



Commanding Leader

Calendar of Events

* Designates CVC Event

October 12th, 2024

Saturday @ Car show: 11:00am-2:00pm

Overall Event: 8:00am-4:00pm

Fort Lee Baptist Church Community Outreach Event & Car Show

2727 Charles City Rd

Richmond, VA 23231

Yard Sale, Activities for Children, Bake Sale, Silent Auction, Vendors, Prizes, Hamburgers, Hot Dogs, and BBQ for sale and prepared by the church.

Top 10 Awards selected by the church staff. Open to any year, make, or model. Rain date October 19, 2024.

Registration Fee: \$15 thru 10/7, \$20 after

INFO: EMAIL: president@rivercitycruisers.com

October 12th, 2024

Saturday @ 10:00am-2:00pm

Fall Festival and Cruise

Shiloh United Methodist Church

17420 Shiloh Church Rd

Montpelier, VA 23192

Free. Come out and enjoy some home cooked Chili and Pie sale. Fun for the kids and family with Hay Rides, Train Rides, Pumpkin Patch and Games. Bring your Classic car, Hot Rod, Motorcycle or whatever you enjoy driving around. All makes and models welcome.

INFO: Jon Hulsey (661) 549-7655

Mary Fleming (804) 937-2718

November 2nd, 2024

Saturday @ 9:00pm-2:00pm

Second Annual Amelia Presbyterian Church Auto Show

16401 Dunn St

Amelia, VA 23002

. Proceeds from the event will fund the church's Blessing Box, which helps feed those in need in Amelia County.

Registration Fee: \$20 pre-register, \$25 day of the show

INFO: Nathaniel Pate (804) 382-9050

EMAIL: apcautoshow@gmail.com

Facebook: [AmeliaPCUSA](https://www.facebook.com/AmeliaPCUSA)

November 9th, 2024

Saturday @ 2:00pm-4:00pm

Annual Fall Festival Veterans Day Car Show

Chesterfield Central Library

7051 Lucy Corr Boulevard

Chesterfield, VA 23832

Activities include car show with voting and judging for trophies, Trunk-or-Treat, inflatables, kid's activities, raffles, music and vendors.

Presented by Rotary Club of Chester, VA

Registration Fee: \$12 in advance, \$20 day of show

INFO: www.chestervarotary.org

Linwood K. Crawford, Jr

November 1, 1939 - August 9, 2024

Sadly, The Studebaker Drivers Club lost a beloved and faithful member when Linwood Crawford passed away on August 9th, 2024.

Linwood was active in the Studebaker hobby and was a member of the Central Virginia Chapter and the Greater Virginia Chapter of the SDC.

Linwood and his wife Betty were always supportive of the Chapter.

He was working on his latest project, a 1956 Golden Hawk, at the time of his passing.

Pictured here are a few of Linwood's Studebakers.

The Studebaker hobby has lost an enthusiastic and loyal member. Linwood will be missed.

Click [HERE](#) to view Linwood's obituary.



CAR CLUB COUNCIL OF CENTRAL VIRGINIA
For more events in Central Virginia,
go to the Car Club Council of Central Virginia
website:
<http://carclubcouncil.com/>

CVC/SDC Meet ~ July 13th, 2024



CVC members gathered at Marty's Grill in Mechanicsville, Virginia, for our July meet.

Driving Studebakers were George Marshall in his 1961 Hawk and Jeanette Smith and Jim Jett came in their 1963 GT Hawk R-1.

Members attending sans-Studebaker were Betty and Linwood Crawford, Chris Mendl, Mike Welch and George Field.

We had a good meet, a pleasant drive and the weather was great!

