



Commanding Leader

Calendar of Events * Designates CVC Event

July 2nd, 2026

Thursday @ 3pm-11pm

The Chowdown Freedom Festival Car Show
Powhatan County Fairgrounds
4042 Anderson Highway
Powhatan, VA

The car show portion will be presented by The River City Cruisers with on-site registration starting at 3pm-6pm. Top 10 awards will be given based on participant votes. Trophies presented at 7:30pm. General Admission: \$5.

Registration: Pre-reg \$20, \$25 Day of show

INFO: president@rivercitycruisers.com

Website: Chowdownpowhatan.com

*** July 18th, 2026**

Saturday @ 2pm

CVC/SDC Meet

SILVER DINER

10890 West Broad St

Glen Allen, VA 23060

(804) 346-2020

INFO: jsjett@centralvirginiachapter.org

(804) 920-2129

Website: <https://locations.silverdiner.com/va/glenallen/restaurant-134.html>

August 16th, 2026

Saturday @ 1pm-5pm

Amelia County Fair Car Show

Amelia County Fairgrounds

16501 Five Forks Rd

Amelia Court House, VA 23002

Registration: \$25 registration fee for the show and admission is FREE for driver and ONE passenger for the fair.

INFO: Jeff Sedivy (804) 241-1785

Anna Easter (804) 586-2944

EMAIL: timebanditscarclub33@gmail.com

August 29th, 2026

Saturday @ 8am-1pm

Acca Shrine Car Club Car Show

1712 Bellevue Ave

Richmond, VA 23227

INFO: Steve Schaefer (804) 647-6850

EMAIL: steveschaefer@gmail.com

WEBSITE: prospectingforwealth.com

September 5th, 2026

Saturday @ 10am-3pm

19th Annual Car, Truck & Motorcycle Show

Hyles Baptist Church

7220 Courthouse Rd

Chesterfield, Va 23832

Registration: \$20 if received by 8/31/26

\$25 Day of show

INFO: James Leavy (804) 839-6084

EMAIL: jamesleavy@msn.com

Website www.hbccarshow.com

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

Website: <http://carclubcouncil.com/>



Serving Car Hobbyists Since 1985

CVC/SDC Meet ~ May 16th, 2026

The Central Virginia Chapter held it's meet for May at Frisby's Restaurant located at 2150 Anderson Hwy in Powhatan County, Virginia.

The weather was good but we only had three members in attendance. George Marshall brought his 1961 Studebaker Hawk and Jeanette Smith and Jim Jett arrived in their 1963 Studebaker Gran Turismo Hawk R-1.

We enjoyed a good meal and solved most of the worlds problems by the end of our meal.

Having saved the world, we adjourned for the rest of the afternoon.



Jim Jett's 1963 Gran Turismo Hawk R-1



George Marshall's 1961 Hawk



Martin Robert Pajka

July 14, 1938 - May 1, 2026

The Studebaker Drivers Club and the Central Virginia Chapter lost one of our long time Studebaker automobile fans on May 1st, 2026.

Martin always had a good Studebaker story and will be missed.

The link to Martin's obituary is below.

https://www.legacy.com/us/obituaries/timesdispatch/name/martin-pajka-obituary?id=61397649&_cf_chl_f_tk=hV11YVJ11qpv.tlqzkZhDBcWJyapAtPzG1q83Eep_Qo-1782927804-1.0.1.1-FLt4.08ixqNba7v_XcneM40Ai6DdRIFCCNiHkFgKwWg

Next Meet

July 18th, 2026
Saturday @ 2:00pm



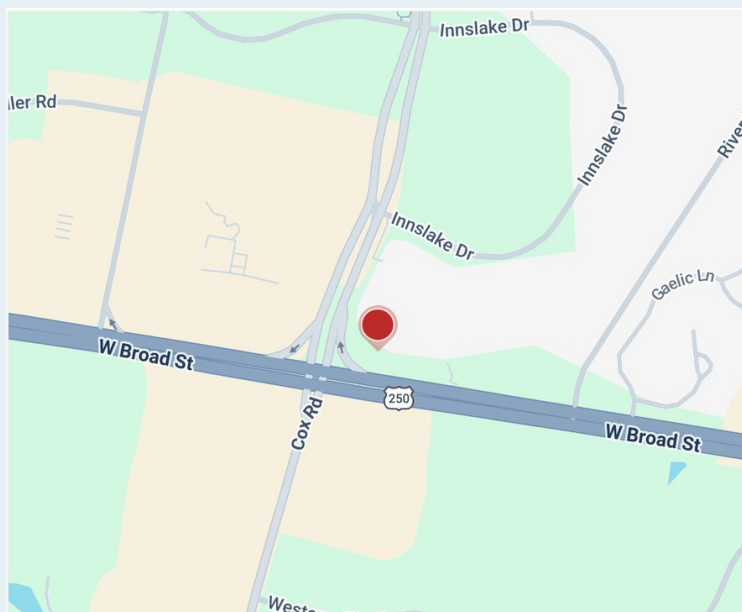
Silver Diner
10890 West Broad St
Glen Allen, VA 23060
(804) 346-2020

