



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

#### October 4th, 2025

Saturday @ 10am—3pm  
Second Annual Beulah Church Car Show  
6930 Hopkins Rd  
N. Chesterfield, VA. 23234  
Food and beverages available, 50/50 Raffle. All makes & models welcome, restrooms available, swap meet spot available, free spectator parking.  
Goodie bags for the first 50.  
Registration: \$20  
INFO: Harry Trimble (804) 748-7745

#### October 11th 2025

Saturday @ 9am—2 pm  
Drive Out Cancer Car & Truck Show for Hunter Bailey  
Goochland High School  
3250 River Road West  
Goochland, VA 23063  
Raffles, 50/50, Food Trucks, Custom made Trophy Awards by Parrish Precision Welding. 100% of the profit made from this event will go directly to the Hunter Bailey Family to assist with medical expenses, pay bills, and help Hunter financially get through this difficult time in his life.  
Registration: \$30, click [HERE](#) for form  
INFO: Matthew Stevens (804) 659-2468  
EMAIL: [mpacestevens@gmail.com](mailto:mpacestevens@gmail.com).

#### November 2nd, 2025

Saturday @ 10am—3pm  
Chesterfield Career and Technical Center Car and Truck Show  
10101 Courthouse Rd  
Chesterfield, VA 23832  
Dash plaques and Goody Bags to the first 100 pre-registered vehicles. Top 20 awards by participant vote, Top 3 in Pedal/Power Wheels, Sponsor and Pro Pick Awards, and Principal's Choice Awards.  
Registration: \$20, \$30 after 10/23/25  
Form click [HERE](#) and if needed, scroll to the CTC Show Flyer and Registration form.  
INFO: [president@rivercitycruisers.com](mailto:president@rivercitycruisers.com)

#### November 15th, 2025

Saturday 15th @ 12pm—4pm  
Chester Rotary Annual Fall Festival Veteran's car show  
All makes and models are welcome.  
Registration: pre-reg \$20, \$25 day of show  
INFO: (804) 715-1829  
EMAIL: [chestervarotary@gmail.com](mailto:chestervarotary@gmail.com)  
WEBSITE: [chestervarotary.org](http://chestervarotary.org)

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

website:

<http://carclubcouncil.com/>

Serving Car Hobbyists Since 1995

## CVC/SDC Meet ~ July 12th, 2025

Kitchen 33 was the site of our July meet. The day started out with mixed weather but it didn't rain at Kitchen 33.

The mixed rain and sun in the greater Richmond area kept most of our Studebakers under shelter. We only had one on display, Jeanette Smith and Jim Jett brought their 1962 Gran Turismo Hawk.

Members in attendance sans Studebaker were George Field, George Marshall and Chris Mendl.



(L-R) George Field, Jim Jett, Jeanette Smith, George Marshall, Chris Mendl



Jim Jett's 1962 Gran Turismo Hawk

## Next Meet

November 15th, 2025  
Saturday @ 2:00pm

### Marty's Grill

9357 Atlee Road  
Mechanicsville, VA 23116  
(804) 559-1323

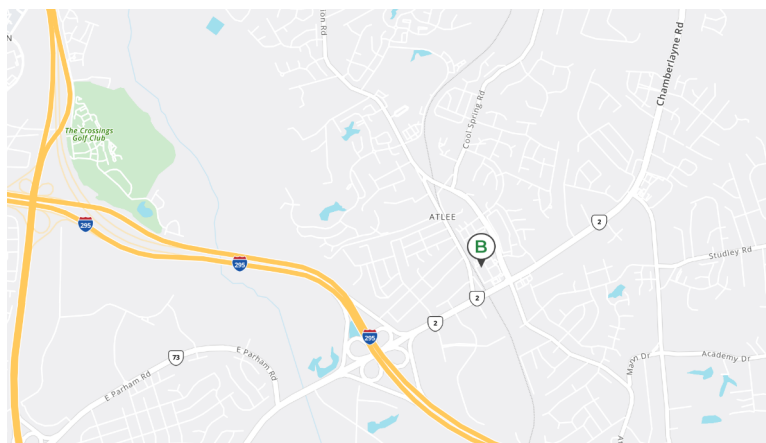


Our November meet will be held at Marty's Grill in Mechanicsville, Virginia. Marty's is located on Atlee Road in the Rutland Commons Shopping Center off Route 301.

