Commanding Leader

Calendar of Events

*** Designates CVC Event**

January 14th, 2023
Saturday @ 8am-10am
"Ferdinand and Friends" Classic Auto Gathering
To be held every 2nd Saturday of the month at the Old Stony Point Shopping Center between McDonalds and Einstein's Bagels
9006 Huguenot Rd
Richmond, VA 23235
This will be a break from the "Fast and Furious" new car crowd - only classics here please.
Simple Rule - Wipers ON, Gathering OFF
INFO: (Text) Al Bryan at 804-677-1043
EMAIL: albbryan61@gmail.com

***January 15th, 2023**
Sunday @ 2:00pm
CVC/SDC Meet
Silver Diner
INNSBROOK
10890 W Broad St
Glen Allen, VA 23060
(804) 346-2020
WEBSITE: https://www.silverdiner.com/innsbrook

February 3rd-5th, 2023
Asphalt Angels Car Club
61st Annual Festival of Rods and Customs Indoor Auto Exhibition
Meadow Event Park
Farm Bureau Center
13111 Dawn Blvd
Doswell, VA 23047
INFO: 804-994-2800
WEBSITE: www.asphaltangels.net

February 17th-19th, 2023
Virginia International Auto Show
Greater Richmond Convention Center
403 North Third Street
Richmond, VA 23219

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

CVC/SDC Meet ~ November 13th, 2022

(L-R) Dan Gori, George Marshall, Jeanette Smith, Betty Crawford, Linwood Crawford, Mike Welch, Chris Mendl, Noel Einolf, Martin Pajki

Our last Chapter meet for 2022 was held at Marty's Grill in Mechanicsville, VA.

We had a good turnout for the group with our marque having a good representation. Attending with their Studebaker:

- Betty & Linwood Crawford - 1957 Silver Hawk
- Noel Einolf - 88 Avanti
- Jeanette Smith & Jim Jett - 1962 GT Hawk
- George Marshall - 1961 Hawk
- Mike Welch - 1962 Lark

Members driving Brand X were:

- Dan Gori
- Chris Mendl
- Martin Pakja

This was the first meet attended by new member Noel with his Avanti, welcome Noel! Also, Mike brought his Lark convertible for the first time.

All the Studebakers were a treat to the members and patrons at Mary's Grill.

CVC/SDC Meet ~ November 13th, 2022

Here are some pictures from the meet.

Noel Einolf's 1988 Avanti

Mike Welch's 1962 Lark

Betty & Linwood Crawford's
1957 Silver Hawk

Jeanette Smith & Jim Jett's
1962 GT Hawk

George Marshall's
1961 Hawk

Next Meet

January 15th, 2023
Sunday @ 2:00pm

Silver Diner

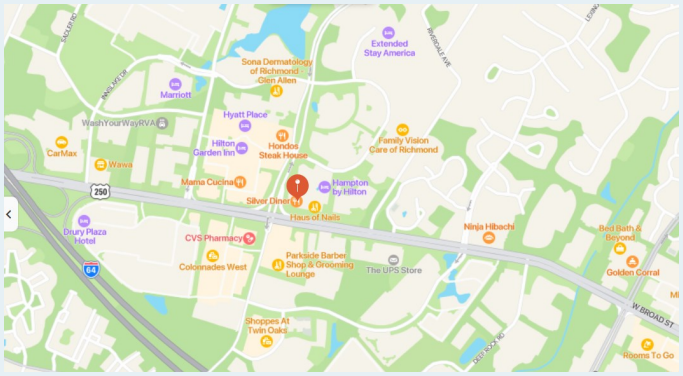
INNSBROOK
10890 W Broad St
Glen Allen, VA 23060
(804) 346-2020

Our first meet of 2023 will be at the Silver Diner on Broad Street in Glen Allen, Virginia.

The diner is located on the corner of West Broad Street & Cox Road.

Click **HERE** to go to The Silver Diner website.

For driving instructions, click **HERE**.



