



# Commanding Leader

## Calendar of Events

### \* Designates CVC Event

**April 6th, 2025**

Sunday @ 3pm—6pm  
The May Memorial Cruise In  
May Memorial Baptist Church  
3922 Old Buckingham Rd  
Powhatan, VA 23139

Admission is free. Enjoy classic cars and trucks and share your memories of them with another generation! Picnic foods will be available. (Drivers receive coupon for free drink or side.) Rain date: April 13th, 2025  
INFO: Andrew Sparrow (804) 319-9851  
EMAIL: [SparrowFam@yahoo.com](mailto:SparrowFam@yahoo.com)

**April 12th, 2025**

Saturday @ 10am—2pm  
Spotsy Spring Classic Car Show  
7100 Steckler Way  
Fredericksburg, VA 22407

Join us for a celebration of classic cars, trucks, and motorcycles from different eras prior to 1999.  
Rain date: April 26th 2025  
Registration: \$25 on day of show or pre-register by email  
INFO: Marcia Wilson (757) 817-4012  
EMAIL: [mmmfxbg@gmail.com](mailto:mmmfxbg@gmail.com)

**May 18th, 2025**

Sunday @ 4pm—7pm  
Classic Car Cruise-In, Hanover County Parks and Recreation  
Hanover High School  
10307 Chamberlayne Rd  
Mechanicsville, VA 23116

Travel back in time with an impressive lineup of vintage vehicles, showcasing the best of pre-1999 automotive craftsmanship. Admission is Free.  
INFO: Fannie Giguere at [FGiguere@hanovercounty.gov](mailto:FGiguere@hanovercounty.gov)  
Facebook: [Classic Car Cruise In](https://www.facebook.com/ClassicCarCruiseIn)

**June 7th, 2025**

Saturday @ 9am—2:30pm  
Mt. Olivet Baptist Church Brotherhood Ministry 19th Annual Car Show  
17520 Jefferson Hwy  
Montpelier, VA 23192

Awards are Top 20 Classic, Great 8 Modern, Motorcycle, Truck Class, Specialty Class, Peoples Choice, Best GM, Best Mopar, Best Ford, Best Import, Best Abandoned Brand, Best Custom, Best Street Rod, Best Engine, Best Paint, Best Modern, Car Club Participation and Best in Show!

Registration: \$20 day of show.  
INFO: Greg Wyatt (804) 752-2312  
WEBSITE: [mtolivetbaptchurch.org](http://mtolivetbaptchurch.org)

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

<http://carclubcouncil.com/>

CAR CLUB COUNCIL OF CENTRAL VIRGINIA



## CVC/SDC Meet ~ January 18th, 2025

The winter weather put the first meet for 2025 scheduled for January 11th off by a week. We gathered on January 18th at the River City Diner in Midlothian, Virginia.

The snow fall did limit our attendance. Driving a 1963 Studebaker GT Hawk R-1 were Jeanette Smith and Jim Jett. Other brave souls in attendance were Lee Harrison, George Marshall, and George Fields.



Jim Jett's 1963 Gran Turismo Hawk R-1

## CVC/SDC Meet ~ March 8th, 2025

Our annual meeting was held at the Silver Diner located in Glen Allen, Virginia. Arriving in their Studebakers were:

Jim Jett: 1963 GT Hawk R-1  
Carter Harrison: 1963 Lark Wagonaire  
George Marshall: 1961 Hawk

Driving his "new" 1968 Packard wagon was Matt Steffen.

Also attending were Becky & Lee Harrison, Dan Gori, Martin Pajki, Mike Welch and Chris Mendl.

This was our annual meeting and the business at hand was to elect officers for 2025. The following were elected:

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

Jim Jett informed the group that we had been invited by the Corvair Club to display our cars at their 2025 "Vair Fair" on April 26, 2025. They are holding the event at Kitchen 33 in Glen Allen, Virginia. This should be a fun event.

With all business completed, we adjourned.



Carter Harrison's 1963 Lark Wagonaire



George Marshall's 1961 Hawk



Matt Steffen's 1958 Packard Wagon

## CVC/SDC Meet ~ March 8th, 2025

Here are some additional pictures from our March meet.



## Next Meet

May 11th, 2025  
Sunday @ 2:00pm



Restaurant & Side Door

2150 Anderson Hwy  
Powhatan, VA 23139  
(804) 794-7553

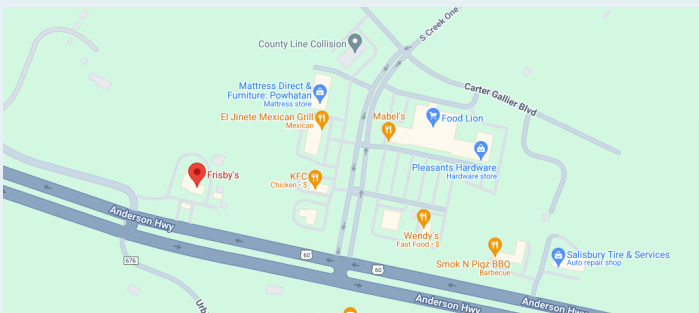
CVC will get together in May at Frisby's in Powhatan, Virginia.

See you there.



To view their menu, click [HERE](#).

