



Commanding Leader

Calendar of Events

* Designates CVC Event

July 10th, 2021

Saturday @ 9:00am-3:00pm
Street Dreams Cruisers
6th annual Car, Truck and Bike Show
Strosnider Chevrolet
5200 Oaklawn Blvd
Hopewell, VA 23860
INFO: Glenn Harris - (804) 317-0025
Website: streetdreamscruisers.net

*July 11th, 2021

Sunday @ 2:00pm
Not the 4th of July Picnic
221 Fairway Dr
Louisa, VA 23093-6522
HOST: Jeanette Smith & Jim Jett
INFO: Jim Jett -(804) 232-8501

August 28th, 2021

Saturday @ 8:00am-3:00pm
2021 Old Dominion Late Great Chevy Club
Annual Auto Show
Transformation Church RVA
6000 Ironbridge Rd
North Chesterfield, VA 23234
INFO: Ben Beale - (804) 920-3032
EMAIL: odlgc@protonmail.com

September 11th, 2021

Saturday @ 12:00pm-4:00pm
15th Annual Zoan Baptist
Car Show
5888 Plank Rd
Fredericksburg, VA 22407
Registration @ 10:00am
INFO: (540) 786-8317
EMAIL: rickardrandy358@gmail.com

September 11th, 2021

Saturday @ 10:00pm-3:00pm
14th Annual HBC Car Truck & Motorcycle Show
Hyles Baptist Church
7220 Courthouse Rd
Chesterfield, VA 23832
INFO: James Leavy - (804) 839-6084
EMAIL: jamesleavy@msn.com
Website: www.hbccarshow.com

September 18th, 2021

Saturday @ 8:00am-3:00pm
51st Annual Richmond Car Show and Swap meet
St. Joseph's Villa
8000 Brook Road
Richmond, VA 23227
INFO: www.RichmondCarShow.com

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



CVC meet ~ April 11th, 2021

The Central Virginia Chapter of the Studebaker Drivers Club held its annual meeting on Sunday, April 11th, 2021, at River City Diner located in Midlothian, Virginia.

The weather was great, and we had 7 member Studebakers in the parking lot:

- Betty and Linwood Crawford - 1957 Studebaker Silver Hawk
- Herman Gantt - 1953 Studebaker Coupe Custom
- Becky and Lee Harrison - 1962 Studebaker Lark Convertible
- Jeanette Smith and Jim Jett - 1963 Studebaker Gran Turismo R-1
- Linwood Melton - 1963 Studebaker Avanti R-2
- Karen & Fred Meiners - 1965 Studebaker Cruiser
- Mike Welch - 1941 Studebaker Custom

Attending sans Studebaker were Chris Mendl, George Marshall and Brian Munsey.

The meeting was called to order to complete the Chapter business of electing officers for 2021. Nominations were made and the following officers were elected:

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

Having no further business, the meeting was adjourned.



Karen & Fred Meiners, 1965
Studebaker Cruiser



Linwood Melton, 1963 Studebaker Avanti R-2



Mike Welch, 1941 Studebaker



Becky & Lee Harrison, 1962
Studebaker Daytona



Jim Jett, 1963 Studebaker GT Hawk R-1



Herman Gantt, 1953 Studebaker

CVC meet ~ May 22nd, 2021

The meet for May was scheduled to be the "Orphan Car Cruise-in" at River City Diner in Midlothian, Virginia. However, due to staffing issues there, our meet was moved down the street to Noodles & Company.

The Cruise-in was well attended, and we had a good showing for our marque:

- Becky and Lee Harrison - 1964 Studebaker Daytona Convertible
- George Marshall - 1961 Studebaker Hawk
- Linwood Melton - 1963 Studebaker Avanti R-2
- Karen and Fred Meiners - 1965 Studebaker Cruiser

Arriving in Brand X were Jeanette Smith and Jim Jett, Chris Mendl and Mike Welch.

Another great afternoon for Studebaker fans!