(L-R) Jim Jett, Betty Crawford, Linwood Crawford, George Marshall, Chris Mendl, Mike Welch, George Field



George Marshall's 1961 Studebaker Hawk



Chris Mendl's 2019 Corvette



Jim Jett's 1963 Gran Turismo Hawk R-1



Betty & Linwood Crawford's 2005 Mustang

Next Meet

November 9th, 2024
Saturday @ 2:00pm



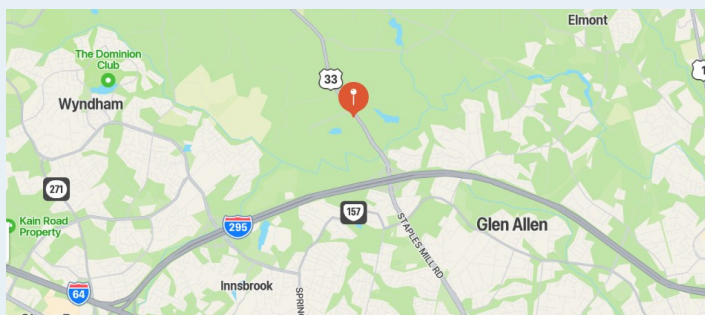
13155 Mountain Rd
Glen Allen, VA 23059
(804) 368-8556

CVC will be have our November meet at Kitchen 33 in Glen Allen, Virginia.

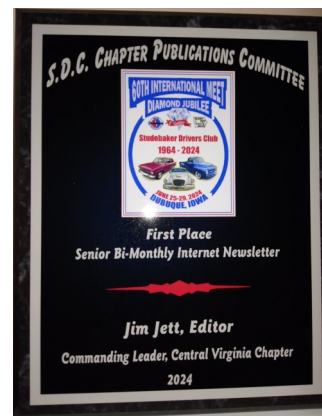
See you there.



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



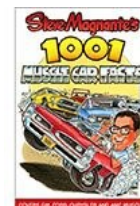
Commanding Leader wins award



CVC newsletter "Commanding Leader" was awarded a 1st Place in the Senior Bi-Monthly Internet Newsletter class by the SDC Chapter Publications Committee at the 60th SDC International Meet in Dubuque, Iowa.

Our thanks to the Publications Committee for this recognition.

Interesting Studebaker Muscle Car Facts

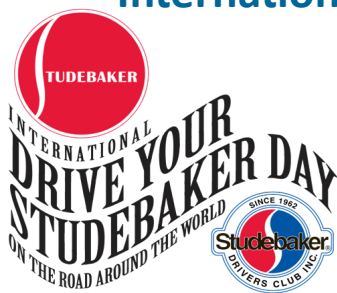


Source: <https://www.musclegardiv.com/muscle-car-tech-tips/interesting-studebaker-muscle-car-facts/>

Fact 964: The 1963 1/2 and 1964 Super Lark performance package included a limited-slip differential, heavy-duty springs and shocks, front and rear anti-sway bars, finned rear brake drums, front disc brakes, traction links, 6.70-15 tires, and either a T-10 4-speed or heavy-duty B-W automatic transmission. R1 (289-4, naturally aspirated), R2 (289-4 supercharged), R3 (304-4 supercharged), and R4 (304 dual-quad, naturally aspirated) engine options were available. The R3's thicker harmonic damper, wide supercharger drive pulley, and inlet air feed duct required a specific radiator support stamping. Not shared with standard six-cylinder or V-8 Larks, nor R1, R2, or R4 cars, the R3's unique radiator support was later adopted for use on all Canadian-built Larks in 1965–1966. It turns out the inline Chevy 194/230 OHV six (see Fact #856) was longer than the tiny Studebaker 169-cube six and interfered with the standard Lark radiator support, but the R3 stamping worked perfectly. R3 Super Lark restorers/replicators seeking replacement radiator support panels need look no further than any 1965–1966 (Chevy) six-cylinder-equipped Lark.

International Drive your Studebaker Day “End of Summer Picnic”

CVC/SDC Meet ~ September 14th, 2024



—SECOND SATURDAY IN SEPTEMBER—

Fall is around the corner and the summer collector car season is coming to an end.

International Drive your Studebaker Day is a good way

to celebrate the summer's end.

The Central Virginia Chapter held an “End of Summer Picnic” at the home of Jeanette Smith and Jim Jett in Louisa, Virginia, to celebrate both events.