** Annual Meeting **

March 12th, 2023,
Sunday @ 2:00pm

River City Dinner

11430 W Huguenot Rd
Midlothian, VA 23113
(804) 897-9518

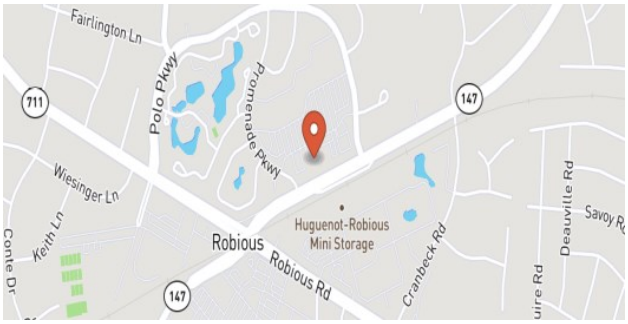
CVC will have the Annual Business Meeting at the River City Diner in Midlothian, Virginia this year.

At this meeting, we will have nominations for the chapter officer positions of President, Vice-President and Treasurer.

Chapter dues for 2023 should be paid by March 31, 2023. The dues can be paid anytime by mailing a check to the Treasurer at the address shown on the attached membership form, online via PayPal on our website at **http://www.centralvirginiachapter.org/JoinCVC.html**, or at this meeting.

Click **HERE** to go to the River City Diner website.

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

Officers:
Jim Jett, President
Lee Harrison, Vice President
George Marshall, Treasurer

59th Studebaker Drivers Club International Meet
Manitowoc, Wisconsin
September 12-16, 2023

Welcome to Manitowoc, Wisconsin 2023

Meet Contacts

Meet Registration

Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715
reg@cornerstonereg.com

We cannot accept registrations over the phone. Please mail in a registration form or register on-line.

International Meet Chairperson

Jane Stinson
jestinson@aol.com

Click **HERE** to go to the SDC Meet website.

Odds 'N' Ends

By Peter Yuen

Comparing a Studebaker to the Studebaker Driver

The Studebaker has approximately 55% of steel and iron in its' construction.
The Studebaker Driver has approximately 55% of water in his/her body. It seems that Studebakers are tougher than the Studebaker Driver.

The Studebaker has windshield wipers to clear and "dry"the windshield.
The Studebaker Driver has eyelids to keep the eyes clear and moist.

The Studebaker has a spare tire in the trunk.
Some of the Studebaker Drivers also have a "spare tire" at the mid-section of the body.

Some Studebakers travel at higher than posted speeds.
Some Studebaker Drivers get ticketed and fined for speeding in their Studebaker.

Some Studebakers are nearly a century old.
Some Studebaker drivers are nearly 100 years of age.

Studebakers use air to convey oxygen for the engine to operate.
Studebaker Drivers use blood to convey oxygen to the brain and all other parts of the body.

Studebakers use water as a coolant.
Studebaker Drivers sweat for a coolant.

Some Studebakers are well detailed.
Some Studebaker Drivers are well groomed.

Some Studebakers are appreciated more than others.
Some Studebaker Drivers are appreciated more than others.

Studebaker emissions are gases that are no-flamable.
Studebaker Drivers also can have gas emissions. The gas is methane and it is combustible.

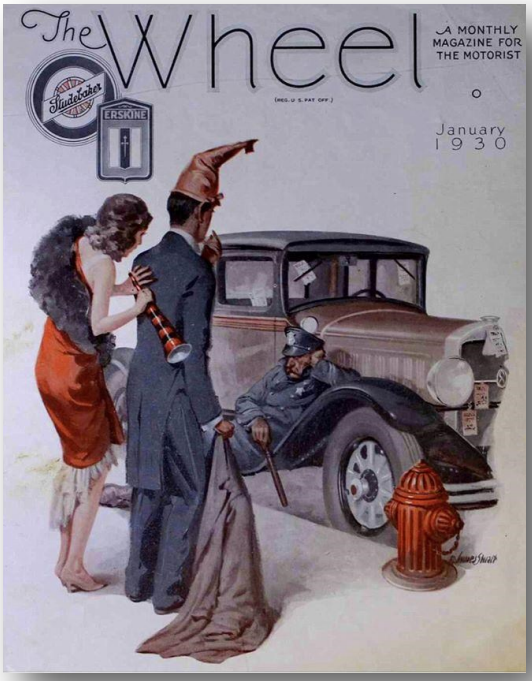
Studebakers use air in the tires for cushioning.
Studebaker Drivers use the Bursae sac and the arch of the foot for cushioning.

