



Commanding Leader

Calendar of Events

* Designates CVC Event

*January 13th, 2018
Saturday @ 2:00pm
Silver Diner
10890 West Broad Street
(Corner of West Broad Street & Cox Road)
Glen Allen, VA 23060
PHONE: (804) 346-2020
INFO: <https://www.silverdiner.com/locations/innsbrook>

February 9-10th, 2018
Friday-Sunday
FESTIVAL OF RODS & CUSTOMS
INDOOR AUTO EXHIBITION
Presented by
ASPHALT ANGELS AUTO CLUB, LLC.
Meadow Event Park
Farm Bureau Center
13111 Dawn Blvd
Doswell, VA. 23047
INFO: <http://www.asphaltangels.net/information/information.html>



FEBRUARY 16 - 18, 2018
GREATER RICHMOND CONVENTION CENTER
VIRGINIAAUTOSHOW.COM

*March 10th 2018
Saturday @ 2:00pm
**** ANNUAL MEETING ****
River City Diner
11430 W Huguenot Rd
Midlothian, VA 23113
PHONE: (804) 897-9518
INFO: <https://www.rivercitydiner.com/southside>

August 29 - September 1, 2018
Studebaker Drivers Club
International Meet
Tacoma, Washington



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

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

CVC/SDC Meet ~ November 11th, 2017

Our last club meet for 2017 was held at Extra Billy's BBQ restaurant on Alverser Drive in Midlothian Virginia.

The weather was not bad for a Saturday in November and we had a good turn-out of Studebakers. We had Jim Jett in his 1963 Studebaker GT Hawk R-1, Herman Gantt and his 1953 Studebaker Coupe custom, George Marshall with his 1961 Studebaker Hawk, Bruce Grosvenor in his 1959 Studebaker Lark VIII, Lee Harrison with his 1967 Avanti II and Linwood Melton in his 1963 Studebaker Avanti R-2.

Also present driving Brand X was Fran and Dan Verjinski and Margie and Fred Meiners. The group was joined by Chris Mendl, who has acquired a 1963 Studebaker Avanti.

The group had a good lunch meeting with Chris sharing pictures of his new Avanti with the group and general discussions about Studebaker care and maintenance.

After lunch, time was spent going over the Studebakers in attendance and then we adjourned to enjoy the remaining fall afternoon.



(L-R) Chris Mendl, Fred & Margie Meiners, Bruce Grosvenor, George Marshall, Herman Gantt, Lee Harrison, Fran and Dan Verjinski, Linwood Melton



Jim Jett's 1963 Studebaker GT Hawk R-1



George Marshall's 1961 Studebaker



Herman Gantt's 1953 Studebaker



Lee Harrison's 1967 Avanti II



Linwood Melton's 1963 Studebaker Avanti R-2

Next Meet

January 13th, 2018, Saturday @ 2:00pm

Silver Diner

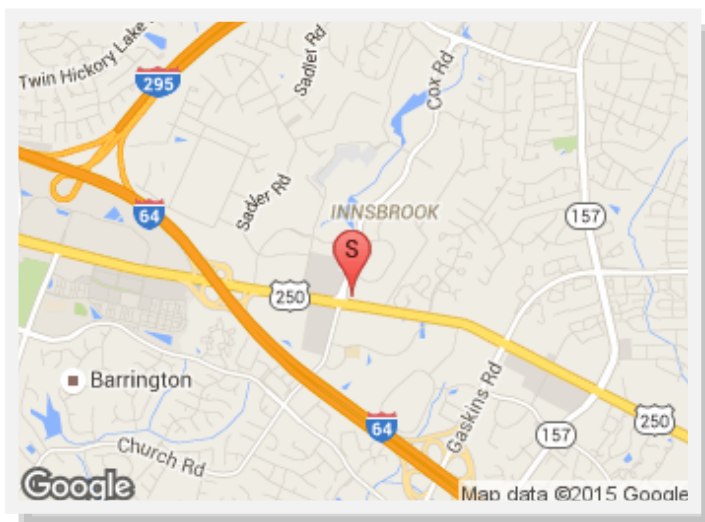
10890 West Broad Street
Glen Allen, VA 23060
(804) 346-2020

CVC will have the first meeting for 2018 at the Silver Diner on West Broad Street in Glen Allen Virginia.

The Diner is located on the corner of West Broad Street & Cox Road.

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

Click [HERE](#) to go to Silver Diner's website.



** Annual Meeting **

March 10h, 2018, Saturday @ 2:00pm

River City Diner

11430 W Huguenot Rd
Midlothian, VA 23113
(804) 897-9518

CVC will have the Annual Business Meeting at the River City Diner in Midlothian Virginia this year.

