



Chapter Dues are due!



Commanding Leader

Calendar of Events

* Designates CVC Event

*January 10, 2016
Sunday @ 2:00pm
Silver Diner
10890 West Broad Street
Glen Allen, VA 23060
(804) 346-2020

INFO: <http://www.silverdiner.com/restaurants/innsbrook>

*March 12, 2016
Saturday @ 2:00pm
****Annual Business Meeting****
Officer Election
Karen's Diner
3511 Courthouse Road
North Chesterfield, VA 23236
(804) 447-4152

Friday-Saturday, May 13-14, 2016
Eastern North Carolina Chapter SDC



The Studebaker Round Up
The Farm at Long Branch
4460 Meadowbrook Road
Rocky Mount, NC 27801
Register by April 22, 2016
!!Register by EMAIL and PHONE only!!
Dixie Pack, 910-270-9880 (h)
910-431-6540 (c)
Email: dixiepack@gmail.com
Flyer at end of newsletter

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

CVC/SDC Meet ~ November 15th, 2015

The weather was perfect for our meet in November, sunny and warm.

We were joined by Rosemary and George Marshall, who recently relocated to the Richmond area in Chesterfield County from Northern Virginia. Rosemary and George drove their great 1961 Studebaker Hawk.

Jim Jett arrived in his 1963 Studebaker GT Hawk R1 and Marjorie and Fred Meiners came in their "brand X".

Our Studebakers were an extra treat for those visiting the Museum drawing a lot of attention and compliments.

The group toured the museum and grounds of Tredegar. The exhibits covered the history of the iron works founding and how it was a critical asset to the Confederate war effort. Also covered was its continued importance in the Richmond economy after the war.

After touring Tredegar, the group caravanned across the James River by way of the Manchester (9th Street) Bridge to 7th Street. There we were joined by Debbie Jett at Legend Brewery and Pub for dinner.

A great meet to end a great Studebaker year!



1961 Hawk, Rosemary & George Marshall



(L-R) Rosemary & George Marshall, Marjorie & Fred Meiners

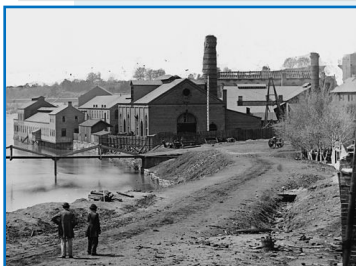
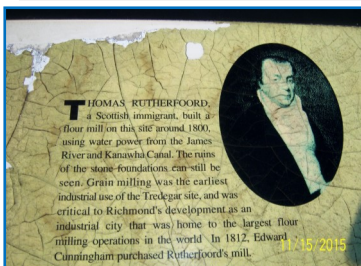


Rosemary & George Marshall by their 1961 Hawk



CVC/SDC Meet ~ November 15th, 2015

Presented below are images from our visit to Historic Tredegar.



Thomas Rutherford, founder of Rutherford's Mill. Grain Milling was the earliest industrial use of the Tredegar site

Picture of Tredegar Iron Works taken April 1865 after the evacuation of Richmond

Commanding Leader

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

Officers:

Jim Jett, President
Preston Young, Vice-President
Betsy Young, Treasurer

Next Meet

January 10th, 2016, Sunday @ 2:00pm

Silver Diner

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

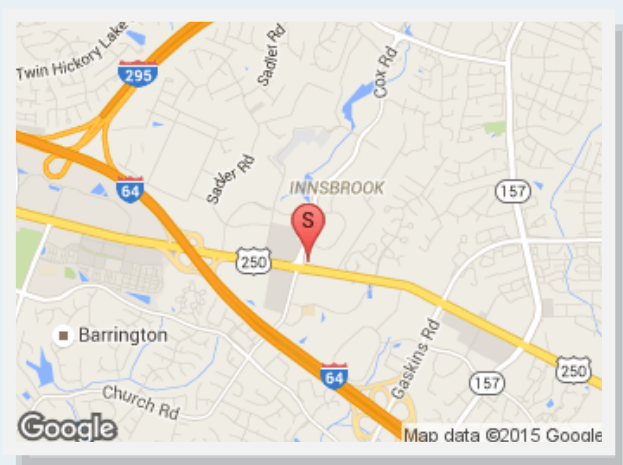
Our first meet for 2016 will be at the Silver Diner at Innsbrook on West Broad Street this year.