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



## “Vair Fair”

April 26th, 2025  
Saturday @ 10am—1pm

## Central Virginia Corvair Club

Kitchen 33 and Bakery  
13155 Mountain Rd  
Glen Allen, VA 23059  
(804) 368-8556

The Central Virginia Corvair Club has extended an invitation to display our Studebaker automobiles at their club concours. This is a great opportunity for our group to enjoy a day with fellow car enthusiasts.

Our Studebakers will be a featured display allowing our marque to be presented to a larger audience.

There will be a People's Choice Concours (Corvairs only, Studebakers are just “display”), a Model Car Concours and Corvair parts vendors, along with a buffet lunch provided by Kitchen 33.

Please let me know by **April 10th, 2025**, if you plan to bring a Studebaker and how many would be interested in the luncheon buffet. If you know someone not on this distribution list who has a Studebaker, Avanti, Packard or Pierce-Arrow that would like to attend, give them my contact information:

EMAIL: [jsjett@centralvirginiachapter.org](mailto:jsjett@centralvirginiachapter.org)  
PHONE: (804) 920-2129

Hope to see a lot of Studebakers at the Fair.

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



### Lions Club Car & Truck Show Celebrating Amelia County



May 10, 2024

Registration: 8:00 a.m. to 12:00 noon  
(Must be registered by Noon for judging)

Old Wells Fargo Parking Lot  
Amelia Courthouse Square

Show Open to Any Year Make and Model

Trophies for Top 20 Vehicles

(Judging by Participants; no individual vehicle classes; plus Lions' Choice and People's Choice Award)  
Trophies awarded at 2:30 p.m.



Entry Fee: \$20.00 in advance, \$25 at the gate

For More Information Contact:

Brian Harris at Cell 804-252-4079 Shop 804-561-3107

Bring your used Eyeglasses and Hearing Aids and receive a FREE  
drink ticket at the Lions Club Food Booth

Registration form is at end of newsletter

### 68th Annual Antique Automobile Meet and Tour Historic Fredericksburg Region AACA Fredericksburg Agricultural Fairgrounds 7-8 June 2025



Terry and Jane Thomann's 1938 Ford

Click [HERE](#) to view show flyer and registration form.

## RICHMOND REGION



## ANTIQUE AUTOMOBILE CLUB OF AMERICA

Registration is now open for our 56th Annual Car Show and Swap Meet on June 14th on the lawns of St. Joseph's Villa. Here is a link to our Show page:

[2025 Show](#)



### 31st Annual Car Show



Parts & Cars Swap Meet

Hosted by NNRAACA

Saturday, May 17, 2025, 8:00 AM - 3:00 PM Rain date May 18

Live Music  
By  
Hard to Tell Band

All Cars, Trucks, types,  
Models, and Years

50-50 Raffle

Trophies, Trophies, Trophies - 50/50 raffle tickets; Dash Plaques for 1st 100 cars registered; and awards for Best of Show, People's Choice, Mayor's Choice, Stan's Choice, Oldest Vehicle, Farthest Driven, and Top 15 Vehicles

VEHICLES MUST BE ON SHOW FIELD BY 11:00 TO BE CONSIDERED FOR AN AWARD

Registration: Early Vehicle Registration - \$15.00 Day of Show: - \$20.00  
Swap Meet Vendors (including cars for sale) - \$20.00

Includes: All Makes & Models - Antiques, Modern, Rods, Stockers, & Everything in Between

Show Proceeds to Benefit Scholarships for Graduates of the Northern Neck Technical Center - Automotive Technical & Body Repair Scholarship

For Show information contact: Mike Mills (301) 346-6727

Click [HERE](#) to view show flyer and registration form.

## A Studebaker Story

By Jim Bradley, Central Virginia Chapter SDC



Part of getting settled into our new home at Lake Monticello, VA was meeting the neighbors. On one occasion, I noticed that the older gentleman at the house behind ours was out in his yard “wrenching” on a lawn tractor. I figured that it was the perfect opportunity to say hello and offer any assistance that I might be able to provide. That is how I met Norman McAllister.

As it turned out, he was struggling a bit because of very limited vision due to severe macular degeneration. So, I was able to give him a hand, and we got the old Gravelly back into action. We chatted for a while, and Norman asked me what I did for fun. I said, “You’re probably not going to believe this, but I play around with old Studebakers”. He invited me to come with him around to the side of the house, where he said, “Well, you’re not going to believe this...”. He lifted a tarp to reveal a ‘51 Studebaker 2R5 pickup truck.

Norman told me that it was on his bucket list to get the truck running. But, by the time he retired, his vision and other medical issues had kept him from the project. He asked me what I thought it would take to get the truck operating. Unfortunately, the truck had been setting outdoors under a tarp for about 44 years. A quick examination revealed a number of issues. The engine was stuck, all of the wiring insulation had disintegrated, and the interior had obviously been home to a lot of wildlife over the years. There was a fair amount of rust damage to the body, and the brakes were completely inoperable. The windshield was cracked, the tires were obviously flat, and the door latches and window regulators didn’t work.

