



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

#### \* January 11th, 2025

Saturday @ 2:00pm  
CVC/SDC Meet  
River City Diner  
11430 W. Huguenot Rd  
Midlothian, VA 23113  
(804) 897-9518

Click [HERE](#) to view menu.  
INFO: Jim Jett (804)920-2129

#### January 18th, 2025

Saturday @ 9:30am  
Polar Bear Run 24

Annual mystery run to somewhere good. All the dirty details are at this site: [carclubcouncil.com/pbr24](http://carclubcouncil.com/pbr24). Go to the site to register.

INFO: [contact@carclubcouncil.com](mailto:contact@carclubcouncil.com)

#### January 31st, February 1st - 2nd, 2025

Friday thru Sunday

63rd Annual Festival of Rods and Customs Indoor Auto Exhibition by the Asphalt Angels Car Club  
Meadow Event Park - Farm Bureau Center  
13111 Dawn Blvd  
Doswell, VA 23047

Our show is known up and down the East Coast for its unique & unusual trophies, relaxed & laid back atmosphere & impartial judging.

INFO: Phone (804) 994-2800

Website: [www.asphaltangels.net](http://www.asphaltangels.net)

#### \* March 8th, 2025

Saturday @ 2:00pm

#### CVC/SDC Annual Meeting

Silver Diner  
INNSBROOK  
10890 W Broad St  
Glen Allen, VA 23060  
(804) 346-2020

Officers for 2025 will be nominated and elected at this meet.

Click [HERE](#) to view menu.

INFO: Jim Jett (804) 920-2129

EMAIL: [jsjet@centralvirginiachapter.org](mailto:jsjet@centralvirginiachapter.org)

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 9th, 2024

The Central Virginia Chapter of SDC gathered at Kitchen 33 located in Glen Allen, Virginia, for our November meet.

The weather was great and we had three Studebakers transporting members: Jeanette Smith and Jim Jett in their 1962 Studebaker GT Hawk, George Marshall in his 1961 Studebaker Hawk and Matt Steffen driving his 1957 Studebaker Silver Hawk. Also in attendance were Chris Mendl and Mike Welsh.

The Studebakers were attention getters as they always are.

After a good meal we all drove home to enjoy the pleasant fall weather.



CVC/SDC welcomes new members Janet and Edward Dobbs of Drakes Branch, Virginia.

Janet and Edward drive a 1957 Studebaker Commander 4dr sedan.

Welcome to the Central Virginia Chapter of the Studebaker Drivers Club!



Jim Jett's 1962 Gran Turismo Hawk



George Marshall's 1961 Hawk



Matt Steffen's 1957 Silver Hawk

## Next Meet

January 11th, 2025  
Saturday @ 2:00pm



**Southside: The Shoppes at Bellgrade**  
11430 W Huguenot Rd  
Midlothian, VA 23113  
(804) 897-9518

The first meet of the Central Virginia Chapter will be at River City Diner in Midlothian, Virginia.

The parking lot gets full, so, we will park beside the Kroger Gas Station across from the restaurant.

See you there.

Click [HERE](#) to view RCD menu.

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



## \*\* Annual Meeting \*\*

March 8th, 2025,  
Saturday @ 2:00pm



**INNSBROOK**  
10890 W Broad St  
Glen Allen, VA 23060  
(804) 346-2020

CVC will have the Annual Business Meeting at Silver Diner in Glen Allen, Virginia this year.

