



Commanding Leader

Calendar of Events

* Designates CVC Event

July 8, 2017
Saturday @ 10am - 4pm
Street Dreams Cruisers
2nd Annual Car, Truck & Bike Show
Strosnider Chevrolet
5200 Oaklawn Boulevard
Hopewell, VA. 23860
Registration 9am - 12pm
Registration Fee: \$15:00 in Advance
\$20:00 day of Show
Judging---1:00pm to 2:00 pm
INFO: Glenn Harris (804)317-0025
streetdreamscruisers@yahoo.com

July 15, 2017
Saturday @ 8 2pm
- Old Dominion Late Great Chevys
NAPA Auto Parts Auto Show
800 Southlake Boulevard
Richmond, VA 23236
INFO: Bob Akers (804)402-2216
the1964man@aol.com

August 5, 2017
Saturday @ 8am - 4pm
18th Annual Southern Knights Cruisers
Veterans Car and Bike Show
Southern Knights Cruisers Car Club
Richard Bland College
Petersburg, VA 23805
rain date October 7, 2017
INFO: Ricky Williams (804)526-8865
(804) 691-3754
www.southernknightscruisers.com

September 2, 2017
Saturday @ 8am - 3pm
8th Annual "Labor of Love" Car, Bike &
Truck show
Southern Truck & Custom, LLC
17651 Rogers Clark Blvd
Milford, VA 22514
Preregistered \$14 or \$18 at the gate
INFO: Jerry Jones (804) 214-1804
Barry Minor (540) 420-6287

September 17, 2017
Sunday @ 11am - 4pm
Classics on the Green
British and European Car Show
New Kent Winery
8400 Old Church Road
New Kent, VA 23124
Admission: \$10.00 Adult
12 and under free
INFO: Kevin Alocca (804) 909-5751
Kevin@SellingRichmond.com
www.classicsonthegreen.com

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

CVC/SDC Meet ~ May 20th, 2017



*Betty Crawford and Linwood Crawford discussing their
1957 Studebaker Silver Hawk with fans*



*Lee Harrison with his 1962 Studebaker Lark Daytona
Convertible*



Jim Beadle's 1952 Studebaker 2R Pick-up



Don FitzSimons 1956 Studebaker Golden Hawk

With the Cruise-In season in full swing, CVC attended the Orange County Cruisers Cruise-In held at the Burger King in Orange, Virginia, for the May meet.

The group gathered at the Wendy's at Zion Crossroad and caravanned from there to the event.

Jim Beadle led the way in his 1952 Studebaker 2R pick-up, followed by Betty and Linwood Crawford in their 1957 Studebaker Silver Hawk and Lee Harrison in his 1962 Studebaker Lark Daytona convertible.

Attending but driving Brand-X were Betsy and Preston Young and Jim Jett.

Don FitzSimons from the Greater Virginia Chapter was there in his 1956 Studebaker Golden Hawk.

After showing our Studebakers and checking out the other marques, we all went to County Cooking Restaurant for good food and conversation.

Next Meet

July 8th, 2017, Saturday @ 2:00pm

The Pickel Barrel

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

Our July meet will be at recently opened Pickel Barrel Restaurant. It is in the location of the former Rumble Seat Restaurant.

The specialty of the house is country cooking.

Directons:

From I64 West Bound: Take Rockville Manakin Exit.
Turn left onto Ashland Road.
Pass Field Day of the Past.
Turn right onto Plaza Drive.

From I64 East Bound: Take Rockville Manakin Exit.
Turn right onto Ashland Road.
Pass Field Day of the Past.
Turn right onto Plaza Drive.

From Route 250 (Broad St):
Heading East, turn left onto Ashland Road.
Heading West, turn right onto Ashland Road.
Turn left onto Plaza Drive.

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



International Drive Your Studebaker Day

September 9th, 2017, Saturday @ 1:00pm

Legend Brewing Company



321 West 7th Street
Richmond, VA 23224
(804) 232-3446



Central Virginia Chapter will be gathering for International Drive Your Studebaker Day at Legend Brewing Company in Richmond, Virginia.

Legend Brewing is located on the south bank of the James River across from the downtown skyline. We will have lunch in the pub.

After lunch, we will explore the nearby Manchester Flood Wall Walk and the new T. Tyler Potterfield Bridge on the James River.

