



Commanding Leader

Calendar of Events

* Designates CVC Event

January 8th, 2022
Saturday @ 2:00pm - 4:00pm
(weather permitting)
Chesterfield Cruising Cruise-in
"BOIL BAY" Seafood Restaurant
1321 Carmia Way
Richmond, VA 23235
INFO: Jeff
EMAIL:
silentknightrecords@verizon.net

*January 15th, 2022
Saturday @ 2:00pm
CVC-SDC Meet
The County Seat Restaurant
3883 Old Buckingham Road
Powhatan VA 23139
PHONE: (804) 598-5000
INFO: Jim Jett (804) 232-8501
EMAIL:
jsjett@centralvirginiachapter.org

February 4th to 6th, 2022
Friday thru Sunday
60th Annual Asphalt Angels Auto
Club Indoor Auto Exhibition



Meadow Event Park
Farm Bureau Center
13111 Dawn Blvd
Doswell, Va. 23047
INFO: Brian Wenk, President
PHONE: (804) 266-1483
EMAIL: vatechladylady@gmail.com
WEBSITE: www.asphaltangels.net

March 5th, 2022
Saturday @ 8:00am
Time Bandits Car Club
Cruise to the MDA car show in
Roanoke, Virginia
Meet at 8AM at Hardee's
10151 Superior Way
Amelia Court House, VA 23002
INFO:
timebanditscarclub@gmail.com

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

CVC/SDC Meet ~ November 13th, 2021

The Central Virginia Chapter held its last meet of 2021 at the Silver Diner West Broad Street in Glen Allen, Virginia.

The weather was a great sunny fall day and we had silver and gold. Betty and Linwood Crawford arrived in their sharp 1957 Studebaker Silver Hawk. Buzz Horne brought his bright 1957 Studebaker Golden Hawk.

Other members driving Brand X were Carl Bowmer, Jim Jett, Jeanette Smith, George Marshall and Chris Mendl.

Carl Bowmer shared with the group a compilation of Tech Tips in a PDF taken from the SDC Turning Wheels publication relating to the Hawk and Avanti. This can serve as a quick reference, thanks Carl!

After enjoying a meal and conversation the group adjourned and enjoyed the drive home.



Betty & Linwood Crawford
1957 Silver Hawk



Buzz Horne
1957 Golden Hawk



Next Meet

January 15th, 2022, Saturday @ 2:00pm

County Seat Restaurant

3883 Old Buckingham Road
Powhatan, VA 23139
(804) 598-5000

County Seat Restaurant & Gathering Place

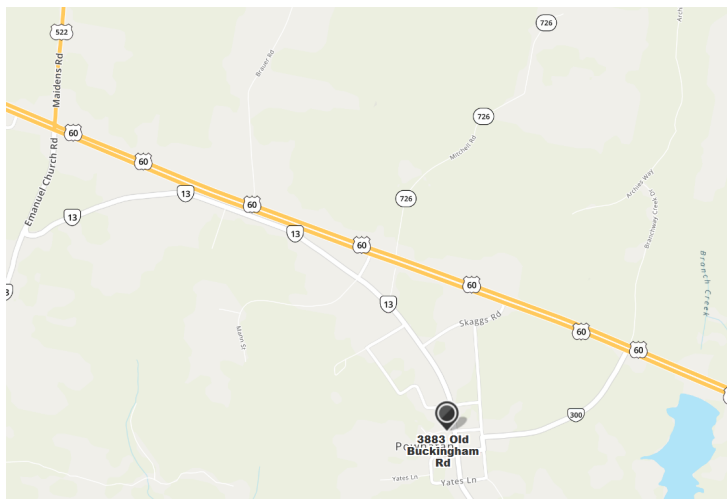


The Central Virginia Chapter of the Studebaker Drivers Club will hold its first meet for 2020 at the County Seat Restaurant in the village of Powhatan, Virginia.

The restaurant is located across from the Powhatan Court House and there should be plenty of space to display out Studebakers.

See you there!