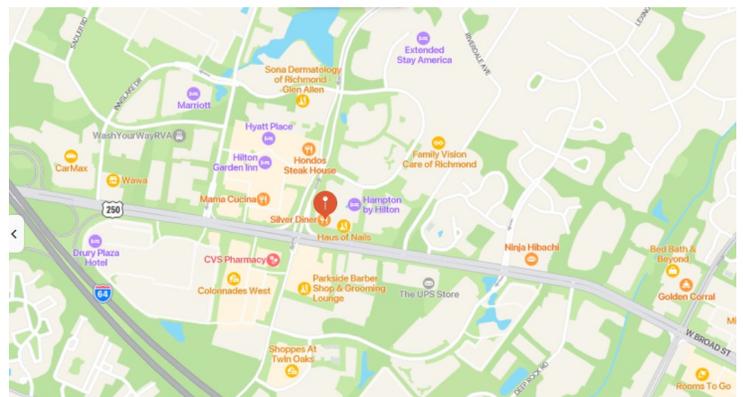
At this meeting, we will have nominations for the chapter officer positions of President, Vice-President and Treasurer.

If you are interested in serving the chapter in any of these positions, please express your interest.

Chapter dues for 2025 should be paid by March 31, 2025. 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 view Silver Diner menu.

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





# 61st Studebaker Drivers Club International Meet

## Washington County, Pennsylvania

### Tuesday, September 16 - Saturday 20, 2025



#### Host Hotels

##### Doubletree Washington Meadow Lands

340 Racetrack Road  
Washington, PA 15301  
Tel: 724-222-6200

##### Hyatt Place at The Hollywood Casino / Pittsburgh-South

212 Racetrack Road  
Washington, PA 15301  
Tel: 724-222-7777

##### Fairfield Inn & Suites Washington Casino Area

451 Racetrack Road  
Washington, PA 15301  
Tel: 724-223-5555

To book your hotel, click [HERE](#).

Click [HERE](#) to go to the SDC International Meet website.



#### Update on the 2025 International Meet

The following is an update on the rollout of registration forms and events for the September 16-20, 2025, International Meet in Washington, PA

- Swap Meet Vendor Registration forms will be available in mid-January 2025 on this site and will be published in the February 2025 issue of Turning Wheels.
- Registration forms for the meet will be available in mid-March 2025 on this site and will be published in the April 2025 issue of Turning Wheels. On-line bookings will be handled via this website when the registration forms are released.
- Please continue to book your hotels through this site. The rate of booking has been brisk and is being monitored on a weekly basis. Please continue to check this site, as hotel options will be rolled out as needed.
- Event Update – During the meet there will be a Gala Meet and Greet social held on Wednesday September 17, 2025, at the Pennsylvania Trolley Museum which is connected to the meet site at the Washington County Fairgrounds via a trolley rail line. Jay and Monica Bradel from the Allegheny Region Chapter will be sponsoring the lion's share of this event. Highlights of the event are:

- ⇒ Trolley Rides to the Trolley Museum from the Fairgrounds – Trolleys will run every 30 minutes from 4:00pm to 9:00pm
- ⇒ A buffet dinner will be served featuring Pittsburgh-area favorite dishes
- ⇒ Videos supplied by the Studebaker National Museum will be shown on the large projection system in the Trolley Museum
- ⇒ A cash bar offering soda, beer, and wine will be available
- ⇒ Cost to registered meet attendees will be \$10/person

Operating Since  
1973,  
SDC Chartered  
1977



55 Active  
Members

## A Studebaker Christmas

This poem is forwarded from Atlantic Canada Chapter member Doug McKeen, who lives in Amherst, Nova Scotia. Permission for its distribution has been obtained from the author, a mechanic who has done work on Doug's M5.



### Studie Christmas:

T'was the night before Christmas  
And out in the shed.  
Doug stared at his Studie,  
With dreams in his head.

Sharon in the kitchen  
Making cookies to eat.  
She had a dozen ready,  
For Marilyn and Pete.

When all of a sudden  
They heard a big noise,  
Looked out the window  
It was Santa and the boys.

They had crashed in the field,  
Right by the shed,  
To look at the mess  
You'd think they were dead.

There were reindeer and toys,  
All over the field,  
When Doug saw all this,  
He immediately kneeled.

Please Lord help us,  
Doug started to pray,  
We have to deliver presents,  
All over Amherst they say.