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

Chapter dues for 2018 should be paid by March 31, 2018. 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 driving instructions, go to <http://www.mapquest.com>



Commanding Leader

Quarterly publication of the
Central Virginia Chapter
Studebaker Drivers Club
Richmond, Virginia
Jim Jett, Editor
jsjett@centralvirginiachapter.org

Officers:

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

CVC/SDC Welcomes New Members



The Central Virginia Chapter welcomes new members.

Joining in November Barbara Jett and Chris Mendl of Falmouth, Virginia.

Chris joined the chapter at our November meet at Extra Billy's and has a 1963 Studebaker Avanti.

Also joining the club in December is Rosemary and Jim Bradley of Palmyra, Virginia. Their ride is a 1978 Avanti II.

Welcome to the Club!

Fran & Dan Verjinski's

1953 Studebaker Commander Starliner

Fran and Dan Verjinski's Studebaker has arrived!

The beautiful 1953 Commander Starliner is finally home from it's Colorado restoration and Dan is looking to get some wiring issues squared away and have it on the road.

We are looking forward to seeing Fran and Dan cruising to a CVC meet in the Studebaker soon.



Fran & Dan Verjinski's 1953 Studebaker Commander Starliner

CVC Members Out~N~About

Jim Jett attended the 16th Annual Show, Shag and Shine car show in Henderson, North Carolina entering his 1963 GT Hawk R-1 held Friday, October 20th through Sunday, October 22nd, 2017.

Below are the Studebakers in attendance.



1961 Studebaker Hawk



1961 Studebaker Hawk Custom



1952 Studebaker Custom Pick-up



1963 Studebaker GT Hawk R-1

Studebaker Tech Tip

Installing a new Edelbrock 4-bbl carb on a Studebaker AFB Intake Manifold: (late '62-'64)

by Ray Fichthorn

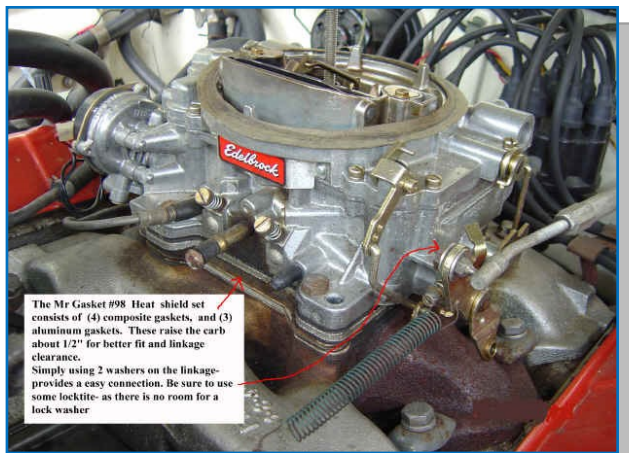
Source: raylinrestoration.com

*Note: While this article pertains to an original AFB manifold, you can modify a 2bbl, or a WCFB manifold to also work. These converted 2bbl manifolds are available from SASCO, and modifying a WCFB manifold is pretty easy also.

Edelbrock carbs: #1403 & #1404 (500 cfm for "stock V-8's), #1405 & #1406 (600 cfm for R-series and "modified" V-8's). I prefer the "electric choke" models. The choke circuit works nice, and is very easy to wire.

1. Remove and install 1/2 inch longer carburetor mounting studs. (or use correct length bolts)
2. Use adapter/gasket Heat Dissipater set Mr Gasket #98. This will raise the carburetor 1/2 inch, enough that the linkages will not hit the intake.
3. Hook up the linkage through one of the holes in the arm. You will see a large hole, I used the original Stude linkage rod with 2 large washers.
4. You might have to slightly bend the tubes for the choke out of the way (right side of manifold).

In any instance, you will need to fabricate an adapter to use the original air cleaner. The Air horns on an Edelbrock are 5-1/8 inch and the AFB/WCFB's are 4-7/32 inch. There is no current aftermarket adapter for this. I drive our car using a generic 14 inch x 3 inch Chrome Air Cleaner and just set the original air cleaner on for "shows". These carbs do not "breathe" well through the small opening of the original air cleaner.



Studebaker Sightings

Two Studebakers were sighted at the 8th Annual Rockabilly Hot Rod Rumble Hot Rod & Kustom Car Show & Festival, Saturday, October 14th, 2017, at the Steckler Show Place in Fredericksburg, Virginia. There was a Packard there as well!

(photos from Car Club Council of Central Virginia website)



1955 Studebaker



1949 Studebaker Pick-up



1950 Packard

Studebaker production for World War II

Like all major manufactures, Studebaker Corporation dedicated it's resources to the war effort.



This photo, looking southwest, shows the massive complex that Studebaker had during World War Two. From these buildings came 15,124 M29 Weasels and 197,678 US6 2-1/2 ton 6x6 trucks during the conflict. Two of the buildings still exist, which are located to the far right, or north, and are right up against the railroad tracks.



A US6 gets its cargo body added in February of 1942 at the downtown South Bend Complex.



M29 Weasels on the Studebaker assembly line in South Bend, IN.

