Central Virginia Chapter wishes to extend a warm welcome to Ginny Terry and Noel Einolf. Ginny and Noel reside in Richmond, Virginia and are the proud owners of a 1922 Light Six, a 1954 Land

Cruiser and an Avanti II.

Welcome to the Chapter Ginny and Noel!

4 tips for building a custom toolkit for your classic

By **Kyle Smith**

12 September 2019

<https://www.hagerty.com/media/maintenance-and-tech/4-tips-for-building-a-custom-toolkit/>

Taking a vintage car or motorcycle out on a trip is a risk—a calculated risk, but a risk nonetheless. Parts are long past their expected life on so many vintage cars, or even on a fresh restoration, there are typically teething issues and sorting out that occurs within the first few hundred miles. Roadside repair is sometimes necessary, and without tools, you can't fix anything. We know you can fix things without the exact proper tools, but it sure is easier if you've got 'em. Be prepared for your next roadside adventure by building a custom toolkit for your ride. Here's how.



Look at the car—Not your tool chest

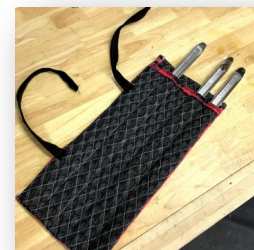
If you're hyper-intimate with your car or truck, you might be able to easily pick out the tools you use most when working on your beloved automobile. Even if that is the case, take a step back and look at your car and what you expect is most likely to fail while driving. Now investigate what it would take to repair that imaginary breakdown and lay those tools aside. Focus on likely failures that you are actually comfortable repairing while on the side of the road. If you are packing Vernier calipers, you might be diving too deep for a true roadside repair. Also, use this step to make a list of spare parts you need to feel comfortable for the distance you want to travel.

Pick your tools carefully

One of my favorite items to pack is a screwdriver with replaceable tips. Two reasons for this, I only have to pack one screwdriver but get all the specialty tips I need, and the tip of the screwdriver with no bit in it is a ¼-inch hex. That hex often fits small hose clamps and can save packing a ¼-inch socket. The only problem is a multi-tip screwdriver makes a terrible prybar in a pinch, which is why I also carry a large flat-blade which can act as screwdriver, prybar, and hammer all in one. Remember, this is not perfect repairs, this is get-you-home repairs. Carefully select tools that can have double and triple uses and prevent packing the same thing twice.

Figure out how to pack it

On a recent motorcycle touring trip I packed a tidy toolkit, but space is at an absolute premium when riding vintage motorcycles. This meant I needed to fit everything in the smallest space I could. Fitting sockets inside one another is just the start, but a good start. I took the time to stitch up a custom roll-up kit for my tire levers, but frankly, that is overkill in an era where pre-made solutions are a credit card number away. Canvas zipper bags, Tupperware containers, and plastic bags are great options. Use a clean red shop rag to space metal items apart to prevent rattling while driving; you'll thank yourself for that clean rag when you have to use the tools, too. A set of work gloves, nitrile or heavier, are also nice to stuff between items and will save your hands (actually, your steering wheel) should a greasy job pop up.



Actually carry your new kit

I personally am really bad at this last part, but I have an excuse. I use the tools from my garage to assemble the roadside kit when I need it. The trick here is to have your toolkit ready whenever you want to take your car out on the road. If you have to remember to pack it, that is just one more thing to forget. While you could purchase all the tools new from your favorite tool truck, I recommend being thrifty. Go to garage sales, pawnshops, and thrift stores and purchase the tools to complete your traveling tool kit without taking your "nice tools" from your working tool chest. The tools in the travel kit don't have to be top quality, but make sure that they do their job before you pack it away under a back seat or side cover. Purchase six-point sockets if you can to prevent rounding hardware on the roadside, and include a nice stout ¾-inch drive extension—it makes a great drift punch in a pinch.

CVC Members Out~N~About

Jeanette Smith and Jim Jett attended the Page Custom Rods & Restoration Wednesday Cruise-in held on August 17th, 2022 in Oilville, Virginia. They brought their 1962 GT Hawk.