Come join the group at the Silver Diner for our July meet. Should be "hot" fun in the summer time!

See you there.

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

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



CVC/SDC Meet

International Drive Your Studebaker Day

September 12th, 2026
Saturday @ 2:00pm

*County Seat Restaurant
& Gathering Place*



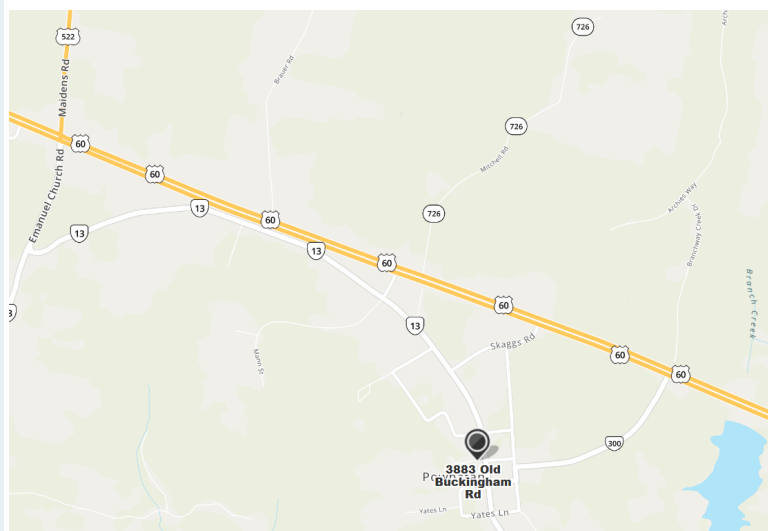
3883 Old Buckingham Road
Powhatan, VA. 23139
(804) 598-5000

From north, south, east and west let's drive our Studebakers to the county seat of Powhatan county and meet at the County Seat Restaurant.

Get you Studebaker out for the drive on IDYSD!

To view the County Seat menu, click [HERE](#).

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



CVC Out~N~About

On May 2nd, 2026, Jeanette Smith and Jim Jett brought both the 1962 GT Hawk and the 1963 GT Hawk R-1 to the First Saturday Cruise-in at the Hardee's in Louisa, Virginia.



Jeanette Smith and Jim Jett entered their 1962 Studebaker GT Hawk in the Olivet Baptist Church Brotherhood Ministry 20th Annual Car Show held at the Church in Montpelier, Virginia, on June 6th, 2026. The 62 GT Hawk was awarded the "Best Abandoned Brand" trophy.



The Chesterfield SATURDAY NIGHT "CRUISING CRUZ-IN" held it's "Orphan" night on May 16th, 2026, at the River City Diner in Midlothian, Virginia.

CVC members in attendance were Noel Einolf displaying his 1953 Studebaker Champion and Jeanette Smith and Jim Jett with their 1963 Studebaker GT Hawk R-1. Also attending was Leland Greenleaf and Tom Covington.



George Marshall attended the 57th Annual AACA Richmond Collector Car Show and Swap Meet June 12th, 2026, held at St. Joseph's Villa in Richmond, Virginia. On display was the example of early 20th century Studebaker "muscle". Thanks for sharing the pictures George!



Becky and Lee Harrison displayed their 1962 Studebaker Lark Daytona convertible and Jeanette Smith and Jim Jett were showing their 1962 Studebaker GT Hawk at the May Memorial Baptist Church in Powhatan, Virginia, on May 31st, 2026.