In December of 1940, the US Army Air Force issued a contract to Studebaker to build 6,500 Wright R-2600 Twin Cyclone radial aircraft engines to be used on the new North American B-25 medium bomber. During the process of acquiring all of the necessary materials for the R-2600, the order was cancelled and the contract re-let for the Wright R-1830 engine to be used instead on the Boeing B-17 heavy bomber. Re-tooling, Studebaker by June of 1945 produced 63,789 of the R-1830 engines and from January of 1944 was the exclusive supplier of engines for the B-17 Flying Fortress.



R-1830 aircraft engines coming down the line in the Chippewa Street Plant.

Source: *The American Automobile Industry in World War Two*
An American Auto Industry Heritage Tribute
By David D Jackson

<http://usautoindustryworldwartwo.com/studebakerplantphotos.htm>



Find us on:
facebook®

Studebaker at the U.S. Capital

When the Capital Office Buildings in Washington D.C. were being constructed in the early 20th century, moving the legislators between the buildings was being considered to protect them from the weather.

The solution was tunnels connecting the facilities. The transportation was provided by Studebaker Electric vehicles.

There is an interesting article about these vehicles in Hemmings from June 9th, 2017. Click [HERE](#) to read the article.



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 style. T-shirts are available in white or black in Men's and Women's style.

CVC/SDC apparel available Items can be ordered and paid for on the club website, go to:

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



Studebaker News Flash from the Past

Studebaker was a major player in the Automobile Industry in the first quarter of the 20th century. Below is an article taken from the Sunday, October 12th, 1919, Richmond Times-Dispatch lauding the popularity of the Studebaker Automobile. Do you think this may be a corporate plant?

The article text is transcribed for ease of reading.

RICHMOND TIMES-DISPATCH: SUNDAY, OCTOBER 12, 1919.

STUDEBAKER MOST POPULAR ON SAN FERNANDO HIGHWAY

Many Motorist refer to the road as
"Studebaker Pike". Great
Mileage Achievement.

Another stage - another Studebaker! A fleet of stages - and still the Studebaker predominates. No wonder then that they have christened a California highway "Studebaker Pike". The scores of Studebaker cars in daily stage service over the San Fernando road have brought about the popular moniker, and Studebaker Pike it will be to Californians regardless of what they call it in the blue books.

One of these stages, a Studebaker Big Six, traveled 21,000 miles, loaded to capacity, before even the carbon was removed from the motor. And that was the only expense charged to the car outside of gasoline, oil and tires.

Imagine what would happen to a railroad locomotive kept on the rails for 21,000 miles without going into the Roundhouse for overhauling. It just couldn't be done - if would be a wheezing old pile of junk before traveling anything like that distance. The Twentieth Century Limited, for instance, changes engines seven times on its hurried trip from Chicago to New York. Each fresh engine runs only the distance between divisional points, about 100 miles, before overhauling. And surely the modern motor car is of more delicate mechanism than the steam engine.

This Studebaker Big Six, in service between Los Angeles and Saugus, was deliberately chosen for the work because of its national reputation for great power and stamina. The owner, H. G. Becklev of Los Angeles, says he never carries less than nine passengers and usually there is a load of eleven. The steepest grades are no obstacles whatsoever to this car and the owner says it will take them all, fully loaded, on high gear and without any difficulty.

"I will go another 21,000 miles before I even think about overhauling the car" says Mr. Becklev. "It is just as good as the day it came off the showroom floor. I have carried some very heavy overloads, but the body is as tight as when new".

Another Studebaker, the first that went into the stage service, has made the amazing record of 300,000 miles in three years. The repair figures on the stage are equally as surprising, there having been spent practically nothing for replacements.



1919 Studebaker Big Six



1920 Studebaker Big Six



Print Ad for the 1920 Studebaker Big Six



Print Ad for the 1921 Studebaker Big Six

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: No Ads this issue



WHAT DOES THIS GRILLE SIGNIFY?

➤ This grille performs a vital function by admitting an unrestricted flow of air to the radiator. It's an attractive grille by virtue of its entirely functional shape and it signifies what other grilles do not . . . that this is an honest car dealing in fundamentals.

➤ The Lark has an unusually high brake lining to weight ratio, and employs an advanced suspension system using variable rate coil springs and hydraulic shocks. Only 14½ feet long, it seats six comfortably and is extremely maneuverable, very easy to park and agile in traffic.

➤ Like to work on your own car? The Lark's engine ("6" or V-8) is easily accessible. ➤ Like economy? The Lark V-8 outclassed all V-8's in the Mobilgas Economy Run: 22.28 miles per gallon with automatic transmission. And the "6" does better. ➤ Like performance? Try The Lark V-8 with 4-barrel carburetor and dual exhausts. ➤ Like to drive? Get into a Lark. ➤ See your Studebaker Dealer.

THE **LARK** BY STUDEBAKER



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

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



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