



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

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

July 11th, 2020  
Saturday @ 9:00am-2:00pm  
Street Dreams Cruisers 5th Annual Car, Truck and Bike Show  
Strosnider Chevrolet  
5200 Oaklawn BLVD  
Hopewell, VA. 23860  
All Makes, Models & Years  
Registration: \$15.00, \$20.00 Day of show  
Pre-Registration @ website: [www.streetdreamscruisers.net](http://www.streetdreamscruisers.net)

July 11th, 2020  
Saturday @ 9:00am-2:00pm  
610 Cruiser's Annual Memorial Car Show  
The Classic Car Center of Fredericksburg  
3591 Lee Hill Dr  
Fredericksburg, VA 22408  
All Makes, Models & Years  
Registration: \$20 or \$15 w/ donation of non-perishable food for the Fredericksburg Food Bank  
INFO: EMAIL - [xlccva@gmail.com](mailto:xlccva@gmail.com) or [610cruisers@gmail.com](mailto:610cruisers@gmail.com)

August 15th, 2020  
Saturday @ 9:00am - 3:00pm  
Virginia Classic Cruisers 24th Annual Car Show  
Bruce's Super Body Shop  
11200 Midlothian Tnpk  
Richmond VA 23235  
All Makes, Models & Years  
Registration: \$20  
INFO: Jeff, (804) 477-2307, Facebook: [Virginia Classic Cruisers](https://www.facebook.com/VirginiaClassicCruisers)

September 5th, 2020  
Saturday @ 9:00am - 3:00pm  
16th Mt. Olivet Baptist Church Brotherhood Ministry Car, Truck and Motorcycle Show  
Mt. Olivet Baptist Church  
17520 Jefferson Hwy  
Montpelier VA 23192  
Trophies: Great 8 Modern, Top 15 Classic, Best Paint, Best Engine, Best Custom, Best Street Rod, Best Original, Best GM, Best Ford, Best Mopar, Best import, Specialty Vehicle, Truck Class, Motorcycle Class, People's Choice, **how about this one...BEST Abandoned Brand (AMC, Pontiac, Olds, Studebaker, etc.)** and Best of Show  
Registration: \$15 day of show  
INFO: Greg Wyatt, (804) 363-1361, Melvin James, (804) 306-5756  
Website: [mtolivetbaptchurch.org](http://mtolivetbaptchurch.org)

September 19th, 2020  
Saturday @ 8:00am - 2:00pm  
Old Dominion Late Great Chevy Annual Car Show  
TRANSFORMATION CHURCH RVA  
6000 IRON BRIDGE RD  
NORTH CHESTERFIELD, VA 23234  
All Makes, Models & Years  
INFO: Ben Beale, Phone (804) 920-3032

For more events in Central Virginia,  
go to the Car Club Council of Central Virginia website:  
<http://carclubcouncil.com/>  
Serving Car Hobbyists Since 1995

## CVC/SDC Meet ~ Didn't happen

Normally, we would have had a gathering of the Central Virginia Chapter in May. However, this chapter meet was a victim of circumstances beyond our control. Car enthusiast events everywhere were cancelled, even the SDC International meet.



Things are starting to open again, and that means car gathering are again happening. It's time to get our Studebakers back out and about and support local events!

We will have a chapter meet as usual in July, and hopefully get together for International Drive Your Studebaker Day.

Happy 4th of July, enjoy your Studebaker and keep the shinny side up!



## Next Meet

July 12th, 2020, Sunday @ 2:00pm

## Not the 4th of July Picnic

221 Fairway Dr  
Louisa, Virginia 23093  
HOST: Jeanette Smith & Jim Jett  
(804) 920-2129

Central Virginia Chapter will have a picnic in July, just not on the 4th.

Hosting the event will be Jim Jett and Jeanette Smith, who has provided her home as the event site.

Food and beverages will be provided, so just bring your Studebaker and enjoy a Sunday afternoon in the shade of the backyard.

### Directions:

#### From Richmond via I-64:

Travel I-64 west to EXIT 159, toward Gum Spring/Mineral.

Turn right onto Cross County Rd/US-522 N.

Turn left onto Jefferson Hwy/US-33 W/US-522 N. Continue to follow Jefferson Hwy/US-33 W.