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



Annual Meeting

March 12th, 2022, Saturday @ 2:00pm

River City Dinner

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



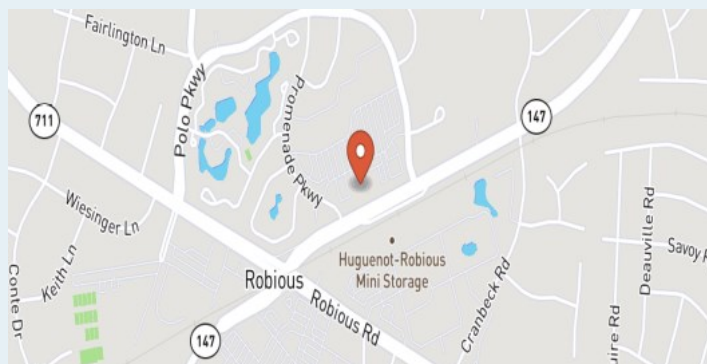
CVC will have the Annual Business Meeting at the River City Diner in Midlothian, Virginia this year.

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

Chapter dues for 2022 should be paid by March 31, 2022. 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.

Click [HERE](#) to go to the River City Diner website.

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





58th Studebaker Drivers Club International Meet

South Bend, Indiana

May 4-7, 2022

Welcome to South Bend, Indiana 2022

Registration for the 58th Annual SDC International Meet is open! [Click here to register.](#)

More information about the Meet is still to come.

Host Hotel

South Bend DoubleTree 125/nt* (The rate includes the \$15/day parking fee.)

123 Doctor M.L.K. Jr. Blvd
South Bend, IN 46601
Tel: 574-234-2000 or 800-328-7349

Admire stunning riverfront views from DoubleTree by Hilton Hotel South Bend. This great South Bend, Indiana hotel, is just 10 minutes from South Bend International Airport via complimentary shuttle. The DoubleTree sits in the heart of Downtown South Bend which will also host the First Friday Cruise-In during the Meet.

Feel valued and cared for on arrival with a freshly baked, warm DoubleTree chocolate chip cookie. Unwind in a spacious guest room and enjoy a refreshing night's sleep in a comfy bed. Savor delicious breakfast treats in hotel's atrium dining area, Baker's Bar and Grille, which also offers in-room dining options, or grab your favorite beverage or a snack at the full-service Starbucks.

Amenities include a business center and the opportunity to re-energize with an invigorating workout in the modern fitness center and plunge into the heated indoor pool.

To view additional accommodations, click [HERE](#).

* Rates do not include applicable taxes and fees. Group rates are limited in size. Once sold out, retail rates will apply.

Meet Registration

Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715

reg@cornerstonereg.com

We cannot accept registrations over the phone. Please mail in a registration form or register on-line.

International Meet Chairperson

Jane Stinson
jestinson@aol.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
Lee Harrison, Vice-President
George Marshall, Treasurer

Studebaker Tech Tip

Is Your Front End Starting To Sag?

By Jack Gregory and Francis PreFontaine

BC Coastal Chapter



Is your front end starting to sag? Do you look at your front end and say to yourself: "Golly, I wish it was a little higher and easier to handle"? Well, no fear, here comes the solution!

So, your busy tearing apart your latest Studebaker project because you're stuck at home due to the nasty COVID thing and you can't spend the winter somewhere warm like you usually do. You're thinking to yourself: "This thing is over 60 years old and I have never touched the control arm bushings AND I've forgotten to grease the grease thingy's for 20 years or so." I guess it's time to pull apart the front end, order new parts and replace the worn-out crap.

Seriously, fixing the negative effect that 60 years of gravity has had on you lovely Studebaker isn't as difficult as you'd think. With a few basic tools, some new parts, and a few chosen expletives, you could end up with a car that drives the way the engineers at Studebaker designed all those many years ago.

This article comes in two parts. The first part is written by Mr. Francis PreFontaine a great resource and Studebaker fixer-upper who has always got several projects on the go at once and the skills to do them all. The second part is presented by me, Jack Gregory, a guy that doesn't have the skills or knowledge of Francis and hasn't got the mental capacity to know that he doesn't have the skills, or probably the tools to do the job before he starts the job.