The Studebaker can sometimes get a flat tire that impedes mobility.
The Studebaker Driver can sometimes get bursitis in the foot that impedes mobility.

Some Studebakers are supercharged.
Sometimes a Studebaker Driver can get charged for DUI when excess liquor has been consumed.

Studebakers use mufflers to keep them quiet.
Studebaker Drivers keep their mouths shut to be quiet.

Studebakers have trouble manoeuvring in deep snow.
Likewise, for the Studebaker Driver on foot.



Studebaker's monthly magazine "The Wheel" welcomed in the new year of 1930 with the above cover. These were better days for the Studebaker Corporation.

Here Studebaker is bursting into 1931, still looking for a profitable future. The severe economic downturn of 1932 and bankruptcy in 1933 was not envisioned here.

CVC Members Out~N~About

Jeanette Smith and Jim Jett attended the cruise-in held October 22nd, 2022, at Kenny's in Louisa, Virginia. They brought their 1962 GT Hawk.

Mike Welch was at the Old School Hot Rodders of Virginia Fall Cruise In & Swap Meet held October 29, 2022. He displayed his 1953 Studebaker.

Studebaker Sightings

Sighted November 13th, 2022, on Route 17 in Port Royal, Virginia; 1948 Studebaker M5 pickup truck. The driver appears to have been stuck in traffic for awhile.

The Golden Ray Studillac – A Test Case For Fiberglass

May 30, 2019 - Source: https://theoldmotor.com/?p=153899

The 1953 Studebaker "Loewy coupe" was designed by Bob Bourke when he was working for Raymond Lowey in his design studio and has been acclaimed by many to be one of the most attractive cars produced in the fifties.

The post-war years were a time when materials used in the fiberglass process, patented in 1936, by Carlton Ellis for DuPont became popular. Fast-forward to the late fifties when H. Donald Canazzi the president of Custom Craft, a builder of fiberglass boats in Buffalo, NY, had this Studebaker "modernized." According to "Custom Cars 1960," He designed the changes to test and prove the workability and durability of modern reinforced plastics when bonded to car metal."

In addition to all of the added fiberglass updates, the front of the roof panel was removed and a removable transparent plastic roof panel was fitted. The windshield also appears to be of the same material and is a wraparound design that eliminates the vent windows.

The "Golden Ray" was re-powered in the Studillac fashion developed by ace mechanic Bill Frick, who transplanted a 1949 or later Cadillac V-8 and transmission into a 1953 Studebaker. In this instance, the engine was modified and fueled by butane.

The photos and information are courtesy of Forgotten Fiberglass. Tell us your thoughts about this automotive exercise.

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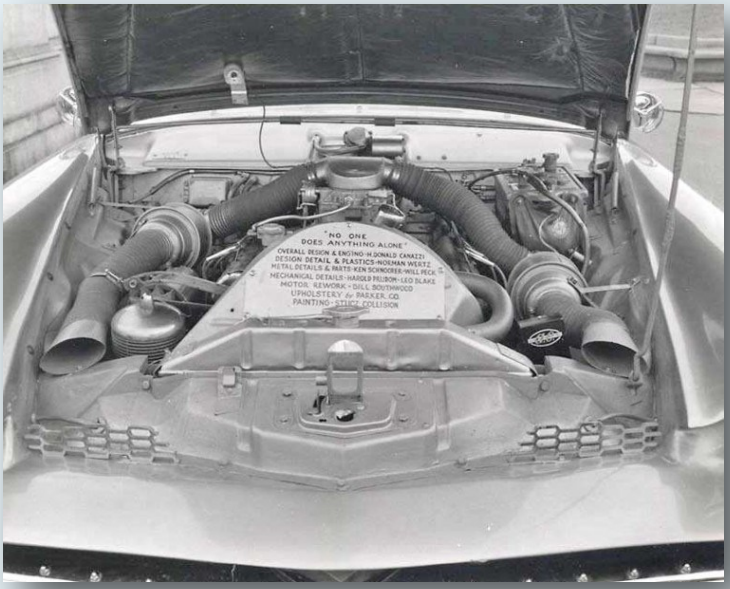