Linwood Melton, 1963 Studebaker Avanti R-2



Becky & Lee Harrison, 1964 Studebaker Daytona



George Marshall, 1961 Studebaker Hawk



Karen & Fred Meiners, 1965 Studebaker Cruiser



Chris Mendl, 2019 Chevrolet
Corvette

Jim Jett, 2016 Dodge Challenger
SRT 391





57th Studebaker Drivers Club International Meet

Indianapolis, Indiana

September 8-11, 2021

The Indy Chapter of The Studebaker Drivers Club (SDC) would like to personally invite all SDC members to attend the 57th annual SDC International Meet September 8-11 2021, Indianapolis Indiana. The past twelve months have been challenging due to the COVID pandemic, hopefully with the vaccines we can return to our normal lives. Over the past year the Indy Chapter has been planning for an annual meeting in a casual setting at an affordable price.

The location for the International Meet is the Marion County Fairgrounds, the facility mimics closely the 2019 Mansfield meet. The fairgrounds encompasses 144 acres with several buildings that will be utilized. Camping with full hook up is available on the grounds as well as free car trailer parking. The entire facility is secured by fencing. From the fairgrounds our chosen hotels are a short 10 minute drive on rural roads. The hotels were chosen by a three point criteria, safety, cleanliness and price. Three of the seven hotels are under \$90.00 per night and filling fast. Hotels are within walking distance of each other so it is easy to gather evenings and visit with friends, new or old.

Your National Board has approved a meet registration that includes an "early bird special", please take advantage of this offer before it ends. Due to COVID many of our planned tours are in limbo as mandatory closures of many venues are still in effect. In the near future we will publish a list of those events and any costs associated. By late spring we should have tours and attractions finalized.

Our daily calendars are full of activities ranging from swap meet to seminars with a couple new twists. New this year will be an "all makes" car show along with the Studebaker car show on Saturday September 11 2021. Also on Saturday will be the annual Midwest Model Car Show, this year they will be featuring all models Studebaker. More details to follow on the model show, SDC members will be able to show and compete if desired.



Our Swap meet will be a combination of indoors and outdoors along with a car corral. One building is sold out with the second building nearing 50% capacity. A third building can be added if demand for space requires it. Outdoor vending is more than ample with most enjoying shade tree sites. Food and drink vendors will be on the grounds each day of the meet. We will also have a hospitality room for folks to gather and rest, water, coffee and snacks complimentary.

Seminars, Dr. Herbert Terry, SDC member, will present a two part seminar on the Studebaker US6 truck and its' part in World War II. Jeff Rice, SDC member, will be presenting two seminars one on cylinder head modification and another on intake manifold modifications. Of course the staple Studebaker Co-Operator seminar is also scheduled. Board of Directors meeting as well as the regular members meeting are also included.

What gathering would be complete without some music? We will have our staple, The Studebaker band performing several concerts during the meet. A brass band will entertain on Tuesday evening at the Ice Cream Social and on Friday evening we will have a "street dance" with a disc jockey as well as a variety of food truck vendors for your dining pleasures.

Those of you who enter cars for concourse judging, we will again use two days for judging and drive thru as in the past. We are going to tweak the format with additional judging stations and dedicated stations per class. This will make for a much shorter time in the judging line. Awards will be presented on Saturday at 3:00p.m. Followed by a farewell Bar B Que dinner.

We are not finished, there are more events still to be confirmed. Check your monthly issue of Turning Wheels for updates. SDC events have been cancelled and members separated for too long by this pandemic, we look forward to once again joining together in the hobby we love. Book your hotels and register early, see you soon!

Joe Bacon, Indy Meet Chairperson

Click [HERE](http://www.centralvirginiachapter.org) to go to the SDC Meet Website.

Next Meet

July 11th, 2021, Sunday @ 2:00pm
Not the 4th of July Picnic

221 Fairway Dr
Louisa, VA 23093
(804) 232-8501

No fireworks, just an afternoon of good food and company.

