



Central Virginia Chapter  
**Studebaker**  
Drivers Club

# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

**July 4th, 2025**

Friday @ 9am-1pm

Independence Day Car Show

Central Virginia Healthcare System

1201 Broad Rock Blvd

Richmond, VA 23249

No entry fee / there will be Trophies / free hot dogs and water while supplies last. Food vendors will also be available. Salute to our Great Veterans @ 12:00. Classic cars, trucks, motorcycles, sling shots, big wheels/Donks. Stax of Wax DJ Service will be spinning the tunes and, yes, he does play requests!

INFO: Wes Thomas (859) 358-0344

**\*July 12th, 2025**

Saturday @ 2pm

Central Virginia Chapter SDC meet

Kitchen 33 and Bakery

13155 Mountain Rd

Glen Allen, VA 23059

(804) 368-8556

INFO: Jim Jett (804) 920-2129

**September 6th, 2025**

Saturday @ 10am-3pm

18th Annual Car, Truck & Motorcycle Show

Hyles Baptist Church

7220 Courthouse Rd

Chesterfield, VA 23832

Trophies for classes - 1960 & below - 1961 to 1969/1970 to 1999/ 2000 - 2009/2010 to present. We also have a Motorcycle division, along with 1980 & older and 1981 to present Truck Division, also, a Specialty division.

Registration: \$15.00 mail-in if postmarked by 8/31/2025

\$20.00 on the day of the show

INFO: James Leavy (804) 839-6084

EMAIL: [jamesleavy@msn.com](mailto:jamesleavy@msn.com)

Web Site: [www.hbcarshow.com](http://www.hbcarshow.com)

**September 27th, 2025**

Saturday @ 8am-5pm

25th Annual Southern Knights Cruisers Veterans Car and

Bike Show

Richard Bland College

11301 Johnson Road

Petersburg, VA 23805

Registration Begins: 8:00am, Opening Ceremony: 11:00am. This open show attracts the highest quality show cars from Virginia, Maryland, and North Carolina.

Rain date: October 4th, 2025

Registration: \$20 mail-in by 9/20/2025

\$25 online by 9/20/2025 and Day of Show

INFO: Ricky Williams (804) 691-3754

EMAIL: [uworime@comcast.net](mailto:uworime@comcast.net)

Web Site: [www.southernknightscruisers.com](http://www.southernknightscruisers.com)

For more events in Central Virginia,  
go to the Car Club Council of Central Virginia

website:

<http://carclubcouncil.com/>



## CVC/SDC Meet ~ May 11th, 2025

Central Virginia Chapter gathered south of the James at Frisby's Restaurant in Powhatan County Virginia for our May meet.

We had three Studebakers displayed; Sandra and Tom Covington's 1964 Avanti R-1, Becky and Lee Harrison's 1962 Lark Convertible and Jeanette Smith and Jim Jett's 1962 GT Hawk.

As a Mother's Day surprise, Jeanette's daughter Melissa and grandson Chase joined the group for lunch.

With the usual discussion of Studebakers future meets were also brought up. Sandra and Tom Covington offered to host our September meet at this home. The details are on page 2.

We then adjourned to the parking lot for more Studebaker discussion and the journey home.



Jim Jett's 1962 Gran Turismo Hawk



Tom Covington's 1964 Avanti R-1



Lee Harrison's 1962 Lark Convertible



## Next Meet

July 12th, 2025  
Saturday @ 2:00pm



13155 Mountain Rd  
Glen Allen, VA 23059  
(804) 368-8556

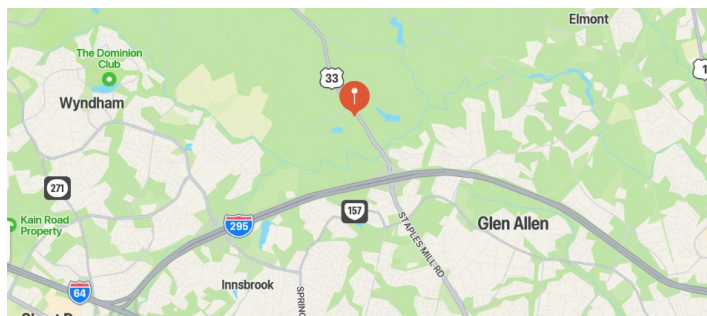
CVC will have our July meet at Kitchen 33 in Glen Allen, Virginia.

See you there.



Click [HERE](#) to visit their website and view their menu.

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



Visit our website at [www.centralvirginiachapter.org](http://www.centralvirginiachapter.org)

## The Day after IDYSD End of Summer Picnic

September 14th, 2025  
Sunday @ 2:00pm



532 Wallingham Dr  
Midlothian, VA 23114-6543

Sandra and Tom Covington will host an End of Summer Picnic for our September meet.