In 1988, Silver Diner co-founders Robert Giaimo and Chef Ype Von Hengst sought to establish an American family cuisine restaurant that bridged the gap between fast food chains and tablecloth restaurants. After touring the country visiting the best diner-styled restaurants, Giaimo and Von Hengst opened the original Silver Diner in Rockville, MD.

For more information, visit their website:

<http://www.silverdiner.com/restaurants/innsbrook>

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



March 12th, 2016, Saturday @ 2:00PM

Karen's Diner

3511 Courthouse Road
North Chesterfield, VA 23236
(804) 447-4152

CVC will have the Annual Business Meeting at Karen's Diner on the Southside this year.

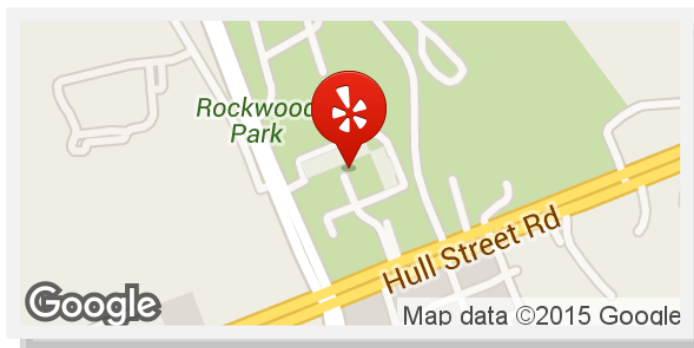
Karen's opened in late 2015 serving traditional Diner food in a comfortable and friendly environment.



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

Also, chapter dues should be paid by March 31, 2016.

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



YORK SWAP MEET March 10-11-12, 2016
Info: <http://www.sdckeystoneregion.com/>

WIN THIS 1955 STUDEBAKER!
You can purchase tickets for the 2016 Raffle Car, a 1955 Studebaker President Coupe!



52nd Annual Studebaker Drivers Club International Meet
June 26 - July 2, 2016
Warwick, Rhode Island
Info: <http://www.sdcmeet.com/>

Studebaker Sightings

Sighted by Preston Young, Linwood Crawford and Don FitzSimons at the Waugh Harley-Davidson Auction in Orange, Virginia; 1963 Studebaker Avanti.

Behind the Avanti is a rare 1952 Crosley pick-up.

The Avanti was one of many items auctioned December 5th, 2015, due to Mr. Waugh's retirement.



*Admiring the 1963 Studebaker Avanti,
(L-R) Preston Young, Linwood Crawford, Don FitzSimons*



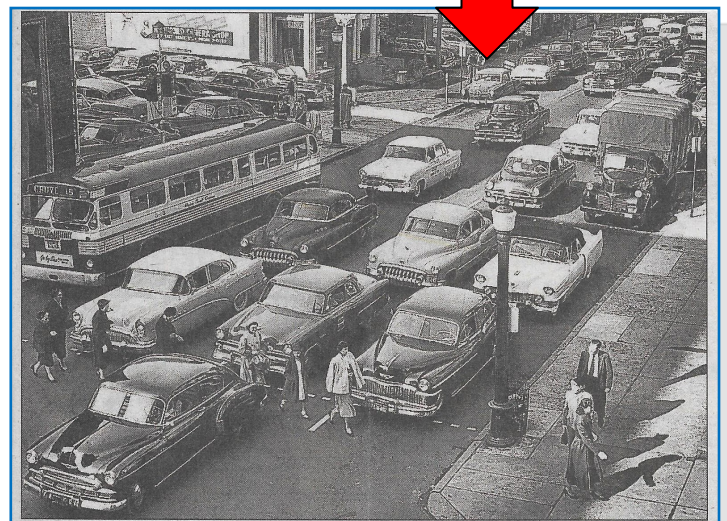
Sighted on TV by Jim Jett; a "new" 1957 Studebaker Golden Hawk.

This frame was taken from a first season (57-58) episode of Perry Mason.

It is always interesting to see Studebakers on the road when they were new.

Sighted in the Richmond Times-Dispatch by Preston Young; 1950 Studebaker.

The vintage picture was taken in October, 1954, showing traffic congestion in downtown Richmond.



TIMES-DISPATCH
In October 1954, traffic stacked up at Fifth and Franklin streets in downtown Richmond on a busy shopping day.

Studebaker Tech Tip

Studebaker Hawk Clock Repair

By STUDEMAN, Defender of Truth,
Justice and a... Cheap Stude Part!