**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



I had to tell Norman that I thought that the Studebaker was too far gone to be worth repairing. He said that he was disappointed to hear that. He mentioned that the reason he had hoped to get the truck running was that his dad had bought this truck new, back in 1951. Whoa! That changes the rules. I suggested that we might get a second opinion from someone more knowledgeable about the 2R5. I happened to have a friend, Jim Beadle, who had restored his ‘53 2R5 a few years ago. He agreed to stop by and take a look.

Jim came to take a look at the truck. His conclusion was also that the truck was too far gone to be reasonably repaired. Then I told him about the history of the truck. He looked at the truck again, and said, “Let’s see if we can get that motor broke loose”. Well, with lots of penetrant and a bit of elbow grease we were able to turn the motor by hand. A set of jumper cables demonstrated that the starter would spin the engine. Jim suggested that, “just for fun”, we should see if we could get the motor to fire. With some temporary hot-wiring and a few squirts of gas, the old flathead fired up. This is the point in time best described as “a slippery slope”.

Jim and I saw it as a bit of a fun challenge to actually get the motor running. He took the gas tank home to clean and seal, while I addressed the carburetor, fuel pump, and the ignition system. When the moment of truth came, we were pleased to find that the engine actually ran surprisingly well. Attempts to move the truck under its own power revealed that, in addition to four flat tires, the brakes were rusted solid. After some consideration, I decided that it would be fun to take on the project to attempt to get Norman’s truck back on the road.

I learned that there was going to be the “First Annual Lake Monticello Classic Car Show” in a few months.

[\(continued next page\)](#)

## A Studebaker Story ~ continued

I decided that the Norman's Studebaker should be in the show, so I had a deadline goal. The first order of business was to get the truck moving. I was really surprised that the inner tubes actually held air, so I was able to inflate the tires. A large challenge was getting the badly rusted brake drums off and cleaned up. I replaced the master cylinder, lines, hoses, and cables, and rebuilt the wheel cylinders. I installed a battery and replaced the voltage regulator, along with installing sufficient wiring to start, run and charge. After a long list of clean, lubricate, and adjust items, the truck was ready for it's first drive in 44 years.

Norman joined me for the maiden voyage which was quite exciting and somewhat emotional. This was checking off that bucket list goal of his to get the Studebaker running again. He told me that it brought back memories of riding in the truck with his father back in the '50s. His response made the many hours that I had spent on the project seem very worthwhile, in addition to being a bit of fun. While my labor was strictly volunteer, I admit that on most days that I worked on the truck I would return home with fresh-picked vegetables from the McAllisters' large gardens.

It was time for the Car Show. Fortunately, the site was only about four miles away. That was important because the truck was still running on the old tires. Despite holding air, each of the tires had a definite, permanent flat spot. Driving at 25 mph was quite an adventure. We made it to the show, a bit shaken but enjoying a sense of achievement. In addition to Norman's truck, there were two other 2R5 pickups there. Jim Beadle brought his green restored '53 and there was a bright yellow modified version belonging to another Lake resident. Norman was unfamiliar with car shows, so we explained to him that the first order of business when showing a vehicle is to get out the California Duster and remove any specks from the paintwork. His truck was light on paint, but heavy on patina. It was a fun afternoon, and the Studebakers drew quite a bit of interest from the crowd.

The second wave of repairs was begun. I replaced the rest of the wiring, so we then had such luxuries as lights and instruments, plus the modern update of turn signals. The distinctive sound of that classic horn was heard again. Jim Beadle donated a seat and a pair of 3-point belts to upgrade the interior. He also brought a set of 15" rims that fit the

drums, allowing a set of brand new, "round" tires to be installed. The door latches and window regulators were made operational.

Jim and I installed a new windshield and vent wings to replace the cracked and delaminated glass. At this point, we declared the Studebaker "roadworthy". Unfortunately, the truck doesn't have overdrive, so it's only worthy of roads with a 40 mph limit. The roads at Lake Monticello have a 25 mph limit, which really suits the truck. Since Norman was no longer able to drive due to his limited vision, I would take us out for occasional rides around the Lake.

Sadly, Norman passed away in December of 2023. I'm glad that he was able to enjoy riding in his dad's old Studebaker again. I still drive the truck occasionally, but obviously it's not the same. However, I now enjoy the memories of Norman enjoying the memories of his dad and the Studebaker truck.

**Editors note: This vehicle is for sale, see "Classified Ads".**



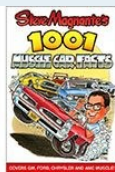
Joint 61st SDC International and 2025 AOAI Meet  
Washington County, Pennsylvania  
Tuesday, September 16 - Saturday 20, 2025



### Latest News

- 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.

## Interesting Studebaker Muscle Car Facts



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

**Fact 960:** Pioneering Studebaker speed seekers were surprised to discover that 1955–1956 Cadillac Eldorado dual-quad intake manifolds can be adapted to the 1951–1964 Studebaker V-8 with only a small amount of effort (attachment bolt holes need reaming and hand-cut gaskets are required). It is one of the few happy coincidences in the hot rod world. Going the other way, 1950s hot rodders discovered the sleek 1953 Starliner hardtop was a perfect home for the Cadillac OHV V-8. Hot Rod magazine depicted many Stude-i-lac engine swaps and was directly responsible for spurring the Golden Hawk factory muscle package of 1956.