Santa's OK  
But the reindeer are done.  
They'll all be OK  
But not on this run.

Then Santa stepped in,  
To the shed where Doug kneeled.  
He looked at the Studie  
And cried we're all healed.

Such a beautiful truck,  
Before him he saw,  
The cab was so big  
He was just in awe.

They loaded the presents  
In the back of the truck,  
Then they thanked the Lord  
For such great luck.

Then into the cab  
The both of them got.  
And the Studie fired up,  
On the very first shot.

He shoved the gas down,  
And she let out a woof.  
And they just cleared the chimney  
On Mike Brown's roof.

Santa's eyes gleamed,  
As he hit second gear,  
He knew right away  
They had nothing to fear.

Santa'd slow down,  
At the chimney top.  
And Doug with each present  
In the chimney would drop.

Within no time at all,  
Their job was all done.  
When they parked the old truck,  
They knew they had won.

Now Santa took a liking  
To the old Stude,  
With all the extra space,  
He felt like quite the dude.

He offered more presents  
Than Doug had ever seen.  
But it never crossed Doug's mind,  
To trade for Old Green.

The reindeer were better,  
By the time they got back.  
So he jumped in the sled  
And threw in the sack.

And they heard him tell Rudolph,  
I don't mean to be rude.  
But next year at Christmas,  
I'm driving a Stude.

All the best of the season to you folks.



## CVC Out~N~About

Courtland High School in Spotsylvania, Virginia, had it's car show on October 26th, 2024, in the school parking lot.

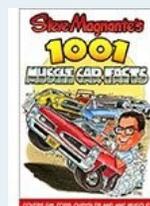
Jeanette Smith and Jim Jett attended with their 1963 GT Hawk R-1.



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Central Virginia Chapter  
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Richmond, Virginia  
Jim Jett, Editor  
[jsjett@centralvirginiachapter.org](mailto:jsjett@centralvirginiachapter.org)

**Officers:**  
Jim Jett, President  
Lee Harrison, Vice President  
George Marshall, Treasurer

## Interesting Studebaker Muscle Car Facts



Source: <https://www.musclediy.com/muscle-car-tech-tips/interesting-studebaker-muscle-car-facts/>

**Fact 960:** Pioneering Studebaker speed seekers were surprised to discover that 1955–1956 Cadillac Eldorado dual-quad intake manifolds can be adapted to the 1951–1964 Studebaker V-8 with only a small amount of effort (attachment bolt holes need reaming and hand-cut gaskets are required). It is one of the few happy coincidences in the hot rod world. Going the other way, 1950s hot rodders discovered the sleek 1953 Starliner hardtop was a perfect home for the Cadillac OHV V-8. Hot Rod magazine depicted many Stude-i-lac engine swaps and was directly responsible for spurring the Golden Hawk factory muscle package of 1956.



## Living in the Shadow of Detroit: The Most Significant Cars from Studebaker South Bend's stylish post-war haulers make unique collectibles

By Jordon Scott, Writer August 26th, 2020

Source: <https://www.hotrod.com/news/roadkills-junkyard-gold-significant-cars-from-studebaker/>

Steve Magnante is in Sunset, Texas, at Browne Auto Salvage looking for America's oldest maker of wheeled vehicles. If you're thinking Ford automobiles, you're wrong. We're talking about Studebaker. Before they made cars, Studebaker was the largest wagon maker in the world and, at the height of westward migration, nearly half the wagons used to reach the West were made by Studebaker. Studebaker was a powerhouse in manufacturing personal transportation devices before Henry Ford was even born and even beat Ford to market with their own gasoline and electric vehicles in 1902. The first Ford Motor Company vehicles were built and sold in 1903.

