



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

July 21, 2018

Saturday @ 8:00am - 2:00pm  
Old Dominion Late Great Chevys  
NAPA Auto Parts Auto Show  
800 Southlake Boulevard  
North Chesterfield, VA 23236  
Open to all autos from 1913 to present. Food on site, dash plaques for the first 100 entrants, Top 35 Awards, Best of Show and many other awards.  
INFO: Bob Akers 804-402-2216 or [the1964man@aol.com](mailto:the1964man@aol.com).

August 4, 2018

Saturday @ 8:00am - 4:00pm  
19th Annual

Southern Knights Cruisers  
Veterans Car & Bike Show  
Location: Richard Bland College  
11301 Johnson Road  
Petersburg, VA 23805  
INFO:

[www.southernknightscruisers.com](http://www.southernknightscruisers.com)  
Email: [uworime@comcast.net](mailto:uworime@comcast.net).

September 15, 2018

Saturday @ 8:30am - 3:00pm  
1st Annual Shepherd Center of  
Chesterfield Car & Bike Show  
Tractor Supply Company  
6801 Lake Harbour Road  
Midlothian, VA 23112  
Registration: \$20.00  
Top 25, Best GM, Mopar, Ford, Import, Truck, Motorcycle & Street Rod, Best Paint, Best Interior, Best Engine and Peoples Choice Best Of Show. Enjoy the food, DJ Music, 50/50 Raffle, Door Prizes.

INFO: (804) 706-9198

[www.shepcenter.org](http://www.shepcenter.org)

August 29 - September 1, 2018

Studebaker Drivers Club  
International Meet  
Tacoma, Washington



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

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

## CVC/SDC Meet ~ May 12th, 2018



Jim Jett's 1963 GT Hawk R-1



Lisa & Brian Munsey's 1964 Commander



Linwood Melton's 1963 Avanti R-2



Lee Harrison's 1962 Lark Daytona



Betty & Linwood Crawford's 2005 Mustang



Fred Meiners' 2003 Mercury Marauder

The Orphan Car Cruise-In was held again this year at Extra Billy's BBQ in Midlothian, Virginia, and Central Virginia Chapter SDC was there.

Driving Studebakers were Lee Harrison, Lisa and Brian Munsey, Linwood Melton and Jim Jett. Betty and Linwood Crawford, Fred Meiners, Barbara Jett and Chris Mendl and Betsy and Preston Young attended driving Brand "X".



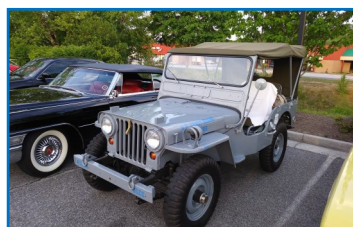
Barbara Jett & Chris Mendl's Corvette

The Cruise-In attracted a broad representation of now gone automobile marques both foreign and domestic.

The group enjoyed the restaurant's fare and the automobiles assembled.



1922 Nash



1950's Willys Jeep



1970's MGB



## CVC/SDC Meet ~ June 16th, 2018

Central Virginia Chapter attended the Orange County Cruisers June 16th Cruise-In held every 3rd Saturday at the Burger King in Orange, Virginia.

CVC members and Studebakers attending were: Fred Meiners - 1964 Studebaker Avanti R-2, Jim Beadle - 1953 Studebaker 2R Truck, Betty and Linwood Crawford - 1957 Studebaker Silver Hawk, Buzz Horne - 1957 Studebaker Golden Hawk, Jim Jett - 1963 Studebaker GT Hawk R-1, Jim Bradley - 1978 Avanti II.

As always, our Studebakers garnered a lot of attention and conversation from the enthusiast attending the event.