Commanding Leader
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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



62nd SDC International Meet

Waxahachie, Texas
September 23-26, 2026



**62nd Annual
Studebaker Drivers Club
INTERNATIONAL
MEET**

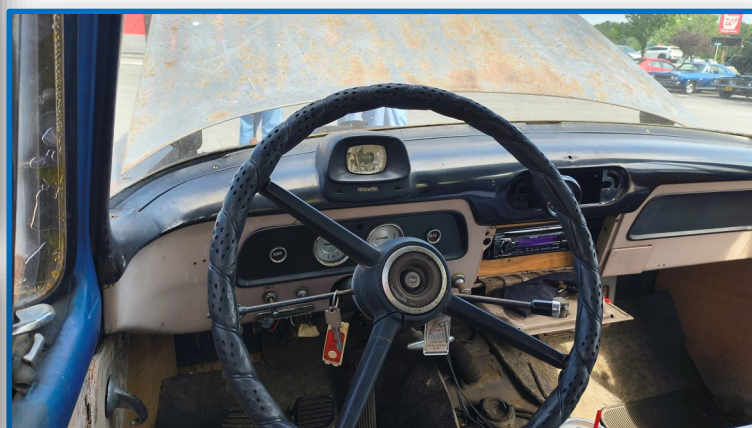
[Click HERE to go to SDC Meet website](#)

Waxahachie, TX
SEPTEMBER 23 - 26, 2026
VISITWAXAHACHIE.COM

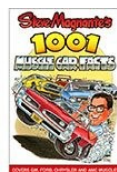



Studebaker Sightings

Sighted May 2nd, 2026, at the Louisa Cruize-in held at the Hardee's in Louisa, Virginia; 1957 Studebaker Scotsman. It is a work-in-progress currently in full "patina".



Interesting Studebaker Muscle Car Facts



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

Fact 953: Some think Studebaker died a broke, beaten company. But the termination of Canadian vehicle production in March 1966 wasn't the end of Studebaker as a corporation; not by a long shot. Rather, Studebaker thrived for more than a decade as a closed investment company, a conglomerate corporation with numerous non-automotive divisions. The diversification was instigated in 1958 and funded by the surprise success of the compact 1958 Lark and shrewd stock transactions, which created huge cash reserves and tax incentives. Having grown weary with the fickle auto industry and numerous brushes with bankruptcy, Studebaker's management team invested in numerous non-endemic businesses (CTL, maker of plastic nose cones for missiles, Franklin home appliances, Italian appliance maker Domowatt S.P.A., Gravely lawn tractors, Trans International Airlines, industrial refrigerant giant Schaefer, STP lubricants, Paxton Products, and others). In 1961 alone, these divisions did more than \$100 million in sales.

When Studebaker terminated automobile production these other entities carried the torch; some successfully, some less so. Last known as Studebaker-Worthington and with annual sales in excess of \$1 billion, the Studebaker name ceased to exist after absorption by McGraw-Edison in 1979. That same year, the Avanti Motor Company (which was not affiliated with Studebaker-Worthington) enjoyed its best season to date with 179 cars sold.

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>



Tech Tip

by John Crooks

Carburetor Float Bowl Plugs

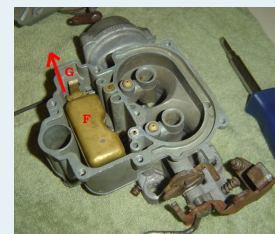
With our Ethanol fuels the problem of the fuel evaporating in the float bowl resulting in slow starts is a well known problem.

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

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

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

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



Studebaker Tech Tip



'Bout Studebakers

..... Thanks to Jerry Blount

Topic: Compression Ratio

The compression ratio of a given engine is the relationship of the cylinder volume when the piston is at BDC (bottom dead center) - maximum cylinder volume - vs. TDC (top dead center) - minimum cylinder volume.

The factors that control the volume are:

- 1) Cylinder bore
- 2) Cylinder stroke length
- 3) Combustion chamber volume
- 4) Piston head volume
- 5) Deck clearance
- 6) Head gasket thickness when compressed

Studebaker V-8 engines typically had compression ratios that were in the range of 7.2:1 to 8.5:1. (Depending on combustion chamber volume, head gasket thickness etc.). This allowed use of regular grade gasoline, and provided easy starting and smooth running without overly stressing engine parts.

Many cars of the late 50s had higher compression engines - 10:1 up to 12:1 or so, but this required premium high- octane gasoline. This certainly produced more power, but Studebakers were marketed to be reliable, smooth running, economical cars.