The day was sunny and beautiful, with a temperature in the low 80's with a cool breeze blowing on the patio. We enjoyed a delightful picnic catered by Kickin' Ash BBQ & Catering located in Powhatan, Virginia.

We had six Studebakers and an Avanti II driven to the event. Betty Crawford arrived in her 1957 Silver Hawk bringing her Granddaughter with her family. Mike Welch brought his 1953 Lowey Coupe. Jim Bradley drove his 1978 Avanti II. Carter Harrison arrived in his 1963 Lark Wagonaire. Becky and Lee Harrison brought their 1962 Lark Daytona Convertible. Jeanette Smith and Jim Jett brought their 1962 GT Hawk and 1963 GT Hawk R-1.

Chris Mendl, Martin Pajka and his daughter, Jeanette's daughter, Jim Jett's daughter and granddaughter and Judy and Bill Jenkins were also in attendance.

It was a great event and a great day to be driving a Studebaker!



International Drive your Studebaker Day “End of Summer Picnic”

September 14th, 2024

(continued)



Betty Crawford's 1957 Silver Hawk



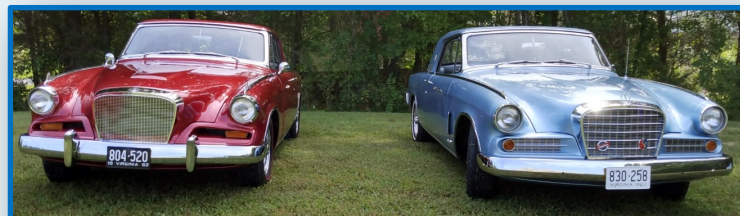
Jim Bradley's 1978 Avanti II



Mike Welch's 1953 Lowey Coupe



Carter Harrison's 1963 Lark Wagonaire



Jim Jett's 1962 GT Hawk & 1963 GT Hawk R-1



Becky & Lee Harrison's 1962 Lark Daytona

CVC Out~N~About

The Chesterfield Saturday Night "Cruising Cruz-In" had it's Orphan Car Night on August 17th, 2024, at the River City Diner in Midlothian, Virginia.

Jeanette Smith and Jim Jett represented the Studebaker marque with their 1963 GT Hawk R-1.

Also representing Packard was a 1956 Packard Caribbean owned by Cindy and Reggie Nash.



The Louisa Heritage Festival Car Show was held August 24th, 2024, at the Moss-Nuckols Elementary School in Louisa, Virginia. Jeanette Smith and Jim Jett attended displaying their 1963 Studebaker Gran Turismo Hawk R-1.



Lee Harrison attended the Amelia Lions Club Annual Courthouse Car Show held September 28th, 2024, at Amelia Court House, Virginia. Lee brought his 1962 Lark Daytona Convertible to the show.



Lee Harrison's "NEW" Studebaker



Lee has acquired a "new" Studebaker to restore his collection.

The 1960 Lark Convertible arrived at Lee's home in Amelia, Virginia, in July from its former home in Michigan.

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

Jeanette Smith and Jim Jett displayed their 1962 GT Hawk at the May Memorial Baptist Church Car Show in Powhatan, Virginia, on September 22nd, 2024.



Also at the May Baptist Church Car Show was Carter Harrison in his 1963 Studebaker Wagonaire.



The almost merged Studebaker-Packard and American Motors was represented by an excellent 1960 AMC Metropolitan.



River City Cruizers 5th Annual Car and Truck Show

Sunday October 13, 2024 10AM-3PM

(Rain Date Sunday October 20, 2024 same hours)

Chesterfield Technical Center, Courthouse Campus

10101 Courthouse Road Chesterfield, VA 23832

Open to Any Year, Make, or Model Car or Truck

This event is a fundraiser for

Chesterfield Technical Center's Career Programs

Join in the fun and help support the school and the students.