Betty & Linwood Crawford's 1957  
Studebaker Silver Hawk



Buzz Horne's 1957 Studebaker Golden  
Hawk



Jim Beadles's 1953 Studebaker 2R  
Truck



Jim Jett's 1963 Studebaker GT Hawk  
R-1



Jim Bradley's 1978 Avanti II



Fred Meiner's 1964 Studebaker Avanti  
R-2



### Commanding Leader

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

### Officers:

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

## Next Meet

July 14th, 2018, Saturday @ 2:00pm  
**The Pickel Barrel Restaurant**

12912 Plaza Dr  
Richmond, VA 23233  
(804) 708-0166

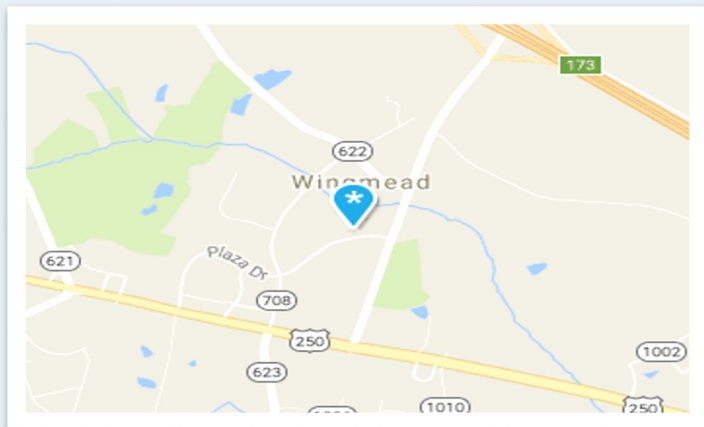
We will gather for our July meet at The Pickel Barrel Restaurant in Centerville, Virginia.

The restaurant offers American style home cooking in a casual environment.

Click [HERE](#) to go to The Pickel Barrel Restaurant Facebook Page.



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



**54th Annual Studebaker Drivers Club  
International Meet**

August 29th - September 1st, 2018  
Tacoma, Washington

**HOST:** The Tacoma Area and Greater  
Seattle Studebaker Drivers Club chapters

**Info:** <http://www.sdcmeet.com/>

Click [HERE](#) to view/download Registration  
Package.



**2018 International Drive Your  
Studebaker Day**

September 8th, 2018

The Virginia War Memorial  
621 S Belvidere Street  
Richmond, VA 23220

**Info:** <http://vawarmemorial.org/>



**September 21st, 22nd & 23rd  
Gates open at 8 a.m.**

Rockville-Centerville Steam and Gas Historical Association

**Info:** <https://fielddayofthepast.net/>



## 2018 Orphan Car Tour ~ Jarrettsville, Maryland

Saturday, June 2nd, 2018



The Orphan Car Tour is an annual afternoon driving tour for Antique "Orphan" automobiles that are at least 25 years old. This year the tour was sponsored by two SDC chapters, Potomac and Keystone, as well as Mid-Atlantic Packards, Chesapeake Bay Chapter of the H-E-T Club, Potomac Ramblers and DeSoto Owners Club of Maryland.

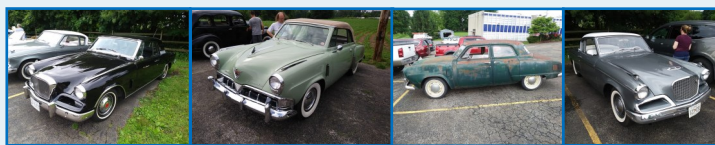
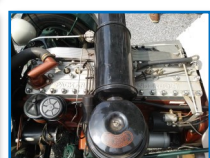
The tour started in Jarrettsville, Maryland, and ended with dinner at the Friendly Farms Restaurant in Upperco, Maryland, after driving through the beautiful rural Hunt Valley, My Lady's Manor and Worthington Valley areas of Baltimore and Harford Counties.

CVC was represented by Jim Jett in his 1963 Studebaker GT Hawk R-1.

Below is a Custom Packard Roadster built from a 1951 Packard created by Speedwell Garage Inc. of Parkton, Maryland.



