



# Commanding Leader

*Calendar of Events*

\* Designates CVC Event

\* **May 18th, 2026**

Saturday @ 2pm  
CVC/SDC Meet  
Frisby's Restaurant & Side Bar  
2150 Anderson Highway  
Powhatan, VA 23139  
(804) 794-7553

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

**April 11th, 2026**

Saturday @ 10am—2:00pm  
Fifth Annual Beverly Hills Shopping Center  
Spectrum Paint TrueValue Hardware Cruise-In  
8500 Patterson Ave  
Henrico, VA 23229  
Tour through scenic spring areas. Please RSVP to  
Robert Griffey [timber2tone@gmail.com](mailto:timber2tone@gmail.com)

**April 11th, 2026**

Saturday @ 12pm—4:00pm  
3rd Annual Heights Baptist Church Men's  
Appreciation Day, Men's Ministry Cornhole and  
Cruise-in  
Men's Cornhole Tournament paired with a Cruise  
-in provided by River City Cruizers! Come  
compete in some friendly conrhole action, check  
out some cool cars and trucks, and enjoy lunch on  
us. Gift cards for 1st, 2nd and 3rd place winners.  
INFO: Anna Heatherly (804) 526-0424  
Registration: click [HERE](#)

**May 2nd, 2026**

Saturday @ 10am—2:30pm  
614 Hunt Club Car Show  
Goochland Recreation Center  
2415 Sandy Hook Rd  
Goochland, VA 23063  
INFO: Kevin Leabough Text (804) 814-6005  
EMAIL: [rocklebo@gmail.com](mailto:rocklebo@gmail.com)

**June 6th, 2026**

Saturday @ 10am—3:00pm  
Mt. Olivet Baptist Church Brotherhood Ministry  
20th Annual Car Show  
17520 Jefferson Hwy  
Montpelier VA 23192  
Registration: \$20.00 day of show  
INFO: Greg Wyatt, (804) 752-2312  
Darryl Thomas, (804) 647-3926  
Steve Nelson, (804) 514-1906  
Antonio Johnson, (804) 971-7090  
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/>



## CVC/SDC Meet ~ January 11th, 2026



(L-R) Lee Harrison, Leland Greenleaf and George Marshall beside Lee's  
1961 Studebaker Lark VIII

Our scheduled meeting date of Saturday January 10th was postponed to Sunday January 11th due to wintry weather.

The group gathered at the Southern Diner in the Oxbridge Square Shopping Center at the intersection of Hull Street Road and Courthouse Road.

We were joined by new member Leland Greenleaf; welcome to the club!

Arriving in Studebakers were Tom Covington in his 1964 Avanti R-1, Lee & Becky Harrison in their 1961 Lark VIII, Jeanette Smith and Jim Jett in their 1962 GT Hawk and George Marshall driving his 1961 Hawk.



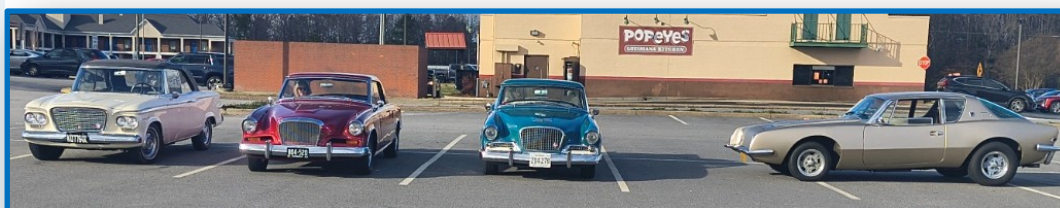
Jim Jett's 1962 Gran Turismo Hawk



George Marshall's 1961 Hawk



Tom Covington's 1964 Avanti R-1



## CVC/SDC Meet ~ March 14th, 2026

Central Virginia Chapter SDC held our annual meeting on March 14th, 2026. The meeting was held at Kitchen 33 and Bakery located at 13155 Mountain Road, Glen Allen, VA.

