



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

Saturday, October 8, 2016  
The Oldies But Goodies Classic Cruisers  
Annual "Fall Classic" Car, Bike and  
Truck Show  
Strosnider Chevrolet  
5200 Oaklawn Blvd  
Hopewell, VA 23860  
Registration: 8:00am - 12:00pm  
Pre-registration: \$15, \$20 day of show  
INFO: [obgcc.com](http://obgcc.com)

Saturday, October 15, 2016  
3rd Annual Beyond the Call of Duty  
Car, Truck, & Bike Show  
Mobility Super Center  
7450 Midlothian Turnpike  
Richmond, Virginia 23225  
Registration: 7:00am - 12:00pm  
INFO: Justin Spurlock, (804) 514-5407  
Email: [cntwlk@yahoo.com](mailto:cntwlk@yahoo.com)  
Facebook: [www.facebook.com/  
events/1510630495913699](https://www.facebook.com/events/1510630495913699)

Saturday, October 22, 2016  
Chesterfield Career and Technical  
Center  
9th Annual Car Show  
Tractor Supply Company  
6801 Lake Harbour Rd  
Midlothian, Virginia 23112  
Show hours: 9:00am - 3:00pm  
Pre Registration \$15, Oct. 20th to day  
of show \$20  
INFO: Mr. Crostic, (804) 768-6160  
extension 1033

Sunday, October 30, 2016  
Sunday Afternoon with the Classics:  
Cars You Never Knew Existed  
Deep Run Park and Recreation Center  
9900 Ridgefield Parkway  
Henrico, Virginia 23233  
Hours: 2:00pm - 3:30pm  
Join Bruce Woodson and the Richmond  
Region AACA for a presentation and  
celebration of intriguing cars that  
deserve attention for their unique  
aesthetic and ability to captivate us!  
Participating vehicles may assemble on  
site at the Recreation Center beginning  
at 12:30 pm. Parking will be directed.  
The mini-cruise-in event ends at 4 pm.  
Free!  
INFO: Debbie Nolen, (804) 652-3407  
Email: [nol@henrico.us](mailto:nol@henrico.us)

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

## CVC/SDC Meet ~ July 16th, 2016



1953 Studebaker 2R Pickup, Jim Beadle



1963 Studebaker GT Hawk R-1,  
Debbie & Jim Jett



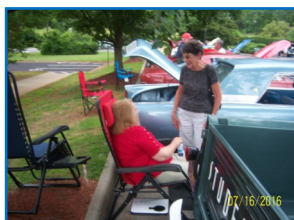
1964 Studebaker Avanti R-2  
Margie & Fred Meiners



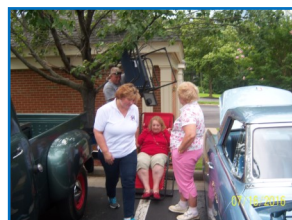
Dan Verjinski and Fred  
Meiners by Fred's Avanti



Margie Meiners and Betty  
Crawford visit with friends



Debbie Jett chats with Fran  
Verjinski



Becky Harrison, Debbie Jett &  
Betsy Young

CVC attended the Orange County Cruisers third Saturday monthly cruise-in at the Burger King in Orange, Virginia, for our July meet.

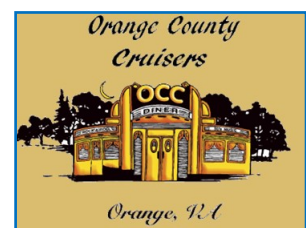
It was a "warm" day and the group met at the Wendy's in Zions Crossroads, Virginia. When we were ready to caravan to the cruise-in, Becky and Lee Harrison's 1960 Studebaker Lark VIII convertible got a case of the dreaded "vapor lock"!

Betsy and Preston young stayed behind with Becky and Lee to give the Lark a chance to get over the "vapors" while the rest of the group proceeded on to the meet.

We had Margie and Fred Meiners driving their 1964 Studebaker Avanti R-2, Debbie and Jim Jett with their 1963 Studebaker GT Hawk R-1 and Jim Beadle driving his 1953 Studebaker 2R5 Pickup. Betty and Linwood Crawford came in their 2012 Mustang. Fran and Dan Verjinski joined the group at the BK. Betsy and Preston arrived with Becky and lee later while the Lark was still recovering.