1951 Packard



1962 Studebaker GT Hawk    1952 Studebaker Commander    1950 Studebaker Champion    1956 Studebaker Power Hawk



1958 Studebaker Commander    1963 Studebaker GT Hawk R-1    1961 Studebaker Lark VIII    1956 Packard 400



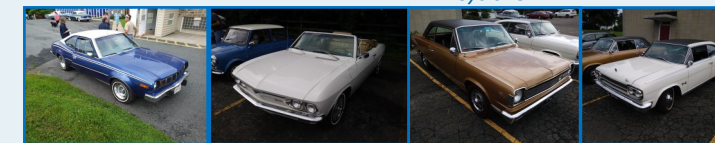
1951 Packard Custom Roadster    1935 Pontiac    1937 Pontiac    1937 HUDSON TERRAPLANE



1928 Hupmobile    1933 Hupmobile    1948 DeSoto    1937 HUDSON TERRAPLANE



1955 DeSoto    1959 Edsel    1966 Mercury Cyclone    1941 Pontiac



1977 AMC Hornet Hatchback    1966 Chevrolet Corvair Monza    1966 Rambler Rogue    1966 Rambler Marlin



1955 TRIUMPH TR3    1959 Austin Mini    1956 Clipper    1954 Kaiser



1953 Henry J Custom    1964 Plymouth Valiant Convertible    1933 Hupmobile Hood Ornament    Leaving for the Tour



## International Drive Your Studebaker Day

Saturday, September 8th, 2018



Central Virginia Chapter will drive our Studebakers to tour The Virginia War Memorial, located at 621 S Belvidere Street, Richmond, Virginia 23220, for International Drive Your Studebaker Day.

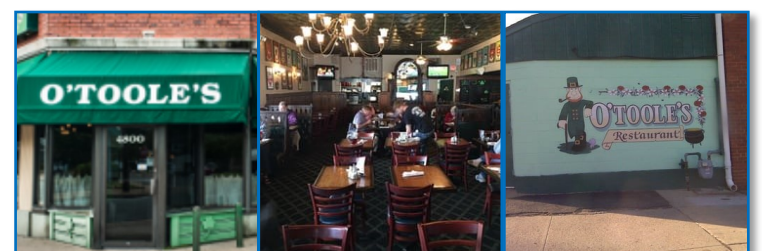
The Virginia War Memorial is the Commonwealth of Virginia's premier monument, museum, and educational center honoring the memory of all Virginians who demonstrated a willingness to serve and fight to defend the United States from World War II through today.

Through educational outreach, exhibits, documentary films, and patriotic programming, the Memorial Foundation strives to continually educate students of all ages and backgrounds on the experiences of those who served and their families on the home front.

The Memorial's Museum, the Shrine of Memory, and the Paul and Phyllis Galanti Education Center serve as one of Virginia's best resources for educational programming regarding American history from the birth of our nation to the present. The Virginia War Memorial regularly hosts a variety of school programs, both on and off site, lectures, exhibitions, seminars, and ceremonies to fulfill our mission: *"Honoring our Veterans, Preserving our History, Educating our Youth, and Inspiring Patriotism in All"*.

The group will gather at the Memorial at 11:00am for a tour of the Museum and Shrine of Memory.

After the tour, we will drive our Studebakers over the James River to have lunch at O'Toole's Irish Pub at 4800 Forest Hill Avenue, Richmond, Virginia 23225.



## Studebaker Tech Tip

### Compression Testing

By Ralph Kalal

Source: Car Tech Inc

[www.carttechbooks.com](http://www.carttechbooks.com)

**CarTech**  
Auto Books & Manuals

A compression test is one of the best ways to check the internal mechanical functioning of an engine. Since an engine's efficiency is a function of how well it pumps air, good compression in all cylinders is essential. A compression test can not only determine if there is a problem, but help isolate it. Considering the difficulty of removing spark plugs in some modern cars, if you're going to the trouble of replacing the plugs, you might want to run a compression test, too.