<http://www.raylinrestoration.com/TechIndex.htm>



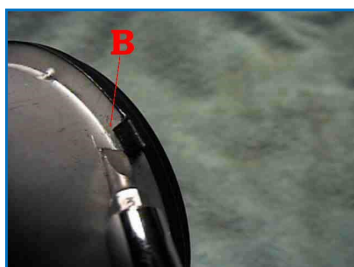
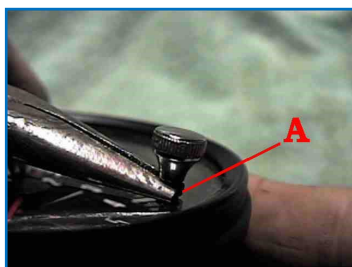
For purposes of this page, I will be using a clock from a 1962 GT Hawk as a demonstration.

Most other Studebaker clocks operate in much the same way. I have rebuilt several clocks from '56 to '64 Hawks and '63-'64 Larks. I have yet to do one for an Avanti.

The 3 most common ailments I have found are: corrosion on the "points" surfaces, general lack of lubrication, and a small wire broken for the winding pawl. The photos and descriptions that follow should help anyone repair their own clock. If you are going to try this for yourself, be sure to READ ALL THE INSTRUCTIONS FIRST! There are a few things to watch out for during disassembly that cannot be shown or described until later stages.

STEP 1: Getting Started

To get inside the clock, you must first remove the setting knob. To do this, you must grab the knob and pull it outwards from the clock face. Using pair of small needle nose pliers- grip the shaft (fig A). You should be able to unscrew the knob from the shaft by hand- however, if it is too tight, carefully use another pair of pliers to break it loose. When the knob is removed, you can then carefully pry up the tabs that hold the outer bezel to the clock- using a small screwdriver (fig B). Do not bend them more than 90 degrees, and refrain from bending them back and forth. They are quite brittle and will break if bent too often.



STEP 2: Disassembly

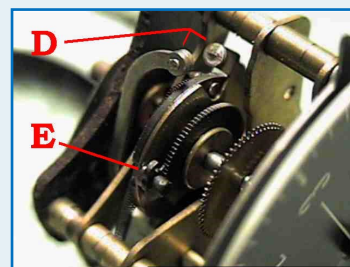
The bezel, glass, and retaining ring can now be removed. This will allow access to the clock's hands. The second hand will pull straight off with a little twisting. The minute and hour hands should be removed by hand also, though a small screwdriver may be needed to carefully pry them off. Turn the clock over, and push the rubber seal (around the power wire screw) through the opening. The inside mechanism should just fall out.



STEP 3: Cleaning the points- Checking the wiring

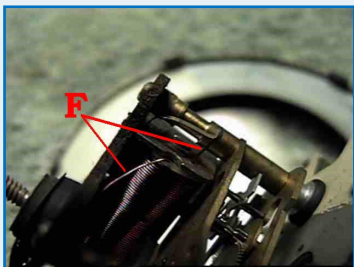
Turn the clock until you see the set of points (fig D). They will probably be closed, so you may need to open them by rolling the wheel that the "fixed" point is attached to. Inspect the points for burning, carbon or other corrosion. Use a point file or 180 grit sandpaper to clean the points up. By releasing the ratchet mechanism (fig E), you can cause the points to close, and use the sandpaper between them. Close the points to check for proper alignment. If they do not align squarely, you can bend the point arm with the needle-nosed pliers.

(Continued next page)



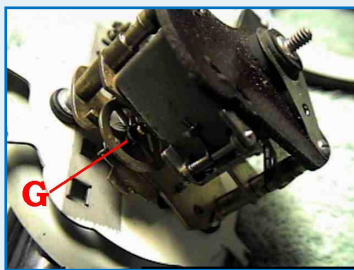
Studebaker Tech Tip - continued

The next thing to check for is the little wires for the Winding Pawl (fig F). The tiny short wire is the most likely to burn and break, but I have seen the heavier wire bad also. If either of these wires are broken, they will need to be re-soldered into place. This Pawl gets current from the battery when the points close. A magnetic field forms, and the resulting magnet "winds" the clock by pulling apart the set of points on the wheel (fig D above)- you will hear an audible "click". The spring takes over and runs the clock until the points