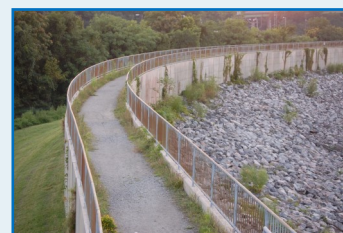
This new pedestrian-friendly crossing linking the South Bank to Brown's Island is a Richmond experience that should be high on anyone's must do list. The T-Pot hovers just feet above the rapids with its thundering sounds overpowering the beautiful surrounds. Benches are conveniently spaced across the one-third mile expanse for taking in the total vista mid-James.

Mark your calendar!

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



T Tyler Potterfield Bridge



Manchester Flood Wall Walk

Commanding Leader

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

Officers:

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

The American Revolutionary Museum at Yorktown

July 25th, 2017, Tuesday @ 7-8:00pm

"Studebaker's contributions since the Revolutionary War"

200 Water Street
Yorktown, VA 23690
(757) 887-1776

The American Revolutionary Museum at Yorktown will host an evening seminar on Tuesday, July 25th, 2017, celebrating Studebaker's contributions since the Revolutionary War. Presentations by Archivist Andrew Beckman of the Studebaker National Museum and Marc Sammis of the U.S. Army Transportation Museum at Fort Eustis will be made from 7 to 8pm.

Would you like to participate in a Studebaker car show that afternoon from 5 to 7pm as a prelude to the seminar? They are looking for 15 Studebakers for display in front of the museum. If interested, please contact Jim Jett, phone (804) 232-8501, or email jsjett@centralvirginiachapter.org by July 10th, 2017.

If you don't think you Studebaker is up to the trip, plan to join the group and attend the seminar anyway.

The American Revolution Museum at Yorktown is located on Route 1020, at the edge of Yorktown and near Yorktown Battlefield, just 20 minutes from the restored area of Williamsburg, VA. From Richmond, take I-64 to Exit 247. Turn left onto Route 143. Turn left at the first traffic light, onto Route 238. From Hampton Roads, take I-64 west to Exit 247. Turn right onto Route 238 toward Yorktown. All: Follow Route 238 for three miles, then bear to the left onto Route 1020. The American Revolution Museum at Yorktown is one mile on the right. Parking is free at the American Revolution Museum at Yorktown.



Studebaker National Museum's Lafayette Carriage in Yorktown, Virginia



The carriage used by Revolutionary War hero the Marquis de Lafayette on the French general's grand tour of the United States in 1824-25 is on loan from the Studebaker National Museum in South Bend to The American Revolutionary Museum at Yorktown through December of 2017.

The carriage will be the centerpiece of an exhibit focusing on Revolutionary War Veterans and their contributions after the war.

Along with the carriage, the exhibit will display related artifacts, including some of the cultural material created at the time of Lafayette's visit, such as a welcoming banner from his cross-country tour.

The American Revolutionary Museum is open 9am to 5pm daily.

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



Field Day of the Past

September 15 - 17th, 2017

In the summer of 1992, a few steam and gas engine enthusiasts gathered for an informal discussion on the possibility of hosting a steam and gas engine show in Goochland County, Virginia. They organized as Rockville-Centerville Steam and Gas Historical Association and hosted their first show in October of that year. About 5,000 people attended. The revenue from this show was used to support local organizations. A few years later, the show was moved from the chilly month of October to September, then expanded it to two days, then three. With the help of dedicated volunteers Field Day became a family event with a down home feel of an old time country fair while providing museum quality exhibits, preserving and maintaining historic buildings and pursuing the desire to remember local history.

The show now takes place the third full weekend in September and draws approximately 40,000 people annually. Field Day operates as a not-for-profit organization and contributes to many local charities, organizations, and non-profits, including the Massey Cancer Center, Boy Scouts of America, Americal Heart Association, several hospices, the Goochland Christmas Mother, area rescue squads and fire departments, Habitat for Humanity, area churches, Goochland Fellowship and Family Services and many others.

As part of the event each year is the display of vintage automobiles and Studebaker has been part of the display. All Vintage Vehicles must be registered by noon on all three days, Friday, Saturday and Sunday. Anyone who arrives after these times will be unable to register for the day and must pay admission. Admission tickets will be available at the gate for \$10 per person on Friday and Sunday, \$15 per person on Saturday. Children 12 years and under are admitted free. Two-day passes are available for \$20 and Three-day passes can be purchased for \$23.