### Odds 'N' Ends

*By Pete Yuen*

- \* The grand essentials in life are something to do (to be needed), someone to love (to be wanted) and something to hope for.
- \* On low pressure tires as used on many cars today which uses about 30 psi, it is considered dangerous to inflate the tire in excess of 40 psi. The excess pressure may cause the bead or even the rim to break. If the tubeless tire does not seat by using 35 psi, then deflate the tire, re-position on the rim, re-lubricate (but not with oil) and then re-inflate.
- \* When a person buys a car through a private sale in British Columbia, Canada and possibly elsewhere, he is subject to the possibility that the car has a lien on it, a lien that has to be satisfied by the new car owner to the lien holder. An established and reputable dealer (if you can find one) is bonded. It is still possible to buy a car with a lien on it from a dealer, but the purchaser is not obligated to satisfy the lien as it is something that the dealer has to settle.
- \* In 1899, James Ward Packard built his first car. This was because he had bought a Winton in the preceding year. The new Winton had many shortcomings which Mr. Packard pointed out to Alexander Winton. The

comments were not well received by Winton who suggested, "If you are so smart, Mr. Packard, why don't you make a car yourself?" Packard accepted the challenge and built fine cars. Among his many innovations to the auto industry, he devised the "H" pattern for the manual gearshift lever.

- \* Confucius says, "Consideration for others is the basis of a good life, a good society."
- \* There's nothing like experience to upset a theory.
- \* The trunk lid hinges on some models of Studebakers have enough machinery and moving parts on them to build a foreign car. They should be oiled from time to time to avoid seizing up. When seized, the trunk lid must be forced open. When forcing the lid, you can do one of several things:
  - 1 - The trunk lid could spring and will not be aligned with the body when closed.
  - 2 - The articulating arms on the hinge could spring.

There is a third possibility that you could wind up with a combination of a sprung lid and hinge. Quite a combo. I had these intricate hinges on my '47 model Studebaker as well as on the GT's. They each have 2 springs and numerous arms. It really doesn't matter what type of hinges you have on your trunk lid, it's likely time that you oiled them. While you have the oil can or spray can out to oil the trunk hinges, go and lubricate the hood and door hinges as well. WD40, Silicon and Teflon sprays are not durable lubricants and not recommended. FLUID FILM should work well. It flows like a liquid and sets up like grease. If using oil from an oil can, use 30 weight or heavier oil.

On the subject of hinges, the ones used on 1984 and 1988 Avanti(s) have 2 lightweight springs I attempt to hold the trunk lid up when it is opened. They may have done their job when the car was new but the springs get weaker with time, to a point that they will not hold the trunk lid up if the car is parked facing uphill. While the trunk lid is small in comparison to those of other cars, it is heavy enough to do damage if it suddenly drops on your head or hand. Heavier springs are highly recommended. There are 4 of them to be changed.

# South Bend Tribune

**Think you know everything about Studebaker? Here are some facts that may surprise you.**



**Greg Swiercz**  
South Bend Tribune

Published 5:58 a.m. ET Oct. 22, 2021



*The Avanti was the first production car to reach 170 miles per hour.  
Studebaker National Museum Archives*

SOUTH BEND — Studebaker Corp. is woven into the fabric of South Bend and its long and storied history is well known to many.

From its start in 1852 when Henry and Clement Studebaker opened a blacksmith shop downtown, to the 26,000 employees who worked for the company at its peak producing a total of 4.2 million vehicles, the company endures as a legacy.

Studebaker shuttered its South Bend plant in December 1963, ending the production of its cars and trucks in America. But a facility in Hamilton, Ontario, remained in operation until March 1966.

Some facts are not so apparent when it comes to Studebaker. We asked Kyle Sater, curator of the Studebaker National Museum, about some of the lesser-known points about all that is called Studebaker:

## Avanti: Need for Speed

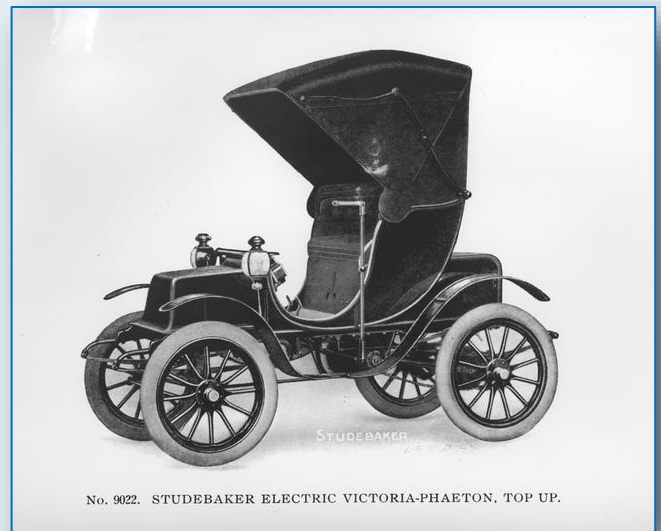
The Studebaker Avanti was the first production car to reach 170 mph. With its supercharged 289-cubic-inch engine, the Avanti broke 29 world speed records at the Bonneville Salt Flats in the early 1960s.

## Early electric vehicles

Studebaker built a full line of electric vehicles in the early 20th century.

The company first started making bodies for the New York Electric Vehicle Co. in 1897, and then manufactured its own battery-powered passenger cars and commercial vehicles until fully switching to gas-powered automobiles in 1911.