Attending the meeting driving Studebakers were Lee Harrison in his 1962 Lark Daytona, Carter Harrison and his 1963 Lark Wagonaire, Jeanette Smith and Jim Jett in their 1963 GT Hawk R-1, Noel Einolf and his 1953 Champion and George Marshall in his 1961 Hawk.

After lunch the business meeting was held. The first topic on the agenda was dues for 2026. Members in attendance paid at the meeting. Members are reminded to remit dues to the Treasurer.

The second item was the nomination and election of chapter officers for 2026. The current officers were nominated and elected to their current office as follows:

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

With no other business on the agenda, the meeting was adjourned to the parking lot.



*George Marshall's 1961 Hawk*



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



*Lee Harrison's 1963 Daytona*



*Noel Einolf's 1953 Champion*



*Carter Harrison's 1963 Wagonaire*



## Next Meet

May 18th, 2026  
Saturday @ 2:00pm



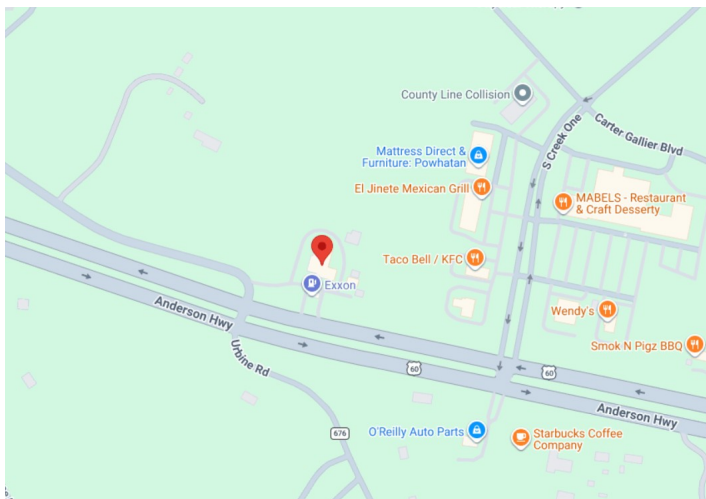
Frisby's Restaurant & Side Bar  
2150 Anderson Highway  
Powhatan, VA 23139  
(804) 794-7553

CVC will be back on the Southside in Powhatan for our May meet at Frisby's Restaurant & Side Bar on Anderson Highway, US Route 60.

See you there.

To view Frisby'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

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

## 7th ANNUAL BREAKTHROUGH CAR SHOW

SATURDAY MAY 9, 2026 10 AM – 3PM



**PAMPLIN HISTORICAL PARK'S HART FARM**  
6955 DUNCAN ROAD, PETERSBURG, VA 23803



Judging classes for all makes, models and years  
1st and 2nd place each class plus best in show  
Goody bags, dash plaques for first 150 registered

Participant voting

Rain Date Sunday May 10 if needed

Music DJ - Vendors - Food trucks

Free spectator admission, free parking plus discounted park entry

Door prizes, Music DJ, Silent auction

Pre-registration \$15 by May 1

Day of show registration \$20



Registration 8 AM - 11 AM, Balloting 11 AM - 1:30 PM, Awards at 2:30 PM

Clay Drnec Award - Dinwiddie Chairman's Award

**CANNON FIRINGS AND MUSKET DEMONSTRATIONS**

Click [HERE](#) for Registration Form

## 32nd Annual Car Show



Parts & Cars Swap Meet

Hosted by NNRAACA

Saturday, May 16, 2026, 8:00 AM - 2:00 PM *Rain date May 17*  
At Stan's Skateland, Montross, Va

Live Music  
By

**All Cars, Trucks, types, Models,  
and Years**

50-50 Raffle

Click [HERE](#) for Registration Form



69th Annual Historic Fredericksburg Region

Antique Automobile Festival

Meet, Swap Meet and Tour

6 and 7 June 2026

Fredericksburg Agricultural Fairgrounds  
2400 Airport Ave, Fredericksburg, VA 22401