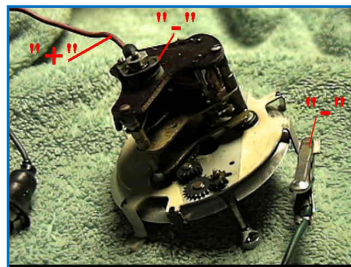


Step 4: Lubrication

Once you have determined that the contact points and winding pawl wires are in good shape, You can use an electrical spray cleaner to clean the mechanism. Spray it generously in short bursts and allow 10-15 seconds between blasts. Try to refrain from using Carburetor or Brake cleaners, as they can damage the paint on the dial face, and the insulation on the winding pawl coil. Once clean and dry, You will need to lubricate all the gears and shaft points. I use "Watch Oil" from a jeweler. I take a thin wire and dunk it in the oil- then touch all the gears and pivot points. Do NOT use WD-40 or similar spray lubricants- the propellents usually allow the lubricant to dry out too quickly for our purposes. Once thoroughly lubricated, you must "make" the clock run to work the lubricant into all the necessary places. You can manually "wind" the spring, by rolling the points apart all the way (fig D above) . I then hand-operate the spring wheel- - (fig G) this is one area you need to be really careful with. Rough handling may damage the spring, and you can certainly knock it out of it's cradle. It is pretty sensitive, and once out, it is nearly impossible to replace. However- this important part needs to be lubricated and "actuated" by hand to help work the lubrication into the mechanism. I usually will "rock" the unit to get the wheel moving. It should run 1 1/2 to 3 minutes on one winding.



I'll set the unit down in the garage, and pick it up and rock it every few minutes when I walk by. Keep an eye on the contact points, and re-spread them whenever they are closed. When the clock will consistently run by itself until the points close, it's time to add power.



I like to use my 10amp battery charger to test-run the clocks I rebuild and Use the original clock wire with a 3-amp inline fuse. Follow this procedure before adding power:

- Connect the ("+") terminal to the positive post on the clock. Be careful you do not touch the thin spring-steel ground connector ("-") that encircles the clock's positive post- you can easily burn the thin steel.
- Spread the contact points manually (fig D above) - use your finger to stop the spring (fig G above) so the clock isn't running. Reset clock to 12:00
- Connect the ground wire to one of the "mounting tabs".- be sure you have a good ground here. ("-")
- Start the clock running by actuating the spring (G) , or rocking the unit. Turn the power "on".
- Set the clock down in the normal "mounted" position. Try to maintain a clear view of the points. Watch the clock run until the points "close"- at this time, you should hear a loud click, and the points should spring apart. The clock should remain running.

The clock should run on it's own- you may need to "help" restart it on occasion. Most of the original clocks will just stop and need a tap or ground adjustment to continue. This is normal- remember, these things are 35+ years old.

(Continued next page)

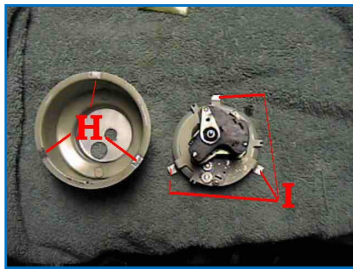


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Studebaker Tech Tip - continued

Step 5: Assembly

The reassembly is just the reverse of the disassembly-with one modification. Studebaker gauges are notorious for bad grounds. I like to take the outer clock shell and remove the paint from the recessed areas of the shell (fig H), and the tabs on the mechanism (fig I) . Upon assembly, this will provide a better ground for the mechanism, and may help prevent future problems. I also like to add a ground wire from one of the clock mounting screws to the dash's "mounting bar".



Studebaker Wheel Replacement

By Peter Yuen, from "Odds-N-Ends" December, 2013

Any of the late 70's through '89 Chrysler, Dodge, Plymouth rear wheel drive cars will work. Some are wider than others. The '85 Fifth Avenue wheels work great on Studebakers having disc brakes up front, plus they hold the original hub caps too.

Wheels from rear wheel drive, full size models of Fords fit on Studebakers as well. When looking for replacement wheels, make sure that the holes are not elongated. The elongation is a result of wear due to the wheel being on a car driven when it was loose. Regardless of whether you use Ford or Chrysler wheels as replacements, be sure to use the Ford or Chrysler nuts which are 13/16" instead of the 3/4" ones that Studebakers used.

"Why replace the wheels," you may ask. . . . It may be that your Studebaker wheels are worn or cracked around the bolt holes or you may wish to use wider tires than the original ones. After changing tires or wheels, be sure to tighten them. Studebaker specifies 75 to 83 foot pounds of torque for tightness. If tires and wheels are changed at a tire shop, ask that they use a torque limiting wrench for 75 foot pounds of torque. Some shops will try to tell you that their impact wrench used is set at the right pressure . . . Don't believe it! Over tightening or under tightening can cause wheel damage which is not immediately apparent.