Part 1

Changing Those Nasty Old Springs (Plus, A Little Bit On The Bushings) By Francis PreFontaine

1). Use a 24 inch long piece of 9/16 inch all thread, 2 heavy washers, one lock washer and 4 nuts, all grade 8. A soft material on the top and bottom is required, a couple of pieces of 6 by 6-inch 3/4 plywood works and a couple of chunks of scrap iron to prevent galling as the nut at the top is turned. Tighten the three nuts against the lock washer on the bottom

of the rod and insert the rod with a piece of plywood and scrap iron from the bottom through the shock opening. One may clamp a vice grip on one of the bottom nuts to prevent the rod from turning as the top nut is tightened for loosened.

2). The all thread rod is used for both disassembly as well as reassembly. As well as "A" frame bushings the following parts are required: 526249, or 1552608. According to the chassis parts manual, these are not required when used with heavy duty springs. Also required are 8 rubber seals, part number 199385 for the upper and lower spindle shafts.

3). To disassemble with the rod tightened in place, remove the two bolts holding the upper "A" frame to the chassis. Tightening or loosening the rod takes any tension of those bolts making for easier removal. With a floor jack under the end of the lower "A" frame, gradually loosen the top nut on the rod and lowering the jack. Prior to doing so, take a wire brush to the spring looking for smears of factory installed yellow paint. Failing to find any, mark the spring so it goes back in the same way. As the spring is removed, look for a number on the upper or lower tail of the spring noting whether it is up or down. Take pictures or draw sketches as you disassemble. If one has access to springs used in V/8 cars, they are shorter and have thicker wire, they are more preferable as well as the bigger brakes used in those cars.

4). Replace the "A" frame bushings using whatever method available taking care to not distort the frames. Note that the bushing retaining cap screws are torqued with the weight of the car on them: 50 to 55 lbs. on the uppers, 60 to 65 on the lowers. The cap screws on the lowers are bigger.

5). Loosely install the cross-shaft bushings to avoid thread damage, using a floor jack and the threaded rod, jack the assembly into place and reinstall the upper "A" frame cross shaft bolts onto the chassis. The final installation of the bushings requires spreading the end of the "A" frames 0.015 inch prior to installation. Smear anti seize compound on the coarse bushing threads, put a bit of wheel bearing grease on the inside threads and by loosening or tightening the upper nut on the rod the shafts can be centered to the point that the bushings can be threaded in by hand part way. If the top shaft is not properly centered, loosen the pinch bolt and with a 1/4 hex turn the shaft to center it. Now is a good time to loosen the pinch bolts as they are to be loose to set camber and caster once everything is buttoned up. Torque bushing to 170 lbs. and all done!!!

Studebaker Tech Tip

(continued)

Part 2 How to replace your control arm bushings (The CASO way) By Jack Gregory

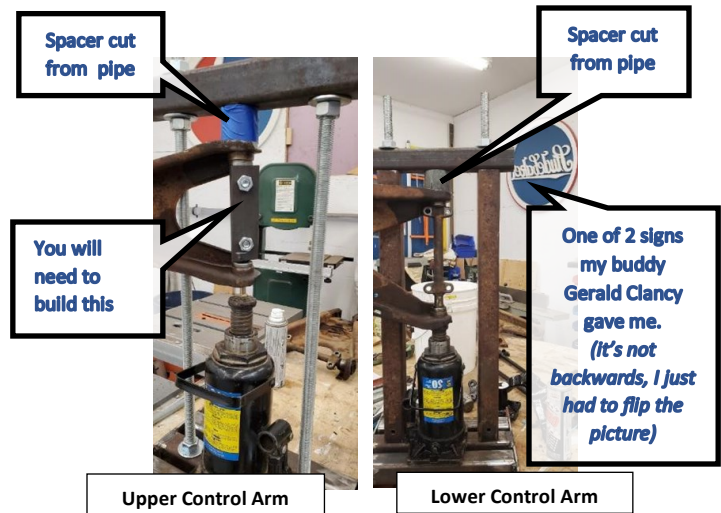
Now that I've gotten the front end apart and ordered things to replace most of the worn-out, I get to the part where I need to remove the bushings from the upper and lower control arms....rusted in place is an understatement. I go to the ever-helpful user manual which states that I need to use a Studebaker J-5472 tool set to get the job done properly. Well, I don't have a Studebaker dealership near me and haven't had one for 50 plus years. Off I go to the ever-helpful SDC Forum and a few strategic searches later I find you can buy a bushing removal/replacement kit or build one yourself. One post (sorry, lost the link and the guys name) said he built one from an old angle iron from a bed frame.... That option wasn't available to me as the other half was still in bed and might have something to say about that.