See you there.

To view Marty's menu, click [HERE](#).

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



### Commanding Leader

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

Jim Jett, Editor

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

### Officers:

Jim Jett, President

Lee Harrison, Vice President

George Marshall, Treasurer



## CVC/SDC Meet ~ September 14th, 2025

## The Day after IDYSD End of Summer Picnic

The Central Virginia Chapter observed International Drive your Studebaker Day a day late with an End of Summer Picnic.

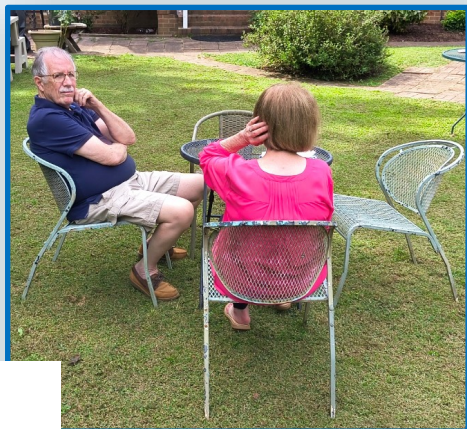
Our gathering was hosted by Sandra and Tom Covington at their home in Midlothian, Virginia. The weather was great for a picnic and the hamburgers and hot dogs were hot off the grill.

A good turnout of our Studebaker automobiles was achieved along with Tom's multiple Avantis. We also had a 1967 Shelby Mustang GT350, a Volkswagen Karmann Ghia and a AMC Rambler American.

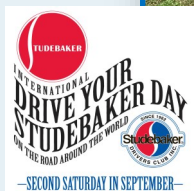
It was a great event for IDYSD and marking the end of summer.



*George Marshall and Tom Covington fixing their hamburgers*



*George Marshall & Jeanette Smith*



*Lee Harrison & Mike Welch take a look at Tom's Avanti drag race engine*



*(L-R) Matt & Carolyn Steffen, Lee & Becky Harrison, Betty Crawford*



*(L-R) Noel Einolf, Rocco (Mike's grandson), Mike Welch, Carl Bowmer, Tom Covington*



## The Day after IDYSD End of Summer Picnic

Here is Tom's collection of Studebaker Avanti automobiles.  
Also shown is Tom's 1964 Studebaker Commander.





## The Day after IDYSD End of Summer Picnic



(T-B,L-R) Lee Harrison's 1962 Lark, Noel Einolf's 1953 Champion, Matt Steffen's 1957 Silver Hawk, George Marshall's 1961 Hawk, Jim Jett's 1963 GT Hawk R-1.

Other marques, 1967 Shelby Mustang GT350, 1968 AMC Rambler American, 1973(?) Volkswagen Karmann Ghia.



## CVC Out~N~About

Becky and Lee Harrison drove their 1962 Lark Daytona for a tour of Rosewell Plantation in Gloucester County, Virginia.

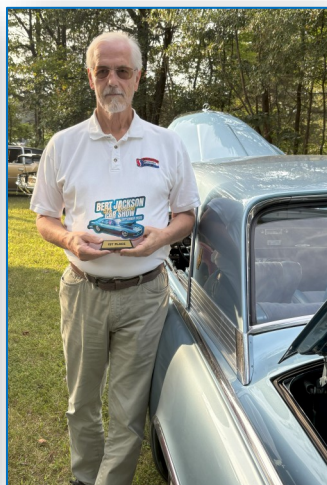


After the tour they ventured to Williamsburg, Virginia, for dinner and overnight stay.

The final stop was in Yorktown, Virginia, for a Labor Day car show.