Please note that all registered vehicles must have an operating fire extinguisher. Also, please submit a certificate of insurance when registering.

For more information regarding the events or the Vintage Car Display, please call Steve Shell at (804) 245-1078.

The Vintage Vehicle Advance Registration form can be found at the end of this newsletter.



Reflections on A South Bend Homecoming The 53rd International Meet

By Don Jones
National Vice President



A few weeks ago many of us were in South Bend for the latest Studebaker Homecoming. From all reports, we had a great turnout from the Atlantic Zone. It was also a great time to meet old friends, make some new ones as well as speak to many folks from South Bend. Thanks go to the Michiana Chapter, all the volunteers and many others for making this meet a success.

This meet was the first of the new format starting on Wednesday and ending on Saturday with a large car show at the St. Joseph Fairgrounds. The gate receipts for the day were approximately 25% greater than the meet in South Bend in 2012.

We all know the weather did not cooperate on Wednesday or Thursday but by Friday it began to change and was very tolerable.

Wednesday's events included opening of the swap meet, the annual Board of Directors Meeting, a Marketing Meeting and more chapter and publications meetings. Wednesday night was our first annual vendor's night at which we honored our vendors and had a great time.

Highlights of the Board Meeting included, renewal of many of our contracts for managing the SDC Forum, Website, Memberships, a report by the Treasurer, and selection of a printer for Turning Wheels. The only contract that attracted a competitive bid was for the printing of our award-winning magazine Turning Wheels. After a comparison of the bids, the board voted to remain with our current printer, Sheridan Press, for the next three years at the same cost as our current contract. Another highlight was the election of the National Officers for the next two years. Only one Office was contested which was for the office of President. One current officer, Vice President Don Cox also retired from the board. His replacement, by unanimous vote, is yours truly. I would like to thank Don Cox for his service to SDC and the Board. All other officers were re-elected as was our President Tom Curtis. The minutes of the entire Board Meeting will be printed in Turning Wheels and posted on the club's website after approval by the

board at our next meeting scheduled for July.

Thursday, we all awoke to a rainy day. Vendors opened their doors at 9:00 and the first day of judging Studebakers with the new eJudging system. We were fortunate to be able to conduct it inside. Thursday's highlight was Members Night, combining the buffet meal, The Studebaker Band concert, a business meeting, speeches, and the annual Studebaker Auction.

Friday, the sun finally made an appearance and things began to look up weather wise just in time for the day's events highlighted by the Lady's tea where the guest speaker, Aaron Warkentin, Studebaker National Museum's new Curator, who spoke on the Studebaker women. Electronic judging continued for the second and final day, again, indoors. The other major event was the Studebaker parade from the fairgrounds to downtown South Bend where many events and prizes were awarded and the cars were welcomed by thousands of South Bend citizens. The parade consisted of 196 vehicles and was a sight to see. This event lasted into the night again with much interaction between car owners and the general public.

On Saturday starting at 9:00 a large display of vehicles was held at the fairgrounds and all awards for those cars that were judged were presented. Winners of awards were presented on a Jumbotron on the show field. By 4:00 the day was over and all started on their way home.

As I mentioned earlier, I was elected to serve in the role of national Vice President. As a result of this election, I can no longer serve as your Atlantic Zone Director. Serving in both roles is not permitted under our revised and updated Bylaws adopted in Colorado Springs in 2013. The Bylaws are clear as to my successor, that being assumption of the Zone Director's role by our Zone Coordinator, Paul Johnson. I am proud to announce that Paul has accepted this new position and will finish out my current term as Zone Director. Thank you, Paul, for assuming this role.

As I close, I'd like to thank all Atlantic Zone members for electing me to the position of Zone Director as it has been a real privilege to represent you on the Board of Directors of our club. I look forward to continuing to serving you in my new role into the future.

"See you in the future as I write about our past".

Studebaker Tech Tip

How-To: Studebaker Delco Distributor Rebuild

Source: The Studeblogger, Sunday, September 06, 2009
www.studeblogger.blogspot.com



If you've been following the past few posts, you've read of the self-destruction of Barney's Prestolite distributor, and my being gifted with a Delco distributor core (see A Drive To Perris). At first I thought maybe I'd send it off for a professional rebuild, but decided on doing it myself, mostly because I got antsy and didn't want to wait, but also because I was told what an easy job it was.