Then - in 1963 models, Studebaker wanted more horsepower! The Avanti R-1 engine was a 289" but was now fitted with new flat top pistons to increase the compression ratio to 10.25:1. Obviously more power but with the requirement for higher octane premium gasoline.

This gives options when rebuilding a 289" Studebaker. Want more power? Use flat top pistons! Studebaker never offered such as option but today an aftermarket piston can be had in a "1/2 dish" design - with a compression ratio somewhere in the middle of what a full dish vs. a flat top would yield - something like 9:1 to 9.25:1. A little more power without the need for 100% full premium gasoline

Odd's "N" Ends

By Pete Yuen

Silicone

Through chemical research and development, we have Silicone products for a multitude of uses for homes, cars cosmetics, medicine, cookware, electronics, textiles, personal care products, laundry detergents as a foam regulator and as a release agent for the baking industry.

Use of silicone in the automotive industry includes insulation for the high tension, spark plug wires, for paint, in areas for high heat protection and for gaskets.

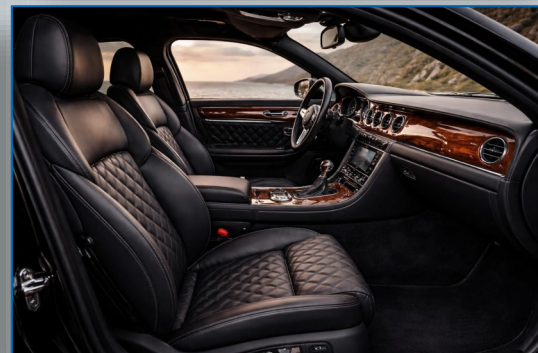
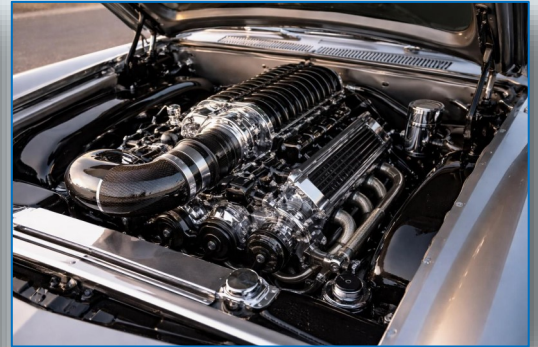
During the time that the silicone products were introduced to the automotive industry as gasket substitute for cork and other gasket materials, many mechanics were reluctant to use it. Since then, the silicone has likely been reformulated and many mechanics do use it nowadays, if perhaps for no other reasons than as a time saver and that there is no need to stock a multitude of gaskets.

Specifically, however, silicone should not be used as a gasket substitute for the seal between the gas tank and the gas level sending unit. The use of silicone for that particular application would and should be considered indiscriminate as it could leave you walking after parking your stalled car on the side of the road. . . . "How so?" you ask.

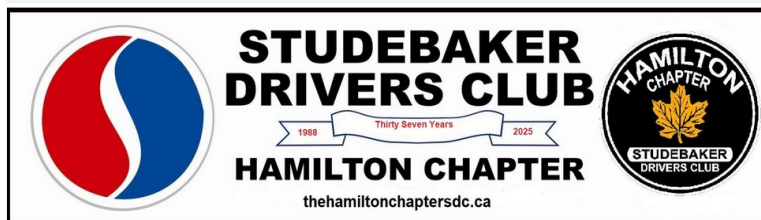
When the silicone is applied around the opening on the top of the gas tank, droplets of silicone could fall into the tank. In time, the silicone droplets work its' way into the fuel pump and jams the valve. With the valve jammed, the engine runs out of gas and quits. There are many things in life that are more fun than to have that happen.

Studebaker What-if?

What if Studebaker was still building automobiles in 2026? What would they look like? I asked AI what it thinks and the images below are what it came up with. **Introducing the New 2026 Studebaker Gran Turismo Hawk!**



Studebaker Hobbies



Submitted By: The Late Cliff Tattersall

Studebaker Service Pins Submitted by: Bob Barrick

As we all know the Studebaker Corporation started in 1852 just as a small family business that grew to become the largest producers of wagons in the world by the turn of 20th century. Studebaker in 1923 realized it was time to celebrate their employees service by awarding them with years of service medals. From 1923 through 1933 they awarded their 1st generation of service pins that looked more like war medals for 5 year (copper), 10 year (bronze), 15 year (silver) and 20 year (14 K gold). The front of the medals was all the same with the likeness of J.M. Studebaker with the inscription "The Studebaker Corporation. Established 1852."