After about an hour, the heat was finally broken by an afternoon thunderstorm. With the afternoon storm upon us, the group left the cruise-in and went to the Country Kitchen restaurant for dinner.

After a good meal, we adjourned and all headed home.



## Next Meet

November 12th, 2016, Saturday @ 2:00pm

### Cookout and Garage Tour

HOST: Becky & Lee Harrison  
21481 Rocky Ford Rd  
Jetersville, VA 23083  
Amelia County

For our November meet CVC will gather for a Cook out and Garage Tour hosted by Becky and Lee Harrison at their Amelia County home.

Please bring a side dish or dessert to share with the group, drinks and hamburgers will be provided by the chapter.

See you there!

For driving instructions, go to <http://www.mapquest.com>



### Host Hotel

DoubleTree by Hilton South Bend  
123 N St. Joseph Street  
South Bend, IN 46601

Tel: (574) 234-2000  
INFO: [www.sdcmeet.com](http://www.sdcmeet.com)

October 9th, 2016, Sunday @ 1:00PM

### Greater Virginia Chapter Annual Car and Truck Show

Host: Nancy and Chester Bradfield  
9219 Centerville Rd  
Bridgewater, Virginia 22812

The annual Greater Virginia Chapter Car and Truck Show will be held on Sunday, October 9th, 2016, at the home of Nancy and Chester Bradfield.

There will be a pot luck lunch at 1:30pm and you should bring a covered dish or dessert to share.

For additional information, contact John (Pat) Monroe, Greater Virginia Chapter, at 308 Helsley Rd, Edinburg, VA 22824, phone (540) 984-8256 or (540) 333-3314.

For driving instructions, go to <http://www.mapquest.com>



### Commanding Leader

Quarterly publication of the  
Central Virginia Chapter  
Studebaker Drivers Club  
Jim Jett, Editor

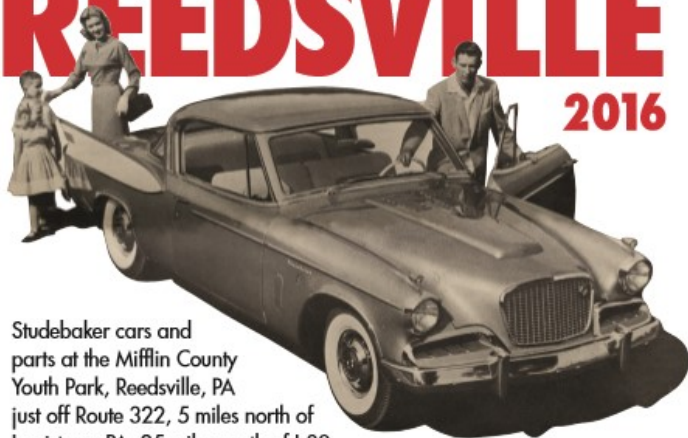
#### Officers:

Jim Jett, President  
Preston Young, Vice-President  
George Marshall, Treasurer



# REEDSVILLE

## 2016



Studebaker cars and parts at the Mifflin County Youth Park, Reedsville, PA just off Route 322, 5 miles north of Lewistown PA, 25 miles south of I-80



### VENDOR SPACES \$40.00

Indoor space is limited, so reserve yours today. For flea market reservations, information, motel listings, camper facilities and parking, contact Max Corkins 717-513-8251



### FRIDAY, OCTOBER 28

Flea market 8am - 5pm (Vendor set-up available Thursday by appointment only) Friday night: Open house and jam session at Max's new, larger location!

### SATURDAY, OCTOBER 29

Flea market 8am - 5pm. Flea market breaks up early. Don't plan to arrive on Saturday!



Sponsored by the  
Manhattan Chapter of  
the Studebaker Drivers Club



## CVC/SDC apparel available

Polo Shirts, T-Shirts, hats and other 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 style. T-shirts are available in white or black in Men's and Women's style.