Very few survive today, but the Studebaker National Museum has three early electrics in its collection.



No. 9022. STUDEBAKER ELECTRIC VICTORIA-PHAETON, TOP UP.

## Horse-drawn vehicles

Studebaker continued to produce horse-drawn vehicles, like farm wagons and buggies, until 1920. That year, the company sold its entire horse-drawn business to the Kentucky Wagon Manufacturing Co. of Louisville, to focus on automobile production.

## Surviving after cars

Even though Studebaker ceased automobile production in 1966, the company continued through its other businesses. In

[\(continued next page\)](#)



## Think you know everything about Studebaker? Here are some facts that may surprise you. ~ continued

1967, Studebaker merged with Wagner Electric and then the Worthington Corp. to form Studebaker-Worthington. The name Studebaker disappeared in 1979 when McGraw-Edison bought the company.

### Dabbling with Mercedes

In the late 1950s, Studebaker-Packard distributed Mercedes-Benz cars in select American dealerships. Studebaker had a global network of sales outlets and dealerships dating back to its wagon-building days, and Curtiss-Wright—who owned a controlling interest in Studebaker and worked with Daimler-Benz's aircraft engine division—believed that network would help drive sales of Mercedes-Benz cars in the US.

### Truck production

Studebaker was a major manufacturer of trucks. Starting in 1929, Studebaker built pickup trucks, commercial transport trucks, diesel trucks, and military trucks. During World War II, Studebaker made almost 200,000 US6 trucks for the Allies — most of which went to the Soviet Union.

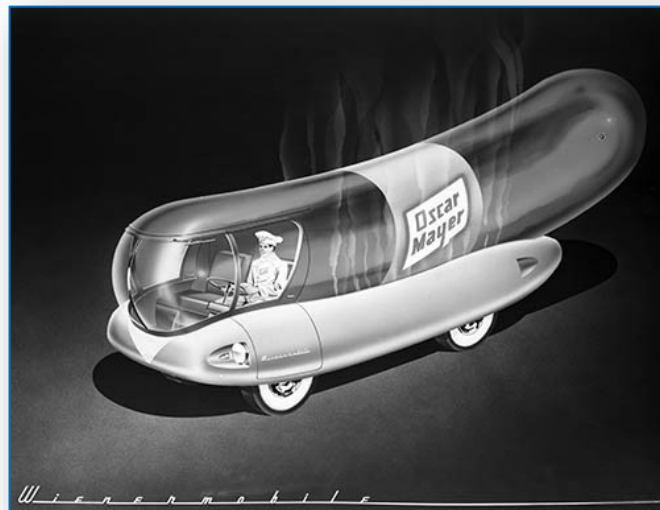
Studebaker ranked 28th among U.S. corporations in the value of its wartime defense contracts.



*Studebaker was a large producer of trucks, manufacturing a variety of models. Studebaker National Museum Archives*

### Weinermobile designer

Industrial designer Brooks Stevens, who restyled the 1962 Studebaker Gran Turismo Hawk, also designed the Oscar Mayer Weinermobile in the 1950s. Stevens also went on to design several concept cars for Studebaker in the 1960s, including the Sceptre, Skyview Wagon, and Lark-inspired sedan.



### Opening the roof

Studebaker was the first American carmaker to introduce a sliding roof station wagon. Also designed by Brooks Stevens, the retractable roof on the Studebaker Wagonaire allowed large items like refrigerators to be transported standing up. This innovative design was used on other makes and models years later.

### Bullet-nosed decision

Studebaker's famous "bullet-nose" design was first used on 1950 models, but the idea was on designer Robert Bourke's drawing board back in 1940-41. World War II aircraft like the P-38 Lightning provided inspiration for the sleek, bold styling that was, in Raymond Loewy's words, meant to evoke "a feeling of motion and speed."

### Building outside South Bend

The main plant was in South Bend, but Studebaker also had facilities in Detroit, Vernon, California, and Ontario, Canada. The plant in Hamilton, Ontario manufactured the last Studebaker — a 1966 Cruiser — that rolled off the line on March 16, 1966.

## Studebaker Tech Tip



### What Is Missing From Modern Engine Oil...?

#### Zinc Anti-Wear Agent Missing From Modern Motor Oil

Source: [https://www.fifthaveinternetgarage.com/tech\\_tips\\_Modern\\_engineoil.php](https://www.fifthaveinternetgarage.com/tech_tips_Modern_engineoil.php)

Engine oils today are not the same as they were a few short years ago. ***If you have an antique or classic vehicle be careful which type of engine oil you use. The brand does not matter... it is the additives or lack thereof that you need to be aware of.***

Most engines built in the 1970's... and before, have a ***flat tappet*** valve train. That means the bottom of the lifter wears on the camshaft lobe and the two surfaces are flat, (for the sake of this discussion) creating a common wear surface.

By contrast...Modern engines and some high performance engines use what are called ***roller tappets***, the bottom of the lifter has a wheel that rolls against the camshaft lobe surface. Both surfaces are hardened in the modern engine applications so there is less wear and less friction.