Enjoy a spectacular and Historic 2026 Fredericksburg, Virginia Antique Automobile Festival. Fredericksburg is considered "America's Most Historic City" There are plenty of places to visit, including nearby Self-Guided Tours of: Classic Car Center, Shannon Air Museum and Virginia Aviation Hall of Fame. Fredericksburg Battlefield National Park and Visitors Center. Beautiful Downtown Historic Fredericksburg, Gari Melcher's Art Studio and Art Museum and so much more to enjoy. Saturday is our long-awaited show at the Fredericksburg Agricultural Fairgrounds.

1. This is an Antique Automobile Club of America Meet. The Show Field is open to only Preregistered AACAF eligible vehicles. The owner may elect not to have the vehicle judged and still display it on the AACAF Show Field. Any vehicle that has preregistered and is not AACAF Compliant will be moved to the Driver Participation Class area.
2. Day of show entries will be parked in the Driver Participation Class area and will not be judged. However, Recognition will be presented to top three entries.
3. Special Parking will be set aside for car clubs who wish to attend and not be judged.
4. All Vehicles on the AACAF Show Field ARE REQUIRED TO HAVE A UL-APPROVED, FULLY CHARGED FIRE EXTINGUISHER READILY ACCESSIBLE.
5. Ample trailer parking on site is available, No Overnight Camping at the Fairgrounds

Click [HERE](#) for Registration Form

## 2026 International Meet

Waxahachie Civic Center Sept 23 to 26, 2026

### Links & Information

This top notch facility with a banquet seating capacity of 800 has more than enough room for all of our needs.

Swap meet vendors will be treated to the fanciest area to date.

We'll also open it to the public on Saturday along with a general car show open to all.

### Breaking News

IT IS OFFICIAL! The 62nd Studebaker Drivers Club International Meet will be held in Waxahachie, Texas, September 23rd through 26th of 2026!

The North Texas Chapter of the Studebaker Drivers Club is proud to announce the Waxahachie Civic Center as the site for our '26 International meet.

As of the Pittsburg meet, the Antique Studebaker Club have asked to join us in our event.

This will add a new perspective to the event with these beautiful prewar cars in attendance. More news to follow.

### We need your help!

Subject: Invitation to Participate in the Upcoming Studebaker Meet in Texas!

Dear Studebaker Enthusiasts,  
I hope this message finds you well.

Texas has a proud history of hosting, with previous meets in Irving in 1975 and Austin in 1998. Remarkably, some of our active members were part of those events 50 years ago. While they possess invaluable memories and insights, many may not have the energy to participate actively in the upcoming meet.

This is where I reach out to all club members and enthusiasts. You don't need to be a club member to help us welcome guests who may be making their only trip to Texas. We are known for our hospitality, so let's extend a warm welcome!

The city of Waxahachie is excited about this event and is going above and beyond to support us. I am seeking both physical & financial support during the event and assistance in planning.



Click LOGO to go to website

We have immediate needs for volunteers to host external planned events, including:

1. Fort Worth & the Stockyards - taken
2. Dallas & the 6th Floor Museum
3. Arlington Medal of Honor & Car Museum
4. Waco Magnolia Silos & Dr. Pepper Museum Taken
5. Waxahachie Ladies Lunch & Tour

Your role would be to manage headcounts and accompany our guests on the bus. The rest is up to you to make the experience as engaging and informative as possible! All fees and tickets will be prepaid, so your main responsibility will be ensuring everyone who disembarks the bus also gets back on.

With rising costs, we aim to be budget-conscious while delivering a fantastic experience. Buses alone cost \$1,500 a day to rent or \$30 per person to reach these destinations.