Items can be ordered and paid for on the club website, go to:

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

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



334 Carlisle Ave. York, PA 17404

**March 9-10-11, 2017**



## STUDEBAKER YORK SWAP MEET

**FREE Studebaker ONLY parking**  
**FREE Admission, FREE parking**  
**FREE Outdoor Car Corral**  
**Outdoor spaces available**  
**Heated Building(s)**

**Drawing for FREE Vendors**  
**lodging when staying at**

**HOST HOTEL**



**Affordable Studebaker Room Rates**  
**\$82.00 + tax before 6 Feb 2017**  
**Reference Code: STUDE17**  
**Wyndham Garden York**  
**2000 Loucks Rd York, PA 17408**  
**717-846-9500 www.wgyorkpa.com**



**2017 Raffle Car - 1957 Studebaker Golden Hawk:** PS, PB, auto trans, supercharger, 63,XXX mi. believed actual miles. Gold Ext, Gold vinyl interior. Mostly original survivor with one older repaint. A really nice driver.

**2nd Prize - \$2,000.00**

\$10 per ticket. Only 5,000 will be sold. Winning tickets drawn 2pm on Saturday, March 11, 2017 at AACA Museum, Hershey, PA. Car on display at the Studebaker York Swap Meet, York, PA. Winner need not be present to win. **Car is raffled in as-is condition, winner responsible for all taxes, withholding tax, title fees, tags and transportation.**

## International Drive Your Studebaker Day ~ September 10th, 2016

International Drive Your Studebaker Day was observed by CVC this year with a trip to Blackstone, Virginia, to attend the Blackstone Arts & Crafts Festival.

The weather was a break from the excessive heat we had during the week and Lee Harrison and Debbie and Jim Jett were headed for the event.

Without warning, Lee's 1964 Lark Daytona convertible cut out. After examining the 2 possible reasons for the engine to not start, fire or fuel, it was determined the problem was fire! The points in the Lark had broken loose. Unfortunately that ended the event for Lee. Lee gets the "Hard Luck" award for having problems at the last 2 CVC events.



*Lee Harrison with his 1964 Lark Daytona Convertible*

The Jett's added their 1963 Studebaker GT Hawk R-1 to the display.

Fran and Dan Verjinski drove their Brand X, since their 1953 Studebaker Starliner Commander restoration is not yet finished.

After checking out the displays and vendors, we all headed home.

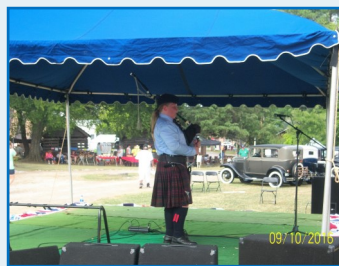


*Debbie & Jim Jett's 1963 Studebaker GT Hawk R-1, George Marshall's 1961 Studebaker Hawk*



*(L-R) Fran Verjinski, Debbie Jett, George Marshall, Dan Verjinski*

Below are some images from the Blackstone Arts & Crafts Festival, September 10th, 2016.



Find us on:  
**facebook®**



## Studebaker Tech Tip

### Replacing the Cork Float on your Studebaker Fuel Level Sending Unit

by Henry M. Votel, Forest Lake, MN

Source: [www.gudim.com](http://www.gudim.com)



The fuel sending unit on my 1954 Studebaker Champion worked but did not read accurately after 50+ years of use. My suspicions were confirmed when I removed the gas tank for a cleaning in the Winter of 2006-07. After all those years and the newer formulations of gas there was no trace of the original shellac coating on the cork floats. Just holding them in my hand confirmed they were soaked and this caused them to be sinking when the tank was filled. The gauge never showed it above 3/4's full. A few days later after the corks dried they were very light.

Chatting with others and reading the few internet search results I could find had suggestions ranging from getting new corks from the hardware store to coating corks with modern sealers as a fix. Not thinking these very good solutions, I kept searching and came across references and suggestions about replacing brass floats on sending units. That sounded like the thing to do. I started checking for brass floats, found a few on eBay and along the way saw some plastic floats used on newer sending units.

I came across a reference at the Imperial Club web pages that gave a reference to a Ford Part number: <http://www.imperialclub.com/Repair/Fuel/sending.htm>.

After checking with local auto stores on the part number, I contacted my local Ford Parts and these floats were available for less than \$7.50 including sales tax. . . . right down my alley. I picked up an order of 4 a few days later. I will need them for other Studebaker tanks.