Amazingly, my searches of the Web turned up absolutely NO tutorials on how to go through a Delco distributor, so hopefully this will help others seeking this information. It's actually pretty simple. And here's a plug for the necessity of having the Studebaker shop manuals: the disassembly and reassembly instructions Studebaker provided are better documented and photographed than the procedure I found in my '67 Pontiac shop manual! If you are embarking on a Studebaker project, I strongly urge getting a set of Shop, Chassis and Body manuals for your car - they are absolutely invaluable.

Many folk associate Prestolite distributors with Studebakers, but in fact Delco spark-slingers were used on Stude V-8s through most of the 1950s and into the 60s. The advantage of the Delco is that parts are easier to come by; additionally, two model years (1960 and 1961) used the common Delco "window-type" unit that any GM fan is intimately familiar with. It's called a "window type" because the cap has a small metal "window" that can be slid up to facilitate setting the point dwell while the engine is running - a massively convenient perk. Another perk of running the Delco is that you don't have to get "the look" from the counter guy at your FLAPS* when you ask for Studebaker parts; you just tell 'em you need distributor parts for a '61 Impala and you're golden.

Bob Johnstone, the keeper of all Stude technical knowledge (check his tech site at www.studebaker-info.org, if you haven't already) posted the following numbers for Delco-Remy distributors with Studebaker applications. This number can be found on a stamped aluminum collar in a machined groove just below the distributor head:

- 1110839 - All 1953, '54 and '55 V8

- 1110864 - All 1958 & '59 V8, 1960 289 cu. in. V8 only
- 1110869 - 1960 259 cu. in. V8 only
- 1110969 - all 1960 cars w/V8 (except Hawk) & all 1960-61 trucks
- 1110969 - 1961 259 cu. in. V8 only
- 1110864 - 1961 289 cu. in. V8 only
- 1110981- 1960 & '61 V-8 Larks, all (this is the "window-type" unit)

My Delco is a 1110981 - the desirable "window" unit. Although this is only correct for the two model years shown above, it will fit any 259 or 289 Studebaker engine. So, off we go!



My first step was to clean the sucker off. As you can see, the sucker had acquired a nice suntan of surface rust; Warren showed me a junk V8 engine he'd pulled it from. It looked like it had been outside without a cap

but mechanically it was fine; the rotor shaft had no side play and runout between the drive gear and adjacent brass bushing was within the spec called for in the Studebaker shop manual (.036" - .068").

I pulled off the old points, condenser and vacuum advance, as well as the homebrew primary lead. With a little exercise and the application of some trombone slide oil, the breaker plate began to move freely, so I elected not to fully disassemble the unit by driving out the pins that hold the drive gear and oil pump drive shaft to the rotor shaft. The advance weights were hard to get off due to the light rust on their pins, but the trombone oil freed those up as well, and I stowed all the removed parts in Ziploc bags.

Since I'm the kind of guy that likes to make things look good as well as work well, I set to work with a Nyalox abrasive wheel. This is a "wire" wheel that's made of



impregnated Nylon - it strips paint and rust quickly without harming the metal underneath or leaving that telltale "brushed" look on metal surfaces. I think I got mine at Home

(continued next page)

Studebaker Tech Tip

How-To: Studebaker Delco Distributor Rebuild - continued

Depot, but you can buy them direct from the manufacturer, Divine Brothers.



I carefully unlocked the irreplaceable aluminum Delco tag from the machined channel and proceeded to buff off the surface rust. The Nylox wheels work with amazingly little effort, and in no time the distributor head casting was nice and shiny. The next step was to shine up the advance weight mounts, breaker plate and breaker cam.

On the advice of Jeff Rice, I used my Dremel tool with a small steel brush to clean the rust from the interior parts. The breaker plate appears to be chrome plated, so it was rust-free; the breaker cam and advance cam were another story. I cleaned up the advance parts first, getting all the rust off the surfaces that the centrifugal advance weights slide on. The advance pins had a little bit of wear on them. but not enough to render the distributor shaft useless.



I didn't want to touch the breaker cam with the Dremel wire wheel, so I used some 2,000-grit emery film to polish the rust off of it. Then, my favorite non-abrasive metal polish, Nev-Dull, was used to further polish the cam and breaker plate.

Love this stuff; it's basically a chemically-impregnated cotton wadding that removes rust and other staining from metal parts, depositing a thin layer of lubricant protectant as it works. Soon, the delicate bits were spic 'n span.