Hamburgers and Hot Dogs will be on the grill with all the great summer picnic sides and drinks.

Bring you Studebaker to show-n-shine. If it won't shine, bring it anyway. If it won't go, just bring yourself!

Please RSVP by September 8th, 2025, so we can make sure we have everyone covered.

RSVP to: Jim Jett (804) 920-2129

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

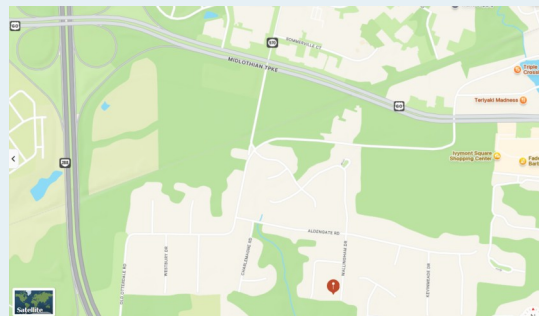
See you there.

### Directions:

From Route 288 :

1. Take Midlothian exit East on Route 60
2. Turn right onto Old Otterdale Rd
3. Continue on Little Hawk Dr
4. Turn left onto Wallingham Dr
5. Turn slightly right onto Wallingham Dr

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



More Meet photos are on our website!





## Joint 61st SDC International and 2025 AOAI Meet Washington County, Pennsylvania

Tuesday, September 16 - Saturday 20, 2025



### IMPORTANT NOTES

- Judges needed for the International Meet! Blair Polhamus (Head Concours Judge for the 2025 International Meet) is requesting volunteers to act as Associate Judges during the judging days at the meet. Volunteers for Associate Judges should have prior SDC judging experience and be available Tuesday 9/16 for the 3:30 PM - 4:30 PM Judges Meeting, Wednesday 9/17 from 8:30 AM – 2:00 PM for judging, and Thursday from 8:30 AM – 2:00 PM for Judging. Blair is also looking for volunteers to serve as Judge Helpers / Trainees. No experience is required to serve as a Helper / Trainee, and this is a great way to become familiar with the judging process and gain experience to serve as a judge at future meets. Blair can be reached at (412) 916-9311 call or text.
- Judging days have changed this year! Divisions 1-5 will be judged Wednesday, September 17, and Divisions 6-9, Special Interest, and Heritage will be judged Thursday, September 18. **Registration deadlines are the day prior to judging day at 5:00 pm EDT. That means the deadline for registering a vehicle for Division 1-5 is Tuesday, September 16 at 5:00 pm EDT, and for Divisions 6-9, Special Interest, and Heritage is Wednesday, September 17 at 5:00 pm EDT.**
- Concerning Judging - The SDC is doing a pilot program this year by creating a Trial Historical Judging Class. This class is similar to the AACA HPOF (Historical Preservation of Original Features) Class. If you have a Studebaker Vehicle that is unrestored, and in a state of preservation, you may want to think about entering your vehicle. There is no charge for the judging but also no trophies. However, you do have to pay the \$20 display fee to get your vehicle onto the field at the Washington County Fairgrounds.

### Latest News

- The schedule of events has been released. [Click here to view.](#)
- [Pre-Order a Meet shirt.](#)
- Event registration is now open! [Click here to register.](#) For a description of the special events on the registration form, [click here.](#)
- The DoubleTree host hotel is now fully booked. The Hyatt host hotel still has limited rooms available, but none span the entire meet. Booking at the Fairfield Inn is recommended.
- Recently released are the room blocks for the Quality Inn, and the Comfort Inn. All five hotels with room blocks and group rates have now been released. See the "Accommodations" tab.
- Vendor registration is now open. [Click here for vending information.](#)
- Camping at the meet location (Washington County Fairgrounds) is now available under the accommodations tab or click here. Camping registration must be done by mail as described on the form.

### 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.

- Registration forms are available on this site and will be published in the April 2025 issue of Turning Wheels. A hard copy of the registration form is available on this site and can be downloaded and mailed to Cornerstone Registration; however, online registration is strongly suggested.
- Continue to watch this site and Turning Wheels in the coming months as there will be a continual roll out of information related to the meet.
- Please continue to [book your hotels](#) through this site. The rate of booking has been brisk and is being monitored on a weekly basis.
- 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.

Continue to monitor the [SDC Meet](#) site for further updates.



Drive Your Studebaker Day is marked every year on the second Saturday of September. This year's event will take place on September 13. The Studebaker has long been regarded as the embodiment of class as a result of its beauty, elegance, and sophistication.

The Studebaker Corporation earned a reputation for quality, durability, and dependability thanks to timeless designs and exceptional engineering detail. Drive Your Studebaker Day honors the impact of these incredible automobiles on automotive history, and also provides an opportunity for Studebaker drivers all over the world to show off their Studebaker cars, trucks, or even antique carriages.