I hope some of you might have corporate connections to sponsor a bus or one of our events. Full recognition will be provided in various venues. Many of you have fond memories from the 1998 meet or other national events, and I encourage you to share your suggestions.

Please consider how you can contribute to one or more of the functions. To volunteer, share ideas, or ask questions, feel free to reach out directly.

Let's come together to make this meet unforgettable! Thank you for your time, and I look forward to hearing from you soon.



## Richmond Collector Car Show and Swap Meet

Show: Saturday, June 13, 2026

8:00AM - 3:00PM

St. Joseph's Villa - Richmond, VA

Show will go on rain or shine!



Welcome to the 57th Annual Richmond Collector Car Show and Swap Meet. We are proud to again partner with St. Joseph's Villa to hold the show on the beautiful grounds of the Villa campus. Our show is a family-oriented event, and everyone is invited to attend. Registration is now open!

"Racing thru History" is this year's feature and focuses on ionic cars and motorcycles from the early 1900's to recent times. In addition, the largest automotive swap meet in Central Virginia, antique car rides, a Youth Judging Program, and special presentations will provide the backdrop for a perfect family afternoon of automotive fun. A food court will offer a variety of breakfast, lunch, and other treats. Air-conditioned restroom trailers will also be on site for your convenience.

Please note that only pre-registered Show-Car vehicles will be eligible for awards. Registration for Show Cars closes on June 1st. Click [HERE](#) for registration.

## 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](http://centralvirginiachapter.org/MemberStore.html)



## Interesting Studebaker Muscle Car Facts



Source: [https://www.muscledcardiy.com/  
muscle-car-tech-tips/interesting-studebaker-muscle-car-facts/](https://www.muscledcardiy.com/muscle-car-tech-tips/interesting-studebaker-muscle-car-facts/)

**Fact 963:** Studebaker resisted assigning model years to the Avanti. During a 19-month production period running from June 1962 through December 1963, a long list of running changes were made. In August 1963 the square headlamp bezels were phased in. These cars are regarded as 1964 models. Of the 4,643 Avantis built, only 752 were fitted with square bezels. The only true model-year identification method is to check the VIN. The first and second digits correspond to the vehicle model year, i.e., 63 for 1963s and 64 for 1964s. Drivers who don't like wet shoulders on rainy days should get a car built after April 1963, when drip rails were added to the roof seams above the doors.

**Fact #963:** Were more Avantis built with the round or square headlamp-surround molding?



## Studebaker Tech Tip

### Shop Talk

Thanks to FLYING HUB CAPS for  
THE BOUNCING HOOD AND TAPERED AXLE ARTICLES

#### THE BOUNCING HOOD

Some solutions are so simple and easy that one wonders why it took so long to reach them. So it was with a terrible front end shake in our GT Hawk on impacting large bumps, potholes or closely spaced successive bumps that set the front of the car rattling like it wanted to come apart.

Play in the club newsletter business long enough and you will eventually hear about every problem that owners of the marque you've chosen ever experience with their vehicles.

For the six years that we had Entropy, it was one problem that I could not fix. For most of this time, I chalked it up to having a stiffly sprung front suspension, a situation only exacerbated by the 'Heavy Duty' front springs and shock absorbers I was using as well as Delrin bushings placed at the control arm pivot points and an addition of a 1- inch front anti- roll bar, complete with polyurethane bushings. In hindsight, my preconceptions of how a stiff suspension would affect the car's ride blinded me to the real problem.

Something still wasn't right though. The Avanti had as non-compliant a front suspension, being a near duplicate of the Hawk but did not shake and rattle over road imperfections. Entropy even continued its shenanigans when I replaced the front springs with lighter 6 cylinder items in order to lower the front end. So, for the umpteenth time, I crawled around under the car shaking, banging and tightening everything in sight with no change. Then a trip to West Palm Beach pushed me over the edge. I had to fix this. . . . It was driving me nuts!