Prior to the introduction of catalytic converters and emission rules... ***engine oil contained and additive package made up in part of zinc dialkyl dithio phosphate commonly referred to as the "Zinc" additive.*** Zinc was included as an engine oil additive to provide additional protection, to the bottom of the lifters, lifter bores, camshaft lobes, and between rod bearings and main bearings. ***Engine oils typically contained 1000 ppm of zinc additive by volume.***

Zinc as an engine oil additive has been around since the 1930's and was originally developed to prevent damage to rod and main bearings from the coolant and engine oil lubricants of the day. ***Early day engine oil would break down and turn to carbon under high heat conditions.*** Engines also did not seal well in those days and ***cooling system leaks into the crankcase from leaking head gaskets were common.*** The Zinc additive provided an extra margin of wear protection.

In the early 1980's when catalytic converters became a

required accessory the ***EPA determined that the Zinc additive package in the engine oil was causing the catalytic converters to fail early due to phosphate contamination,*** which was part of the zinc additive. Thus began the reduction of zinc anti-wear package in modern engine oil. Modern engine oil is far superior to the engine oil available prior to the 1970's. Engine technology has also greatly advanced within the last ten years eliminating some of the internal wear issues the older engines had. ***However...most flat tappet engines were built using the prevailing technology of the day.***

#### Meanwhile...

With the introduction of the ***EPA 100,000-mile emission warranty*** requirement in ***2004,*** the zinc additive package ***quietly disappeared from automotive engine oil altogether.*** That helped to extend the life of the catalytic converter and related emission accessories as required by the EPA. It was not a good deal for older flat tappet engines.

The "new" engine oil became known as ***"energy conserving engine oil."*** Our plan "B" of using ***diesel engine oils such as "Rotella", because of the zinc additive still being present, is in trouble also. All of the diesel truck oils are reducing or eliminating completely the zinc additive package due in part to the more strict emission standards.***

***Older antique engines that have a flat tappet valve train still need the wear protection that the Zinc additive provides.*** Any rebuilt engine definitely needs the zinc additive to protect the camshaft and lifters from scoring and scuffing. This is especially true if you are rebuilding an older engine. ***You can ruin a new cam and lifters in 60 seconds or less without the proper assembly lube and zinc additive included in the engine oil.***

***You can put back the Zinc additive package when you do a regular oil change*** and that will allow you to use the modern energy conserving oils in your older engine. You can order a ***Zinc replacement additive package from the Parts Counter pages.***

The lesson here is do not buy energy conserving engine oil for you antique or classic car engine unless you also buy and use a zinc additive. Do your homework... and read labels carefully. Not all zinc additives will give you enough protection. Be sure ALL of the original ingredients are included in the Zinc additive you buy. See the parts counter pages for the complete list.

(continued next page)

## What Is Missing From Modern Engine Oil...? ~ continue

**1000 ppm is the minimum acceptable level.** You can tell if the ZDDP has been lowered or removed from the engine oil in question by the **Service Designation on the label of the oil container.** If you see Service SL or lower (**SI, SJ, SK is lower**) then **ZDDP** levels should be **1000 PPM or more.** If you see Service **SM** or higher (**SN, SO, SP, is higher**) then the **ZDDP additive package has been removed** to meet current EPA standards.



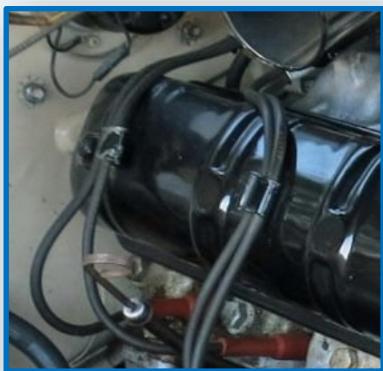
### Studebaker Tech Tip

## STUDEBAKER V-8 SPARK PLUG CABLES AND BRACKETS

By Jerry Blount

The harnessing and routing of the spark plug cables on a Studebaker V-8 is important, so they can perform reliably, safely and look good at the same time!

The 1951 through 1954 232 cu.in. V-8's and the 1955 224/259 cu. in. used large steel brackets to guide the set of 4 cables neatly over the valve covers on each side. Various parts numbers of brackets were used over the above model years, but the brackets left little doubt as to their purpose.



Starting in 1956, and through 1964, a less elaborate was used to route the spark plug cables, a Pair of brackets, #153892,

were mounted using the rear-most bolt on the intake manifold, one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From here, the wires were routed to 533007 clips, which held 2 cables each and were mounted using the valve cover stud and nut. The four stud covers used through the very early 1960's used a total of four # 533007 clips, Two for each side. Most of the 1960 production through 1964 used "two stud" valve covers which, each had a spot-welded cable clip attached midway between the stud holes, and thus, only used one 533007 clip per side, at the rear valve cover stud.



Many cars are seen with their 153892 brackets missing. Apparently, if a car is being worked on, the mechanic just neglected to re-install them. It is important to have in place beyond eliminating an unsightly tangle of spark plug cables, there is a real possibility of the cables getting caught in the throttle linkage and holding the throttle wide open. If your 1956 1964 V-8 does not have these brackets at the rear of the intake manifold, get some soon. They may still be available new and can be found used.