Jeanette Smith and Jim Jett brought their 1962 GT Hawk and 1963 GT Hawk R-1 to the Louisa Baptist Church Car Show in Louisa, Virginia, held on September 13th, 2025. The 63 GT Hawk received the "Pastor's Choice" award.

On September 21st, 2025, They took the 1963 GT Hawk R-1 to the Bert Jackson Car Show in Henrico, Virginia. The GT Hawk took 1st place in it's class.



Martin Pajki has got his Avanti out of the garage, and with new doors!

Becky and Lee Harrison attended the SDC International Meet in Washington, Pennsylvania, held September 16th-20th, 2025. Look at what followed them home, a 1961 Lark VIII convertible.





## CVC Out~N~About

## Virginia Museum of Transportation

Jeanette Smith and Jim Jett visited the Virginia Museum of Transportation in Roanoke, Virginia, August 30th, 2025.

The Museum exists to preserve Virginia's transportation history and to honor the workers whose talents created the transportation marvels in the collection. The collection covers air, ground and sea transportation with an emphasis on Roanoke's rail heritage.

Included is an exhibit of classic automobiles and Studebaker has a noticeable presence.

Upon entrance to the Museum you are "welcomed" by Studebaker.



This sign once hung in the showroom of the Jarrett-Chewning Studebaker dealership in Roanoke, Virginia.

The galleries are very interesting and informative with some interactive exhibits.

Being Studebaker fans the exhibit of transportation manufactured by the company was of particular interest.

When in the Roanoke, Virginia area this is a stop worth making.



*1870 Studebaker Half-Platform Wagon*



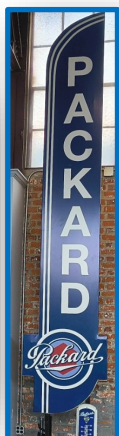
*1913 Studebaker*



*1950 Studebaker Land Cruiser*



*1949 Packard*





## CVC Out~N~About

## Virginia Museum of Transportation

*1955 Studebaker President Speedster**1962 Studebaker Lark Taxi*

Jeanette Smith and Jim Jett attended the Hanover County Parks & Recreation Cruise-in located at Hanover High School on July 17th, 2025. They displayed their 1962 GT Hawk.



On September 20th, 2025, Jeanette Smith and Jim Jett attended the 65 Roses Car Truck and Bike show located at Spotsylvania High School in Spotsylvania, Virginia. The 1963 GT Hawk R-1 was entered in the event.



Becky and Lee Harrison attended the Chesterfield "CRUISING CRUZ-IN" "Topless Night" at Kickback Jack's restaurant on Midlothian Turnpike, Midlothian, Virginia. They dropped the top on their 1962 Lark Datona.



Virginia Museum of  
Transportation

Visit Website >



## Studebaker Tech Tip

### Tech Tip: Carburetor Float Bowl Plugs

by John Crooks

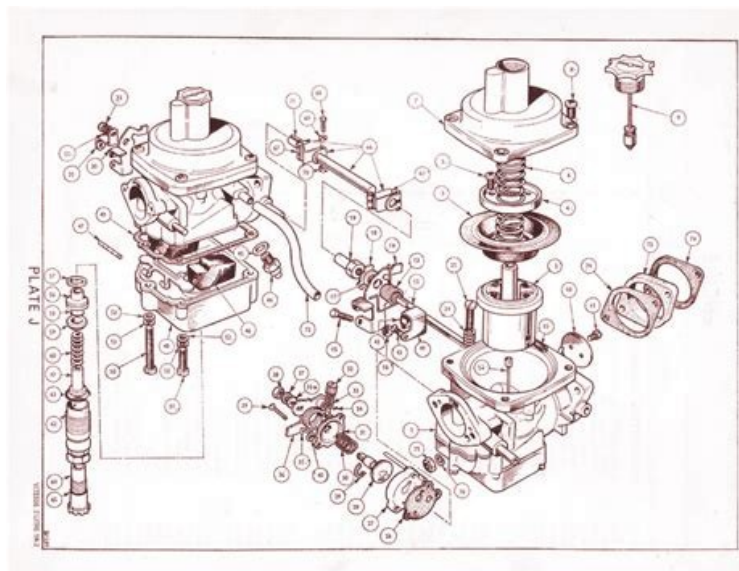
With our Ethanol fuels the problem of the fuel evaporating in the float bowl resulting in slow starts is a well known problem.