I found a couple pieces of pipe the right inside diameter and cut them to length and then split them in half with my angle grinder. Here are most of the parts you will need to build your own J-5472 tool set:



You will also need to cut a piece of pipe (each size) to use as a spacer at the business end of the bench press.

I suggest you give everything a good soak with your favorite loosen everything spray. Then all you need to do is balance everything on your press thusly:

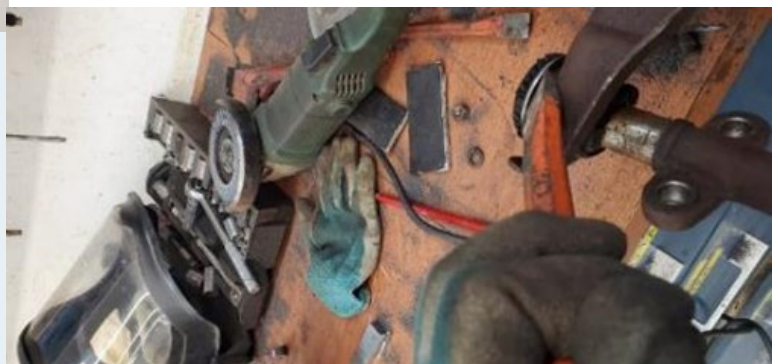


(you'll notice the picture on the right has an "enhancement" done to the arms of my hydraulic press.... ready rod was too bendy for the upper control arm!)

The sharp observer may be saying to himself: "wait a minute that aren't no hydraulic press". Your right, I guess that's where the CASO part comes in, I "Macgyvered" that puppy all up myself! For the narrow part of the removal, you will need to build a bracket (the bracket is only a couple of pieces of strap iron bolted on each side) to use when removing the bushings as the upper arm doesn't have the nice "wings" like the lower arm does.

The split pieces of pipe are going to come into play when I receive the bushings that the postal people are holding hostage somewhere in their system. The spacers will be used to keep me from crushing the control arms with my 20 hydraulic jack.

Once you get the bushings to release using the press, its just a simple matter of putting the control arm in your vice and beating the crap out of it with a chisel till it pops out on your artfully arranged work bench.

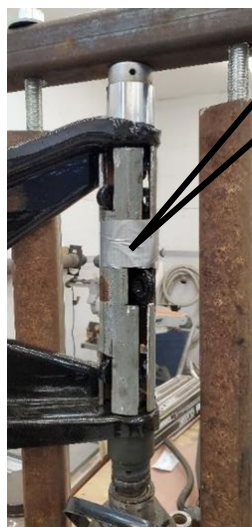


(yes, I know, the picture is sideways. It fit more better)

Studebaker Tech Tip

(continued)

To re-install the bushings, you simply use those pieces of pipe and a couple of sockets of the right size in your press thusly:



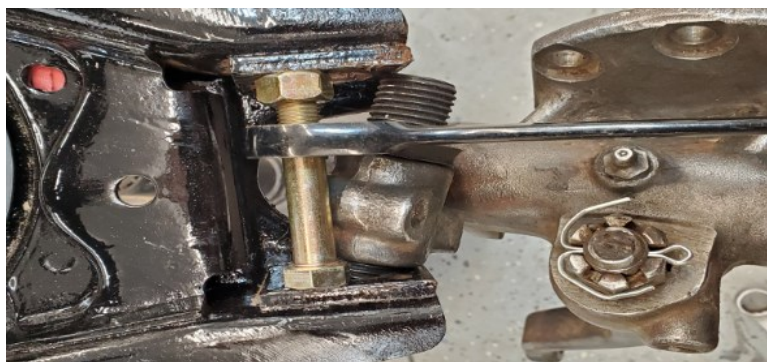
Duct tape, the handyman's secret weapon



(installing the A-arm bushings)

(J – 2044 tool, and a bolt that does the same)

As far as putting the A arms back on the vehicle, you need to buy, borrow, or make a J-2044 Support Arm Spreader, because no matter how creative you get with clamps and stuff you have laying around the shop, the lower A arm isn't going to go in without the Support Arm spreader tool. I found an SDC site in the U.S. that makes said tool for \$30.00 USD in shipping plus customs duties. As the tool hadn't arrived in the time frame, I needed (thank you Canada Post), a quick phone call to Francis revealed that a fine thread bolt cut to length would accomplish the same thing!



