



Commanding Leader

Calendar of Events

* Designates CVC Event

Events are subject to change due to the WuHan Flu.
Please check the Car Club Council website or event sponsor for scheduled events and updates.

*March 13th, 2021

Saturday @ 2:00pm

Central Virginia Chapter

Annual Meeting

TBD

Election of officers for 2021.

Dues due.

April 23rd-25th, 2021

Friday & Saturday @ 10:00am-9:00pm

Sunday @ 10:00am-6:00pm

Virginia International Auto Show

Richmond Raceway

600 E Laburnum Ave

Richmond, VA 23222

INFO: <https://virginiaautoshow.com/show-info/>

May 1st, 2021

Saturday @ 10:00am-4:00pm

Old School Hot Rodders of Virginia Spring Cruise In &

Swap Meet

19621 Namozine Rd

Sutherland, VA 23885

This event is geared toward folks who enjoy the "golden age" of the hot rod car scene 1950's - 70's. Vehicles 1981 and older. Burn outs, pin up girls and more. Rain date May 2nd.

Swap meet spaces \$25.

INFO: Darrell Olgers, (804) 943-2283

Email: 66stingraycoupe@gmail.com

FaceBook: [Old School Hot Rodders of Virginia](#)

May 15th, 2021

Saturday @ 9:00am

2nd Annual Breakthrough Car Show

and 26th Anniversary of the

Car Club Council of Central Virginia

at Historic Hart Farm

More details soon at the CCCVA website.

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

Goodbye 2020, Hello 2021?

2020 was a bad year for the car enthusiast. Most local and regional car shows were canceled, worst of all, the cancellation of the Studebaker Drivers Club International Meet in Chattanooga!

Central Virginia Chapter was able to hold 4 meets last year, and 2021 is off to a slow start with automotive events already being cancelled for January.

Our normal gathering for January is not scheduled, but, our annual meeting in March should be a go. Options for this meet will be reviewed in February and communicated to CVC members.

Get you Studebaker in shape for the spring when we get together for our March meet.

Hope all had a Merry Christmas and looking forward to a Happy 2021!



57th International Meet, Sept 8-11, 2021 in Indianapolis, IN.

— FIND OUT MORE —

57th International Meet

Sept 8-11, 2021



Dates: Sept 8-11, 2021

City: Indianapolis, Indiana

Venue: Marion County Fairgrounds

A few notes:

- This is the same fairground where the Indy chapter hosted a zone meet about 15 years ago
- The 2021 meet starts 2 days after the Labor Day weekend NHRA Nationals on the NW side of town, for those who may have an interest in both events.

More info coming soon!

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

Studebaker Restoration Progress

1962 Gran Turismo Hawk

Progress continues to be made on Jim Jett's project of rejuvenation on his 1962 Gt Hawk.

Body work is completed and the car is painted.

Engine and Transmission have been rebuilt and bench tested ready to power the Hawk.

All the stainless and chrome work is complete and the process of putting the car back together will begin.

Here are some images of the work-in progress.



Studebaker Restoration Progress

1962 Gran Turismo Hawk

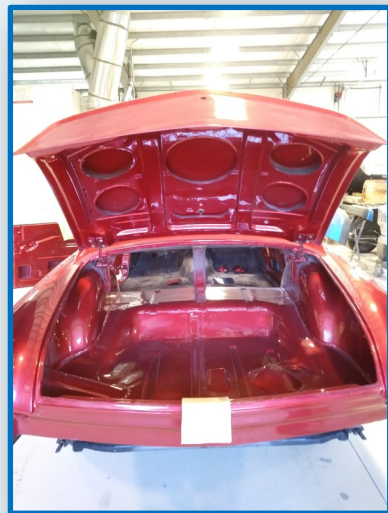
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Studebaker Restoration Progress

1962 Gran Turismo Hawk

(continued)