Our July meet will be hosted by Jeanette Smith and Jim Jett in the Town of Louisa, Virginia.

Food and drink is provided, just bring your Studebaker and yourselves. If the Studebaker isn't up to it, just yourself!

See you then!

Jim Jett

804-232-8501

804-920-2129 (cell)

Jeanette Smith

410-991-5000 (cell)



Directions:

Driving I64 west from Richmond:

- Take the US-522 exit, EXIT 159, toward Mineral/Gum Spring.
- 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, Louisa, VA 23093-6522, 221 FAIRWAY DR is on the left.

Driving I64 east from Charlottesville:

- 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-22/VA-208.
- 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, Louisa, VA 23093-6522, 221 FAIRWAY DR is on the left.

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



—SECOND SATURDAY IN SEPTEMBER—

International Drive Your Studebaker Day is an official event of the Studebaker Drivers Club (SDC). It is held on the 2nd Saturday of September. **This year the day is Saturday, September 11th.**

Mark your calendar now to join Studebaker drivers around the world on the road and show off your Studebaker car, truck or horse-drawn vehicle! Participation is easy! Just drive your Studebaker on the second Saturday in September and tell people why you love Studebakers!

The CVC event for September 11th has not been set yet, so, stay tuned!

Commanding Leader

Quarterly publication of the
Central Virginia Chapter
Studebaker Drivers Club
Richmond, Virginia

Jim Jett, Editor

jsjett@centralvirginiachapter.org

Officers:

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

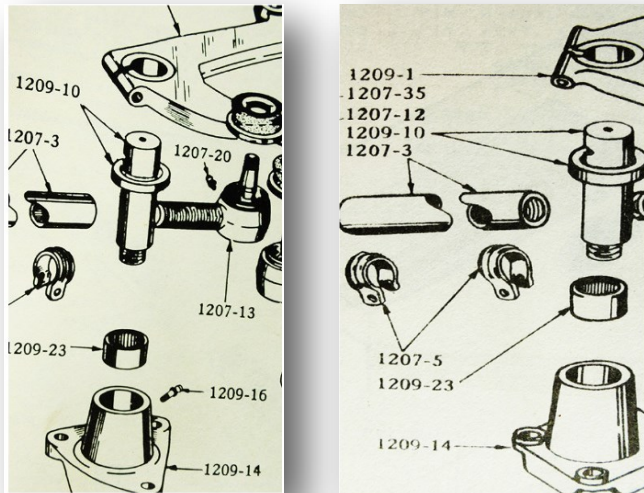
Studebaker Tech Tip

Olds 'N' Ends

Steering Slack

By [Peter Yuen](#)

Parts ID:



1209-1---Bell crank for the center point steering, 1209 -10- Spindle for bell-crank, 1209-3 Needle bearing, 1209-14 - Housing for bearings and spindle. The spindle housing on the left is for the 1950 models, having a triangular base and the spindle housing on the right has a square base for the 1951 models to the 1966 models of Studebakers. The 1963 and 1964 Avanti models used the same bearing/bushing housings as did the later generations of Avanti's until 1985. Greasing of the spindle on the Studebaker and Avanti models that have the center point steering is often overlooked as the grease fitting is located on the spindle housing, 1209-14, as it is somewhat hidden in the front cross member, facing the engine. The lack of lubrication can cause hard steering and premature wear on the bearings for the spindle bearings of which there are 2, a top and bottom bearing in the assembly housing.

Needle bearings were In use to 1962 and then a change for the 1963 Studebakers going to bronze bushings. This is not to be considered an improvement over the needle bearings.