(using the bolt and nut to spread the A-arm, note the rubber washer removed from one side)

You will note in the picture above that I have removed the

rubber washer from one side of the steering knuckle, that made it much, much easier to install the steering knuckle. Re-install the rubber bushing using a small screwdriver, needle nose pliers, and several expletives thusly:



(re-installing the rubber washer)

Once your done, put the whole thing back together with new springs the way Francis instructed in Part 1. After that, go for a drive and find out what you forgot to tighten/install.

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 Sightings

Sighted at the Endless Summer Crusin' in Ocean City, Maryland, held October 7th through the 10th, 2021:



1963 Studebaker Avanti R-2



1949? Studebaker 2R custom



1953 Studebaker Commander custom

Sighted at the River City Cruizers 2nd Annual Car and Truck Show - September 26, 2021:



1967 Avanti II with Studebaker Avanti badging



1934 Pierce-Arrow



1959 Studebaker Lark VIII Regal

CVC Members Out~N~About

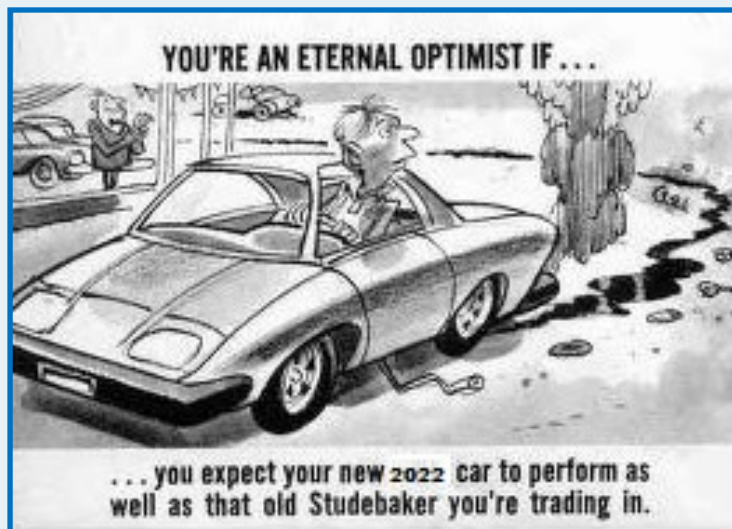


Lee Harrison displayed his 1960 Studebaker Lark VIII Convertible and his 1962 Studebaker Lark Daytona convertible at the Lions Club Car & Truck Show held at the Amelia Day Festival on October 23rd, 2021.



Buzz Horne attended the Old School Hotrodders of Virginia Fall Cruise In & Swap Meet held October 30, 2021, with his 1957 Studebaker Golden Hawk.

Studebaker in the Funny Pages



Introducing America's Most Advanced Automobile

"You are looking at a new take-off point for the American Automobile. It is the Avanti by Studebaker. It is a prestige car, a fast car, a safe car, and certainly the most advanced car produced in America today."

SHERWOOD H. EGBERT, PRESIDENT, STUDEBAKER CORPORATION



Avanti by Studebaker



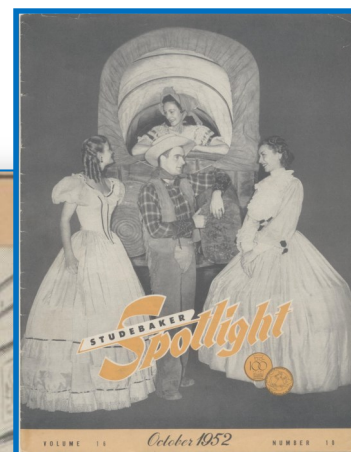
The Avanti is a car to please the senses. It is graceful to the eye and exhilarating to the spirit. It looks different and is different. It combines design and engineering features as no other American car does. Admittedly this is a car for the discriminating. It is intended to please individuals desiring an advanced automobile with exceptional performance and great distinction. HERE ARE BUT SOME OF THE AVANTI'S EXCITING FEATURES:

- Aerodynamic wedge design.
- Comfortable bucket seats for four adults.
- Disc brakes up front. First American passenger car to use them. Full power assist all four wheels.
- "New, unique automatic "Power-shift" transmission—acts as a fully automatic or can be shifted up or down.
- Choice of high-performance manual transmission—3 and 4* speed.
- Complete instrumentation with tachometer and manifold pressure gauge.
- Aircraft type red instrument illumination for superior night vision.
- Aircraft type overhead controls for lights and fan.
- Cockpit type heater-defroster controls on a console-mounted "throttle" quadrant.
- Built-in padded steel safety bar over passenger compartment.
- Safety-padded interior.
- High performance jet-thrust V8-4 bbl. carburetor. *Paxson supercharger for extraordinary performance.
- Large luggage-contoured trunk.
- Access panel connects car interior to trunk.
- *Power steering—exceptionally fast—only three turns full right to full left.
- Performance-matched axle ratios available.
- Limited slip differential. (Twin Trac-tion).
- Safety cage door locks will not fly open even under great stress.
- Would you like to have an Avanti built for you? Visit your Studebaker Dealer. He is taking orders on a per-sonal basis.
- *Optional



Find us on:
facebook®

For the New Year; words of wisdom brought to you by the Studebaker Corporation.
"Studebaker Spotlight", Volume 16, Number 10, October 1952.



Can America escape socialism?

Some nations couldn't. And there are people in this country who are trying to push America down the same one-way street.

They don't speak out for socialism openly — they know most Americans don't want it. Instead, they give persuasive reasons for the *steps that lead to socialism*.

There's one clue that will help you recognize this hidden socialism. It's the old line: "*Let the federal government do it — or run it — or take it over — or own and operate it.*" When you hear that, look out.

For the more things the federal government runs, the closer we are to socialism — whether we want it or not — and the fewer rights and freedoms we have left for ourselves.

America can escape socialism — here's how you can help: Recognize the steps that lead to it. Help your friends and neighbors see the danger. And use your ballot wisely!

. . .

WHERE DOES SOCIALISM START? One of socialism's first aims is to have the federal government take over electricity, and thus get the whip hand over every business, farm and family.

STUDEBAKER HAWK 1957

Studebaker stole the styling spotlight for 1953 with a pair of racy-looking, low-slung, two-doors, the pillared Starlight coupe and pillarless Starliner hardtop. Created under the aegis of famed designer Raymond Lowey, they were an eye-opening achievement for an American Automaker and quickly earned critical acclaim at home and abroad.

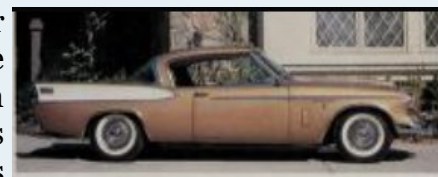
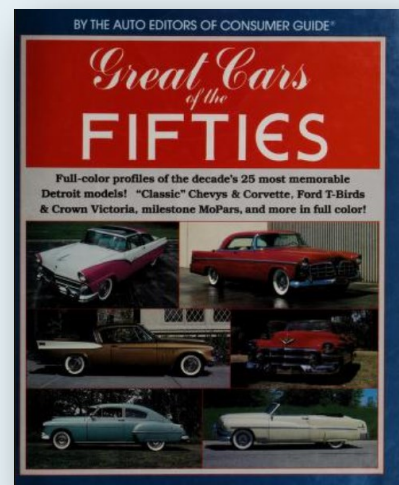
South Bend might have sold many more than it did had management not biased production in favor of the much dumpier sedans and wagons derived from the basic design. By the time things got sorted out, buyers were looking elsewhere, and adding more tinsel didn't do much for sales over the succeeding two years. Studebaker seemed headed for oblivion.