Over tightening can cause stripping of the treads on the nut and wheel stud. Also, you may have trouble to remove the wheel with the tools or strength that you have.

Studebaker and Nissan

Some of you are aware of the connection between Studebaker of Canada and Nissan. For those who are not, it is an interesting "what if" story.

In 1965, President of Studebaker of Canada Gordon Grundy was sent to Japan by the Board to negotiate with Nissan an agreement to market Nissan automobiles under the Studebaker marque. This would give Studebaker new product to replace the aging platforms.

Nissan had a "President" model that would have filled the upscale slot for Studebaker. This model was made by Nissan from 1965 to 2010.

Obviously the trip was not successful and the rest is history.

There is an interesting article on the Datsun Forum regarding the proposed deal. To read the article, click [here](#) to go to DATSUMFORUM.COM.



1965 Nissan President



2010 Nissan President
Could this have been a 2010 Studebaker?

Classified Ads

Approved Classified Ads are free to all CVC/SDC members and available to non-members for \$5 per ad. Ads will be on the website for 90 days and in 1 newsletter unless renewed.

For Sale:

1941 Studebaker Champion Street Rod

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



Membership

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

Link to join CVC/SDC:

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

Link to join the Studebaker Drivers Club:

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

Visit our website at www.centralvirginiachapter.org

Wanted:

Parts for GT Hawk

Trim for the back of the Bucket seats, chrome trim that goes over the wind lace at back panels.

Contact Jim Jett at 804-232-8501 or email jsjett@va.freei.net



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

Polo Shirts, T-Shirts, hats and other items displaying the club logo are available to club members.

The Polo Shirts are available in White, Navy or Black in Men's and Women's style. T-shirts are available in white or black in Men's and Women's style.



Items can be ordered and paid for on the club website, go to: <http://centralvirginiachapter.org/MemberStore.html>



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 :
Betsy Young
Treasurer CVC/SDC
4336 Payne RD
Columbia, VA 23038-2330

The Studebaker Round Up!

May 13 & 14, 2016



The Farm at Long Branch – Rocky Mount, North Carolina

A first annual event will be held for Studebaker and related makes. C.B. and Linda Daughtridge invite you to The Studebaker Round Up held on their farm in conjunction with the Eastern North Carolina Chapter SDC.

Location: The Studebaker Round Up will be held at the Farm at Long Branch located at 4460 Meadowbrook Road, Rocky Mount, NC To see more about the Farm at Long Branch use this link: <http://www.thefarmatlongbranch.com/special-events/>

The Round Up will go from 3:00 to 9:00 pm on Friday and 7:00 am to 3:00 on Saturday.

This event will take place rain or shine. There are both outdoor and indoor arenas available large enough to display vehicles, thus weather will not be a problem.

A People's Choice award will be awarded for best Studebaker or related vehicle. **Vendors are welcome.**

The Cruise-Out Caravan: (9:00 Saturday morning) The 3 hour cruise will take us to the Barnhill Farms & Museum (antique car, truck and Caterpillar collection) and surrounding country side with light refreshments.

Lodging: Discounted rates are available at The Country Inn & Suites, 672 English Rd., Rocky Mount, NC, 27805. The rates are \$89.00. There is a free breakfast available. To make reservations call 252-442-0500 and mention that you are with the Studebaker Round Up.

Meals: Friday Night's Dinner will be provided free of charge. It will include Brunswick stew, cornbread and drinks.

Saturday's Lunch will be available for \$10.00 per person to be collected upon entering The Round Up. This meal will include your choice of barbecue **or** fried chicken, slaw, boiled potatoes and tea.

If you plan to eat at one or both of these meals it is **imperative** that you register for these meals in advance. You can do this via email or phone by April 22, 2016. **(See Registration below.)**

If you do not register for a meal in advance you will not be able to get food at the event itself. This requirement is necessary in order to have the proper number of meals available for both meals. These meals will be catered thus requiring advanced notice of exact numbers.

Registration will be by email or telephone only. To register for meals or for more information contact Dixie Pack at dixipack@gmail.com or 910-270-9880 (h) / 910-431-6540 (c).

Remember that registrations must be received by April 22, 2016 if you want to get meals at the Studebaker Round Up.