Here's what I did to substitute the cork floats with a brass float:

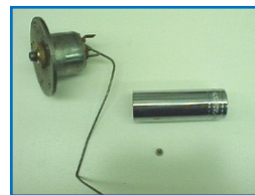
Here's what I did to substitute the cork floats with a brass float:



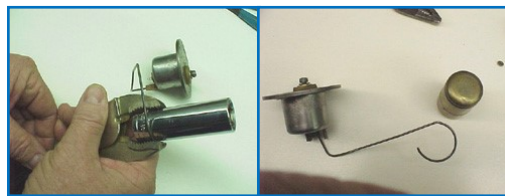
This is the Ford Float. Part No COAZ-9202-B about 2-1/2 inches long. They came two in a pack. You can just buy one though.



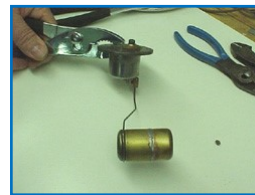
I located a socket that was a little smaller diameter than the float and then by clamping and bending shaped the end of the sending unit wire into a circle.



Be careful not to upset the original arm from the float as you bend the circle. Once I had the circle I had to bend it 90° to get the wire oriented properly. Your float may be different so adjust as needed. I was hoping the metal wire would not break. Lucky for me it did not. If it had, I would have had to solder or weld the wires together.



After bending it I had the proper orientation. I tightened the circle so it clipped onto the Ford float tightly. This float was manufactured with an indented ridge at one end for the wire to ride in and that works just right for this situation.



I had to twist the float a bit to make sure it would be level when it lowered and rose.



## Studebaker Tech Tip

### Replacing the Cork Float on your Studebaker Fuel Level Sending Unit (continued)

Not trusting my circled wire clamp to hold forever I decided to solder the float on at two points. If you start soldering on the float you'll notice it gets very hot quickly because it is very thin brass. I set it onto some ice in a bowl and that helped keep it cool. I soldered slowly, getting a dab of solder on, then letting it cool before melting it again and finally finishing. Don't forget to flux and don't rush.



Keep the float cool. Too much heat and it will burst.



The finished soldering added strength and it was secured to the float wire.



Lastly a water test for any bubbles from leaks. Had none. Good Job!

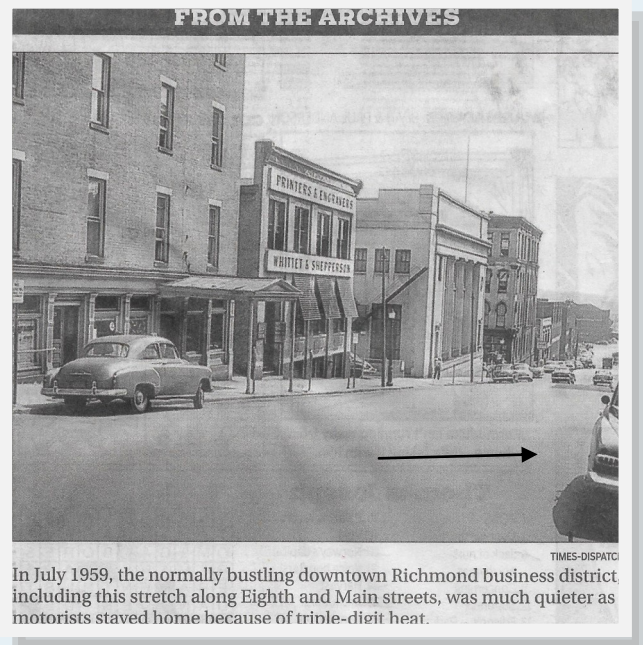


## Studebaker Sightings

Sighted by Preston Young in the August 29th, 2016, Richmond Times Dispatch.

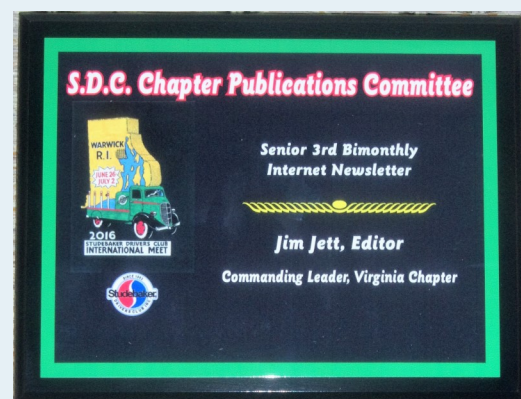
From the Archives, a picture of downtown Richmond in July of 1959 shows deserted streets due to the triple-digit heat.