But the '53 tooling still had a lot of life in it, so the firm gamely restyled for 1956. Appearing alongside a more upright, squared-off group of standard Studebakers was what ads trumpeted as "the first full line of family sports cars." It went by the name of Hawk.

The 1956 Hawk would be Lowey's last effort for Studebaker until the Avanti of six years later, and it

was striking: busier than the '53 original but much cleaner and more "European" than the gaudy '55. Studebaker-Packard president James J. Nance insisted on a full line of cars in all price ranges, so there were no fewer than four Hawks.

At the bottom of the pecking order was the \$1986 Flight Hawk, Powered by Stude's aging 101-horsepower, 185.6-cubic-inch L-head six. Next was the Power Hawk, with the same attractive styling and tighter pillared body but powered by the familiar 259.2-cid, 170-bhp Commander V-8, and priced at just over \$2100. Then came the Sky Hawk, with the pillarless construction, this year's new 210-bhp 289-cid V-8, and a price tag just shy of \$2500. Topping the line was the \$3061 Golden Hawk, packing the big-heavy



Wilder concave metal fins marked the '57 Golden Hawk, which handled much better than its '56 predecessor thanks to adoption of a lighter, supercharged Studebaker 289 V-8 in place of the heavy 352 Packard engine



352-cid Packard engine with 275 bhp and marked by little fiberglass fins tacked on over the rear fender seams.

At less than 20,000 unit sales, the '56 Hawk did little to stem the tide of red ink in South bend. The line was duly trimmed to two models for 1957: a revised Golden Hawk and a pillared Silver Hawk. New chief stylist Duncan McRae added larger, concave metal fins to both and eliminated the old bodyside contour lines. The Golden Hawk now carried a supercharged version of the Studebaker 289, which took 100 ponderous pounds off its front end and made a world of difference in its handling. The Silver Hawk had the old six as standard, but the unblown 289 in 210- and 225-bhp form was optional. A late-season arrival was the "ultra-smart" Golden Hawk 400, offering hand-buffed, top-grain leather upholstery for about \$500 more than the normal model. Despite all these changes, sales stayed about the same.

Production plummeted by more than half for 1958, when the little-changed Golden and Silver Hawk were joined by a badge-engineered Packard cousin with the same Studebaker mechanicals and an awful "catfish mouth" front. Fortunately, it lasted only a year. Sales continued in the cellar for '59, when Studebaker pinned its hopes on the compact Lark and fielded a lone Silver Hawk. The 1960 edition dropped the Silver designation and the six, but sales slumped badly. The Hawk's final year was 1961, with a four-speed manual gearbox the main attraction. Only 3929 of these cars were built.

The Hawk would live on with a dramatic Brooks Stevens face-lift as the Gran Turismo Hawk of 1962-64. Today, the finny fifties models are appreciated as prophets of the Sixties sporty compact craze. How sad they were without honor in their own time.



Above and below: A fiberglass hood overlay and revised tail lamps also marked the '57 Golden Hawk, which remained an effective makeover of the original 1953-54 "Loewy coupe" design. This year's blown 289 V-8 put out the same 275 bhp as the 1956 version's Packard engine. Right: Note the unusual factory seat belts.



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>

1949 Studebaker 2R10 Truck

Recently pulled down to frame and "preserved". Engine was freshened with new rings and bearings. Overdrive transmission rebuilt.

I adapted Jeep 4 wheel disc brakes. I also cut the centers out of the original two-piece wheels and welded them into one-piece drop centers. Has BFG all terrain radials that ride/handle way better than old bias ply tires.

Vintage air a/c. Updated to 12 volts. All new wiring with a fuse panel. Jeep Cherokee wiper motor. I put a lot of effort into using parts that are easy to find at any auto parts store.

This was my only truck for a while, and I enjoyed building it, but as anyone else afflicted with car disease knows, I've got too much stuff. I don't want to sell it, but I have to.

Asking \$20,000. Comes with another engine and lots of parts, including a color matching NOS optional radio plate.

I have a lot of pictures of the build that I'm still trying to retrieve from my old phone that was dropped. I should have them available for any prospective buyers. There are some pictures on the Martino Foundry, Speed and Machine Facebook page.

Thanks for looking.

Roddy Martino
(804)337-5486





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