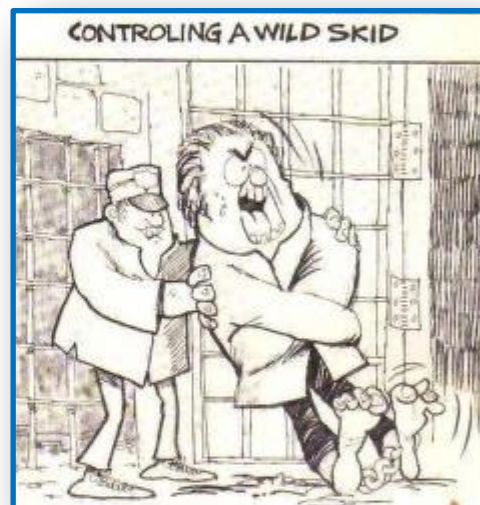
Studebaker Sightings

Sighted at the 2nd Annual South Hill Car Show sponsored by the South Hill Chamber of Commerce held on Halloween October 31st, 2020 -- a great looking 1960 Studebaker Hawk.



AUTOMOTIVE TERMS ILLUSTRATED

Have you ever wondered about what some automotive terms mean? Here we've illustrated some of the more technical terms.



Packard '57: What could have been?

The designers at Packard had grand plans for the new 1957 model year. Unfortunately, these plans were not able to be implemented. Below is an article from Curbside Classic about the 1957 Packards that could have been.



Forgotten Future: 1957 Packard

By Tom Halter
April 17, 2017



The tragic story of the downfall of Packard has been told many times. In this Forgotten Future installment, we look at the Packard future that almost came to pass.

In the early 1950s, Packard was facing multiple headwinds. The end of the post-World War II sellers market led to a large price war in 1953 and 1954 which Packard, with its higher per unit costs, was ill-equipped to compete in. Simultaneously, the end of the Korean War meant the cancellation of many large military contracts, which were largely responsible for keeping Packard (and rest of the the independent automakers) afloat at the time. Packard's limited engineering resources meant that they were always playing catch-up with the Big 3 on innovations like automatic transmissions, hardtop roofs, and V8 engines. And the lower-priced Clipper models were insufficiently differentiated from the senior Packard line, tarnishing the luster of the entire Packard brand.

By 1954, things were dire for all the independents. Hudson and Nash merged to form American Motors, and Studebaker soon merged with Packard in the same year.

In 1955, the vehicle lineup from the Big 3 was almost entirely all new, with the industry then on a 3-year product refresh cycle. Packard was still selling mildly warmed over models from 1951. Jim Nance, president of Studebaker-Packard, was desperate to release all-new Packards in 1955, but couldn't swing the estimated \$25 million it would cost, so the redesign got pushed off to 1956.

Losses continued to mount at S-P in 1956, so the all-new Packards got pushed off to 1957. By mid-1956, Studebaker-Packard was facing liquidation, only to be saved by a last-minute "management agreement" with aircraft engine maker Curtiss-Wright (really a thinly veiled acquisition, but with no money changing hands).

At this point, rising red ink ceased all Packard production in Detroit, and the plants were slated to be sold. Packard assembly had shifted to South Bend, and the 1957 and 58 Packards ended up being mildly facelifted Studebakers. Not surprisingly, these "Packabakers," which were created to fulfill contractual obligations with Packard dealers as much as anything else, flopped in the market.



1956 Packard Predictor Concept

Forgotten Future: 1957 Packard (continued)

But this is all well-trod ancient history. The Forgotten Future part of this story starts with the 1956 Packard Predictor, a concept built by Ghia, created to drum up some interest in the Packard brand (since there was little actual excitement in the showroom).



Packard never really had a proper logo, so the The "Circle V" symbol on port hole windows was Dick Teague's attempt to create a timeless symbol for Packard, like the three-pointed star was for Mercedes. The Predictor would prove to be very influential (just not for Packard), obviously influencing the design of future Edsel and Lincoln models.



1957 Packard Clipper Rendering

First up, the 1957 junior-line Clipper, which originally was to have been built on a facelifted version of the 1951 body. Notice the wide "fish mouth" grille, which eventually did find its way to the 1958 Studebaker-based Packards.