Becky and Lee Harrison were at the Chesterfield Cruse-in at Noodles & Company in Midlothian, Virginia, on September 3rd, 2022, in their 1962 Daytona Convertible. Jeanette Smith and Jim Jett were also there with their 1963 GT Hawk R-1.



Becky and Lee Harrison attended the Richlands Creamery Cruise In Blackstone, Virginia, on September 25th, 2022. Lee attended driving his 1962 Daytona convertible.



Studebaker Factory Virtual Tour

In this video Andrew Beckman, the archivist of the Studebaker Museum, presents a fascinating tour of the Studebaker Factory in South Bend, Indiana. This lecture was given at the 2019 international meeting of the Studebaker Drivers Club in Mansfield, Ohio.

To take this tour, just click the image below.



Automotive History: The Studebaker V8 Engine – Punching Below Its Weight

By

Paul Niedermeyer

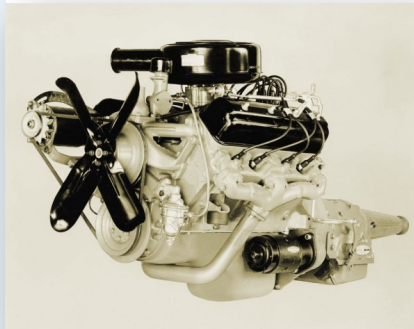
In 1951, plucky little Studebaker introduced its new ohv V8 engine, only two years behind the groundbreaking 1949 Cadillac and Oldsmobile V8s, and several years ahead of other competitors. Except for some fairly minor teething issues and a few inherent weak spots, it soon earned a reputation for durability and developed a loyal following among Studebaker fans. It certainly gave Studebaker a competitive edge at the time.

Although it looked fairly modern at the time of its birth, Studebaker's conservative engineering resulted in a physically large and heavy engine for its displacement, and one whose performance potential was intrinsically limited. That served the typically older and conservative Studebaker buyer just fine, but it was a missed opportunity, as other brands took advantage of the rapidly growing interest in performance and its positive image to expand their sales, especially to younger buyers.

Much of the more recent literature available online about the Studebaker V8 tends to be written by its loyal fans, including this one at Hemmings modestly titled "America's Best V8 Engine". We're going to take a more objective look at this engine, including its strengths and weaknesses, its origins, and the various versions built over its fairly short fourteen-year lifespan (1951 – 1964), including the last-ditch attempt to inject some life into it. The Studebaker V8 may have come into the world a bit meekly, but it went out with a bang.

The creation of the Studebaker V8 had a clearly defined brief, which was laid out along with its engineering and design details in an SAE paper by company engineers Gene Hardig, T.A. Scherger and S.W. Sparrow: *"The introduction of this engine was prompted by a desire to benefit humanity in general and Studebaker stockholders in particular. Specifically, the aim was to increase sales and profits by replacing a six-cylinder car with an eight that would cost less and yet have equal or better performance."*

Once we get past the tongue-in-cheek desire to benefit humanity in general, there's some useful information that



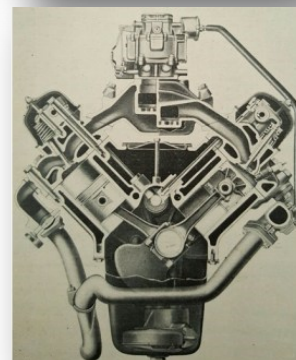
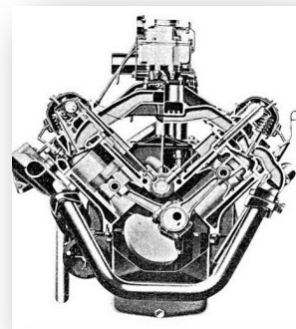
helps explain the resulting engine, especially the last few words: yet have equal or better performance. That was a somewhat modest goal, to merely equal or better the performance of an aged

flathead six engine (the Commander 245.6 CID six) that was a product of 1920s engineering.