After that, I took the Nyalox brush to the two advance weights. They had sustained some pitting, but cleaned up

well. Mr. Gasket and other speed-parts suppliers make replacement weights for these distributors, but I'd rather re-use than replace when possible :) With the upper bits clean, I put a small brass cup brush in the Dremel and cleaned the light rust out of the interior of the base casting using the large access hole in the breaker plate.



At this point, with everything cleaned up, it was time for paint. Using painter's tape, I masked off the moving parts and the section of the shaft housing that must remain plain metal. Note that there is a large hole in the bottom of the casting that allows the distributor primary lead to exit; you'll need to cover this from the inside to keep paint from getting into the mechanicals.

I like Rustoleum red primer because it's specifically formulated for rusty metal, and even though I'd cleaned all the rust off, there's no sense taking chances! After a couple of coats of primer, I shot it with black engine paint and let it dry overnight, followed by a second coat of engine black the next morning. By midday, the paint was hard and the tape came off. Things looked great!



I used a little dielectric grease to lubricate the advance weight pins and re-installed the weights. Note that the mounting holes in the weights are tapered; if you turn them over you can discern that the hole diameter is slightly larger on one side than the other. Slide them onto the pins with the large side down, toward the advance cam baseplate. Note that there is a small, button-like raised area in the baseplate that the weights rest directly over and must slide upon; a little grease in this area is a good idea as well to keep them moving smoothly.



You can get replacement advance springs from a number of manufacturers; just ask for the kit for a '61 Chevy.

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Studebaker Tech Tip

How-To: Studebaker Delco Distributor Rebuild - continued

I chose Mr. Gasket, although Moroso, Accel and others make them. I suppose your friendly GM dealer might have springs too (if he's still in business). The Mr. Gasket kit includes three different spring weights to customize your advance curve; on the advice of SDC member and distributor guru Harry "Bud" Alenik, I installed the gold OEM-weight set. Harry explains:

"Most of the aftermarket springs have more tension than the springs originally installed in stock Studebaker Delco distributors. Studebaker engineers specified full advance at 2400 rpm where most other manufacturers specified full advance somewhere above 4000 rpm. I've found that the guys at Studebaker had the advance set at an optimum point for good engine operation without detonation. I've found that by using the stock advance and setting the base timing around 8 deg. BTDC, that a stock V8 will make plenty of power without detonating. The R series engines still use the 2400 rpm full advance, but limit the amount of centrifugal and vacuum advance to keep the high compression engines from detonating."

Should you choose to play with your advance curve, I've documented the spring weights and the timing advance each set provides [on this post](#).



The next thing I did was to install the new vacuum advance unit (or "spark modifier", as the shop manual refers to it). I got this from NAPA, it's Echlin part #VC680.

Wrong! The correct advance part is VC1765 - [see this post](#) for more. It's held on with two screws, one at the edge of the base and the other just under the edge of the breaker plate. To install it, you must rotate the breaker plate so that you can get the vacuum can's actuator rod into the hole in the plate. It takes a little maneuvering to get it in there, but once you get the rod at the right angle, it slides into the hole

easily. I put in the screw that holds the unit to the rim to hold the unit in.

There is a black wire crimped to the breaker plate; this is what supplies ground to the points. I slid it under the head of the second vacuum advance attaching screw as shown in the pic to the right. If your ground wire has gone missing, you can get a replacement from NAPA; it's Echlin # LW42. It comes with two spade-lug ends; you can attach the other end under the nearby pointset hold-down screw instead of trying to crimp it to the breaker plate.



I installed a rubber grommet in the hole for the primary wire; this is just a standard 3/8" wire grommet that you can get from the bins at any hardware store.

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CVC/SDC apparel available

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

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



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



Find us on:
facebook®

Studebaker Tech Tip

How-To: Studebaker Delco Distributor Rebuild - continued



With the advance unit in place, I installed the pointset. I opted for a "Uniset" combo unit; this is an all-in-one part that combines the breaker points and the condenser into one unit and eliminates fiddling with a separate condenser and lead.

You'd think this would be an inexpensive part, but I found that as the use of points has decreased, the cost of pointsets has increased. NAPA wanted \$35.00 (!) for the Uniset points; I opted instead to order them for half that price from Studebaker vendor Chuck Collins. They are Borg-Warner #A2120, although I'm sure other manufacturers have them as well. Chuck, as always, got the goods to me immediately; I ordered on Thursday and they arrived on Saturday. I also ordered two new distributor mounting gaskets.