The Studebaker V-8 fires 1-8-4-3-6-5-7-2 as most V-8's. The firing order on the left side is 1-3-5-7 and the firing order of the right, (passenger side) is 2-4-6-8. The problem is that two adjacent cylinders, #5 and #7, fire consecutively on the same side of the engine. To avoid induced-cross-firing, the #5 and #7 cables MUST NOT RUN NEXT TO EACH OTHER! This means, run cables # 1 and #5 through the forward routing and then #3 and #7 through the rear-most routing, then cross the #3 and #5 cable so they reach their respective spark plugs, to make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward, relative to the valve cover stud. On the passenger side, the best routing for cables #6 and #8, is the rear-most 533007 clip positioned to the rear, pointing at the firewall.

The exceptions to all of this, are the 1963 and the 1964 Avanti (s). They use an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body. The left side cables all run together in a rubber channel within the stainless steel shield, but, again, the cable arrangement needs to be 1-5-3-7 so that cables #5 and #7 are separated.



# Studebaker Myths and Misconceptions

Studebakers have not been made since 1966. Over the passing years many myths and misconceptions have persisted. Here are ten myths that are often repeated and the facts to hopefully set the record straight once and for all.

## **Myth #1: Studebaker was owned/made by Hudson/AMC/Ford/Chrysler, etc.)**

**Fact:** From 1852 through 1966, 1954-1962 were the only years in which Studebaker was a division of a larger corporation. The Packard Motor Car Company purchased The Studebaker Corporation in 1954 and formed The Studebaker-Packard Corporation. That company manufactured both Packard and Studebaker automobiles and trucks through the 1958 model year, when Packard production ceased. The Corporation dropped Packard from the name in 1962 and became The Studebaker Corporation until Studebaker automobile production was terminated during the 1966 model year. More Studebaker company history at <http://en.wikipedia.org/wiki/Studebaker>

## **Myth #2: Studebaker V/8 motors were designed and/or made by Ford/Cadillac/AMC/Chevy, etc.**

**Fact:** Studebaker designed, cast, machined and built its own V/8 motors beginning in the 1951 model year through 1964. The Studebaker 289 c.i. V/8 was introduced in the 1956 model year, seven years before Ford introduced their 289 during the 1963 model year. It is true that a Cadillac intake manifold can be modified to fit a Studebaker V/8 but there were no ties between the Cadillac Division and Studebaker. For the 1965-66 model years only, all Studebakers were manufactured in its Hamilton, Ontario, Canada plant with V/8s and sixes sourced from General Motors' McKinnon Industries engine plant.

## **Myth #3: The famous 1953 Studebaker Starlight (not starlite) coupe and Starliner hardtop were designed by Raymond Loewy.**

**Fact:** The actual designing of the '53 Studebaker was done by Bob Bourke, who worked for the Raymond Loewy design firm.

## **Myth #4 : The Avanti was made in Canada.**

**Fact:** Avantis were never built in Canada. 1963 and 1964 Avantis were built at the Studebaker plant in South Bend, Indiana. After Studebaker closed its South Bend (US) manufacturing, the Avanti (name, molds, parts, etc.) was sold to private individuals who produced the Avanti II and other Avanti configurations. The post-Studebaker Avantis are not officially "Studebakers", but the cars and their owners are welcomed and appreciated by the Studebaker Drivers Club. More Avanti facts: [www.aooi.org](http://www.aooi.org)

## **Myth #5: My (buddy/relative) had a 1955 Golden Hawk (or 1961 Silver Hawk).**

**Fact:** Golden Hawks were ONLY produced in '56, '57 and '58. The '56 G.H. had a Packard 352 V/8 engine (but never supercharged and never with two 4 bbl carbs). '57 and '58 G.H. had a McCulloch supercharged 289 c.i. Studebaker V/8. Other '56 Hawks included Sky Hawk, Power Hawk and Flight Hawk. Silver Hawks were ONLY produced in '57, '58 and '59. All 1960 and 1961 Hawks were simply Hawks, with no other identifiers. '62-'64 had the

Gran Turismo Hawk (not Grand Torino, which was a Ford). '63-'64 GT Hawks could be ordered with a Paxton supercharged engine.

## **Myth #6: Parts for Studebakers are impossible to get.**

**Fact:** Of course, there are a few exceptions but by and large, parts are plentiful and easy to get from a large number of Studebaker parts vendors. For NOS, used and reproduction parts sources visit [www.studebakervendors.com](http://www.studebakervendors.com).

## **Myth #7: Studebakers were built for Grandpas and Grandmas with flathead 6 cyl. engines.**

**Fact:** Studebaker was famous for its economical sixes BUT Studebaker also built a number of sporty and HIGH-PERFORMANCE cars. Powerful, stock-block Studebaker straight eights competed favorably in The Indianapolis 500 Mile Race during the 1930s. The 1953 coupe has been declared a work of art. In 1955, it was the sporty Speedster, and then became the basis for the entire Hawk line through the 1964 model year. High-performance R-1, R-2, R-3 and R-4 Avanti engines that could be (and were) factory available in any Studebaker car model in '63 and '64, as were 4-speed transmissions. The Avanti was famous on the Bonneville salt flats and Ted Harbit and his '51 Stude-powered "Chicken Hawk" is a 7-time NRHA champion and a member of the NHRA hall of fame. For more performance info check out [www.racingstudebakers.com](http://www.racingstudebakers.com).