And here's another detail from that report that's a bit surprising: *"Hence a long look forward was in order. In that look we seemed to see what other observers have reported – the possibility of higher compression ratios and hence, smaller combustion chambers...the threat of small combustion chambers led us, somewhat reluctantly, to overhead valves."*

"Somewhat reluctantly"? So presumably the first preference for an all new V8 engine was another flathead? Reluctant or not, it's a good thing they went that route of ohv, otherwise it would have truly been a dismal dead end.

Realistically what happened was that Studebaker's engineers saw the light when the 1949 Cadillac and Olds V8s appeared, with their compact wedge-shaped combustion chambers, overhead valves, hydraulic valve lifters, generous valve and port size, compact and lighter blocks thanks to shorter strokes and "slipper" pistons, and a slew of other advanced engineering elements. Eventually all American V8s came to adopt these key design aspects of the Cadillac and Olds engines; some sooner than later. Those that didn't, like the Chrysler hemi and the Ford Y block, did so at their peril, and both were soon



The Studebaker V8 Engine – Punching Below Its Weight ~ continued

replaced by engines (Chrysler B/RB; Ford FE) that more closely followed the GM approach.

Studebaker wisely avoided such a major detour, as they wouldn't have had the engineering budgets to fix it later like Ford and Chrysler. So they just picked the Cadillac V8 as the starting point for their new engine, which had benefited from extensive research from GM's Kettering Labs. The evidence that the Studebaker V8 (right) was very deeply influenced by the 1949 Cadillac V8 (left) is all-too obvious. There are some differences of course, but the basic architectural similarities start right from nearly identical bore center spacing (Cad: 4.5625", Stude: 4.50") , physical size (these two images are not corrected for size), and even weight, with the much larger displacement (331 CID) Cadillac weighing 695 lbs to the Studebaker's 650 lbs.

Cadillac even allowed a contingent of Studebaker engineers to visit and essentially copy its production facilities for the V8 engine, as Studebaker had no experience in that.

But although Studebaker largely copied the basic architecture, they failed to copy certain key elements that specifically gave the Cadillac many of its inherent qualities. So instead of scaling down the Cadillac in size, to their intended smaller displacement (232 cubic inches), they kept the block the same size. They chose not to use Cadillac-type slipper pistons, where part of the lower piston's skirt is cut away allowing it to "hug" the counterweights of the crankshaft. This was a key design element that enabled a more compact and lighter block and reduce reciprocating weight. If Studebaker had used them, they would have been able to reduce the deck height of their block, save weight, and create a more compact engine. The Cadillac had a significantly longer stroke (3.63" vs. 3.25"), and would eventually accommodate a 4.0" stroke thanks to its slipper pistons, despite using the exact same rod length (6.625") as the Studebaker.

The biggest obvious difference above the block are the significantly smaller valves and ports in the Studebaker heads. This would become the defining feature of their cylinder heads right to the end, and inherently limit their performance potential.

Without going into all the technical details of their similarities (and differences), let's just say that a Cadillac V8 intake manifold (and valley cover) will bolt directly to a Studebaker V8. That's not just merely a coincidence. The ports don't

match up perfectly, but that can be fixed. It's mainly done for show, such as this Cadillac Eldorado dual quad manifold (above) in a Studebaker pickup, since a stock or even moderately warmed up Stude V8 simply can't use more than one modest size (≈500 cfm max) four barrel carburetor, due to the limited flow of its heads. But given the dearth of aftermarket manifolds (and other performance parts) for the Studebaker V8, it's one solution if looks take precedence over actual function.

So despite being essentially the same size externally and weighing almost the same, the Cadillac had 50% more displacement to start with, and that was readily increased up to 429 cubic inches in its final form. The Studebaker would top out at 289 cubic inches, except for the specially selected blocks bored out to 304.5 cubic inches for the few R3/R4 engines. As to the decision of its initial displacement (232.6 cubic inches), here's what the Studebaker engineers said in that SAE paper:

"Eventually the conflict of desires was resolved by the selection of a piston displacement (232.6 cubic inches) approximately 5% less than that of the six cylinder engine that was to be replaced. Later, when the car was found to weigh about 6% less than its predecessor (due largely to using a shorter front end), we felt confident of meeting our goal of equal performance without sacrifice in fuel economy."