Professional mechanics typically use an electronic engine analyzer to perform this test by measuring cranking speed to estimate compression. But the old-fashioned way to do it—with a compression gauge—is still quite satisfactory. An engine analyzer isn't a better way, just a quicker one.

A good compression gauge can be had for \$40 or less. One end screws into the spark plug hole in the cylinder head. The other end is the gauge. An assistant cranks the engine as you watch the gauge. You repeat this for each cylinder.



To perform the test, first make sure the battery is fully charged. If it's not, the cranking speed will be reduced, which will lower the compression readings. Then disable the ignition so that no current can flow to the spark plug wires. In a modern car, this is done by disconnecting the electrical connectors to the coil pack. In an older car with only a single coil, disconnect it.

Remove all of the spark plugs as described in the text (except that you're removing them all, not one by one). If there is any

risk that it could be unclear which plug wire goes to which cylinder, use masking tape to label them with their cylinder numbers.

Open the throttle fully and hold it open by using a length of wire or bent coat hanger to hold it open. If the throttle isn't open, the engine will be slowed on the intake stroke.

If the car has fuel injection, pull the fuse that controls the fuel pump, so that fuel is not being injected into the cylinders. This avoids spraying fuel into the cylinders, which will dilute the oil on the cylinder walls, and diminish compression.



Install the compression gauge finger-tight and have an assistant crank the engine while you observe the gauge reading. Crank until the gauge stops increasing its reading, but observe the reading at each compression stroke for the cylinder, too. Repeat the process for each cylinder.

The factory shop manual will give you the compression specifications for the engine. Compression below those specifications indicates engine wear. High mileage engine having lower compression than a new one, however, isn't a surprise and isn't necessarily cause for concern. A variation of 10 or 15 psi between cylinders is normal. If, however, one or two compression readings are significantly lower than the others (more than 20 psi lower), is indicative of a problem.

If one cylinder reads significantly below others, add about a tablespoon of SAE 30 motor oil to the cylinder and repeat the test, which is called a "wet" compression test, to see if compression improves. Here's what it means:

One cylinder low usually indicates either bad piston rings or leaking valves. If adding oil caused compression to increase,

[\(continued next page\)](#)



## Studebaker Tech Tip ~ continued

the piston rings are at fault. If adding oil did not increase compression, the valves are leaking.

One cylinder low can also indicate that the head gasket is ruptured—a “blown head gasket”—affecting only that cylinder. If the vehicle has been losing coolant, that diagnosis is likely confirmed, but a cooling system pressure test will provide a sure answer.

Two adjacent cylinders with a low reading suggests a blown head gasket between those two cylinders.

Because head gaskets also seal off coolant passages, you should check for any indication that coolant is getting into the engine oil whenever you suspect a head gasket may have blown. If you find it, it confirms the diagnosis. Coolant mixed with oil takes on a brown, muddy color.

A cylinder that ultimately achieves a reading within tolerances of the other cylinders, but which takes an unusually large number of engine strokes to do so, is likely to have worn piston rings. A healthy cylinder should reach its maximum compression reading in the first two compression strokes. You can verify this by performing a wet compression test on the cylinder.

Compression that is above specifications is generally considered an indication of carbon build-up in the cylinder, cylinder heads, and piston top. It can also indicate that fluid, either coolant or oil, is leaking into the cylinder. In that case, however, you should see smoke from the exhaust when the engine is running.

## Studebaker in the Funny Pages



## CVC Members Out ~N~ About

The Richmond Chapter AACA held their 49th Annual Car Show and Swap Meet on June 23rd, 2018, at St Joseph's Villa in Richmond, Virginia.

CVC member Jim Jett attended the show with his 1963 Studebaker GT Hawk R-1. Other CVC members at the show was Brian Munsey and Linwood Melton.

Here are some Studebakers and related marques attending the show.