Now that the points are installed, you've got to lube the breaker cam. This is also known as the "rubbing block", for obvious reasons: the points rub on the octagonal cam as it rotates; each time it rubs over one of the cam's corners, the electrical connection between the points is broken. Even though the bit of the pointset that contacts the rubbing block is plastic, without lubrication the block will wear. If you've never had a car with points before, you may not realize that there is a specific kind of lube for this, a silicone grease that is smeared onto the cam to protect it. This has to be renewed periodically, too, so it's good to have a tube around. My old tube of Lubricam has seen duty since the mid-'80s and still has plenty left. Bosch still makes it, as well as some other manufacturers, but you may have to go to a real speed shop to get it - the NAPA and Pep Boys near me have none in stock.



With lubrication taken care of, it was time to put on the rotor. Again, NAPA had the part, Echlin #RR1670.

I opted for the Heavy Duty part, since the contact is constructed from heavier brass than the standard-duty part. In Delco distributors, the rotor fits right over the advance weights, covering them completely, and screws to the advance cam. On the bottom of the rotor are two lugs; one round, one square. They fit into corresponding holes in the cam so you can't install it 180° reversed. Once the rotor is screwed down, hold the shaft and twist the rotor counter-clockwise; you should feel some spring resistance as it rotates; release it and it should snap back. This verifies that the molded webbing on the bottom of the rotor is not interfering with the operation of the advance weights and springs.



The last bit inside the distributor is the primary lead. I threaded this through the newly-installed grommet in the base and attached the spade lug to the screw provided on the front of the pointset. If you're missing the lead or yours is boogered up, go to NAPA and get Echlin part



#LW67. After that, it's time to install the cap. Unlike the Prestolite cap, which attaches with a pair of spring clips mounted to the base, the Delco cap has a spring-loaded hold-down on each side. A notch machined in the base of the distributor body accepts the tab molded into the bottom of the cap, which positively locates it and keeps it from rotating; simply place the cap on the base and use a flat-blade screwdriver to depress the hold-down, then rotate it so its ear is beneath the locating notch underneath the cap and release it; it will clamp the cap to the base. Repeat on the other side. The cap, by the way, was also gotten at NAPA: Echlin #RR1650. This is the matching heavy-duty cap for the rotor, with brass terminals instead of aluminum.

That's it! She's assembled and ready to be dropped into Barney's engine. I'm hoping I get the chance to do this tomorrow - stay tuned for further developments.

Thanks to Warren Webb, Jeff Rice, Bob Johnstone, Bud Alenik and all the guys at the SDC Forum for their help.

CVC Members Out~N~About

The Richmond AACA held their annual Car Show and Swap meet on June 24, 2017, at Saint Joseph's Villa located on Brook Road in Richmond, Virginia.

CVC members George Marshall's 1961 Studebaker Hawk and Jim Jett's 1963 Studebaker Gran Turismo Hawk R-1 were displayed in the show.

Fred Meiners and Linwood Melton were at the show checking out the fine automobiles and the swap meet.



George Marshall's 1961 Studebaker Hawk



Jim Jett's 1963 Studebaker GT Hawk R-1



1964 Studebaker Commander



1982 Avanti



1941 Packard 4 Door Convertible



1950 Packard 4 Door Sedan



1938 Packard 2 Door Coupe

CVC Members Out~N~About

The annual Paw-Paw Classic Car Show for the benefit of the American Cancer Society was held as an afternoon-evening event on July 24, 2017, at Extra Billy's BBQ Restaurant in Richmond, Virginia.

CVC members Lee Harrison was there with his 1960 Studebaker Lark VIII convertible and Jim Jett with his 1963 Studebaker GT Hawk R-1.



Lee Harrison's 1960 Studebaker Lark VIII Convertible



Jim Jett's 1963 Studebaker GT Hawk R-1

Studebaker Sightings

Sighted in the Archive photos of the Richmond Times-Dispatch, a 1951 Studebaker on Marshall Street in Richmond, Virginia, taken March 8th, 1957.



Below is a photo taken in 1957 of a billboard ad for Studebaker Dealership R.E.B. Blanton, Inc., located at 520 West Broad Street in Richmond, Virginia.