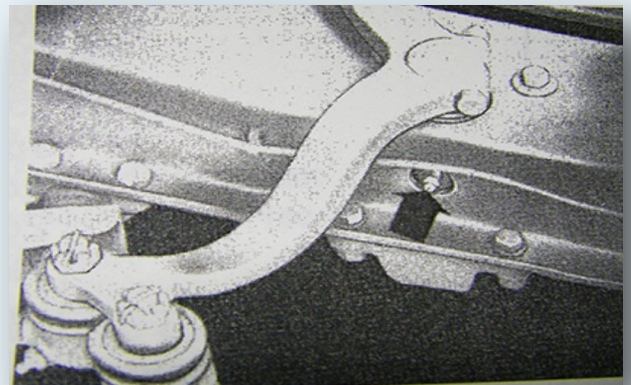
In fact, it was a negative switch that should have never happened as the bushings were inferior to the needle bearings for 2 reasons: The wear factor of the bronze bushings and the increase friction.

The bell crank must be well tightened on to the spindle. If I can remember correctly, the bolt used on the bell-crank is of high tensile steel. *(Note) If this is the case, do not lose the bolt if you are restoring the car.

The spindle bearing housing with the needle bearings should be relatively trouble-free if lubricated at the intervals recommended by Studebaker. After much usage, the spindle may wear but on the spindle housings using bushings, there will be more wear on the spindle and the bushings. This wear causes slack. There are other components in the steering system that can cause steering slack such as worn ball joints on the steering linkage and pitman arm. There is also adjustment that can be made on the steering box.

After checking out the all of the components if the steering system, there is one more check if there is slack and that is to make sure that the wheels are well secured.

In many cases, the greasing of the spindle for the bell crank and the bearings/bushings is overlooked as the grease fitting is not easily seen. It is on the rear of the front crossmember, facing the engine as shown in picture below at arrow. Note that the grease is recessed in the cross member.

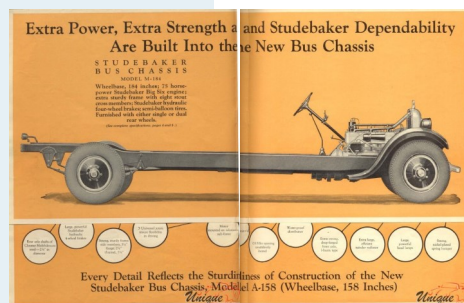


*(Note) A high tensile bolt has more that 3 slashes (Embossments or radial lines) on the head. The majority of the bolts on automobiles have 3 slashes on the head which is a grade 5 bolt. A grade 8 bolt has 6 slashes.

Studebaker in Transportaion

James River Transportation, the Richmond-based charter bus and transportation company, started in 1928 as a bus line from rural Virginia to Richmond, which had a route that followed the path of the James River.

The company started out right with the purchase of a new 1928 Studebaker bus.



Studebaker Corporation ad touting the attributes of the Studebaker Bus.

Studebaker in the Military

Military victories of Studebaker



INTERNATIONAL DRIVING AUTHORITY

November 16, 2018

<https://idaoffice.org/posts/military-victories-of-studebaker/>

The Studebaker is a symbol of anti-Hitler coalition's victory in the Second World War, and this is not an exaggeration. Two hundred thousand of these machines were delivered to the USSR in accordance with the Lend-Lease contracts. The history of using Studebakers in wartime is a separate conversation. Therefore, we decided to highlight in a separate article all the points related to the military contribution of the Studebaker to the history of armament.

The First World War and automotive industry

The increased load capacity and off-road capability of the Studebaker electric truck were in demand in the US armed forces since 1908. Such vehicles were widely used for work in warehouses of naval ports. Their speed was 13 km/h, and the payload was from 750 kg to 5 tons. But even earlier, in 1907, 30-power N sports models were used to deliver urgent messages to army divisions. In 1917, Capt. Arthur Crossman, on a 24-power SF chassis, manufactured high-speed machine-gun carts, which developed a speed of 96 km/h. In 1918, one of the first world's tanks was manufactured on Studebaker.

When the First World War ended, the firm continued to supply its serial products to the US armed forces. So, large hospitals ordered Studebaker capacious "Metropolitan" sanitary coaches, installed on elongated chassis of passenger cars. Such work was conducted since 1928. In 1933, a special military vehicle, machine-gun armored car T5 to accompany the cavalry (on chassis), was created. In 1939, 90-power Commander cars were used for ambulances.