On the backs of these pins was the Studebaker Wheel emblem along with employee's name engraved which was a nice touch that only happened on this series of employees service pins. My 5-year medal was awarded to a F.L. Miller. The 10-year medal was awarded to A.G. Koenig. Both the 15 & 20 are the same employee D. Mead.



It is nice that these pins have the employee's names on them, they will always be remembered. These pins show up at swap meets regularly if anyone is interested but the silver and especially the gold ones are not that common most likely because of their precious metal and with gold valued at almost \$2000 an ounce, these will fetch a good price.

In 1935 Studebaker came up with their 2nd employees service pin type, going from the larger medal type to the lapel pin type. They still only awarded 5 and up to 20 years of service. Personally, I think these were the most attractive pins they gave out.



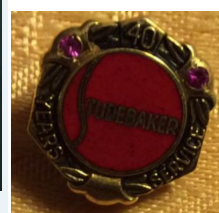
They stayed with the copper, bronze, silver, and gold but the gold dropped to 10K. Studebaker stayed with this style of service pin until 1948. They needed to upgrade their pins because by this time there were many employees that had way more than 20 years of service. In 1949, Studebaker brought out their 3rd series of service pins, nicknamed the "Redball". This series was used until the South Bend plant closed its doors in 1963.



This series dropped the likeness of JM and just used the Studebaker name along with the year of service. These were in 5-year increments but instead of just up to 20 years, they went all the way to 60 years of service. My collection includes up to 35 years always looking to expand my collection.



Studebaker starting with the 25-year pin put jewels into the pins, pearl in 25, ruby in 30. Diamonds were added in high years.



I have included a 40-year pin with 2 Rubies owned by Cliff Tattersall.

Studebaker Service Pins ~ continued

Pins above 40 years can tend to get expensive, and I understand that only 2 of the 60-year service pins were ever given out and 1 of these went to the grave with the recipient and that a couple were made up later with unused blanks found after the plant closed. The 4th and final series probably are the rarest since they were only given out during the final couple of years that all Studebakers were produced up here in the Hamilton plant. These are basically the same as the "Redball" pins with the inclusion of CANADA below Studebaker.



My collection includes a 5-, 15- and 20-year pin. To my knowledge no jewels were put into any of the Canadian pins. Like the previous series the 20-year pin and up were 10K gold. I have seen a 10-year pin and they are silver, and the 5 year is copper. From my research I figure there was at least one 45-year pin given out in the final series. One interesting pin Studebaker gave out but not a service pin was what has been called "The Widows pin".



Studebaker supplied a lot to the war effort and that included 5,611 employees that signed up to defend our way of life, 111 of these did not come home. Studebaker awarded these pins to their closest relative; these are scarce and is

one of my most treasured Studebaker items.

I hope this has informed some on Studebaker's awarding of their employees service pins. Collecting these pins has been one of my many Studebaker passions and I'm always looking to add to the collection.



Visit our website at www.centralvirginiachapter.org

HAGERTY. | Media

The long, remarkable life of the Studebaker Avanti

Dave Kinney

25 May 2023

Source: <https://www.hagerty.com/media/market-trends/hagerty-insider/the-long-remarkable-life-of-the-studebaker-avanti/>



Some time in March 1963, my parents rented a spring break "vacation apartment" in Fort Lauderdale, Florida. I was 9 years old, and my hobby was building car models—AMT models, specifically. Despite my enthusiasm for the endeavor, I wasn't very talented in the execution. Actually, I was terrible, and if half a tube of glue was called for, you could expect me to use at least two tubes.

We got to Fort Lauderdale for a beach vacation, and it rained. And rained. And rained, which left us close to nothing to do. In those pre-Yelp, pre-Airbnb days, Dad had simply asked the rental agent how close the place was to the water, to which the agent replied, "Just two blocks!" Of course, Dad meant the ocean, not the drainage canal nearby.

With little to do, it was quickly turning into a cheerless vacation. Then my dad rescued it by taking me to a hobby shop. It was there I found the model that would change my life and set me on a path toward enlightenment and endless pride. I really do mean that, but said path was not without some head-scratching, some embarrassment, and a lifetime of explanations.