1936 Packard Sedan



1939 Packard Coupe



1956 Studebaker Golden Hawk  
1st Place in Class



1982 Avanti II



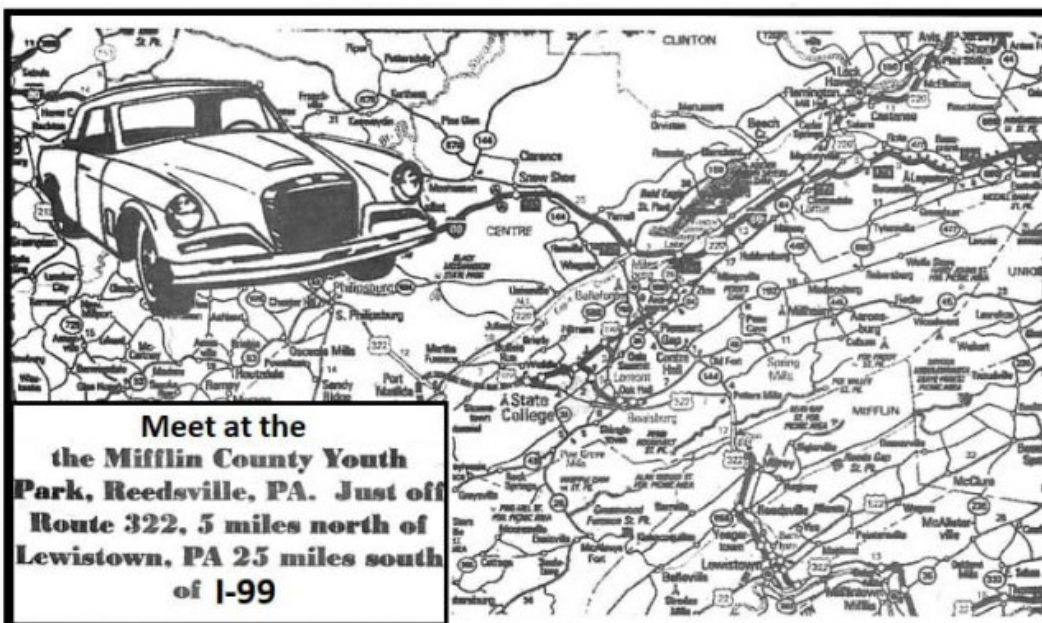
Jim Jett's 1963 Studebaker GT Hawk  
R-1



Find us on:  
**facebook®**

**REEDSVILLE, PA Flea market/swapmeet****2018: OCT. 19-20**

Vendor setup available Thur **12PM-5PM**  
**starting & closing time: 8AM-5PM**

**Cafeteria opens: 8AM-5PM**

**SPONSORED BY**  
**Manttan chapter, SDC**

**Vendor space: \$40 Space size 7 X 10**  
**Tables: \$5**

Indoor space is limited, so reserve yours today.  
 For flea market reservations, information, motel listings, camper facilities and parking

Conact Garth Corkins Garth's Phone number 717-437-0143 Corkinsswap@gmail.com

**CVC/SDC apparel available**

Items displaying the club logo are available to club members. The Polo Shirts are available in White, Navy or Black in Men's and Women's style. T-shirts are available in white or black in Men's and Women's style.