The contribution of Studebaker to the anti-Hitler coalition's victory in the Second World War

When the Second World War began, the leadership of Studebaker took up the creation of all-wheel-drive army vehicles. In February 1940, the first army one-and-a-half-ton truck K15F (4x4) appeared, unified with the civilian K-25 series and equipped with Timken leading axles.

Studebaker concluded a contract with the French government to supply two thousand commercial 2.5-ton K-25s with the 86-horsepower Hercules JXK engine and a five-speed gearbox that differed from the series ones only with a radiator grille.

In 1941, an order for 4724 vehicles of a 2.5-ton version of the K-25S (6x6) was received from the US military.

Based on the K-25S, Studebaker created its own 2.5-ton truck US6 (6x6) with a flat paramilitary radiator cowl, rectangular front panels and wood metal body with sun protection roof and folding benches for 16 seats.

The production of the US6 series began in January 1942, and by the end of the year, Studebaker produced 4,000 cars a month. These cars were supplied under the Lend-Lease.

In 1942-1944, the company produced a five-ton 6x6 series, which included side-trucks US6.U7 and US6.U8 with a winch and a short-base semi-trailer truck US6.U6. The US6 trucks weighed 3,670-4,850 kg, had an official gross weight of 8.6 tons, a road clearance of 250 mm, a fuel distance of up to 400 km, reached a speed of 72 km/h and used an average of 38 liters of fuel per 100 km. They were widely used to install various bodies and weapons.



Military victories of Studebaker

(continued)

The little-known military vehicles of Studebaker include experienced low-profile vehicles built in 1941-1943 and unified with the US6 family. The most original was the one-and-a-half-ton LC (4x4) version, which was more like a trailer than a car. There were the 109-power engine "Hercules JXD", and on the left – a fuel tank, a radiator and a tool box. The improvised driver's cab was created by canvas top with celluloid glass.

Lightweight low-profile LA and LB (6x6) trucks differed in the location of spare wheels and the driver's seat – next to the engine or in the far left body corner. This increased cargo bed's space, reduced curb weight and overall height to 1.9 m. The three-ton version of the LD was equipped with a lowered cargo bed and single-tires.

The firm "Studebaker" also manufactured engines for the B17 bombers and the "Weasle" crawler-transporters.

Supplies of Studebakers to the USSR

The Lend-lease policy – the system of transfer by the USA on loan or lease of military equipment and other materiel to allied countries during the Second World War. In November 1941, the US extended the Lend-Lease Act to the USSR.

The Studebaker US6, delivered under the Lend-Lease, was a standard and absolutely ordinary American vehicle, almost unknown in the US and Western European countries, and remained in the second echelon of vehicles during the Second World War. It had a classic layout and traditional design; its carrying capacity on the highway was 5 tons, on the ground – 2.5 tons (in the USSR it was estimated at 4 tons). The car was equipped with a six-cylinder gasoline engine "Hercules JXD" (5243 cm³, 87 hp), a dry single-plate clutch "Brown-Lipe", a mechanical five-speed transmission "Warner" and a two-speed transfer, a "Timken" independent cardan drive of axles with a split case, rear leaf-equalizing suspension, a two-seater all-metal cabin (since 1943 – open with a soft top), six-voltage electrical equipment and tires, sized 7.50-20. In South Bend, such trucks were produced until the end of 1944.

In the USSR, mine throwers were installed on various platforms, but in April 1943 a unified model of the BM-13

(the Katyusha rocket launcher) on the Studebaker US6 chassis was adopted.

In total, the US supplied about 200 thousand Studebakers to the USSR through Iran, Alaska and Murmansk. Each truck also had a set of spanners and as an overall – a nice waterproof driver's jacket made of sealskin. The last, by the way, were never given to ordinary drivers – it was confiscated by intendants.