Tell your friends and bring the family, Spectators are FREE! **Top 20 Awards** will be given based on Participant Vote as well as **Sponsor & Pro Pick Awards**. There will be various product Vendors, 50/50, door prizes, raffles, games, food available for purchase, FUN and much more.

Advance registration is \$20/vehicle and must be received by October 7th (\$30/vehicle after October 7th and at the event).

You can download your registration form at www.rcccarclub.com/events or use the form on the back of this newsletter.

\$\$\$CASH\$\$\$ prizes in addition to trophy for **TOP VOTES** (payouts based on number of arrivals)

Category for the kids...**Power Wheels and Pedal Cars** (age 12 and under)

\$5entry for Power Wheel & Pedal Cars by October 7th, no late or day of registration

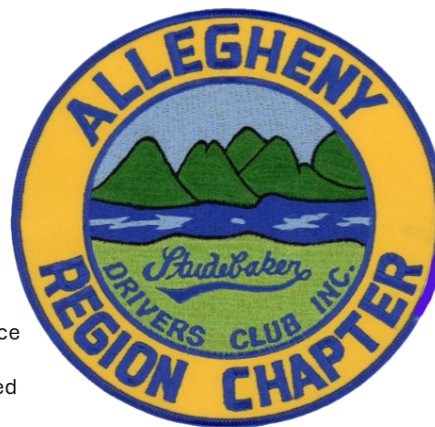
Trophy Awards for Top 3 in each category!

For additional information or questions, email president@rivercitycruizers.com

Come out and support the students, and remember, today's tech Center Students will be the professionals in their field tomorrow, so let's help them get a good start into their career!

HOPE TO SEE YOU THERE!!

ANNOUNCING!



Operating Since
1973,
SDC Chartered
1977

55 Active
Members

61st International Meet, September 16-20, 2025
Watch Turning Wheels for more information.

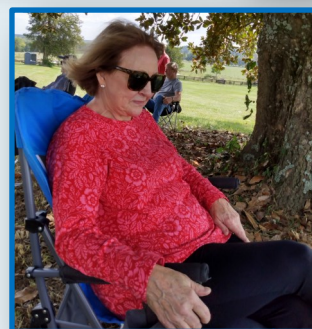
Studebaker Drivers Club, 2025 International Meet,
Washington County, Pennsylvania

Jeanette Smith and Jim Jett went to the 13th Annual Virginia Flaggers' Family Picnic with Jim's daughter, son-in-law and grandson. They brought their 1962 GT Hawk and 1963 GT Hawk R-1 to display in the Flagger's 1st Car Show.

The event was held on September 21st, 2024, at The Sylvania Plantation in Gordonsville, Virginia.

In addition to the newly added car show, a BBQ lunch was served and entertainment provided by Starlett & Big John performing Bluegrass music.

The featured vehicle of the car show was the 1969 Dodge Charger, "General Lee". General Lee was also there!



Studebaker Sightings

Have you seen the movie "Not of this Earth", the 1957 Roger Corman Sci-fi Horror film? It is full of Studebakers! Must be an example of product placement or great Studebaker Fans.



If you are a fan of 50's Drive-in Sci-Fi Horror B movies, click on the image below to watch this film.





Which Radiator Works Best

Source: https://fifthaveinternetgarage.com/tech_tips_which_rad_is.php

The Basics

The boiling point of water is 212 degrees Fahrenheit at sea level. The higher you are above sea level, the lower the boiling point of water, and the sooner water will boil.

Engine cooling systems are pressurized to raise the boiling point of water. For every pound of pressure in the cooling system, the boiling point of the water will raise 3 degrees.

Atmospheric pressure along with outside temperature and humidity also affect the boiling point of water. Water boils when the atmospheric pressure and vapor pressure become equal.

Radiator Construction

The heat transfer ability of metals (the ability of the metal to transfer heat through itself) helps to determine the efficiency of a radiator. On a scale of one to 100, silver is highest in efficiency with a rating in the upper 90's. Copper is also in the upper 90's. Brass (which is an alloy) has a rating in the upper 40's as does aluminum. Lead which is often used to bond brass and copper together has rating in the 20's.