## **Myth #8: Studebaker didn't build "big" trucks.**

**Fact:** Not true. Studebaker did build heavy trucks, including diesel powered until truck production ended in 1964 model year. Studebaker also built the highly-regarded "US-6" 6x6 military trucks that helped win WWII.

## **Myth #9: All Studebakers were built in South Bend, IN**

**Fact:** While South Bend is the revered ancestral home of Studebaker, the company also had manufacturing plants in Hamilton, Ontario, Canada and Los Angeles (Vernon), California. In addition, Studebakers were assembled in a number of countries around the world including Australia.

## **Myth #10: It is hard to find anyone that knows how to fix or advise on Studebakers.**

**Fact:** There are many Studebaker repair people in different parts of the country. The 12,000 member Studebaker Drivers Club (SDC) has a magazine "Turning Wheels" with a huge technical section each month and the SDC Forum offers incredible expertise on all things Studebaker 24/7.

**Join Us! Visit [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com) or talk with your local SDC Chapter!**

MAC's

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## March 16, 1966: Studebaker's Final Day

March 17, 2016

Source: <https://www.macsmotorcitygarage.com/studebakers-final-day/>



*Fifty years ago this week—March 16, 1966—the last Studebaker rolled off the line in Hamilton, Ontario. Here's a quick look back at the mournful end of a storied automaker.*

When the Studebaker plant in South Bend, Indiana ceased production on December 20, 1963, it was a sad day indeed for the venerable auto manufacturer, but it wasn't the final day. Not quite. Through a strange alignment of events and decisions, the company's Canadian assembly plant in Hamilton, Ontario, 40 miles west of Niagara Falls, was permitted to continue vehicle production on a limited basis. So oddly enough, Studebaker would shamble along in its final months as a nominally Canadian auto producer. For a brief time, the company's print ads included the tagline, "Canada's Own Car."



Crunching the automaker's rapidly declining numbers, Studebaker management determined that operations at the Canadian plant were sustainable at a level of 20,000 units per year.

To reduce costs, the Hawk, truck, and Avanti lines were dropped, and production was focused on the Cruiser and Commander (formerly Lark) models. As the engine operations in South Bend were wound down, the Hamilton facility arranged to use Chevrolet 194 and 230 CID sixes and the trusty 283 CID V8, obtained from nearby McKinnon Industries, GM's engine division in Canada.

Unfortunately, even the 20,000-unit sales objective proved to be hopelessly optimistic. While production actually increased at the Hamilton plant when the South Bend factories closed, sales overall continued to plummet. For the 1965 model year, production came close to the target at 19,435 units, but in 1966, only 8,947 cars were produced before the company threw in the towel for the final time on March 16—50 years ago this week. Telegrams sent to the few remaining dealers stated that the losses were simply too great for the corporation to continue auto production. The very last Studebaker produced that day, a '66 Cruiser four-door sedan in Timberline Turquoise with a 283 CID V8, dwells today in the Studebaker National Museum in South Bend.



*The final Studebaker—photo courtesy of the Studebaker National Museum.*

**The 1966 Studebaker:  
a breath of fresh air in  
the automotive industry**

The '66 Studebaker has a completely new and different "modification system" called "Reburbator". It provides a means of an effectively "dial your Studebaker" stock features and controls, make through without parts in the car. Studebaker's "Reburbator" system. For an in-depth description of the "Reburbator" system, see the "Reburbator" manual. This provides the most best thing in an automobile... and at an extra cost.

For a breath of fresh air in your car, see Studebaker's "Reburbator" and its many other "dial your Studebaker" features. And ask your dealer for a breath of these features, many, many and many more. See the "Reburbator" manual for details. See the "Reburbator" manual for details. See the "Reburbator" manual for details.

What more refinement? The new Studebaker comes delivered with more standard equipment and other features of the new car. That's the other "Reburbator" feature. For an in-depth description of the "Reburbator" system, see the "Reburbator" manual. This provides the most best thing in an automobile... and at an extra cost.

And you'll get a breath of these features, many, many and many more. See the "Reburbator" manual for details. See the "Reburbator" manual for details. See the "Reburbator" manual for details.

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**Studebaker**  
CANADA'S OWN CAR  
AN ASSOCIATE OF GENERAL MOTORS CORPORATION

## 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.



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## 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

**Lions Club Antique Car & Truck Show  
At Amelia Day Festival**

May 10, 2025

**Registration from 8:00 a.m. to 12:00 noon**

(must be registered by noon to be judged)

**S20 in advance/S25 at the gate**

**Registration Form**

Please Print All Information

Name: \_\_\_\_\_

Phone: (     ) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Club Name, if applicable: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

In consideration of the Acceptance of the right to participate, entrants, participants and spectators, by signing this entry form release and discharge the Amelia Lions Club officers and members, the property owner where the show is held, their officers and staff and employees or anyone else that is connected to the Amelia Lions Club car show from any and all known or unknown damages, injuries, losses, judgments and or claims from any cause whatsoever.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

(If registrant is under the age of 18, Guardian must sign *and* print name and provide name, address and phone number)

**Make checks payable to Amelia Lions Club** and mail with registration form to Lee Harrison at Post Office Box 169 Amelia, Virginia, 23002.