As Richard Langworth wrote in his excellent book "Studebaker 1946-1966", "economy, in this exercise was taking precedence over performance". Which is of course consistent with the image Studebaker had cultivated for some time; its cars were smaller and lighter than those of the Big Three, primarily for the resultant economy.

But the Studebaker V8's weight (650 lbs dry/695 as installed) was not exactly in keeping with Raymond Loewy's design mantra at Studebaker: Weight is the Enemy. The result is somewhat unfortunate, as every Studebaker V8 tends to feel nose heavy, given that the cars were inherently more compact and lighter than average. For example, a '55 Commander sedan and a '64 Lark V8 both had a rather unfortunate 60/40 F/R weight distribution; the longer wheelbase coupes improved that a bit, to about 57/43. That impacted traction as well as handling adversely.

The combination of the decision to use a Cadillac size block and the obsolete state of Studebaker's foundry technology resulted in a big-block engine with small-block displacement. Undoubtedly it resulted in a very stout block, although that's not inherently a requirement for durability. Studebaker did

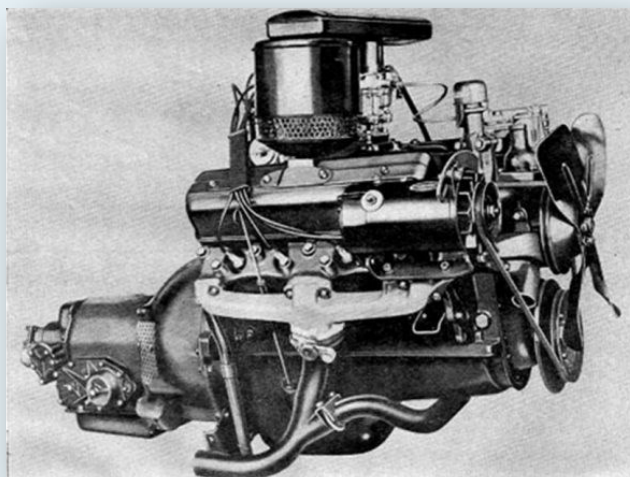
The Studebaker V8 Engine – Punching Below Its Weight ~ continued

give its rotating parts generous bearing areas, which contributed to its reputation for a stout bottom end. The camshaft was driven by gears, not the typical timing chain. And Studebaker kept mechanical lifters, another conservative change, which meant a noisier engine and regular valve lash adjustment.

And contrary to popular myth, Studebaker's forged crankshaft was hardly unique or exceptional. In fact, that was what everyone (including Chevrolet) used at the time, except Ford, who were the inventors of nodular cast iron crankshafts.

Despite the conservative engineering, the Studebaker V8 was far from perfect. It didn't have a full flow oil filter until partway through 1962. Previous to that, it only used a bypass or partial flow filter. This was the same setup that the new Chevrolet V8 had in 1955 before it added a full flow filter in 1956. The lack of hydraulic valve lifters may be why Studebaker kept this system for so long, as mechanical lifters are not quite as finicky in this regard. The oiling system also sent tended to send too much oil to the rocker arm shafts as they wore, which could lead to oil starvation on the bottom end and low oil pressure problems. This rocker arm shaft wear was often the result of extended higher RPM usage, like high speed highway driving. The engine would pump too much oil to the top end of the motor and it couldn't drain back to the pan fast enough. In mid -1961 Studebaker made some modifications to attempt to correct this problem. They used a smaller oil passage in the rocker arm shafts to restrict the oil to the top end and a large drain hole in the cylinder heads to get it back to the pan more quickly.

Studebaker V8s were also notorious for leaking oil in various places.



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>



Studebaker Restoration ~ Jim Jett's 1962 GT Hawk

After a four year process, the restoration of Jim Jett's 1962 Studebaker GT Hawk is complete.