Upon returning home and in near desperation, I tried something I was sure was a long shot and probably wouldn't work. . . Folding a note paper over several times, I squeezed it between the hood and fenders in six different spots, three on each side of the car. . . But it did work - no more rattles, creaks or noises reminiscent of impending Studebaker meltdown from forward of the firewall!

For six years, the hood which had never rested on the small rubber bumpers on each side was now supported well

enough that it no longer became a third-rate tuning fork when the suspension had to contend with potholes, washboard roads or other pavement nasties.

**OBVIOUS? . . . NOT VERY. I had been looking for too complex a reason.**

**EASY FIX . . . Installation of thicker than stock rubber bumper pads did the trick to forever-more quell the hood's musical inclinations. HAPPINESS RETURNS**

#### THE TAPERED AXLE

So it was for me about Studebaker's tapered axles and that they sometimes break. Both of our '63 cars use them. With age and miles on these axles, I began to worry a little when I learned of several recent instances in which a tapered rear axle had fractured, imperiling the lives of the occupants in the car.

Should the rear wheels breaking off and passing me on the road, taking its share of the car's brakes with it as it rolls away makes me uncomfortable. A feeling I'm convinced my passengers will share with me should it happen with them in the car. An Avanti owner had it occur while driving on a mountain road, downhill with several of his grandchildren with him. He was able to slow and stop as the car still retained its front brakes and it remained balanced on the remaining three wheels until he stopped. I venture to guess that not everyone will be as lucky, should it happen to them. I know that my luck isn't that good.

My maintenance schedule calls for outer rear axle bearing cleaning and repacking every 25,000 miles. When we first got the Hawk, it had traveled over 142,000 miles with no checks of the rear axle bearings. . . I chipped the old grease, then the consistency of brick with a screwdriver. The Avanti had also been ignored throughout its 109,000 miles of life. To be safe, I replaced both outer bearings on both axles, including the races pressed into the axle housing.

Failing lubrication combined with normal loading can cause catastrophic bearing failure and cracked axles. This situation is more likely still if the car is heavily loaded. If it breaks on the outside of the bearing, nothing remains to hold the wheel on.

It's then "Bye, Bye wheel" and "Hello, expensive repairs and possible medical bills." We all deserve better than this.

**Check your axles today!**

*Odds 'N' Ends*

By Pete Yuen

\* "By the time that you are eighty years old, you've learned everything. You only have to remember it."

George Burns

\* "I must be getting absent minded. Whenever I complain that things aren't what they use to be, I always forget to include myself."

George Burns

\* Nowadays people can be divided into three classes --- The Haves, the Have-Nots and the Have-Not-Paid-For-What -They-Have.

Earl Wilson

\*\*\*\*\*

**Electrical Short In Your Car?**

You know of the short circuit due to the power loss in your battery as the car sits for a day or two so you have taken off the battery cable off so that there would be no current flow to or from the battery. This is a good idea but it does not solve the problem that has caused the power lost in the first place. The object now is to find the "Short circuit."

To begin with, shut off power going to anything that draws power such as lights, clock, heater, ignition, radio and such. When that is done, clip one wire of a test light on to the ground cable on the engine and using the other clip on the wire, attach it to the battery post that the ground cable was removed from. If the electrical system in the car is a 6 volt system, then a 6 volt bulb would be used in the test light. A 12 volt system would require a 12 volt bulb.

By nature, the electrical energy leaving the battery wants to find a closed circuit to get back to the battery. In doing so, it generates heat and that is why the filament in the test light will heat up, giving light. Now you need to know exactly the reason for the light bulb to be "Lit."