But Steve isn't looking for covered wagons, he's looking through Browne's 38 acres of automotive history for cars that were important milestones in Studebaker's efforts in automotive manufacturing. Despite filing for bankruptcy and ceasing U.S. production in 1963 (production continued in Canada until 1966), Studebaker produced its most significant vehicles in the post-WWII era. Because of their success through the 1950s, Mercedes-Benz formed a partnership with Studebaker in 1957 to sell the German luxury marque alongside Studebakers in their 2,500 nationwide dealers. This deal was supposed to last until 1970 and it cost Mercedes \$5,000,000, paid to Studebaker's creditors, to get out of the contracts and set up shop for themselves in New Jersey.

### 1962 Studebaker Gran Turismo Hawk 4-Speed

Built from 1962 to 1964, the Gran Turismo Hawk was Studebaker's answer to cars like the Ford Thunderbird, Chevrolet Corvette, Chrysler 300, and Pontiac Gran Prix. The GT Hawk was all about performance with its standard 289ci V8 and standard dual exhaust. The base 289 with a two-barrel

carb made 210 hp, but for a mere \$22, a four-barrel carb could be optioned, increasing output to 225 hp. 1962 was the first year Studebaker offered a floor-shifted four-speed manual transmission, a Borg-Warner T-10, and only 20-percent of the 9,335 GT Hawks sold in 1962 were so equipped, making this junkyard find pretty rare. Inside the cab were standard bucket seats and a center console, along with an industry first: a one-piece, injection-molded plastic dashboard. Studebaker was also the only manufacturer to advertise its limited slip rear end on the exterior of any car. The Twin Traction badge found on the gas flap of this GT Hawk proudly proclaims the car was able to spin both rear tires.

Studebaker advertised the GT Hawk as an all-new model, but the reality is they reused as many existing parts as they could. The basic body panels go all the way back to 1953 with the Lowey coupes, and the Mercedes-inspired front grille was a carry-over from the 1956 Golden Hawk. Brooks Stevens was hired to give the car a facelift, and he admitted in a later interview that he copied styling cues from Ford and Lincoln—the Thunderbird's boxed roof, the blade-like rear-quarters from the '61 Continental that replaced the Golden Hawk's fins, and a vertical finish panel (also from the Continental) that disguised the trunk lid's 14 horizontal character lines present on all Hawks since 1956. Despite the hasty refresh and reusing of old parts, the GT Hawk was a sales success, helping increase Studebaker's sales of the model over 1961 by 45 percent. Coming in at \$3,095, the GT Hawk was Studebaker's most expensive car, but that was \$1,200 less than a Thunderbird and \$943 less than a Corvette and helped make it a competitive performance option in the market space. Because of the rarity of this car, Steve Magnante would give it a full restoration—respray the Arctic White paint, find another 289 and T-10 four speed, and remind the world that Studebakers came with four-speed manuals and could fry both rear tires just like the Big Three.



(continued next page)

**Living in the Shadow of Detroit:** *continued***1953 Studebaker Starliner Gasser**

The Studebaker Starliner was automotive royalty and is one of the few designs that most enthusiasts and critics agree got everything right. The long, low, and wide styling from Raymond Lowey Associates didn't look forced and the body style was embraced by two kinds of racers: dry lakes top-speed racers that saw the aerodynamic advantage the low, flat hood and nose provided and drag racers that liked them for their light weight and easy adaptability to engine swaps. The Starliner Steve found at Browne Auto Salvage shows plenty of evidence of being built into someone's old Gasser. The rear wheel openings have been cut to allow for larger tires. The dual control arm and coil spring front suspension has been replaced by a beam axle and parallel leaf springs. And the gaping hole in the transmission tunnel is a telltale sign the column-shifted three-speed transmission—standard in Starliner coupes—was ditched in favor of a floor-shifted transmission, an option Studebaker didn't offer until 1962. This is all classic 1960s Gasser drag-racing stuff. The hood has even been modified; the classic Lowey coupe shape is still there but made taller, most likely to allow room for a power-adder like Hilborn injectors or a supercharger.