Turn left onto Club Rd.

Take the 1st right onto Fairway Dr.

221 FAIRWAY DR is on the left.

#### From I-64 west:

Travel I-64 east, take the VA-208 exit, EXIT 143, toward Louisa/Ferncliff.

Turn left onto Courthouse Rd/VA-208.

Turn right onto E Main St/US-33 E/VA-208/VA-22.

Turn slight right onto Jefferson Hwy/US-33 E.

Take the 1st right onto Club Rd.

Take the 1st right onto Fairway Dr.

221 FAIRWAY DR is on the left.

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



Here is an interesting article about how the Knock-down kits were put together in the Hamilton, Ontario, plant for export.

# Packaging air is waste of money

**Packaging technique** is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000-sq ft dockside plant in Hamilton, Ont., where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content—"cube" to anyone in or around the shipping business. And the reason is elementary—the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping

Model Y sedans to Israel, South Africa and Australia.

**Studebaker in the U.S.** has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined

Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

**The economics** of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lb.

**Parts are delivered** to the dockside operation from Studebaker's Hamilton plant and from the latter company's



As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.

## **Commanding Leader**

Quarterly publication of the  
Central Virginia Chapter  
Studebaker Drivers Club  
Richmond, Virginia  
Jim Jett, Editor  
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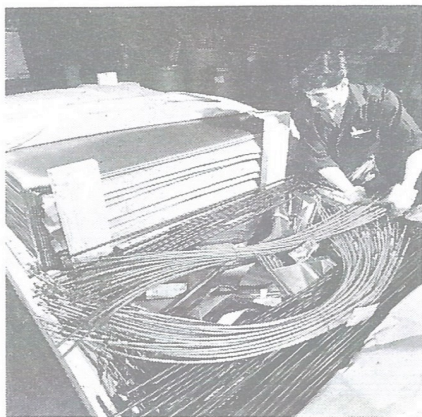
## **Officers:**

Jim Jett, President  
Lee Harrison, Vice-President  
George Marshall, Treasurer



suppliers, working to a schedule formulated by the packing company and Studebaker.

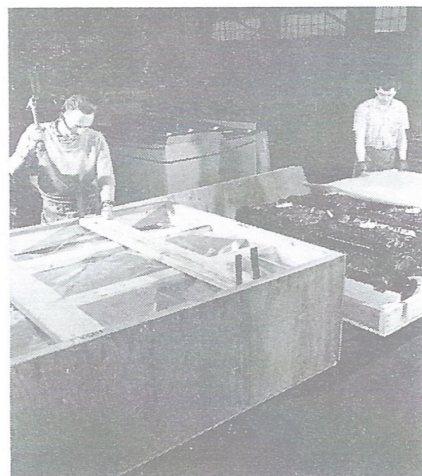
Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.



Panels share crate with cables, other parts.



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

**All crates** used by the company have plywood facing and tops, with bottom construction of  $\frac{7}{8}$  x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using  $1\frac{1}{4}$  in. plain and perforated and  $\frac{3}{8}$  in. banding supplied by Acme Steel Co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down, have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant but, to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate—eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

**For framing components**, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of

the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

**For critical components**—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted but weighed, using a Toledo over-and-under scale.

**When a shipment** is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

**Illustrating the efficiency** of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. And total delivery during the period amounted to 2,500 vehicles. □



Here's another example of how various car parts are packed to conserve space in crates.

Reprinted from CANADIAN PACKAGING March 1965  
FOR SUMMERHAYES INDUSTRIAL AND WOOD PRODUCTS LIMITED





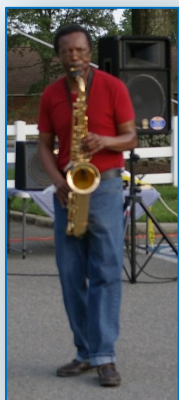
## CVC members Out-n-About

Jeanette Smith and Jim Jett took his 1963 Studebaker GT Hawk R-1 to an impromptu cruise-in on Friday, June 12th, 2020, at Angelo's Italian Pizza Restaurant in Midlothian, Virginia.



The River City Diner in Midlothian, Virginia, had their "Motown Night" Cruise-in Saturday, June 27th, 2020. Becky and Lee Harrison were there with their 1963 Ford Falcon. Jeanette Smith and Jim Jett attended in his 1963 Studebaker GT Hawk R-1.