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

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

**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?

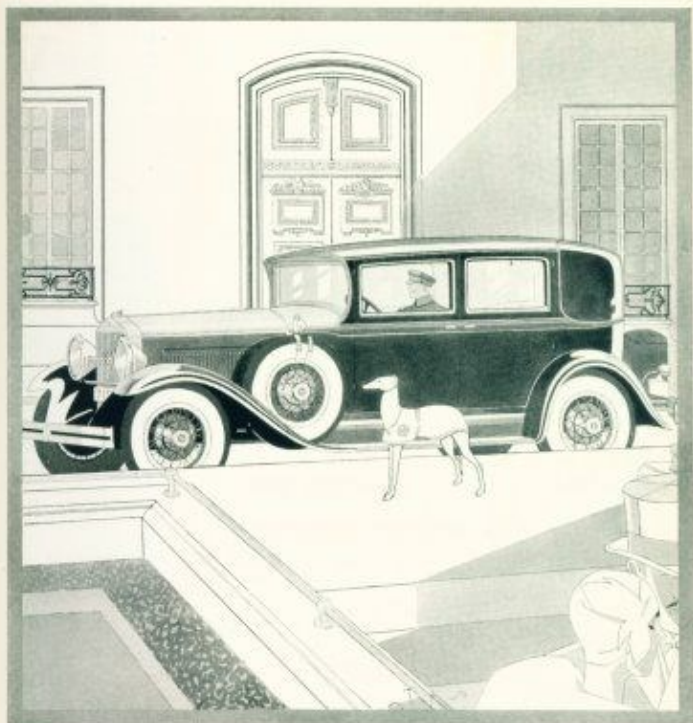
If so, send them to the editor at  
[jsjett@centralvirginiachapter.org](mailto:jsjett@centralvirginiachapter.org)



## Classified Ads

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

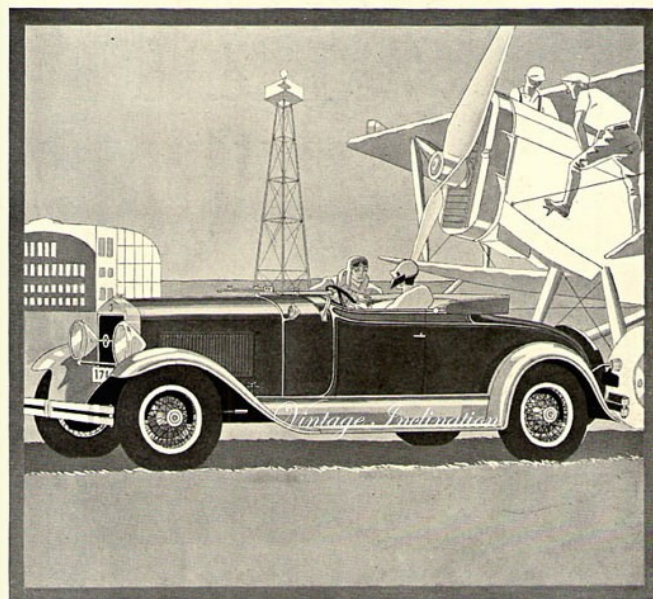
**For Sale: No Ads this issue**



*The Commander Brookham—with six-cylinder motor, \$1945; with straight-eight motor \$1675. Six wire wheels and trunk standard equipment. Prices at the factory—bumpers and spare tires extra.*

NOTHING short of championship fleetness—nothing less than stamina unmatched in all motordom—could have inspired the appealing beauty of these great new Studebaker eights and sixes. In every line and contour, you will sense the remarkable ability which has won for Studebaker every official stock car speed and endurance record. Balanced motor cars! Style that interprets performance—performance that fulfills every promise of youthful style. Champion motor cars! At One-Price prices!

STUDEBAKER  
*Builder of Champions*



*Studebaker President Eight Roadster, \$1785. Commander Eight Regal Roadster, \$1995. Commander Six Regal Roadster, \$1450. On each, 5 wire wheels standard, roomy rumble seat. Commander Six Roadster, wood wheels—\$1375. Prices at the factory. Bumpers and spare tire extra.*

STUDEBAKER'S artisans, with world-champion motor cars to inspire them, have created something utterly new in body styling. They have superbly interpreted the fleetness and staying power which enable these great straight eights and sixes by Studebaker to hold every official stock car record for speed and endurance. You sense, too, the docile obedience, the velvet travel-ease, which Studebaker introduced and alone can offer. And since all this power, beauty and comfort are offered at One-Price prices it is not surprising that Studebaker is selling more eight-cylinder cars than any other manufacturer.

STUDEBAKER  
*Builder of Champions*

## 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>



# 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