Unlike Soviet trucks, the "American" had four-wheel drive – on all three axles. In addition to the all-wheel drive US6x6, the Red Army was supplied with US6x4, which had the 6x4 wheel arrangement. But it was difficult to operate the Studebaker. Because of the constant overload, clutch plates and rear-axle tubes were broken. Without cargo, the speed on roadway was about 40 km/h, with cargo – 30 km/h. However, the "studors" were loved in the USSR – for excellent off-road capability and comfort, as well as ease of use.

After the end of the war, some of the vehicles were sent back to the United States in accordance with the Lend-lease agreement. The remaining vehicles were in service of the Soviet Army until 1950, and also participated in the restoration of the USSR national economy.



Studebaker and Mr. ED

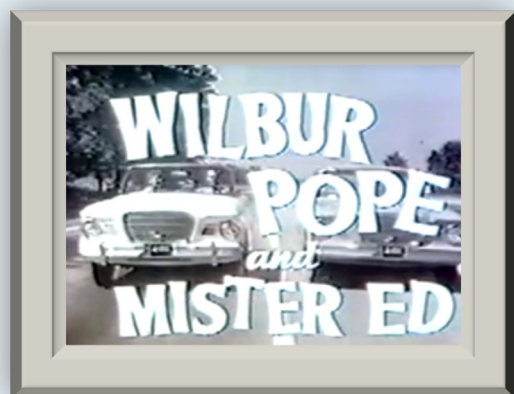
The original, unaired pilot for the series was titled "Wilbur Pope and Mister Ed" and featured an unrelated instrumental big-band theme (with footage of Studebaker Lark automobiles being driven underneath the opening credits).

This pilot, which used a script that was nearly identical to that which would be used on the series premiere, used a totally different cast. Scott McKay played the title part of Wilbur Pope (surname later changed to "Post" prior to the series making it to air) and Sandra White played the role of Wilbur's wife.

The first horse that played Mister Ed for the first, unaired pilot episode was a chestnut gelding. The horse proved to be unruly and difficult to work with and was replaced with the horse named Bamboo Harvester (1949–1970), a crossbred gelding of American Saddlebred, Arabian and grade ancestry. A second pilot episode was filmed and Bamboo Harvester remained with the series until its cancellation.

The purpose of this film was to try to entice Studebaker dealers to sponsor the Mr. Ed television program. It starts off with a sales presentation, complete with charts, graphs and statistics. Then the pilot begins and is shown to the prospective sponsors. At the conclusion, George Burns talks to the dealers as to why he thinks they should sponsor the show (which they ultimately did). Finally, we meet Alan Young, Connie Hines and of course, Mr. Ed.

If you have never seen this program, or want to watch it again, click [HERE](#) to view the presentation as seen by the Studebaker Dealers, Enjoy!



Studebaker Street Cleaning Vehicles

Studebaker provided commercial water tank vehicles during their horse and horseless periods.

Below are a few examples of the vehicles Studebaker offered.



1890 Studebaker Celebrated Patent Sprinkler Wagon



1918 Studebaker Water Truck



1934 Studebaker Water Truck

CVC Members Out~N~About

It was "Motown Night" at the Chesterfield Cruising Cruise-In at the River City Diner in Midlothian, Virginia, on June, 19th, 2021.

The automobile enthusiasts in attendance were entertained by local artist Dennis Coleman with his repertoire of Soul, R&B and Jazz.

Becky and Lee Harrison, Jeanette Smith and Jim Jett were present to enjoy the spring weather and live entertainment.



Becky and Lee Harrison, Jim Jett and Jeanette Smith enjoy the Motown Sound at River City Diner



Local artist Dennis Coleman performing at River City Diner

Photos and articles for Newsletter and Website

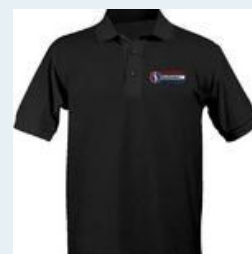
Do you have any photos of events you attended? Is there an upcoming event you would like to promote? Do you have any interesting information you would like to share?