The weather was great, as was the entertainment, provided by local R & B artist Dennis Coleman.



## AUTOMOTIVE TERMS ILLUSTRATED

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



## Odds 'N' Ends

### Studebaker - First By Far With A Post-War Car

By Pete Yuen

A new design for the auto industry was introduced to the public by Studebaker for the 1947 market. The design was credited to the Raymond Lowey Design Studios. The design was quite a radical departure from the preceding, conservative models which had many people at that time suggesting that they did not know which way the car was going. The most likely reason for that statement would be the rear glass of the car. It had nearly as much on the 2 and 4 door sedans and more glass on the rear of the body on the Starlight models than it did on the front windshield. Indeed, there were things within the Studebaker that were coming and going . . .

The '47 Studebaker was a very comfortable riding car for that era. The original plan was for the car to have the torsion-bar front suspension but due to inadequate supply of the high-quality steel necessary, the front suspension kept the single, transverse wide leaf, multi-layer spring. For the 1950 model, this single leaf front suspension system would be replaced with the more modern independent front suspension. For shock absorbers, it used the now obsolete Houde (brand?), rotary, 2- way with linkage using the longer linkage units for the rear suspension and the shorter linkage for the front suspension. These shock absorbers were adjustable for ride control and repairable unlike the ones that they gave way to which is the telescopic type that would be much cheaper to produce than the Houde ones as they were castings and much machine work had to go into their production. The Houde shock absorbers, (Right) would be replaced with the telescopic type in the 1950 model cars which used the independent front wheel suspension with "A" frames. This type of front suspension would be used from the 1950 models right through to the time that last Studebakers were produced in 1966. Soon to go were the vacuum windshield wipers to be replaced with electric units in the 1951 models. The front grille of the '47-'49 models were made of stainless steel and were the last Studebaker models to



have it. Replacements were made of pot metal/chrome or steel/chrome. Even the exterior door handles were made of stainless steel for the '47-'50 Champion models. It seems like that Commanders and Land Cruiser models of that period may have used chromed exterior door handles. They were molded, shinier and heavier than the stainless-steel ones that were fabricated.

While Studebaker cars had many innovations, they were not as quick to change over from the 6 volt, positive ground electrical system to the currently used, 12 volt, negative ground system as other brands of cars. The year of the changeover was 1956.

Were there design shortcomings? "Yes," in the writers' opinion: The trunk lid has nice appeal but when it rains, the water sitting on this rear deck is dumped into the trunk compartment when the lid is lifted. Also, in some models, the glass in the front doors are too floppy after some use. When opening and closing the doors, the glass should be fully raised or fully lowered and not in between when shutting the door. Regardless, it is a beautiful car.





## 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](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>

**THE Studebaker STYLE**

IN the vehicle world, representatives of every class of workmanship mingle together on the fashionable boulevards. The discerning eye readily distinguishes the STUDEBAKER vehicles among the passing throng by that subtle air of fashionable elegance which has made them so unquestionably the standard. STUDEBAKER STYLE is not mere outer ornamentation, or mere novelty, but a happy combination of many details in harmonious relationship. It represents the experience gained by fifty years of constant improvement.

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Full Lines at any of the following Repositories. Also Harness and Accessories.

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CHICAGO, ILL.: 378-388 Wabash Avenue.  
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DENVER, COL.: Corner 15th and Blake Streets.  
SALT LAKE CITY, UTAH: 157-159 State Street.  
PORTLAND, ORE.: 328-334 E. Morrison Street.  
SAN FRANCISCO, CAL.: Corner Market and 10th Streets.  
Local Agencies: Everywhere. Factory and Executive Office: South Bend, Ind.

THE SATURDAY EVENING POST February 5, 1914

**Studebaker SIX**

ELECTRICALLY LIGHTED  
ELECTRICALLY STARTED

**\$1575**

All That a "Six" Should Be  
So big, so beautiful, so smooth, and so silent, that the lowest price in the world comes as a clinching and conclusive argument which leaves you completely and irrevocably "sold" on this Studebaker "SIX."

Studebaker, Detroit

**Buy it Because**



## 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