The Ad was located at 1628 West Cary Street and Vine Street and featured the Supercharged 1957 Studebaker Golden Hawk.



Studebaker Hawk Ads

Now... sports car fun is family fun!

275 hp.! Most power-per-pound of any American car!

Studebaker Hawks

Take the '57 Studebaker Hawk on your road trip.

1956

the Silver Hawk
by STUDEBAKER

Starting at \$1,995 - just \$1,995!

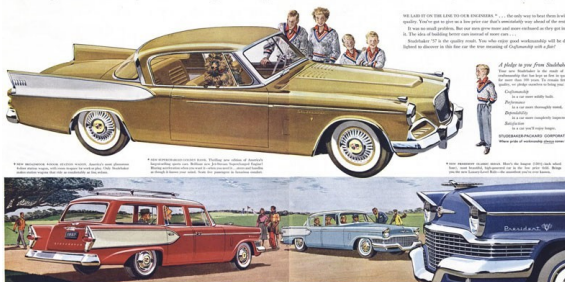
42500 with "H" - Only 42500 with "H"

1959

This year—Craftsmanship makes the big difference in the low price field!

STUDEBAKER '57

only car in America with Supercharged Power, Twin Traction, Slipstream Styling



1957

Studebaker Golden Hawk

America's Most Powerful New Sports Car... with 285 hp. and 4-speed V-8

1958

1958

PRESENTING
THE CAR DESIGNED FOR SPORT

THE 1960 HAWK BY STUDEBAKER

1960

1960

Announcing the new Gran Turismo Studebaker Hawk in limited number only for 1961—with 4-speed gearbox!

1961

1961

STUDEBAKER invites your inspection of a distinctive new family sports classic

The Gran Turismo Hawk

designed and made in the meticulous tradition of the great European road cars and offering the comforts and conveniences preferred by the discerning American motorist

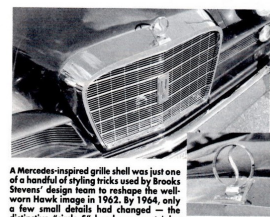
1962

1962

'63 AVANTI—America's Most Advanced Car
'63 LARK—This Feature Car of Its Class
'63 CRUISER—America's First and Only Limousine
'63 HAWK—America's Popular Driver Sports Classic

1963

1963

1964 STUDEBAKER
GRAN TURISMO HAWK
EUROSPORT SOUTH BEND STYLE

Readers may remember CAR COLLECTOR's coverage of Don McCullen's '57 Studebaker Golden Hawk in the February 1991 issue—"a bluff and a puff couldn't blow Detroit down" was the somewhat appropriate title for yet another tragic tale of South Bend's stumblings. Despite appearances by various truly great automotive creations, "it just wasn't meant to be," concluded the article. Mentioned in the same breath as the supercharged Golden Hawk were the timeless Avanti, untimely Lark and oft-forgotten Gran Turismo Hawk.

"Unforgettable is a fair description for the Avanti," understated the author back in February's issue. "Many remember the Lark because of its mass-market appeal," he continued. "And the GT Hawk? Since it's not the star of this month's long-winded lecture, we'll let it continue to rest in peace—for now."

Six months later, the GT Hawk's turn has come up. Introduced for 1962, the Gran Turismo Hawk emerged to help promote sagging Studebaker sales by appealing to sport-minded buyers in much the same fashion as earlier Hawk offerings. Based on the

ever-present "Looney coupe" design of 1953 (which we all know was the work of stylist Robert Bourque), Studebaker's Hawks first appeared in 1956, hot on the heels of the definitely sporty President Special. With two seats, wire wheelcovers and 185 horses, the limited-edition Speedster established an attractive "Euro-style" precedent, but sadly was a one-year wonder.

In 1956, though the top-line '57 Hawk's hood made the car excessively nose-heavy, and handling suffered accordingly, to follow in the President's footsteps, it just wasn't quite the same; the big Packard V-8 under the Golden Hawk's hood made the car excessively nose-heavy, and handling suffered accordingly. In '57 and '58, corrections were made using the lighter 280cid Studebaker V-8, in concert with a McCulloch supercharger, but few customers seemed to care. By 1959, the somewhat sexy supercharged Golden Hawk was gone, leaving the more mundane silver Hawk to carry on alone. Then the following year, the name simply became Hawk, and the reputation became anything but sporty.

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BY MIKE MUELLER

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