Photos and articles for Newsletter and Website

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

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

CVC/SDC apparel available

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

CVC/SDC apparel and other items can be ordered and paid for on the Club website, go to: http://centralvirginiachapter.org/MemberStore.html

Studebaker EV ~ deja vu all over again?

The early development of the automobile was a wide open space for innovation. Many different methods of locomotion for the vehicle were brought to the market; electric, steam, gasoline. The market chose gasoline power as the most economical and reliable of the product offerings.

Today, through government pressure, the electric vehicle is again being presented to the automotive consumer. Has the practicality of the EV technology advanced to exceed the gasoline engine, or, other alternatives? That seems to not be part of the discussion.

Here is a brief history of the Studebaker Electric and the competition between electric and gasoline power 100 years ago.

Studebaker Electric

Source: https://electricvehiclesnews.com/History/Companies/Studebaker.htm

The Studebaker Electric was an automobile produced by the Studebaker Brothers Manufacturing Company of South Bend, Indiana, a forerunner of the Studebaker Corporation. The battery-powered cars were sold from 1902 to 1912.

Thomas Edison on his 1903 Electric Studebaker

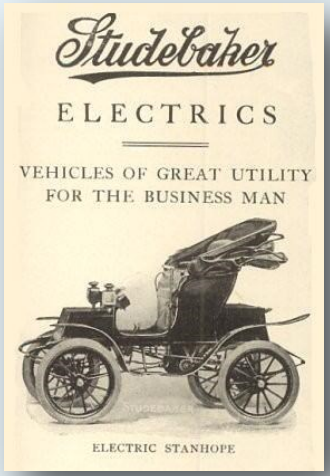
Studebaker Ad 1903

Studebaker entered into the automobile manufacturing field in 1898 when Frederick S. Fish, as chairman of the executive committee, persuaded the board to supply $4,000 for the development of an electric vehicle. However, lacking the board's full support, the project yielded one car. The company did, however, enter into the field of producing bodies for electric taxis through Alexander Pope's Electric Vehicle Company.

Studebaker formally began production in earnest in 1902, and the company chose battery-powered electric vehicles because they were clean, easily recharged, and worked well in urban centers without need of refueling depots.

Studebaker Electric Ad 1905

Studebaker Electrics were available in a variety of body styles, many of which mimicked the bodies that it had long produced for its lucrative passenger carriage line. These included the Stanhope, Victoria, and Surrey. A four-passenger model was introduced in 1904.



Studebaker Electric Ad 1908

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Studebaker Electric ~ continued

Fish realized early on that Studebaker's future did not rest in the limited electric car, but in the gasoline-powered automobile. Studebaker's field of expertise was in body building and product distribution, not engine building. This realization led to the creation of the Studebaker-Garford automobile in 1904. The joint agreement worked well until 1909-1910 when Garford attempted to divert chassis to its own brand of automobile, and Studebaker, looking for an affordable car to sell entered into an agreement with the E-M-F Company of Detroit. E-M-F would build the entire car, which would then be distributed through Studebaker wagon dealers.

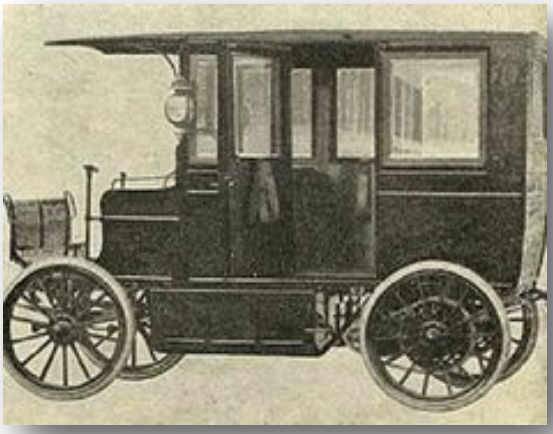
Studebaker Electric Omnibus

Still, Studebaker continued to build electric vehicles until Fish decided to begin the process of seizing control of E-M-F in 1909, which Studebaker completed by 1910.