On the Stromberg 2 BBL carburetors used on 259 and 289 Studebaker V/8 engines, fuel loss in the float bowl can also be caused by the two plugs leaking on the bottom of the float bowl.

This can often go unnoticed as it leaks onto the intake manifold and evaporates.

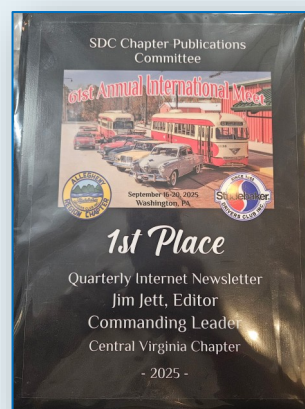
You can remove the carburetor and have it resealed. A simple fix is to clean the area where the plugs are located and use a gas tank repair epoxy to cover the plugs.

J B Weld makes gas tank repair epoxy that works. Make sure it is suitable to stand up to gasoline.



*Stromberg Carburetor Diagram Stromberg 2 Barrel Carburetor Model 48*

## Commanding Leader wins award



CVC newsletter "Commanding Leader" was awarded a 1st Place in the Quarterly Internet Newsletter class by the SDC Chapter Publications Committee at the 61st SDC International Meet in Washington, Pennsylvania.

Our thanks to the Publications Committee for this recognition.

## Studebaker Musical Short

Studebaker produced a soft sell short for presentation in theaters. It was filmed with the giant 1931 Studebaker that was constructed on the Studebaker Proving Grounds in the spring of 1930.

Presented here for your musical entertainment.



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**facebook®**



## Studebaker Sightings

Seen at the 65 Roses Car Truck and Bike show held at Spotsylvania High School in Spotsylvania, Virginia, held on September 20th, 2025; 1948 Studebaker Convertible custom.



Sighted at the 16th Annual McKenney Cruisers Shine 'Em and Show Em' Car Show held on August 16th, 2025, at Curtis Field in McKenney, Virginia; 1959 Studebaker Silver Hawk.

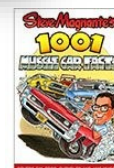


Sighted at the Richmond AACA Ice Cream Social held August 16th, 2025, in Richmond, Virginia; 1948 Packard "Woodie" wagon.



## Interesting Studebaker Muscle Car Facts

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



**Fact 957:** The McKinnon Chevrolet engines were much more costly than earlier Studebaker-built units. Before production ceased, South Bend-built Studebaker engines cost the Canadian plant \$190 (169 OHV six) and \$214 (base V-8). The Chevrolet-sourced mills cost \$315 and \$434 (respectively) and doubled the plant's breakeven point to 14,000 cars per year.

Incidentally, the Canadian plant only handled Commander, Cruiser, and Daytona models. All Hawk, Avanti, and truck production was terminated after the 1964 model run with one notable exception, the Avanti.



# Classic Motorsports

## Studebaker Avanti: The car that (almost) changed the world

By John Webber

May 4, 2025

Link: <https://classicmotorsports.com/articles/studebaker-avanti-worlds-fastest-production-car/>



Although it's best known today for its distinctive styling, back in the fall of 1962 Studebaker advertised its Avanti as "The World's Fastest Production Car." They backed up the claim with 29 new American national stock car records from the Bonneville Salt Flats, including the flying mile at 168.15 mph and 10 miles at 163.9 mph—and these were two-way averages. On the return leg of the 20-mile record run, the Avanti reached 178.5 mph.

The slippery Studebaker shattered record after record, blowing through the previous American Class C benchmark (held by a Dodge) by more than 50 mph. Fast indeed for a barely dry model that only 16 months earlier had been on the drawing board.