Pictured is the left rear quarter of a 1949 Studebaker. Studebaker drivers can take the heat!



## Commanding Leader Wins Award

The CVC Chapter Newsletter "Commanding Leader" was awarded a Senior 3rd by the SDC Chapter Publications Committee at the 2016 Studebaker Drivers Club International Meet held June 26 to July 2 in Warwick, Rhode Island.





## SURF'S UP! STUDEBAKER WOODIE

theStudegram, May/June 2005  
Reprinted with permission:  
Ocean Bay Chapter, SDC,  
Gary S. Ash, editor and author



Building bodies out of wood was something that came from wagon-making days. Is it any wonder, then, that Studebaker evolved from horse-drawn depot wagons, station wagons, and suburban wagons to motorized versions? From the 1920s and '30s, wooden-bodied "suburban cars" were produced for Studebaker by U.S. Body and Forging Co. of Tell City, IN and Buffalo, NY., by J.T. Cantrell & Co., and by other companies. The 1937 U.S. B. & F. cars have been immortalized by recent die cast models, which are available from the Studebaker National Museum, and by shower curtains and aloha shirts with images of these woodies which are sold on Ebay. The cars with wooden doors and sides, glass windows, and the overall appearance of what we now call "woodies" came in the early 1930s. The Studebaker production version of the late 1930s suburban was built using a Coupe-Express chassis and cowl. Other builders of woodies included Hercules-Campbell, Specialty Body Company, and European custom body makers.

1937 Dictator Suburban with body by U.S.B. & F. built on Coupe-Express/Dictator chassis.



1939 Commander Woodie, probably built by P. J. McAvoy & Sons on a Commander car chassis. As with all U.S.-built woodies, the roof was made with wood bows and front-to-back strips, then covered with waterproofed canvas like an old canoe.



1933 Studebaker Woodie, body probably by U.S.B.&F. The picture was obtained at a swap meet by Wes Aplanalp at [www.woodies.usa](http://www.woodies.usa). Wes buys, sells, and restores woodies of all makes.



1948 Woodie built in Belgium through Studebaker distributor there. Note steel roof. This Woodie was recently partly restored in the Netherlands, later offered on Ebay, eventually sold to a buyer in the U.S. The price of the 2004 sale after restoration was above \$50,000.



Hercules- Campbell version of a Woodie built on an M5 truck chassis. Long wheel base versions were offered as buses to schools and industrial companies in the U.S. and abroad. Photo courtesy of Thomas Brownell, author of a number of books about old cars, including woodies.





## SURF'S UP! STUDEBAKER WOODIE

(continued)

The die cast model of the 1937 Studebaker Suburban from the Studebaker National Museum



The 1947 Studebaker station wagon, the car shown on this month's cover was a factory prototype. Unfortunately, this good looking car never went into production.



It survived, however, and is being restored by Phil Brown for the Studebaker National Museum. A fiberglass-bodied station wagon prototype from 1947 is also owned by the Museum (see Turning Wheels, July, 1997).



This 1950 Studebaker Champion 2-door station wagon started out as a sedan. It was converted into a station wagon, complete with real wood, by Wood 'N Carr in Signal Hill, CA, [www.woodncarr.net](http://www.woodncarr.net). This Woodie is powered by a 350 Chevrolet and TH350 transmission and it's mounted on a lowered Chevrolet S-10 long bed chassis. It took six years to

build. Car owned by Steve Howard, Bothell, WA. Photo by Suzy Carr.



A 1953 flyer for the Cantrell bodies for the 2R5, 2R6, and 2R11 series truck chassis. These were built only for export for oil service companies, etc.. There are no known survivors, but perhaps one exists in the Sahara or in Saudi Arabia. These were the last of the wooden-bodied Studebakers.

SPECIAL EQUIPMENT FOR STUDEBAKER CHASSIS

*Everything you want in a Station Wagon*

Generous dimensions of both the 8-passenger and the 10-passenger cars, adjustable wing ventilators in both front doors and new form fitting seats insure the ease and convenience of passenger car travel.

Such features as exceptional loading size of end opening and a one-level floor from tailgate to driver seat, make of this Station Wagon a real utility vehicle combining beauty, comfort and durability.