By 1912, it became conventional wisdom that the future lay in gasoline-powered engines rather than heavy, sluggish electrics, and the limited production of electric cars stopped. An official announcement from the newly re-incorporated Studebaker Corporation stated:

"The production of electric automobiles at South Bend has ended. . . It has been conducted for nine years without much success, and ultimately the superiority of the gasoline car (is) apparent. "

1902 Studebaker Electric



1905 Studebaker Electric

1912 Studebaker Electric

Source: http://www.danjedlicka.com/classic_cars/studebaker_avanti.html

1963-64 Studebaker Avanti

The rakish 1963-64 Studebaker Avanti was among the most daring 1960s American cars, a modern masterpiece with totally unique American styling that even top exotic Italian auto stylists wouldn't attempt to do.

The Avanti had advanced safety features, when no U.S. automaker particularly gave a darn about safety. Such features included a built-in roll bar, padded interior and door latches that became structural body members when closed.

Performance? An Avanti with a supercharged V-8 was one of the fastest 1960s autos. A supercharged model hit 168 mph, while a modified version reached 196 mph--a staggering speed for a 1960s production street car. Some 29 Bonneville speed records were smashed by a supercharged Avanti.

Safety? The Avanti (Italian for "forward") was the first mass-produced fiberglass-body four-passenger American car. It also was the first such car to use caliper-style disc brakes.

Sexy? James Bond author Ian Fleming ordered a black Avanti and shipped it to foreign countries he visited outside his native England. Ricky Nelson, the second most popular (behind Elvis) rock and roll singer of the late 1950s and early 1960s, also owned an Avanti (which I drove one evening in the 1980s because it was for sale at a Ft. Lauderdale exotic car dealer). In short, the Avanti was a modern masterpiece. Too bad it didn't last long enough to help the veteran Studebaker Corp. from failing in the United States in late 1963.

Studebaker was more than 100 years old when the Avanti debuted. It began making horse-drawn wagons in 1862 and produced its first cars--electric models--in 1902. But "Stude" was in deep trouble by the mid-1950s. It lacked the economy of scale of larger U.S. automakers and thus its cars, although good, weren't cost-competitive against giants such as General Motors.

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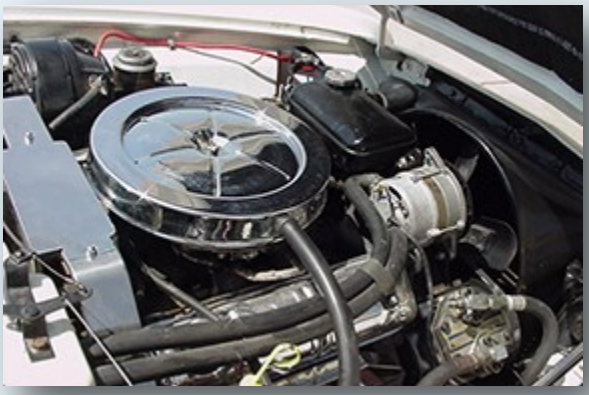


1963-64 Studebaker Avanti ~ continued

However, Studebaker survived the 1950s by producing compact economy Lark models, which sold well in the depressed economy late in that decade, along with some sporty Hawk models, such as the now-classic 1956-58 Golden Hawk.

But then the prosperous 1960s arrived, and Studebaker again had to offer winners from its South Bend, Indiana, headquarters and plants because Lark volume fell by more than half for 1961.

Hard-charging young Sherwood Egbert arrived as Studebaker's new president in 1961 and quickly had Lark and Hawk styling updated on a crash basis by noted Milwaukee-based designer Brooks Stevens.