Was it a publicity stunt? Sure, but the United States Auto Club sanctioned each of these records. They also certified the Avanti R-3 as completely stock and fueled with Mobil premium pump gas.

Hotshoe Andy Granatelli, who knew a thing or two about driving fast—and even more about promoting merchandise—was president of Paxton Products at the time, and one of his

superchargers wailed under the Avanti's hood. In a letter to Studebaker President Sherwood Egbert, Granatelli wrote, "The thing that never ceases to amaze me is the ease in handling the Avanti. I took four people [including the L.A. Times auto editor] for a ride at speeds from 166.6 to 172.5 mph, and in each instance I let go of the steering wheel for several thousand feet to prove how stable the Avanti really is."

A year after he set the production car marks, Granatelli returned to Bonneville with an experimental, twin-supercharged Avanti and ran a blazing 196 mph.

Those records were important, because the Avanti was conceived as the halo car that just might enable Studebaker—which was teetering on the edge of collapse—to hang on. Sketched by Sherwood Egbert himself (who had an aircraft background) and designed by the already legendary Raymond Loewy, the sporty Avanti came together on paper and as a scale model in early 1961 after a secret, five-week design session outside Palm Springs, California. Studebaker's board hastily approved the concept and rushed the car into production.

Just 14 months later, on April 25, 1962, the first prototype was introduced to the public at the New York Auto Show.

The radical Avanti galvanized the crowd, its attention-grabbing shape at once revered and reviled. Reviews ranged from "sensational" to "bold and fresh" to "contrived, straining for visual impact to the exclusion of utility, efficiency or grace."

Right after the show, Studebaker loaded its only two driving examples on a Flying Boxcar and took off on a well-publicized, 16-day, 24-city tour. In the frenetic advertising blitz that followed, the company blanketed the bases, touting the Avanti's USAC speed records, calling it "America's Most Advanced Car," and promoting it as a luxurious, four-place GT. The campaign worked, and crowds of potential buyers lined up and placed deposits.

Studebaker's problem, as it turned out, was that they couldn't fill those orders. The car's styling may have been sensational, but the 129-piece fiberglass body proved difficult to produce. Ohio-based Molded Fiberglass Products, the vendor that also fabricated Corvettes, turned out bodies that didn't fit together, and extensive reworking at Studebaker dragged production far behind schedule. The company had planned to build 1000 cars



## Studebaker Avanti: The car that (almost) changed the world ~ continued

per month, but was able to turn out only a fraction of that number.

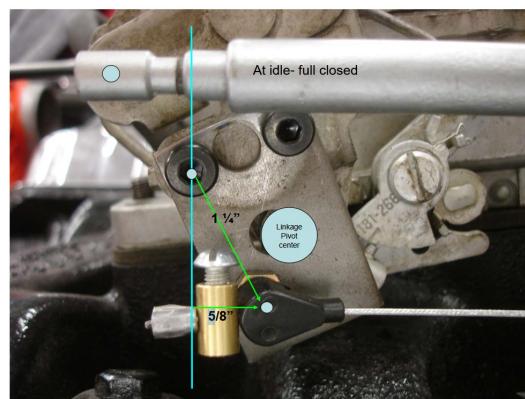
Studebaker, in desperation, set up a separate fiberglass production line in their South Bend, Indiana, plant, but the production slippages were too far gone. After months of waiting, Avanti's once-eager buyers grew tired and canceled. By the end of 1963, Studebaker had shipped only 3834 cars. The supply was so short that many dealerships couldn't even get a display example.

The company's fiscal woes deepened, and as word got out, people became afraid to buy any Studebaker. On December 9, 1963, Studebaker announced that it was closing the South Bend plant. The last Avanti rolled off the line on New Year's Eve. During the car's 18-month production run, the manufacturer built just 4643 units.