The Hawk was not put back to stock, but was updated and has some personal touches added.

Here are some pictures of the finished work.

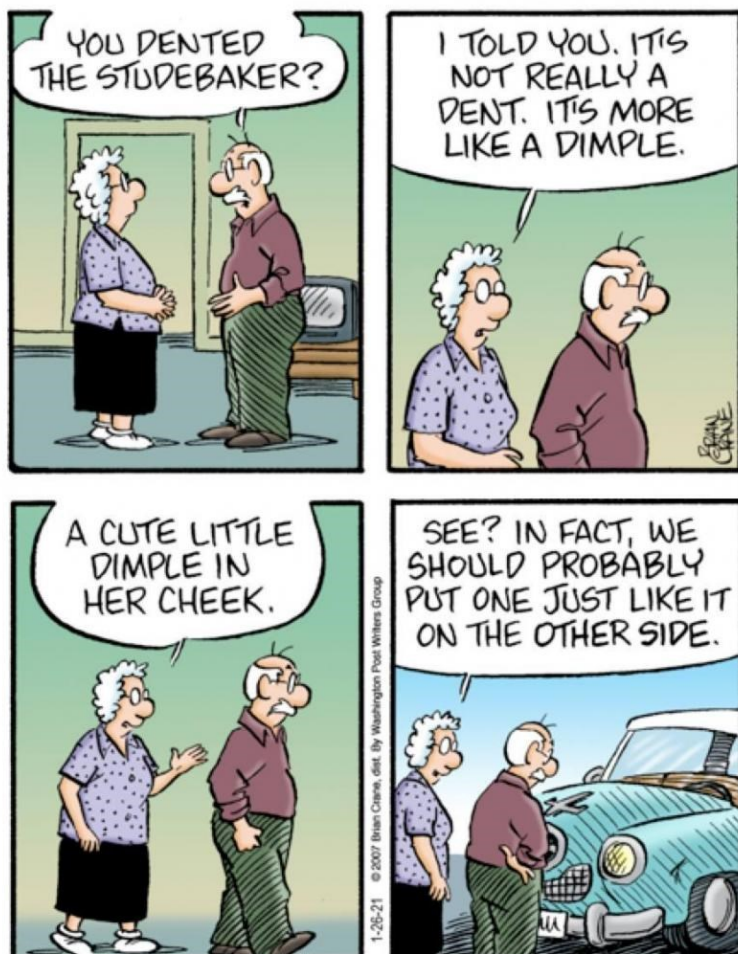


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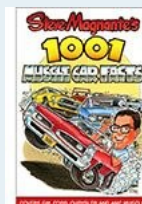