Steve Magnante hasn't found many old Gassers this well-preserved and loves the snapshot of 1960s drag-racing style this '53 Starliner represents. If he took it home, he would return it to its former glory, filling those modified rear wheel openings with some pie-crust M&H Racemaster slicks, dropping a built 301 small-block Chevy with foot-tall Hilborn injectors under the blistered hood, and backing that up with a 4-speed manual transmission, recreating what drag racing used to be.

**1958 Studebaker President Starlight Hardtop**

The 1958 President Starlight hardtop was both revolutionary and antiquated at the same time, with a little bit of innovation and bodgery thrown in for good measure. The President was the cream of the Studebaker crop, but by 1958 it was in need of dramatic redesign to keep it competitive; Studebaker didn't have the money for a radical restyling, though. 1958 was the year Detroit discovered quad headlamps and tailfins, and the designers in South Bend, Indiana (Studebaker's center of operations), wanted to capitalize on the trend. Instead of an expensive redesign of the front quarter-panels to accommodate a stylish new dual headlamp assembly on either side, designers created a dual headlamp bezel that fit into the existing 1957 President front quarter-panel and smoothed the transition with filler panels. They got even more creative out back trying to make tailfins, taking a simple piece of bent sheet metal and tacking it to the finless 1957 rear quarter-panel and covering the seams with stainless steel trim. The new rear quarter-panels came in at a tenth of the cost but had the same good looks as its competitors, like the Chevy Bel Air and Plymouth Fury.

The President had come with standard V8 power since 1951, and at the time, Studebaker was ahead of the curve with its overhead valve V8, but the inboard cylinders shared a common exhaust port and by 1958 this was becoming an antiquated design. 1951 also marked the year Studebakers came with optional automatic transmissions (a Borg-Warner M-35 also used by Ford, Mercury, and AMC), but in 1958 the transmission dipstick was still located under the passenger-side floor. The brake master cylinder was in a similar position, found under the driver's floor, both accessible by a removable panels hidden under the carpets. Studebaker's Detroit competitors were already mounting these on the firewall and in the engine bay.

Studebaker needed a sales success with the refreshed 1958 President. Total sales had tumbled from 221,000 cars in 1951 to only 63,101 in 1957. But it wasn't meant to be. In 1958, Studebaker moved only 1,101 Presidents and decided to cancel the line and focus on the new, compact Lark and the existing Hawk. The 1959 Lark was just what Studebaker needed; at the time, it was the only American compact car with a factory-optional V8.

*(continued next page)*

**Living in the Shadow of Detroit:** [continued](#)

The Lark helped to keep the ledgers in the black for a few more years, nearly tripling sales from 44,000 cars in 1958 to 120,000+ cars in 1959, but that doesn't mean Steve would pass on this '58 President. To showcase the last of the breed, Steve would keep the President's body but ditch the rest of it. He would drop that stylish sheetmetal on a Roadster Shop chassis with full independent suspension and big brakes and drop a 392 Hemi with a 6-speed manual transmission under the hood to give the President the performance it needs to match the body.



**1950 Studebaker Commander Starlight Coupe**

Built between 1947 and 1952, the 1950 Commander Starlight Coupe was a special model. Two design features made the Starlight Coupe a standout amongst the competition, and the first was the immense wrap-around rear windscreen available through the full production run. Designer Virgil Exner—later known for adding tailfins to Mopars in the late 1950s—wanted the rear glass to be one solid panel, but production costs of the single pane were too high, and the compromise was four curved panels with three roof struts. The rear glass exuded fighter plane and submarine design and was a leader in the charge toward the jet-age styling. It wasn't until 1950 that the Starlight Coupe received another styling detail that set it miles above the competition: Studebaker's famous bullet nose, available only during the 1950 and 1951 model years. The two designs combined were a brave choice by Studebaker, but it paid off; total sales in 1949 were 118,435 cars, but 1950 more than doubled that with 320,884 cars sold. If a buyer wanted the futuristic styling of the Starlight Coupe without the cost of the premium Commander model, they could go for the cheaper and smaller Champion Starlight Coupe. The Commander rode on a 120-inch wheelbase with a heavy-duty chassis and suspension with five-lug wheels, while the Champion (\$426 less) rolled down the road on a 113-inch

wheelbase, lighter suspension, and 4-lug wheels. Ford later copied the idea with the Mustang, straight-six equipped cars had 4-lug wheels, but V8 cars had 5 lugs.