Get your Studebaker out on IDYSD and celebrate the marque!



## CVC Out~N~About



Buzz Horne displayed his 1957 Studebaker Golden Hawk at the 42nd Virginia Vair Fair sponsored by the Central Virginia Corvair Club. The event was held at Kitchen 33 Restaurant in Glen Allen, Virginia, on April 26th, 2025.



Also attending the Vair Fair was Matt Steffen with his 1957 Studebaker Silver Hawk.



## CVC Out~N~About



Buzz Horne brought his 1957 Studebaker Golden Hawk to the Hopewell Methodist Men's 4th Annual Car show held at the church on 6200 Courthouse Road in the heart of Chesterfield County on May 3rd, 2025.



Jeanette Smith and Jim Jett attended the Chesterfield Cruising Cruz-in annual Memorial Day Cruise on May 24th, 2025, held at Applebees on Hull Street.



Also attending the Chesterfield Cruze-in on May 24th were Becky and Lee Harrison in their 1962 Studebaker Lark Convertible.



Matt Steffen brought his 1957 Studebaker Silver Hawk to the Zion's Old Firehouse Car Show in Beaverdam, Virginia, on May 31, 2025.

**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



## CVC Out~N~About



Jeanette Smith and Jim Jett also were at the Zion's Old Firehouse Car Show in Beaverdam, Virginia, on May 31, 2025, in their 1962 Studebaker GT Hawk.

## 56th Annual AACA Richmond Collector Car Show and Swap Meet June 14, 2025

Presented by the Richmond Region AACA, the 56th Annual Richmond Collector Car Show and Swap meet was held on the beautiful lawns of historic St. Joseph's Villa. Show featured "The Evolution of Rolling Sculpture," the Judged Show Cars and Cruise-In Cars and the Swap Meet vendors selling automotive parts, accessories, and memorabilia at the largest Collector Car Swap Meet in the area.

"The Evolution of Rolling Sculpture" included several classic Packard automobiles. It also highlighted the Avanti.

Jim Jett attended with his 1963 Studebaker GT Hawk R-1 representing the Studebaker marque. Matt Steffen's was there with his 1958 Packard wagon on the show field. This model year represents the end of Packard.

The weather held so the show was able to be enjoyed by all. Pictures of the Studebaker—Packard automobiles shown are presented for your enjoyment.



*Jim Jett's 1963 Gran Turismo Hawk R-1*



*Matt Steffen's 1958 Packard wagon*



*1981 Avanti II*



## 56th Annual AACA Richmond Collector Car Show and Swap Meet June 14, 2025

(Continued)



1929 Packard 6-45 Custom Dietrich Runabout



1942 Packard Darren



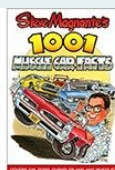
1936 Packard



1937 Packard Twelve Convertible Victoria

## Interesting Studebaker Muscle Car Facts

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



**Fact 965:** Packard Hawks were built in 1958 only. Each of the 588 muscle machines featured a centrally mounted hood

scoop that was an essential ingredient for allowing use of its standard Studebaker sourced, supercharged 289 V-8. But don't assume the scoop was there for better breathing. Rather, the hood bulge and faux scoop were simply a means to achieve needed clearance between the cast aluminum carburetor pressure box and low-slung steel hood skin. The opening was sealed shut by a die-cast metal trim plate.



MAC's

**MOTOR CITY GARAGE**INDUSTRY NEWS AND GOSSIP + AUTOMOTIVE HISTORY + TECHNOLOGY +  
RACING + SHOP TALK + HOT RODS + COLLECTOR CAR NEWS + DAILY

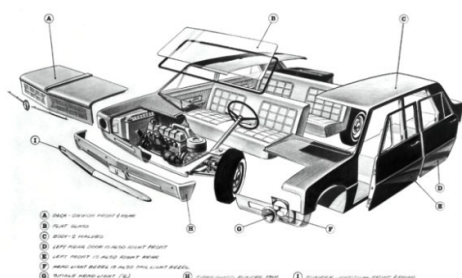
# The Plot to Save Studebaker

Posted on [September 23, 2020](https://macsmotorcitygarage.com/the-plot-to-save-studebaker/) by [MCG](#)Source: <https://macsmotorcitygarage.com/the-plot-to-save-studebaker/>

In late 1963, two auto industry legends, Brooks Stevens and Charles Sorensen, joined forces in a last-ditch attempt to revive Studebaker.

For this story, history owes a debt of gratitude to automotive writer Rich Taylor, who interviewed designer Brooks Stevens for the April 1984 issue of *Special Interest Autos*, memorializing the events described here, and to the Milwaukee Museum of Art, which hosts the Brooks Stevens Archives.