With the test light connected, start unplugging the electrical circuits, one by one until the light goes "out." The first one that you may want to check is the generator/voltage regulator. If that isn't the one, then choose another circuit

and so on until you find the circuit that causes the test light to go out. With that done, leave that particular circuit disconnected and proceed to re-connect the other circuits that you previously had disconnected. If the light still has not come on, then you have successfully located the circuit that needs attention. It may be a motor, switch, bulb or anything within that circuit. With the age of the wires in the Studebaker vehicles, it could be that some insulation may have worn by abrasion or broken off if the insulation is brittle and enabling the current to find the nearest conductor to help it become a closed circuit back to the battery. Once everything has been checked out, re-connect the circuit and hope that the test light does not go on. If it does, you have missed something. Re-check everything in that circuit. Once everything is okay, then remove the test light and connect the battery cable to the battery. . . Ta-Da . . . Good job!

**Studebaker Drivers Club Members are urged to carry a fire extinguisher in their vehicle.**

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**OK Mosquitoes . . . Prepared To Be Repelled**

Use Bounce Fabric Softener Sheets - - Just wipe on and go.

Someone suggested that if you eat bananas, the mosquitoes will like you. Maybe cut back on it when the mosquitoes are around.

Vick's Vaporub apparently works for some people.

Plant Marigolds around the yard. The flowers give off a smell that the bugs do not like, so plant some in the garden so that it will help ward off bugs without the use of pesticides..

When all else fails, get a frog.

\*\*\*\*\*

Consider . . Only the Lead Dogs on a sleigh pulling team get to see the change of scenery.

A good scare is worth more than good advice.

A woman used an open zipper defense to beat a speeding ticket. . . She told the court that she couldn't discuss the speeding charge with the policeman because his fly was unzipped. "It was most uncomfortable," she said. The judge dismissed the charge.

\*\*\*\*\*

Extreme penalty for bigamy? --- Two Mother-In-Laws.

## Studebaker Hobbies

### SOUTH BEND WATCH COMPANY



In May of 1902 members of that Studebaker family, Clement Studebaker Jr. along with his brother George and their uncle John Mohler Studebaker bought the financially troubled Columbus Watch Company and began moving it from Ohio to Indiana along with much of the work force. They constructed a state-of-the-art watch-making facility with such advanced features as sprinkling systems and huge, fully fire-proofed walk-in vaults. The name then became the South-Bend Watch Company, and they would eventually build 71 different grades of watches in the 5 most popular sizes. The official opening in March of 1903 was with a great deal of fanfare.



Through the first two decades of the twentieth century the company grew and prospered. During its peak years the company produced 60,000 watches annually and employed nearly 600 employees. Ambitious nationwide advertising was largely responsible for this early prosperity. Full-page ads showing the South Bend watch running in a block of ice were particularly effective. Numerous styles and models were available with a price range from \$16.00 to \$125.00. All watches carried a "insured for a lifetime guarantee." In fact, there are thousands of South Bend watches still running today.

As some of you may know, the great North American railroad watch became an institution after a fatal crash in 1891, which was caused in part by the stopping and then restarting of the

engineer's watch, which caused it to be 4 minutes slow. In the early days of railroading, when trains ran by strict time and timetable rules, that 4 minutes proved to be fatal. As a result, in 1893, the General Railroad Timepiece Standards were adopted, which mandated the following standards for railroad watches:

" .... be open faced, size 18 or 16, have a minimum of 17 jewels, adjusted to at least 5 positions, keep time accurately to within a gain or loss of only 30 seconds per week, adjusted to temperatures of 34 to 100 degrees Fahrenheit, have a double roller, steel escape wheel, lever set, micrometric regulator, winding stem at 12 o'clock, grade on back plate, use plain Arabic numbers printed bold and black on a white dial, and have bold black hands..."

The South Bend Watch company offered at least two railroad grade and approved watches. The 327 (18 size, 21 jewels) and 227 (16 size, 21 jewels). These watches were produced after 1923 under the Studebaker name and South Bend name. The most prestigious watch produced by the South Bend Watch Company was called "The Studebaker", Even now, some 100 years after their introduction, the best known and most popular South Bend Watches are:

"The Studebaker" movements. They were eventually produced in 18-size and 16-size grades. Handsomely damascened and marked "The Studebaker" in fancy script on thmovement they are considered by collectors to be among the best-looking RR watch movements ever made.