## Tech Support

### Transmission TV Cable Bracket - By Bill Henderson



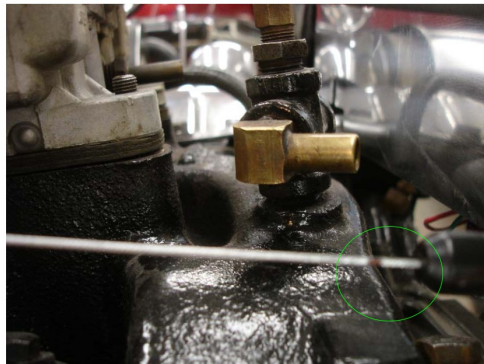
Carb linkage at full throttle



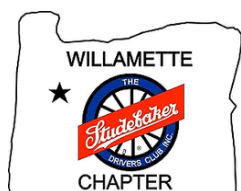
Position of TV cable at idle (see green circle)



Position of TV Cable at full throttle (green circle) moves less than 1/2"







## 'Bout Studebakers

..... Thanks to Jerry Blount

Several years ago, I wrote a column about original clutch pressure plate assemblies as used on '55 to '64 V-8 Studebakers.

The point of that column was to list the various diameters used - 10"; 10-1/8"; 10-1/4"; and 10-1/2" and the rating in pounds for the different model applications. 1545 lbs. to 2050 lbs. with several in the 1700 - 1800 lbs. range.

I wanted to point out that most aftermarket clutches were more like 2200 lbs. and thus could lead to clutch linkage failure, not to mention a tired left foot.

Some Studebaker parts dealers were selling a commonly available American Motors/Jeep 10-1/2" clutch pressure plate rated at 2220 lbs.

I chose to rarely sell this part (only for heavy duty use); my preference was something close to the original Studebaker listings. So, I sold 10" and 10-1/4" pressure plates whenever I could, since these would be in the 1600 - 1800 lbs. range.

Recently my California wholesaler Studebaker parts supplier chose to discontinue selling remanufactured 10" pressure plates, mainly due to lack of people willing to do the rebuilding process. Fortunately, he now has a source for new 10-1/2" pressure plates, rated at 1450 lbs. - noted as "standard duty". The "heavy duty" version is 2000 lbs.

'55 - '64 Studebaker V-8 flywheels have a bolt pattern that will accept 10" thru 10-1/2" pressure plates, so a 10-1/2" pressure plate will readily replace a 10" pressure plate. You should either reface your flywheel (good idea anyway) or use a 10" disc.



## HAGERTY. | Media

### Oklahoma Highway Patrol Studebaker is welcome in our rearview

Brandon Gillogly

06 June 2022

<https://www.hagerty.com/media/buying-and-selling/auctions/former-oklahoma-highway-patrol-studebaker-is-a-black-and-white-welcome-in-our-rear-view/>



You don't have to be from the Sooner State to appreciate this strange Studebaker up for auction in Cedar Rapids, Iowa. We came across this black and white beauty thanks to a post on Barnfinds.com. While it's not quite a dusty and forgotten car, it is unlike anything we've ever seen and certainly worth a look. Titled as a '57, auction platform All Collector Cars recognizes that it's likely an old clerical mistake, as the styling and trim of this car more accurately identify it as a '58 Studebaker Champion.



There's little in the online listing to verify this car's service life other than its functioning lights and siren, but we must admit that the black and white two-tone fits it quite nicely. The Highway Patrol decals on the doors don't look out of place, either. On the other hand, most, but not all vintage



## Oklahoma Highway Patrol Studebaker is welcome in our rearview ~ continued

Highway Patrol vehicles we've been able to identify use white doors on a black car; this looks more like a factory two-tone worn by normal, run-of-the-mill Champions. A Studebaker Champion would also make an interesting choice for a highway-going police interceptor, as the 185-cubic-inch flathead six-cylinder produced a paltry 101 hp—not exactly intimidating figures, even for the era. This one is connected to a three-speed transmission and the listing notes that it runs and drives just fine and shows 106,639 miles on the clock.