On December 12, 1963, two old friends and auto industry associates—industrial designer Brooks “Kip” Stevens and manufacturing wizard Charles Sorensen—met in Florida for a one-day brainstorming session. Stevens, the contract designer of many memorable Studebakers including the Gran Turismo Hawk, and Sorensen, known as Cast Iron Charlie for his decades as the production boss at the gigantic Ford Rouge plant, were on a rather desperate mission: Come up with a plan to save Studebaker, America’s oldest car company.



It was a hail-Mary play. Only a few days earlier on December 9, company management had decided to shut down the South Bend, Indiana plant and cease auto production in the USA. The Stevens/Sorensen solution was a bold one: a stripped-down, almost third-world approach to auto manufacturing called the Low Cost Molded Vehicle, or LCMV.

As the above diagram illustrates, the Studebaker LCMV would be based on a unitized fiberglass body and chassis molded in two halves, split longitudinally right down the middle. (Sorensen devised a giant Ferris Wheel-type machine to mold four body sections at once.) Hood and deck lid were identical, while the four doors were diagonally interchangeable and all the glass was flat. Interior panels and headliner would be vacuum-formed plastic, further shaving tooling and inventory costs to the bone, and a transverse front-drive powertrain module was built around the trusty Studebaker OHV six. By Sorensen’s rough calculations, the unit cost per vehicle was only \$560, enabling a retail price of \$1085 and a tidy profit margin both for Studebaker and its dealers. On paper, anyway.



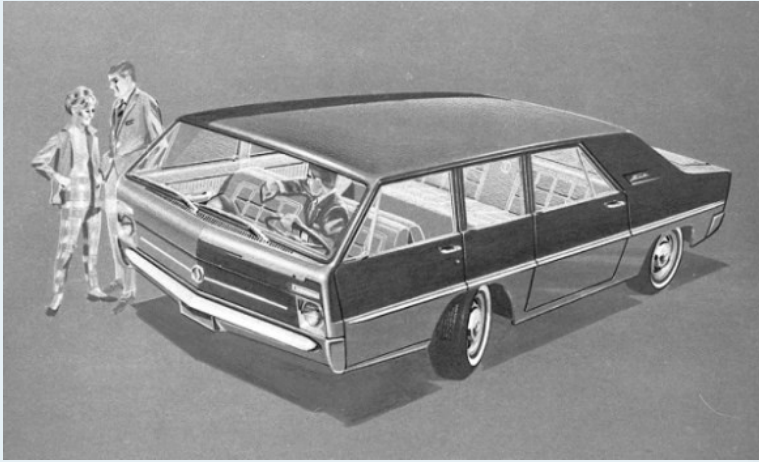
Along with the base four-door sedan, Stevens also envisioned a pair of cab-forward variants with the powertrain module relocated to the rear. Two alternate seating arrangements provided a three-row layout similar to a modern crossover (above) or facing rear seats to create an executive limousine (below).

While the Sorensen/Stevens plan was imaginative and audacious, to say the least, Studebaker management, then led by former Packard accountant Byers Burlingame, expressed zero interest. Pretty much as you would expect, their focus was entirely on preserving the remaining investor capital at



## The Plot to Save Studebaker (Continued)

that point. Studebaker would continue to build cars for a few more years, but only in Canada, and with modest annual facelifts by Brooks Stevens.