At the time of its release, however, the Starlight Coupe was a bit of a joke. Comedians used to say that the car didn't know if it was coming or going. But the precursor to jet-age styling and other design features—red-colored cast glass taillamps where other manufacturers were transitioning to tinted plastic, a cut out in the rear valance for the exhaust tip, and a vertical spare tire well in the trunk—were later recognized as a landmark design for the time. Sadly, this '50 Starlight Coupe is too far gone for Steve to consider saving, but that doesn't mean someone (two someone's, in particular) couldn't have a good time with it as a junkyard project car. Steve thinks David Freiburger and Mike Finnegan of Road kill should take this car and make the joke a reality by taking the body off and flipping it around so they would be driving through that famous rear glass. After all, they don't know if they're coming or going anyway!



**Studebaker in the Funny Pages**



Meanwhile at the SDC retirement home .....



## Gas Gauge Problems

Source: [https://fifthaveinternetgarage.com/tech\\_tips\\_gas\\_gauge.php](https://fifthaveinternetgarage.com/tech_tips_gas_gauge.php)

If you understand how a gas gauge is supposed to work, then finding your problem will be much easier. Here is how most (AC) type electric gas Runtzgauges work. Two parts make up the fuel gauge system, the dash gauge, and the gas tank sender, located at the gas tank. Power to the dash gauge is received from the "switched" side of the ignition switch which means the dash gauge works ONLY when the ignition switch is in the ON position. There is a small counter weight located on the needle of the gauge which returns the gauge needle to the EMPTY position when the ignition key is in the off position.

With the ignition key in the ON position current flows from the ignition switch thru the small operating coil (located on the back of the dash gauge), on to a "CHOKE" coil. From there the current travels to a common terminal between the two coils. After the current reaches the common terminal between the coils the current travels back thru the operating coils, and then on to ground. At the same time current is also sent to the tank sender where current travels thru the sender unit and on to ground. When the tank is empty the float will be near the bottom of the tank so most of the current is sent directly to the tank sender where it passes on to ground. As more fuel is placed in the tank the float is raised and more current is sent to the operating coil of the dash gauge causing the needle to move closer to the full mark. It is electrical friction (resistance) from the gas tank sender that guides the current to either the tank sender or the dash gauge.



- **The most common cause of fuel gauge trouble** is a poor ground especially at the tank sender. Make sure all wiring connections are tight, and free of dirt and corrosion. A poor ground or loose connection to a fuel gauge system is just like loose or dirty battery cables to your starting system.

- If your gauge needle remains on **EMPTY** when the ignition key is turned on and gas tank is partially full, battery current is NOT reaching the gauge. Connect a jumper wire between ignition switch and dash gauge. If gauge works, replace defective wiring between switch and gauge.
- If dash gauge **NEEDLE** remains in **ONE POSITION** as ignition switch is turned off and on, either the dash gauge or the tank sender is defective. Ground the gas tank sender terminal using a jumper wire, if dash gauge shows empty, gas tank sender is defective. If the dash gauge needle does not move, replace dash gauge.
- If dash gauge reads **EMPTY** or **LOWER** than it should, check for defective wiring between the dash gauge and the tank sender unit. Also check for poor ground.
- If dash gauge reads, **EMPTY** when the tank is actually half full the wiring between the dash gauge and the tank sender is defective or the dash gauge is defective. Disconnect the wire at the gas tank sender terminal, if gauge still reads empty, the dash gauge is defective.
- If dash gauge reads, **FULL** when tank is known to be only half full the wiring between the tank or the sender is bad. Ground the gas tank sender terminal using a jumper wire, if the dash gauge still shows full there is bad wiring between the dash gauge and the tank sender. If the dash gauge goes to empty, the gas tank sender is defective.