This '58 Studebaker Highway Patrol car may not be cut out for chasing speeders today, if it ever was. Although as the saying goes, you can't outrun a radio. With two days of bidding left, the price has just eclipsed \$7500 as of this writing. That's a bit more than we'd expect a standard Champion to bring, but the added cop car appeal (authentic or not) of the lights and siren could easily explain why this unique car is drawing some heat.

The fins on the Champion's quarter panels are not overbearing to the eye, especially compared to some of the full-size Mopars of the era. Compared to the understated '57 model year Champion it replaced, however, they are downright ostentatious. The same can be said about the front end, which is chock full of chrome and new-for-'58 quad headlights. Add in the dash and pillar-mounted red lights and there's a lot going on with this car ... but it just sort of works.



### Word Search

By Larry Northington

Every word here is contained within the letter grid. Words in the list can be found in a straight line horizontally, vertically, or diagonally. Words may be either forward or backward.

AVANTI  
BIGSIX  
CHAMP  
CHAMPION  
COMMANDER  
DICTATOR  
ERSKINE  
FLANDERS  
GARFORD  
LARK  
PRESIDENT  
ROCKNE  
SPEEDSTER  
STARLIGHT  
STARLINER  
TRANSTAR  
WAGONAIRE

G	J	A	N	M	I	A	R	O	T	A	T	C	I	D	R	I	U	N
E	Y	M	Z	L	A	W	A	V	A	N	T	I	H	J	A	S	F	T
R	G	A	R	U	K	Z	H	I	E	G	M	R	I	T	K	T	C	X
I	N	Y	L	E	G	T	M	D	T	S	F	H	A	J	A	S	N	T
A	U	I	K	O	T	G	I	J	R	K	T	I	K	N	F	S	R	H
N	A	S	V	R	D	S	L	E	C	C	S	X	X	C	S	A	L	G
O	N	C	K	O	E	O	D	B	C	Y	H	F	H	B	T	T	A	I
G	O	L	F	R	L	N	R	E	Q	O	A	A	X	I	A	R	A	L
A	A	C	P	J	A	H	I	E	E	I	M	W	M	E	A	A	C	R
W	E	R	I	L	K	L	H	L	N	P	Y	M	F	P	O	N	W	A
C	K	O	F	S	X	A	O	E	R	T	S	B	A	T	I	A	P	T
R	D	C	S	O	K	K	I	I	K	A	D	V	A	N	F	O	J	S
F	P	K	C	D	R	N	I	A	Q	O	T	X	D	E	D	C	N	M
H	V	N	C	A	Q	D	L	T	Y	H	D	S	U	C	W	E	S	Q
H	N	E	B	I	G	S	I	X	A	F	B	E	N	I	K	S	R	E



## 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:

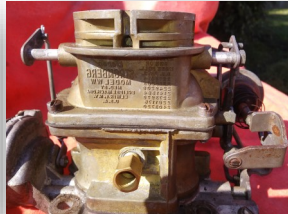
ONE (1) New air filter for 289 R-2 V8, \$17.25.



ONE (1) 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>

Here's the look of luxury—and it's in the low price field! It's the big new Studebaker—and never before has there been such a difference in low price cars. Here's why:

You get the longest wheelbase—120 1/2 inches—and the biggest power—210 hp—in its class. You get a fabulous floating ride, along with silky bursts of speed that only the costliest cars can rival.

And from its massive new grille to its high-falutin' dual exhausts, you get beauty. Inside, surrounded by lovely color-keyed interiors, soothed by a sound-conditioned ceiling, you get luxury beyond compare.

Yes, only Studebaker brings you new style, new power, new beauty—*Craftsmanship with a Flair* in the low price field! There are 16 new and different models for you to choose from: beautiful passenger cars, big station wagons, exciting family sports cars. See them at your Studebaker Dealer's soon!

**Studebaker** THE BIG NEW CHOICE IN THE LOW PRICE FIELD

STUDEBAKER DIVISION, STUDEBAKER-PACKARD CORPORATION—WHERE PRIDE OF WORKMANSHIP STILL COMES FIRST!  
Tune in TV Reader's Digest every week.

## 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