Stevens did the best he could while dealing with Studebaker's dated cars and engines, and Egbert felt Studebaker needed a dramatic new car. It had to really grab the public's attention to help generate much-needed sales and to rejuvenate the automaker's rather staid image.

Egbert's star car was the Avanti. With Stevens updating higher-volume models, Egbert recruited flamboyant Raymond Loewy, a world-famous industrial designer who had considerable auto design experience. Loewy had come up with the startling, slick 1953 Studebaker coupe--arguably the best-styled American car of the 1950s.

Given a rough idea of what Egbert wanted the new car to look like, Loewy had the Avanti's styling done under his supervision by his hand-picked team of young Tom Kellogg and seasoned Bob Andrews and John Ebstein.

To avoid distractions and interference from Studebaker executives, Loewy sequestered his highly talented team in a rented desert ranch house near Palm Springs, Calif.. The team knew the car was urgent business, so they worked 16 hours daily for weeks.

Loewy gave his men instructions that established the Avanti's design theme, such as "Coke-shape a must" and "wedgy silhouette." In fact, GM's most famous styling chiefs worked the same way, initially giving general directions and then specific instructions.

(continued next page)

1963-64 Studebaker Avanti ~ continued

However, Loewy personally designed the Avanti's wheel openings, which had a shape similar to the flight trajectory of the sensational Russian Sputnik space satellite. He knew Egbert loved flying, so the Avanti got an aircraft-style cockpit.

The Loewy group gathered in Palm Springs on March 19, 1961. It rapidly developed a clay scale model of the Avanti, which Loewy rushed to Studebaker's headquarters. Egbert wasn't a "car guy," but knew a winner when he saw one. He was delighted with the car, and Studebaker's board approved its construction just five weeks after Loewy's team began work on it. No major American automaker had ever done a car so quickly.

The Avanti had a coke-bottle "waist" and thin-section roof with an extra-large rear window and the built-in roll bar. Razor-edged front fenders swept back into the curved rear end and into a jacked-up tail.

The front had no conventional grille--just an air scoop below a thin bumper. The hood had an asymmetrical hump, and the interior featured aircraft-style instrumentation and controls, some placed above the windshield. Occupants sat in four slim-section bucket seats similar to those in an Alfa Romeo sports car.

No time or resources existed for wind-tunnel testing, but the Avanti nevertheless was highly aerodynamic--one reason it could hit nearly 200 mph. Loewy and his team had just guessed at the car's slippery shape.

There also was no time or money for steel body dies, so the Avanti body was made of fiberglass. The car was enormously strong, with a shortened, beefy Lark convertible frame and sport suspension with front/rear anti-sway bars and rear radius rods for superior handling.

Powering the Avanti was a modified version of Studebaker's dated but sturdy 289-cubic-inch V-8. This "Jet Thrust" engine developed 240 horsepower in standard "R1" form, with such items as a 3/4-race high-lift camshaft, dual-breaker distributor, four-barrel carburetor and dual exhausts. It developed 290 horsepower in supercharged "R2" form.

There also were a few supercharged "R3" V-8s with 335 horsepower and an experimental non-supercharged "R4" 280-horsepower V-8 with dual four-barrel carburetors. Then there was an amazing twin-supercharged, fuel-injected "R5" V-8 with magneto ignition. It produced an astounding 575 horsepower.

To Studebaker's delight, the public was crazy about the Avanti, which drew many to Studebaker showrooms. It was upscale and nicely equipped. The 1963 and 1964 models each had a $4,445 base price, when a less practical Chevrolet Corvette Sting Ray two-seat coupe cost $4,252.

But quality problems arose because Egbert rushed the car into production, knowing time was running out for Studebaker. It didn't help that production was delayed for months because Molded Fiberglass Co., which also built Corvette fiberglass body parts, botched Avanti bodies--forcing Studebaker to set up its own fiberglass production.

Many Avanti buyers canceled advance orders and bought a Corvette or other sporty cars.

Making matters worse, the word was out that Studebaker was on the ropes and might go out of business. In fact, it closed its South Bend operation in December, 1963, when the last 1964 Avanti barely left its plant.