Studebaker in the Funny Pages



Interesting Studebaker Muscle Car Facts

by **Muscle Car DiY**



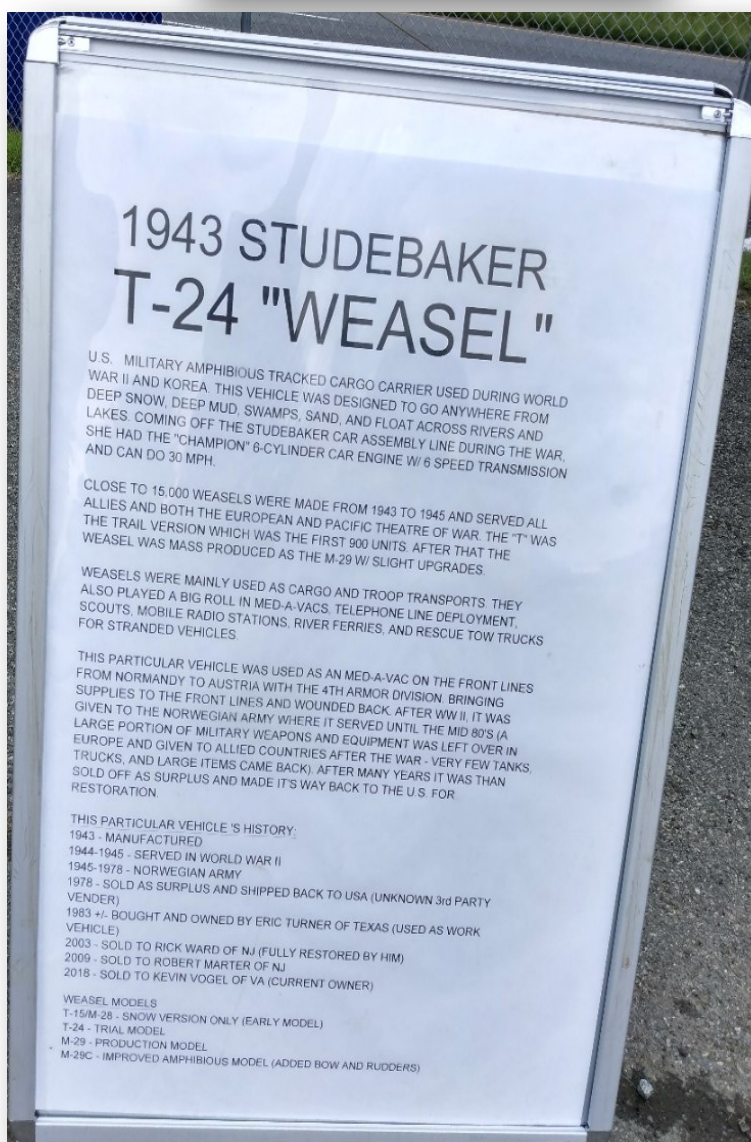
Fact 956: There's plenty of confusion regarding the origins of certain Studebaker powerplants. Though Ford offered a 289 in 1963, Studebaker's 289 V-8 (a completely different engine) was first offered in 1956 and there was no cross-breeding. Confusion stirred again in 1964 with closure of the South Bend factory. For a brief time, US-made Studebaker 169-inch sixes and 259/289-inch V-8s were shipped north to the Studebaker of Canada, Ltd. plant, which lacked engine manufacturing capabilities. But when the South Bend engine plant's union contract ended a few months into 1964, so did the supply of engines.

To solve the problem, Studebaker sourced 194,230 OHV six-cylinder and 283 V-8 engines from McKinnon Industries. Yes, these were Chevrolet engines built by McKinnon under license from General Motors and they were installed in all 1965 and 1966 Studebakers.

Ready for more confusion? In 1965–1966 Studebaker marketed the Chevy-sourced 283 as the Thunderbolt V-8, the same term used to designate 427-powered Ford Fairlanes in 1964. What a tangled web we weave!

Studebaker Sightings

Sighted at the car show held at Madison High School in Madison, Virginia, on August 20, 2022: 1943 Studebaker T-24 Weasel.



Classified Ads

Approved Classified Ads are free to all CVC/SDC members and available to non-members for \$5 per ad. Ads will be on the website for 90 days and in 1 newsletter unless renewed.

For Sale:

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



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



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



Contact Jim Jett, (804) 920-2129

EMAIL: jsjett@va.freei.net

Membership

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

Link to join CVC/SDC:

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

Link to join the Studebaker Drivers Club:

<http://www.studebakerdriversclub.com/join.asp>





Central Virginia Chapter Studebaker Driver Club, Inc.



MEMBERSHIP APPLICATION

NAME: _____

SPOUSE/PARTNER: _____

ADDRESS: _____

CITY: _____ ST: _____ ZIP: _____

TELEPHONE: () - EMAIL: _____

Membership number in Studebaker Driver's Club, Inc. _____. (Found on your membership card).
This is a requirement for local membership.

Annual dues are \$15.00 per person/couple (Both husband and wife are voting members)

Checks should be made payable to **"Central Virginia Chapter SDC"**

Please list the model, year and series name of any Studebaker vehicles you own. (Ownership of a Studebaker is not a requirement for membership)

1) _____

2) _____

3) _____

Please mail with dues to:

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