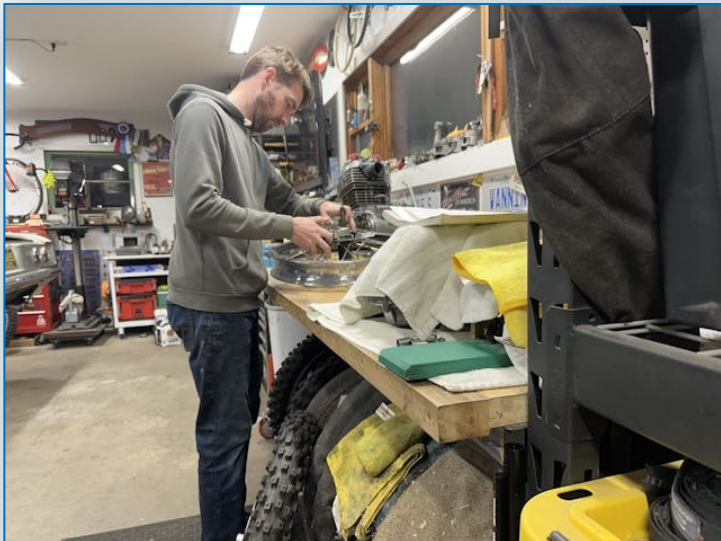


## HAGERTY. | Media

### 6 Little Lies We Tell Ourselves as Car Enthusiasts

Kyle Smith  
08 May 2025

Source: [https://www.hagerty.com/media/maintenance-and-tech/6-little-lies-we-tell-ourselves-as-car-enthusiasts/?um=email&utm\\_content=MED\\_UN\\_NA\\_EML\\_UN\\_UN\\_DailyDriver\\_Thursday\\_v2&hashed\\_email=6d505adf4ae149112166beeb9c4fa20c75311c2ebd4e46a4fc7d2f1a635b698&dtm\\_em=6d505adf4ae149112166beeb9c4fa20c75311c2ebd4e46a4fc7d2f1a635b698](https://www.hagerty.com/media/maintenance-and-tech/6-little-lies-we-tell-ourselves-as-car-enthusiasts/?um=email&utm_content=MED_UN_NA_EML_UN_UN_DailyDriver_Thursday_v2&hashed_email=6d505adf4ae149112166beeb9c4fa20c75311c2ebd4e46a4fc7d2f1a635b698&dtm_em=6d505adf4ae149112166beeb9c4fa20c75311c2ebd4e46a4fc7d2f1a635b698)



The thing about the lies we tell ourselves is that they are occasionally required to allow us to navigate the world without going insane. Little, or sometimes not-so-little, these untruths shield our brains from reality and keep us moving forward. They're not always a bad thing, but it's important to remember that they are still lies.

They can be based in all manner of good intentions—from self-preservation to simple blind optimism—but in the end, if we are honest with ourselves, we have to admit that we either don't know the truth or would rather not face it. Think you are better than that? Well, have you told yourself any of these?

**“That’ll fix itself. Or at least not get worse.”**



Cars break. It's a fact of life we cannot avoid. What we can actually weasel out of is fixing them when these failures inevitably do happen. Thus when a new little tick, squeak, or light knock appears out of nowhere while driving, our first assertion might be “that’ll go away just the same way it appeared.”

Oh, wishful thinking. Even wilder is when this “solution” actually works. For instance, my 1965 Chevrolet Corvair picks up a loud lifter tick whenever it is stored for an extended period of time. The solution is to drive the car for 10 minutes or so, and it goes away. Every year, my brain skips to the chance that this year will be the one that the lifter is actually collapsed, but seven years in, and this little lie is still keeping me on the road.

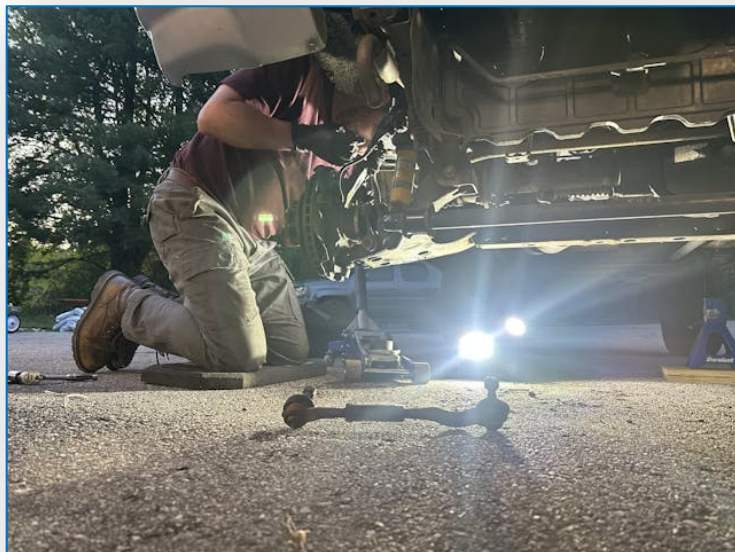
**“It’s cheaper to fix that myself.”**

After enduring a road trip where the steering wheel would shake while driving at certain speeds, I went to an alignment shop just to be told the truck needed about \$2500 in repairs. On a truck I just paid \$5000 to buy? Nah, I’ll be doing that work myself to save some dough. Especially when the parts order came in under \$600.