I bought AMT's 1:25-scale plastic Studebaker Avanti. More of a spaceship than a car to this 9-year-old, the real Avanti had a futuristic design with an (almost) grille-less front end, snappy 2+2 seating, and a large greenhouse with a back window easily the size of a Triumph TR2. It was made of exotic fiberglass, and it was very fast. The model was the full manifestation of a car from the future, delivered into my hands that day. Within hours, the Avanti and I had a full working relationship, boy and inanimate object, a car that looked to me like a magic portal to the future. My future. And now, almost 60 years on, it truly was that portal.

The long, remarkable life of the Studebaker

Avanti ~ continued

The 9-year-old me struggled in school, and friends were tough to come by, but I quickly learned that I could take my love of cars everywhere. I could read about them, I could occasionally ride in them, I could endlessly dream about them, and, if I could live through those seemingly 100 years between ages 9 and 16, I might actually be able to drive them. Cars didn't judge, cars didn't criticize, cars didn't tell me what was wrong with me.

Right around the same time I got my driver's license, I managed to get my very own Avanti. It was sitting at Sun Motors on Fairfax Drive in Arlington, Virginia. Avanti Gold, a supercharged 1963 four-speed R-2 model with a fawn and elk interior. My boss, a hardened old soul five years my senior, did the negotiations for me, all of which involved enough convoluted horse trading worthy of a Silk Road merchant four centuries prior.

I have since owned well over 100 of them, which makes me just expert enough to run you through the car's first four generations.

The Studebaker Years, 1963–64



The 1963 Avanti had a 289-cubic-inch Studebaker V-8 as standard and was available in non-supercharged (R-1) and Supercharged models (R-2). The base, and rarely seen, transmission was a three-speed manual; a four-speed manual and a BorgWarner automatic were options. Air conditioning was not available on R-2s, as the Paxton supercharger left no room under hood for an A/C compressor.

All Studebaker Avantis were equipped with Dunlop disc brakes up front and conventional drum brakes in the rear. Options included power steering, power windows, an AM or AM/FM radio (both were rebranded Delco units), tinted glass, left and/or right "Stratovue" exterior mirrors, and a host of other convenience items. All 1963 interiors were two-tone vinyl, with

fawn (a light tan) on top and colors such as black, turquoise, orange, elk (darker brown), or red below. The carpets were tuxedo "salt and pepper" style (not GM sourced, but similar to those in the C1 Corvette).



In 1964, a few features were added. The front end received square headlight glass lenses, replacing the previous round lenses. Inside, a tilt steering wheel became an option. The two-tone vinyl interior was changed out for a single color, and the tan painted dashboard and console pieces were replaced with woodgrain vinyl applique. The tan steering wheel also became a brown woodgrain. The bucket seats, lightly disguised copies of Alfa Romeo buckets, got thicker seat backs in the last few hundred cars.

An R-3 engine was also added, but only for the last nine cars off the assembly line, in December 1963. The R-3 was bored out slightly, and the Carter AFB carburetor was enclosed in an airbox for better performance. A rumored twin-carbureted R-4 never made it to production.

Getting further into the weeds, running changes on the production line actually gave us some "1963½" models, which featured a 1964-style interior with 1963-style round headlights. Perhaps even more obscure are the cars that were sent to Nevada for something called the "Las Vegas Driveaway." Those cars, slated to have vinyl applique on the dash and console, instead featured black paint. The rumor is that heat + early vinyl = excessive peeling, so the move was made to avoid angry customers.

Such is the nature of small-volume production, few Avantis from this era are exact duplicates. With six exterior colors offered (including different formulas for red between 1963 and '64), and nearly endless option combinations, the cars were all semi-personalized. The total number of Studebaker Avanti cars built is generally agreed to be 4643. How many remain is unclear, but my best guess is "somewhat fewer than 3000—perhaps 2600?" Though they are not completely immune to rust, the fiberglass bodies have helped with attrition rates, and the Avanti was always regarded as a "special" car, even when new.

Continued next page

The long, remarkable life of the Studebaker

Avanti ~ continued

The RQA Avanti II Years, 1965–69

When Studebaker closed its factory in South Bend, Indiana, in December 1963, the Avanti was one of the casualties. Enter two South Bend car dealers, Leo Newman and Nate Altman. The duo bought production rights and much of the parts supply for the Avanti and moved manufacturing to one of the former Studebaker South Bend interior finish buildings. A matter of months later, the Avanti II emerged.