When comparing copper radiators to aluminum radiators, remember that copper transfers heat through itself better than aluminum, so copper is better at moving the heat away from the tubes inside of the radiator. Radiators that are made of copper and brass are generally more efficient than the same size aluminum radiator.

Aluminum radiators are better at transferring heat out of the liquid coolant. Comparing the two types of radiators with the same dimensions; aluminum radiators have the advantage of being physically lighter in weight. With increased airflow an aluminum radiator can be made to be as efficient as a copper radiator. Keep in mind...you must have the airflow to make aluminum radiators work!

There must always be a drop in air pressure between the front side of the radiator and the engine side of the radiator. It is this pressure drop that helps draw the air through the radiator. High pressure on the engine side of the radiator can greatly reduce... even stop completely, the flow of air through the radiator.

Summary

Plain water is the best dispersant of heat there is. Radiator Water is also one of the most destructive liquids you can put into the cooling system. Most all of the problems associated with cooling systems (corrosion, electrolysis, rust, etc.) are related to water. Corrosion reduces the efficiency of the cooling system by reducing the volume of coolant within the system and by restricting the flow of the coolant itself. Antifreeze is added to the cooling system to prevent the freezing of the water in winter and carries the additives necessary to correct the pH of the water which helps to prevent corrosion and electrolysis. The antifreeze itself provides no cooling benefit.

The faster you drive, the more air that flows thorough a radiator is Not true. No matter how fast you drive, the pressure against the front of the radiator is equal to about 40 percent of vehicle speed.

What happens to airflow after it gets through the radiator is just as important as the amount of air that flows through the radiator in the first place!

In most all applications...a thinner radiator works best and will cool better than a thick core radiator because of the increased airflow available through the thin radiator.



HEMMINGS.COM

1949-'53 Studebaker 2R Trucks

South Bend's stylish post-war haulers make unique collectibles

By Mike McNessor—Updated August 27, 2024 in Hemmings Motor News, Magazine

Source: <https://www.hemmings.com/stories/1949-53-studebaker-2r-trucks/>



Studebaker wasted little time after WW II answering the peacetime call for new haulers. South Bend's 2R series of trucks rolled out as 1949 models looking decades more advanced than the trucks they replaced—the dowdy but historically significant M series.

The M was Studebaker's first crack at a dedicated light truck; all previous attempts had been passenger cars with cargo beds. Right up until the end of production, the M was a breadwinner for South Bend—in 1947, the company built 23,377 M5s, surpassing the total of all motorized commercial vehicles produced by Studebaker during the years before World War II.

Losing this momentum and market share wasn't an option, so the 2R would have to be attractive enough to draw in buyers, yet tough and practical enough to handle hard work. Raymond Loewy's styling chief, Robert Bourke, was charged with the task of making the 2R appealing to buyers from the swelling Ford and GM camps or perhaps convert some Dodge and International Harvester loyalists.

This month's immaculate feature truck belongs to Andy White of Cohecton, New York, who performed a body-off



restoration on the 2R that included extensive sheetmetal repair. White purchased the truck from the estate of Pulitzer Prize-winning American photojournalist Eddie Adams, who is most famous for shooting the picture of a Vietnamese police chief executing a Vietcong prisoner on a Saigon street, during the Tet Offensive.

The Studebaker became an icon to attendees of Adams's annual photography workshops held at his farm in Jeffersonville, New York, and after it was completed, White took the truck back for a reunion.

White said the truck ran well and that the body looked very solid. But as the disassembly progressed, he discovered rust in the cab mounts, the lower doors as well as the front and rear fenders.

Years ago, White's father, then an auto mechanic, discouraged his son from buying a Studebaker, warning him that parts would be difficult to locate.

"I saw one once and thought, boy, I'd like to have a Studebaker," White said. "But my father scared me, saying I'd never find any parts for it."