Illustrated above is the Studebaker 2R11 chassis with the new Cantrell 10-passenger body.

Now, there is no need to sacrifice smartness for utility.

THE NEW ALL PURPOSE  
**CANTRELL**  
Station Wagon Bodies  
FOR STUDEBAKER 2R5, 2R6 AND 2R11  
WINDSHIELD COWL CHASSIS

1110-10 U.S.A. 11-10-52



## Studebaker Woodies ~ Additional Photos

Page 2 of the Cantrell bodies flyer:

**SPECIAL EQUIPMENT FOR STUDEBAKER CHASSIS**




**INTERIOR DIMENSIONS**

	285	286	2811
A—Length back of driver's seat to end of body	88 1/2"	112 1/2"	
B—Length back of driver's seat to end of tailgate when lowered	113 1/2"	137 1/2"	
C—Height of rear opening with left door and tailgate open	37 1/2"	37 1/2"	
D—Height floor to roof behind driver's seat	47 1/2"	47 1/2"	
E—Width between parallel	61"	61"	
F—Seating capacity (adults)	8	10	

Illustrated above is the Studebaker 285, 286 Chassis with the new Cantrell 8-passenger body.

**SEATING ARRANGEMENT**  
Note the spacious dimensions on the diagrams.



**Wide-vane window wings open or close to your liking with the flick of a finger.**

**FEATURES OF THE CANTRELL — STUDEBAKER STATION WAGON BODIES**

Body frame is of seasoned oak, strongly steel braced throughout. Panels are waterproof mahogany plywood. All wood parts are waterproofed in vapor wood primer to prevent dry rot, fungus and insect damage. All exterior joints are joined with waterproof glue. Complete body is in durable steel with hand quality Spar varnish-baked on.

Seats and back cushions are of new form-fitting design for added riding comfort. Deep inner coil springs and durable plastic seat covering of a hard-wearing color are used throughout. Folding front seat is easily adjustable to driver's preference. All seats, except driver's, easily convertible without tools. Large rear seat may be used in second seat position.

Wide-vane window wings are standard equipment on both front doors. All front door window regulators, and horizontal sliding glass is supported by the rear side quarters. Safety glass is used throughout.

Rear door is covered with Cantrell wide-ribbed rubber matting.

Studebaker and/or Cantrell reserve the right to change any of the specifications listed on this bulletin without obligation to subsequent purchasers, or to add new designs or improvements without making similar alterations in vehicles previously manufactured.

Locks are on all doors, windows, rear lift door and tailgate. Outside locks are included on both front doors.

Interior is thoroughly illuminated by a large dome light which operates automatically when either front door is opened.

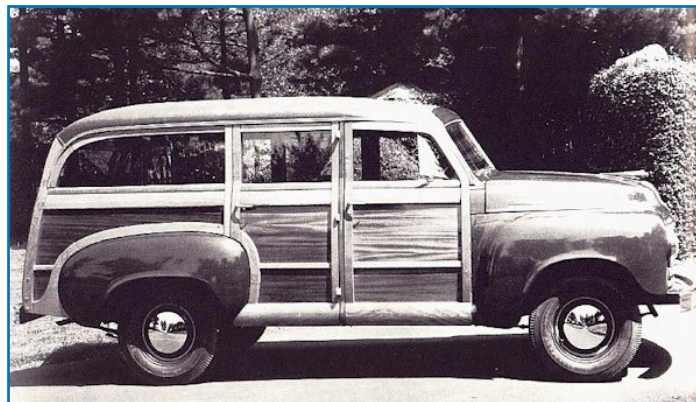
Rear lift door, with improved rear vision, is full body width with background mirror. Tailgate has continuous plastic-type hinges and tailgate floor includes two (2) inch steel rear step.

Swinging bracket automatically adjusts tail lamp and interior bracket when tailgate is down.

Space wheel cradled under rear of chassis.

Aluminum drip moldings.

Approximate weight of 8-passenger body—455 lbs. Complete unit—570 lbs.; 10-passenger body—550 lbs. Complete unit—635 lbs.