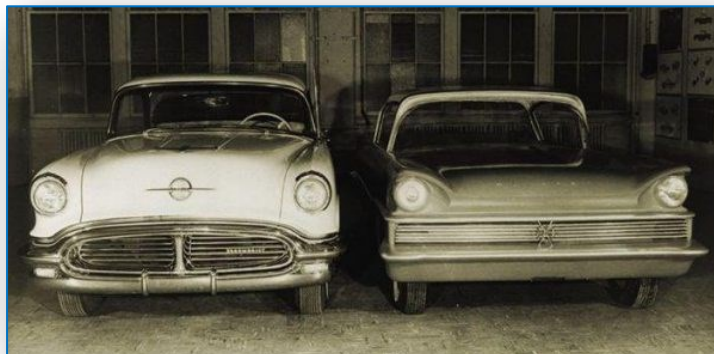
1957 Clipper clay model

Eventually the decision to use the carry over platform for the Clipper was dropped, and it was decided that the Clipper would share the same all-new platform as the 1957 senior Packards. The clay model above shows what this Clipper would have looked like.



1957 Clipper styling buck

Work on the 1957 Clipper had made it all the way to the styling buck phase, as shown above. You can clearly see the family resemblance to the 1956 Clipper, with the hooded headlights and wide, horizontal barred grille with a large wheel in the center.



Here we see the 1957 Clipper being benchmarked against a 1956 Oldsmobile. While the Clipper appears to be lower and wider than the Olds, it certainly isn't more attractive. Notice that the Clipper styling buck does not appear to have a steering wheel, or an interior.



Forgotten Future: 1957 Packard (continued)

Meanwhile, work continued afoot on the 1957 Senior Packards, shown in a sketch above. Packard tried to incorporate as many of the Predictor styling cues as they could, leaving out some of the more expensive features like the hidden headlights and T-top roof.

The main differentiators from the Clipper would have been the vertical grille section, quad headlights, fully skirted wheels, and the lack of leading front fender fins.



1957 Packard clay model

The clay model above shows how Dick Teague tried to blends some of the styling cues of the Predictor concept with a traditional-shaped Packard grille. Realize that Edsel was still under wraps at this point, so it is uncertain how aware Ford was of it's styling, which ended up looking very similar.



1957 Packard clay model

This four-door clay looks a lot like the then-forthcoming 1958-60 Lincolns, especially in the roofline. I for one like the exaggerated "cathedral" tail lights, and the way the grille lines

continue around the side and back of the car.



Above is a scale model of the 1957 Packard 400, which gives you a pretty good idea of what a fully trimmed example would have looked like. The vertical grille in the middle wasn't actually a grille at all, but a spring-loaded vertical bumper.



Unlike the 57 Clipper, the 1957 Packard actually made it as far as a roadworthy car. One test mule was made, named "Black Bess" (because of its all-black paint and blackwall tires). The build quality of Black Bess was far too rough to be considered a proper prototype, but at this point it is safe to say that the look would have been locked in. I don't even think the Packard engineers were very enthralled with their efforts: When the 1957 Packard program was shut down, Black Bess was cut up and destroyed.

So would these cars have saved Packard? Sadly, I think not. By the 1950's, Packard cars had developed a reputation of being somewhat stodgy, and these very conservative (by 1950's standards) designs would have done little to change that perception. The fact that the car that these Packard concepts most closely resembled (the 1958-60 Lincoln) also flopped in the market is a pretty good indicator that these would have seen the same fate.

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>

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

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>



The Studebaker Golden Hawk

The Packard Hawk

These are the most exclusive cars in America

Yes, it's true. Because the Studebaker Golden Hawk and the Packard Hawk are the only supercharged production cars made in the U. S. A. The variable speed centrifugal blower provides up to 5 pounds added air at the carburetor inlet, with amount of supercharging proportional to engine rpm. The resulting high performance of these Hawks is matched to self-centering, self-energizing brakes carrying finned drums. Front suspension utilizes a new link-type stabilizer bar and variable rate coil springs for good handling characteristics.

At the rear, hydraulic shocks, angled outward, and asymmetrically mounted semi-elliptics help impart stability while cornering and minimize "squat" under hard acceleration. Instrumentation is complete, even to tachometer and manifold pressure gauge and positioned to be read at a glance.

The Golden Hawk and the Packard Hawk are always fun to drive, particularly so for knowledgeable drivers. And best of all, your family can join in the fun. Try it and see... at your Studebaker-Packard dealer's.

Studebaker-Packard CORPORATION

Where pride of Workmanship comes first!



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