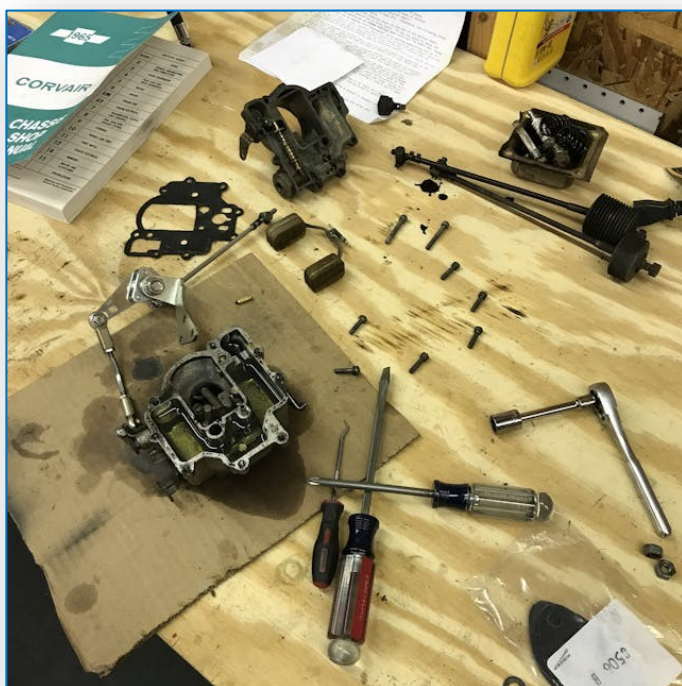
## 6 Little Lies We Tell Ourselves as Car Enthusiasts

(Continued)



And on Monday evening, when I was finally finishing up the project, I realized I had to rent one tool, buy another, and had spent two and a half days of my time working on a project I didn't find enjoyable at all. Time is money, and while I did "save" an amount of cash that cannot be ignored, I also gave up a nice weekend with the missus and hit my bank account for more money than I expected. DIY can be cheaper, but don't lie about the actual costs.

**"This repair should only take an hour."**



Just like how many of us DIY folks are bad at estimating how much we actually spend on our projects, we also grossly underestimate the time we spend with tools in hand, poking and prodding our aging automobile into covering just a few more miles before leaving for the great junkyard in the sky.

"I've got a thing I need to fix tonight, but I should be in for dinner" is officially a joke between my wife and I, given how many times I have comedically failed to uphold my estimated time of arrival at the dinner table. Often, I instead stumble back through the door at 9 pm with three new bruises and a raging appetite from attempts at a liquid grain meal since that was all I could find within reach while working. No, the 1-hour DIY project is a myth, but if you are good at keeping track of time and being organized, it makes stopping mid-way significantly more tolerable.

**"I can skip this gas station, another one will come right up."**



Not all time with project cars is spent under them in the garage. Sometimes we take our lies on the road, and one guaranteed way to become overconfident in your vehicle's abilities is to do things like continue to run even while the gas gauge bottoms out on the empty peg. It's easy to do while enjoying a road trip, getting distracted as the gauge begins to dip, and saying while you pass a gas station "Oh, that's okay, another one will be right up here."

How foolish to tempt the gods of fates like that. On at least a few cars I've owned over the years I could tell if I was in a position to be able to push fuel range by seeing if the gauge still moved when going around a corner or over a bump, meaning

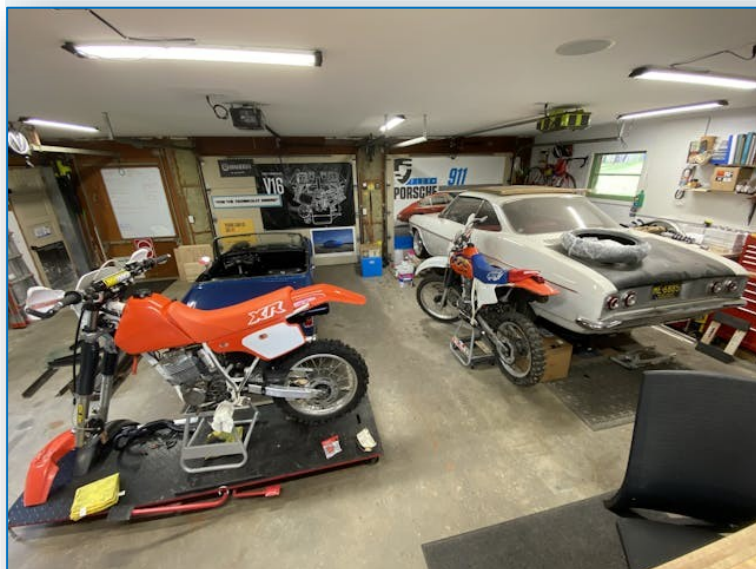


## 6 Little Lies We Tell Ourselves as Car Enthusiasts

(Continued)

the float inside the sending unit was still bobbing on top of fuel. When the needle doesn't even move at all... I start preparing to walk.