Suffering from ill health, Egbert had left that November. Studebaker built Larks and a few other models in Canada until 1966. The Avanti 240- and 290-horsepower V-8s actually were available for some 1964 models. But Studebaker engines were gone by 1965, so two Chevy engines were offered for 1965 and 1966, when Studebaker production ceased after totaling 8,947 cars that year.

Only 3,834 Avantis were built in 1963 and just 809 were classified as 1964 models. The general rule is that the 1963 Avanti had round headlight surrounds and the 1964 model had square ones.

A fair number of Studebaker Avantis have survived because of their no-rust fiberglass body and solid construction. A 1963-64 R1 is valued at $10,800 in good condition and at $20,500 if in excellent shape, according to the Cars of Particular Interest guide. It says a supercharged 1963-64 R2 is worth $12,000 in good shape and $22,800 in excellent condition.

(continued next page)

Classified Ads

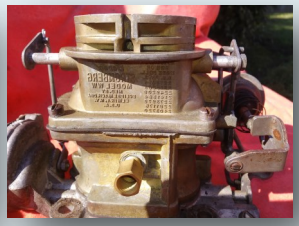
Approved Classified Ads are free to all CVC/SDC members and available to non-members for $5 per ad. Ads will be on the website for 90 days and in 1 newsletter unless renewed.

For Sale:

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


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


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

Contact Jim Jett, (804) 920-2129
EMAIL: jsjett@va.freei.net

Membership

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

Link to join CVC/SDC:
http://centralvirginiachapter.org/JoinCVC.html

Link to join the Studebaker Drivers Club:
http://www.studebakerdriversclub.com/join.asp

1963-64 Studebaker Avanti ~ continued

However, the Sports Car Market value guide puts figures for an R1 at $16,000 to $28,000 and at $20,000 to $32,000 for an R2.

The Avanti was too good to die quickly. It lasted for decades after 1963 with Chevy V-8s after being initially rescued by two successful South Bend Studebaker dealers, Nate Altman and Leo Newman.

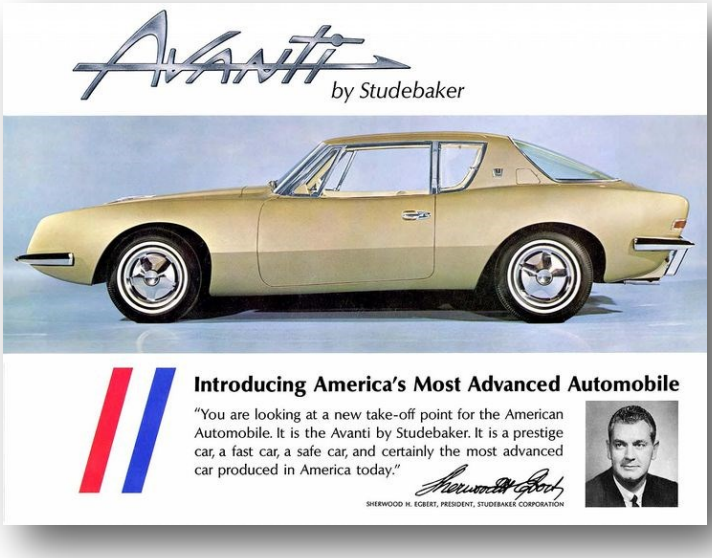
Altman and Newman bought all rights to the car, formed Avanti Motor Corp., and continued to have it hand-built for years in an old Studebaker plant as the "Avanti II," powered by a Corvette V-8. The revived car's chief engineer was Gene Hardig, the original Avanti head engineer.

"The Avanti was too sensational for us to just let it go," Altman told me during an interview at the Avanti II factory. He was wildly enthusiastic about the Avanti and worked tirelessly for more than a decade to make it successful.

The Avanti II was nearly the same as the Studebaker version, although Altman removed the car's slight front rake, substituted the modern Corvette V-8, gave it much higher quality and let buyers choose various high-grade interior materials such as carpets.

Other individuals continued to build the car for years when Altman passed away in the mid-1970s and the Altman family sold the operation.

The Avanti still turns heads. No car has ever looked like it, and none probably ever will.



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