#### A Studebaker in the Mail

In 1923 the company offered a "Studebaker" watch on a mail order basis, direct sale to the public. The Studebaker watches were identical to the South Bend line and were made on the same production line. The Studebaker watch ads of this era did not indicate any connection between the two watches, but instead gave the impression of a separate company. The naming of the watch, however, was an obvious attempt to capitalize on the good name of the famous brothers of Studebaker automobile fame. Most ads carried the following line:"

"Directed by members of the Studebaker family known for three-quarters of a century for fair dealing."

The Studebaker watches were sold on a credit basis and could be purchased with a down payment of only one dollar. With the onset of the Depression, the company found itself with many delinquent accounts and the banks were unwilling to cooperate in this and the fact the company never switched

## South Bend Watch Company ~ continued

to production of men's wristwatches was responsible for their eventual demise. On Thanksgiving Eve, Wednesday, November 27, 1929, the nearly 300 employees of the company were notified the plant would be closed until January 1, 1930. The company never reopened.

After the closing, the machinery was eventually sold, and liquidation completed in 1933 with creditors being paid off fifty cents on the dollar. On July 8, 1957, a fire started in the old factory and destroyed the last evidence of a once world-famous factory.

Below are a few examples of the watches produced by the South Bend Watch Company produced from 1902 to 1929.



The top two watches are South Bend Size 16, Model 227 Railroad Grade Railroad and Approved Watches. The bottom two are Studebaker mail order watches made available from 1923 to 1929.



This is a South Bend model 227, size 16 railroad grade and approved watch, note the lever above the "2". The face/crystal had to be removed and the lever extended in order to change or adjust the time. This was so that the time could not be inadvertently changed when winding the watch.



This is an example of a "Loaner Watch" South Bend Model 227 size 16. When the engineer or conductor needed his watch serviced, inspected or adjusted the railroad company would provide him with a "loaner". This watch does not denote the railroad company name or the name of the watch repair company making the adjustments.



The South Bend watch company in 1923 decided to sell direct to the public via mail order. "One dollar down plus weekly payments. This is an example of a 16 size "railroad grade" but not "railroad approved" watch. Note this watch is not "lever set" and therefore does not qualify for railroad approval even though it has the required size, jewel movement and adjustments for position and temperature.



# South Bend Watch Company ~ continued



Another example of a Studebaker mail order watch. Size 12 not railroad grade or approved. This watch is smaller than the 16 or 18 size watches approved for railroad use. Incidentally, I won this watch at a Studebaker, South Bend swap meet several years ago.

Submitted By: The Late Cliff Tattersall

**STUDEBAKER DRIVERS CLUB**  
 1988 Thirty Seven Years 2025  
**HAMILTON CHAPTER**  
 thehamiltonchaptersdc.ca

*Buy A Studebaker Direct From The Maker*

*Make out the order in your own home.*

*Bring your letter to the nearest mail box.*

*The expert ones will bring you your watch.*

*The home of the Studebaker watch.*

*That you know the great name of Studebaker.*

**Studebaker - The Inured Watch**

STUDEBAKER WATCH CO. - SOUTH BEND, INDIANA, U.S.A.

**SAFETY!**

A South Bend Watch is the key of the United and accurate signals along the right-of-way insure safe travel. South Bend Railroad Watches are specified as "Standard" for service on all the great railroads of America.

The same dependable accuracy is available to every man who buys a South Bend Watch. No other watch combines such distinctive beauty with such satisfying accuracy at an reasonable price. See your jeweler. Write us for latest catalog.

**SOUTH BEND WATCH COMPANY**  
 118 Studebaker Street South Bend, Indiana  
 For Years, Makers of Standard Railroad Watches

**South Bend**  
*The Watch with the Purple Ribbon*

## 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>

## 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)





# 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