**"Once I finish this project, I can relax and just enjoy my cars."**



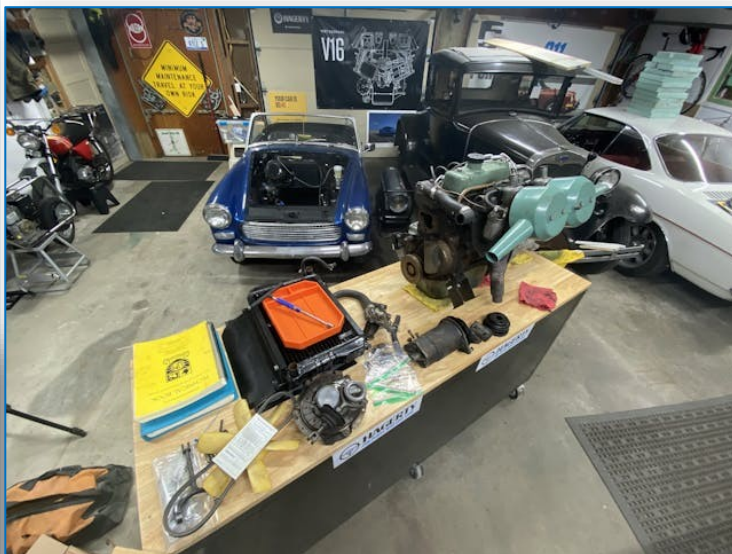
No really, once I get the door panel installed, I'm just going to drive this car. No more working on it, just driving. If you are the type of person who bought a project car and made any amount of progress on said project car, it's more likely you will work on that car forever. Or at least until you sell it.

It's not personal. More so that projects are just never fully done. Our needs and desires evolve over time and often at a rate faster than we can get things done. At one time, all I wanted was for my Corvair to drive reliably. Now I want it to drive and handle well. Next, I'll probably want 200 hp. At no point will the car ever be complete in a satisfactory manner, despite anything I tell myself or others.

**"This cheap part will last long enough."**

Project cars are expensive, and often not in a one-time way. Instead, the project progress line has an inverse relationship with the line signifying how much cash we have in our bank account. Spend a little, make some progress. Spend a lot, make a lot of progress. It's watching the bank account drain

that lets the idea of cheap parts creep into our heads and shopping carts.



Cheap parts can be an instance of being penny-wise and pound-foolish, as the amount of time it takes to make a cheap part work right can add up, or even worse, can lead to additional cost via early failure and collateral damage. "Good enough" indeed has its place, but be sure to keep careful track, or this will turn into a lie just like the other five.

## Studebaker Tech Tip



**Miles 'n' Smiles**

**Studebaker Drivers Club  
San Joaquin Valley Chapter**

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

### Back Up Light Circuit

By Jim & Karen McKeever  
San Joaquin Valley Chapter, SDC

Most sources agree that back up lights became standard in the U.S. on vehicles built from 1967 on.

Back up lights were a factory option for Studebakers (in 1960 that option cost \$8). However, there was no standard mounting position for the back up light switch across all vehicles. Case in point, Studebaker International offers one light kit and twelve different back up and neutral safety switches depending on your year and model, and whether it has an automatic or a manual transmission.

## Studebaker Tech Tip

### Back Up Light Circuit

(continued)

- Automatic transmissions always have a neutral safety switch, which is usually a combination switch that internally contains the back up light switch. It should have 4 terminals, 2 dedicated to the starter circuit and 2 dedicated to the backup light circuit. The path for the starter circuit portion runs from the S on the ignition switch to the designated input terminal on the neutral safety switch, with the designated output terminal going to the starter solenoid. The path for the back up light circuit portion uses a fused wire from the ING terminal on the ignition switch, to the other designated input terminal on the neutral safety switch, which only works when the vehicle is in the “on” position and in reverse. The other designated output terminal runs to the lights.
- Manual transmissions don’t have a neutral safety switch, so a back up light switch is required. The wiring is the same as that for the backup light circuit portion just discussed, in bold, in the previous bullet.
- On vehicles with column shifters, for both automatic or manual transmissions, the switch is usually mounted in the engine compartment, on or near the column. It could also be on or near the linkage, or on or near the transmission.
- On vehicles with floor shifters, for both automatic or manual transmissions, the switch is usually mounted on the shifter (look under the boot.) It could also be on or near the linkage, or, on or near the transmission.

While it is possible a back up light switch could be mounted in an unusual place, such as under the dash or on the firewall, the usual choices to look for your back up light switch are on or around the column, on or around the shifter, on or around the linkage, and on or around the transmission.

A shop manual specific to your vehicle should be able to help you locate your switch. You can also trace the wire color forward from the lights.

Vehicles generally designate a specific color wire for each individual circuit. For instance, the 1960 Lark uses a white and black wire for its back up light circuit. A wiring diagram will

identify the primary and trace color combination, but it doesn’t identify where the switch is physically mounted.

With so many variables as to style and placement of neutral safety switches and back up light switches, it is difficult to do a detail-specific article. That being said, the power flow still runs from the ignition switch, through the fuse or power source, to the back up light portion of the neutral safety switch, or to the back up light switch (whichever and wherever it may be,) which only works when the vehicle is in the “on” position and in reverse, and then to the back up lights to complete the circuit.