1950 Cantrell Bodied Studebaker Suburban Wagon



1948 M5 Cantrell Bodied Studebaker Suburban Wagon



1946 Studebaker Champion



1951 SEMI show Studebaker Woodie fastback



## Nash Car Club of America National Meet



Richmond became the center of the Nash world when the National Meet of the Nash Car Club of America was held here on September 14-18th, 2016. The meet show was on Saturday September 17th, at the Wyndham Virginia Crossings Hotel & Conference Center.

The meet was a natural attraction for fellow orphan Studebaker, after all, AMC and Studebaker-Packard were

“almost” engaged! Debbie and Jim Jett went to the show bringing their 1963 Studebaker GT Hawk R-1. The Nash folks immediately invited them to park the Hawk with the Nash flock.



Also there was Theron White driving his new Canadian made 1962 Studebaker Lark. It is a “souped up” 6 with “3 on the floor” and a split exhaust giving a V8 tone from the pipes.



There was also a 1934 Lafayette, a Nash Woodie, 6 Nash-Healey along with other rare cars.

Here are images of some of the great Nash automobiles on display.



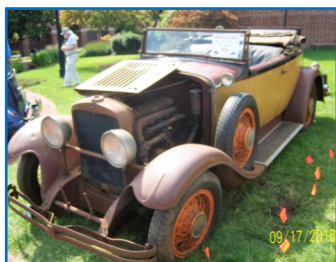


# Nash Car Club of America National Meet





## Nash Car Club of America National Meet



## CVC Members Out~N~About

George Marshall was at the Extra Billy's Cruise-In on Saturday July 2nd, 2016, with this 1961 Studebaker Hawk. Debbie and Jim Jett were also there in their 1962 Studebaker GT Hawk.



Jim Jett attended the 12th Annual Paw-Paw Classic Car Show for the American Cancer Society at Extra Billy's on August 27th, 2016. His 1963 Studebaker GT Hawk R-1 took the Best Original award.



Linwood Melton and Jim Jett represented Studebaker at the every 4th Friday Cruise-In at River City Diner September 23rd, 2016. Linwood was in his 1963 Studebaker Avanti R-2 and Jim drove the 1963 Studebaker GT Hawk R-1.





## 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:

#### 1941 Studebaker Champion Street Rod

Red with gray cloth interior. digital gauges. bucket seats. Vintage air and heat. 350 Chevy engine 350 trans. 8 inch Ford rear. New Mustang 2 front end with new rack. Great driver has been to many Studebaker shows and other shows on east coast. Asking \$27,500.00. Call Mike at cell (804) 310-2537.



## Membership

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

Link to join CVC/SDC:

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

Link to join the Studebaker Drivers Club:

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

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

### From our Facebook page:



**Karl Shannon** shared an album to Central VA Chapter Studebaker Drivers Club's Timeline.

September 6 at 11:02am · 🌐

Sadly...I've decided to part with my 1962 Studebaker Lark. Please check the photos for all the details....thanks!

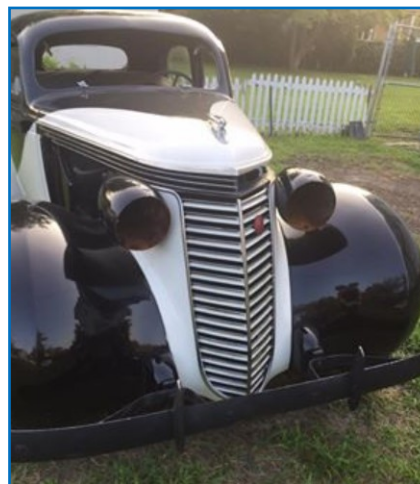
[https://www.facebook.com/karl.shannon.10/media\\_set?set=a.10154484983228185.1073741923.756583184&type=3&qsefr=1](https://www.facebook.com/karl.shannon.10/media_set?set=a.10154484983228185.1073741923.756583184&type=3&qsefr=1)



**Debra Brown Cake** ▸ Central VA Chapter Studebaker Drivers Club

August 2 · 🌐

Gonna sell mine 37 dictator , let me know if anyone's interested . 7578228538. I have everything to it! Original flat head 6 runs! Stupid low miles



## Photos and articles for Newsletter and Website

Do you have any photos of events you attended?

Is there an upcoming event you would like to promote?

Do you have any interesting information you would like to share?

If so, send them to the editor at

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



## 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