## Odds 'N' Ends

By and Thanks to Peter Sant, SDC Member, Ontario, Canada

### VALVE CLATTER

The sounds that we all hear coming from our Studebaker engine bay especially on overhead valve engines is mainly valve lash, tappet noise, valve clearance. All are names that mean the same thing. They produce noise. The noise is there for a reason. As an engine starts to get up to operating temperature the metal (valve system) expands and if there was no clearance the valves would remain open and the engine would just quit running.

Insufficient valve clearance or marginal clearance will usually allow an engine to run at higher speeds but when coming to a stop after a long run at highway speeds it will stumble and die out, usually in a spot where it could be dangerous. The Studebaker engineers determined that on a standard V8 engine the clearance should be .025 when hot. If you set them cold as I normally do then they should be set at .027 This will cause valve clatter but as the old Volkswagen mechanic told me "If you can hear them, they are working."

Some engines have modified camshafts like my Avanti and the camshaft maker specified a clearance of .012 intake and .014 exhaust. These settings for some reason did not prove satisfactory so after some trial and error I settled on a setting of .018 and .020 Cold. A significant change but the noise from them tells me that all is well. To me the noise made by valve train on an engine with mechanical lifters is music to my ears.

My point here is to make sure that everybody understands that with mechanical lifters an engine must emit some clatter from its valve train, or it will not function properly. Setting valves is a do-it-yourself job. All you need are a set of feeler gauges and a 1/2" wrench. Remove the valve covers and put the number one cylinder (The one on the driver side at the front) on top dead centre. The pointer should show on the vibration damper mark. This is not easy, but it must be done accurately. In this position on a Studebaker V8 you can set: Exhaust 1-3-4-8 Intake 1-2-5-7 Then you must rotate the engine until number six cylinder is on its top dead centre and you can set : Exhaust 2-5-6-7 Intake



3-4-6-8 All these settings are done cold and be sure to double check your work by rotating the engine again to each top dead center and rechecking the valve clearance. Good luck and let's hear those Studebaker Valves in action

## Studebaker Tech Tip

### Antifreeze and electrolysis

By, and Thanks to Ted Geisert,  
Kaw Valley Chapter Member



The antifreeze in your car doesn't last forever. So how can you tell if your antifreeze is going bad? You might be familiar with testing the antifreeze's freezing point and boiling point. These testers draw some antifreeze into a tube with small colored beads in it. Based on which bead floats you can easily tell the freezing point or the boiling point of the antifreeze. Those testers are very inexpensive. But there is another test that is just as important as maintaining correct freezing and boiling points.

Antifreeze, as it ages, can become more acidic. The additives in it eventually break down. While the antifreeze may look good, it could be eating away at the water pump and other metal surfaces including head gaskets. Moreover, deposits could be building up in the water jacket of the engine. Big repair bills could result. Checking to see if the acidity level is at an acceptable level is really easy. All you need is a simple multi meter used in testing electrical circuits.

\*Remove the radiator cap to expose antifreeze in the radiator reservoir. \*Set the multi meter to 20 volts D.C. \*Place one probe on a grounded part of the engine. \*Place the other probe into the antifreeze. (Do not let it touch any metal surface) \*If the voltmeter reads 0.50 volts or less, the antifreeze is "good". If the voltmeter

reads above 0.50 volts the acidity of the antifreeze is at a damaging level and indicates metal is corroding. Fresh antifreeze might read less than 0.10 volts.