Troubleshooting is the same as troubleshooting for any other electrical circuit. Check for bad bulbs, loose connections, corrosion, broken wires, and weak grounds using visual inspection, voltage readings, and ohm readings. A test light is also handy if you have one. Repair or replace components as necessary. Adjustments to the mounting bracket on the switch could be needed to make sure the shifting components are in the right position when you move the shifter into reverse. A shop manual, or the enclosed instruction sheet that comes with your part, should help you with this procedure if necessary.

Fun idea: If you would like the back up beeping sound with your reverse lights, and you have a 12-volt system, you can buy universal replacement bulbs, with a built-in buzzer, that are compatible with a variety of manufacturers’ part numbers, including 1156. They are longer than a regular bulb so you would need to check for clearance.

Helpful hints:

- Unhook the small wire from the coil to the distributor to keep from burning the points when the key is in the “on” position without the car running.
- Unhook the small wire to the solenoid so you don’t accidentally cause the engine to turn over, making the vehicle jump.

(Information in these tech tips is based on the writer’s own research, experiences, and viewpoints. The information, and links to other websites, is to be viewed and/or used at your own risk. The writer makes no guarantees regarding the outcome of the use of the material, products, or resources in this article and is not responsible for any loss or damage incurred. Adjustments or modifications may be needed for your specific vehicle. Remember to use all standard safety equipment and precautions.)



## Odds "N" Ends

By Pete Yuen

- \*\* Youth is temporary.
- \* Kindness can not be overdone or underrated
- \* Horse breeders are more selective on choosing a mate for their horses to sire a colt than many people do in selecting a lifetime partner.
- \* Optimists are happier than pessimists
- \* We are on this earth but once. Make the best of it.
- \* A good sense of humor can ease a lot of stress and tension.

\*\*\*\*\*

### Caution around the house

There have been reports of death and near death incidents involving items that you most likely have at home, BLEACH. By itself or mixed with water in the laundry, it apparently causes no ill or tragic effects.

However when the bleach is mixed with other chemical cleaning agents, a toxic vapor can be emitted and this is what has caused some deaths and near deaths.

When you have cleaning product in your home, take a moment to read the labels and cautions.

Not all Bleach bottle labels will be worded the same but in content, it will be similar:

**May irritate eyes and skin. Dangerous fumes form when mixed with other products. Do not mix with toilet bowl cleaners, rust removers, household ammonia or acids. Never directly mix full strength bleach with any other household product. Do not get into eyes or on skin. Use only as directed. Store tightly capped in an upright position. Keep put of reach of children. Then it goes on to First Aid and Medical Treatment.**

\*\*\*\*\*

- \* Mechanical engineers, Patric and Seamus were looking up to the top of a flag pole.

A blonde woman walking by asks what are they doing? "We are suppose to find the height of the flag pole but we do not have a long ladder," Patrick replies.

The woman take a wrench from her purse, loosened a few bolts and laid the flagpole down. Then she takes a tape measure from her pocket and took a measurement.

"It is 5 meters" she said and walked away.

Seamus shook his head and laughed, "Ain't that just like a blonde! We asked for the height and she gives us the length!"

\*\*\*\*\*

### Silicone

Through chemical research and development, we have Silicone products for a multitude of uses for homes, cars cosmetics, medicine, cookware, electronics, textiles, personal care products, laundry detergents as a foam regulator and as a release agent for the baking industry.

Use of silicone in the automotive industry includes insulation for the high tension, spark plug wires, for paint, in areas for high heat protection and for gaskets.

During the time that the silicone products were introduced to the automotive industry as gasket substitute for cork and other gasket materials, many mechanics were reluctant to use it. Since then, the silicone has likely been reformulated and many mechanics do use it nowadays, if perhaps for no other reasons than as a time saver and that there is no need to stock a multitude of gaskets.

Specifically however, silicone should not be used as a gasket substitute for the seal between the gas tank and the gas level sending unit. The use of silicone for that particular application would and should be considered indiscriminate as it could have you walking after parking your stalled car on the side of the road. . . . "How so?" you ask.

When the silicone is applied around the opening on the top of the gas tank, droplets of silicone could fall into the tank. In time, the silicone droplets works it's way into the fuel pump and jams the valve. With the valve jammed, the engine runs out of gas and quits. There are many things in life that are more fun than to have that happen.

**"Most drivers consider themselves better than average"**

## 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>

### For Sale: 1951 Studebaker 2R-5 Pick up.

Unrestored, but currently runs, drives and stops well. Located at Lake Monticello. Make an offer.

For further details, pictures and information contact:

Jim Bradley—text: 717-250-8565.

Email: [JMB17044@gmail.com](mailto:JMB17044@gmail.com)



## 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.



### 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