Gone was the distinctive rake to the front end, thanks to a slightly taller new General Motors powerplant. These are known as the RQA cars because of the prefix to their serial numbers, as in RQA-0XX. They were essentially 1964 Avantis, now totally handbuilt, with a Chevrolet 327 V-8 for power. I'm a big fan of the earliest Avanti IIs. Make mine an air-conditioned four-speed with the available 350 horses, please.

The Avanti II quickly became a highly personalized car, as you could order an unlimited combination of paint colors and interior fabric choices. A Grecian Bronze exterior with a marbled blue vinyl interior? Not a problem. Would you like red carpets with that? Despite some outliers, most Avanti IIs were tastefully done, and those that survive tend to be bargains. It really is a lot of car for the money.

The RQB Avanti II Years, 1970–82



The later RQB cars (again, because of their s/n prefix) are easy to spot thanks to their high-back bucket seats with built-in headrests. As time went by, not surprisingly, the Avanti became more luxurious and lost some of its performance edge. The 327 V-8 was replaced by a 350-cubic-inch GM unit, with a 400 also available in some years.

Increasingly, leather replaced vinyl in the seats, door panels, and trim. The AM/FM radio sprouted a cassette deck or 8-track player. Sunroofs

became the norm. The carpeting, once like every other 1960s car, grew a deeper pile, and in some cases, turned shag. After Nate Altman's death, his brother Arnold took on much of the day-to-day activity of running a small automobile company in the 1970s. The challenges of being America's fifth or sixth largest (remember Checker and Excalibur?) automobile company were close to legendary. Payroll had to be made, government regulations had to be addressed, and a once-seemingly endless but now dwindling supply of parts had to be procured—at ever increasingly expensive costs. Avanti needed its next savior.

The Steve Blake Years, 1983–85

Washington D.C. real estate developer Steve Blake had been in purchase talks with Leo Newman and Arnold Altman for some time. On October 1, 1982, the transfer of ownership became final.

The first “Blake Avantis” were 1983 models. Steve was a personal friend, and his outgoing nature and vociferous personality made him a true one-of-a-kind. His Avanti vision, never fully executed, was to make an American version of the Porsche 911—an ever-evolving, ever-improving performance and luxury brand.

The costly blade-style chrome bumpers were replaced for 1984 with Kevlar-reinforced fiberglass units, and the change was dramatic. Blake hired chassis engineers, started a racing program, fitted the cars with 305-cubic-inch L69 Camaro V-8s, and used public relations and a touch of advertising in an effort to make the Avanti look and drive fresh in the 1980s. A convertible version was launched for model year 1985, and three production cars were actually built. Despite increasing sales, and plagued by paint problems, Avanti closed its doors for the first, but not the last, time in early 1986.

Although the original Avanti lived on in many forms and with an increasingly interesting list of owners, the original chassis—a Studebaker unit that traced its roots to the 1950s—[was in production from 1963 to 1985](#). Love it or hate it, the Avanti was an American icon of the late mid-century.

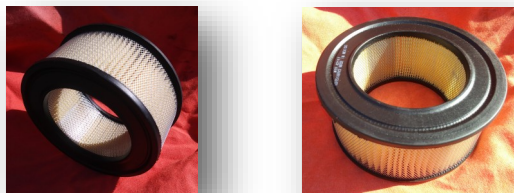


Classified Ads

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

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>

Avanti
BY
STUDEBAKER

**HAS STAINLESS STEEL OIL RINGS
BY SEALED POWER**

Studebaker's sleek new Avanti changes driving from a chore to a challenge!

In the Avanti, four fortunates revel in the luxury of individual bucket seats up front and a twin bucket bench in back. And there's more to this sophisticated personal car than daring design and a look of liveliness.

Avanti controls have cockpit convenience. Its sculptured fiberglass body cannot rust—ever. Avanti's highway-hugging roadability is complemented by dazzling performance formerly achieved only by a few cars.

Sealed Power Stainless Steel oil rings are factory-installed in every Avanti engine. Studebaker engineers specify them.

Avanti is a prestige car. It *must* have the finest oil control—gets it with Sealed Power Stainless Steel oil rings!

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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