If so, send them to the editor at
jsjett@centralvirginiachapter.org



CVC/SDC apparel available

Items displaying the Club logo are available to club members. The Polo Shirts are available in white, navy or black in men's and women's styles. T-shirts are available in white or black in men's and women's styles.



CVC/SDC apparel and other items can be ordered and paid for on the Club website, go to:

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



Classified Ads

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

For Sale:

ONE (1) New air filter for 289 R-2 V8, \$17.25.



TWO (2) Rebuilt 12-volt generators, \$125.00 each.



ONE (1) Rebuilt Stromberg Model WW 2 barrel carburetor, \$300.00



Contact Jim Jett, (804) 920-2129

EMAIL: jsjett@va.freei.net

Membership

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

Link to join CVC/SDC:

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

Link to join the Studebaker Drivers Club:

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



You take big slices off your delivery costs with this modernly engineered Studebaker truck

It's a handsome truck to look at. It's a heavy-duty performer. But the pay-off distinction of this bustling, husky, heavy-duty model Studebaker is its low-cost mileage. That's why many of the nation's most exacting truck buyers rate it right at the top.

Powered by unique Hy-Mileage engine
The big savings that this Studebaker truck chalks up begin with its fine 6-cylinder power plant—well-named "Hy-Mileage" engine.

That engine is a triumph of years of intensive truck-chassis research. It's an honor graduate of Studebaker's great technical laboratories and 800-acre, million-dollar proving grounds.

A truck with many stand-out features
In this heavy-duty model and all the other new Studebaker trucks, you find that numerous

modern helps to efficient, low-cost performance are included in the list price.

Among these are automatic choke, automatic spark control, oil bath air cleaner, adjustable octane selector, oil filter.

Moreover, each Studebaker truck cab has a dome light; adjustable window wings; two arm rests and adjustable seat; dual sun visors; dual windshield wipers; tight-gripping rotary door latches—all at no extra cost.

Fewer of people want all this value that Studebaker trucks offer. So be forehanded. Get in touch with the nearest Studebaker dealer now.

STUDEBAKER
Builder of trucks you can trust
©1947, The Studebaker Corporation, South Bend, Ind., U.S.A.



"It rides more comfortably than any truck I ever drove!" Yes, every truck driver all over the nation says that Studebaker trucks ride in comfort. At all others in comfort. The ride is easy; the seats are comfy, the floor is clean; the steering is easy; and Studebaker's variable ratio steering makes parking much simpler.

2 STUDEBAKER CAB FORWARDS sell 25 more on the strength of 3 months' performance!



ONCE Studebaker Cab-Forward efficiency and economy have a chance to demonstrate their worth on the job there's rarely any doubt about subsequent orders. Cab-Forward makes good!

Here's a typical recent instance. Two Studebaker Cab-Forward tractors went into service in the Lasham Cartage Company's big fleet early in June. Ninety days later "the returns were in" — and 25 more Cab-Forwards were ordered. Performance sold them!

*Cab-Forward design, pioneered by Studebaker in

the low-price field, cuts overall vehicle length as much as 40 inches. Cab-Forwards are easier to drive, to maneuver in traffic, to turn and back up and park. They need less garage space. They turn in much shorter radius. Their cabs provide greater driver comfort, fuller vision, and are very easy to get into and out of from either side. Routine servicing is simplified.

Call your Studebaker truck dealer and he will show and explain the many excellent reasons for the nationwide swing to Studebaker Cab-Forward.

THE STUDEBAKER CORPORATION
(Truck Division) SOUTH BEND, INDIANA

LOW COST ENGINE EXCHANGE PLAN

Truck operators are offered a convenient and economical Engine Exchange Plan. From 15 key cities, operators can quickly obtain brand-new engine assemblies, less accessories, on the most liberal basis offered by any manufacturer.

World's Only Truck With AUTOMATIC HILL HOLDER!

Eliminates costly accidents resulting from trucks rolling back down an incline while driver moves his foot from brake to accelerator. Also reduces clutch wear.



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