Some sources suggest 0.70 volts as the critical point while another source suggest 0.40 volts. It's better to be on the safe side so I would choose 0.40 volts. Changing antifreeze is far easier to do than changing water pumps, or head gaskets. Good maintenance is good practice.

# THE GIORDANI PEDAL CAR AND ELMER'S AUTO & TOY MUSEUM



By: Diane Crooks Kaw Valley Chapter

## 1951 Pedal Car Made By Giordani in Italy



is a 1951 Studebaker Pedal Car made by Giordani in Italy. These are pretty rare to find in the United States.

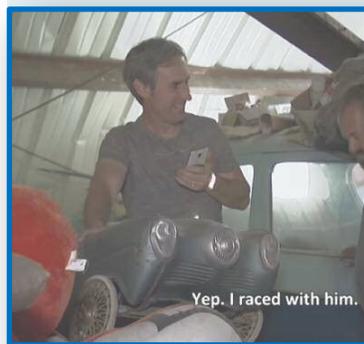
There is an interesting history behind this particular one. It was originally found by Mike Wolfe of American Pickers at Jim Bahr's property in Wisconsin when they were there in July 2015. We actually did watch that episode when it aired. Mike Wolfe had offered Jim \$500 for the car but decided to call his long-time friend and "Pedal Car Guy", Elmer Duellman at Elmer's Auto & Toy Collection in Fountain City, Wisconsin. Elmer said he would give Jim \$1,000 for it as the car was quite rare. Well, then Mike had to up his offer and purchased it for \$800. Elmer ultimately purchased this pedal car from Mike.

After Elmer passed away in 2019 the family had an auction in 2022 and sold the cars, pedal cars and other items of Elmer's collection. The gentleman who bought the pedal car at the auction is the one who brought it to the meet.

John and I were fortunate to be able to visit Elmer's Auto & Toy Collection on September 28, 2013 after we had attended the Swap Meet in Menomonie, Wisconsin. There were only certain weekends the Museum would be open and we happened to be in the area at one of those times. Wow, what a place it was. There were motorcycles, bicycles, cars, pedal cars, snowmobiles and oh so many toys and too many other items to name. All 5 buildings on the property were full as well as the house.

## MORE ON THE GIORDANI PEDAL CAR AND ELMER'S AUTO & TOY MUSEUM

At the 60th Annual International Studebaker Drivers Club Meet in Dubuque, Iowa in June, a gentleman brought this pedal car in for judging. It



The photo at the right shows the Giordani Pedal Car on display at Elmer's noting that it came from the American Pickers. This is a clip taken from a YouTube video before the auction in 2022. Elmer had over 700 Pedal Cars, Pedal Tractors and Pedal Airplanes. It may have been the largest collection in the world. He purchased his first pedal car in 1971.

There was even a 1921 Ford in their Living Room as well as a display of dolls, etc. Now that is what I call enjoying your collections.

These Giordani Pedal Cars came in several different colors. Obviously, this one was painted blue, but the current owner painted it Ivory which is one of the colors it came in according to Jim Geary's "Toy Treasures" book.



I took the photo at the left back in 2013 when we visited this Museum. It was a rainy day with lots of people attending. So many things to see, but we did get to say hi to Elmer as he was sitting in the toy building visiting with folks. The Museum had been open since 1994 with so many folks being able to enjoy this huge collection.

The toys in Elmer's collection were not sold at the auction in 2022. They are now being sold at auction with about 800 at a time through an auction house in Ohio. With between 25,000 and 35,000 toys to be sold, it will take a while to get them all sold.

The photo at the left is a clip from the American Pickers show where Mike was on the phone with Elmer. Jim Bahr had just told him he had raced with Elmer and Elmer commented "Yep, I raced with him".



## 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 one 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](mailto: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](http://www.centralvirginiachapter.org)

Now...  
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## 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)

## 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>





# Central Virginia Chapter Studebaker Driver Club, Inc.



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## 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