To some degree, White found that his father was correct, though not for the reasons he might've expected. "Mechanical parts weren't that hard to locate," he said. "Most of the trouble I had with the truck was finding sheet metal."

It's probably safe to say that you shouldn't be afraid to buy a Studebaker 2R as a project. (White says, hypothetically speaking, he would tackle one again.) They were one of Studebaker's most prolifically produced trucks, yet remain an uncommon enough sight at car shows and cruise nights to make you feel like you've purchased something truly unique. Furthermore, they changed hardly at all from their introduction in 1949 until they were replaced with the updated 3R in 1954, so year-to-year idiosyncrasies shouldn't be an issue.

(continued next page)

1949-'53 Studebaker 2R Trucks

(continued)

Popular pricing guides set the low retail of a 1949 1/2-ton 2R5 at \$7,450, the average retail at \$13,450 and high retail at \$30,500. In January of 2011, a beautifully restored 1951 2R5 sold at RM's Arizona auction for \$35,750, putting it well above the \$20,000-\$30,000 auction estimate. Meanwhile a clean-looking '49 2R5 sold at Mecum's St. Paul Auction in June 2010 for the seemingly bargain price of \$10,750.

Drivetrain

There were two L-head six-cylinder powerplants on tap for Studebaker's 2R series trucks: the Econ-O-Miser and the Power-Plus. Initially, light trucks all ran the Econ-O-Miser while 1 1/2-ton and 2-ton trucks used the Power-Plus. The Econ-O-Miser, which was used in the Studebaker Champion, measured 169.6-cu.in. and was rated at 80hp, whereas the Power-Plus, which was used in the Studebaker Commander, checked in at 245-cu.in. with 102hp. Midway through 1950, the 245-inch Power Plus was made available across the board, while the 169.6-inch L-head received a compression ratio increase from 6.5:1 to 7:1, raising the horsepower from 80 to 85. (The 1/2-ton trucks with the 245 six-cylinder were known as 2R6s while 3/4-ton trucks with the larger engines were known as 2R11.) Studebaker didn't offer V-8s in trucks until 1955.

Parts to overhaul these engines are widely available, and the job is about as simple as it gets. The usual precautions apply: Make sure the block and crank are sound before proceeding with a rebuild and beware of any previous amateur repair attempts. White, for instance, recalls spending an inordinate amount of time drilling out and tapping one of the holes used to fasten the valve cover, because someone had snapped the bolt off.

"The engine ran very good but someone had broken off a valve cover bolt and stuck a threaded rod in there...they glued it in," he said.

A three-speed transmission was standard in Studebaker light trucks. To get a four-speed you had to move up to the one-ton 2R15. An overdrive was available as an extra cost option on 2R5 1/2-tons and 2R10 3/4-tons. Studebaker used Borg

Warner transmissions and overdrives, which were shared with many manufacturers, so seals, gears bearings, etc. are available. Used transmissions are also easy to find.

The 2R5 was available only with a 4.82:1 gear. The R10 and R15 could be had with gear ratios ranging from 4.85:1 to 6.66:1. Studebaker commonly used Dana rears, Dana 44s in light trucks and Dana 60s in heavy trucks. Finding parts or information today isn't a problem.

Body

Common rust areas for Studebaker trucks include the lower portions of the front and rear fenders, cab mounts, cab corners, cab floors, the lower portions of the doors and virtually anyplace else that water and debris can collect with no hope of ever escaping. (The designation for this series truck is "C-cab," which should help when you're hunting for parts, either reproduction, used or NOS.) The good news is that there are patch panels being made for these trucks, so it won't be necessary to fabricate everything. Classic Enterprises (www.classicent.com), for instance, offers reproduction floor panels, steps, rockers, cab corners, fender patches, cab supports, bedside panels and bed floors. Rear fenders are being reproduced in fiberglass, which is what White used when restoring his 2R5.

Some of the factory paint colors, which changed over the years, included Cherokee Red, Clover Green, Tuscan Tan, Iroquois Blue, Midnight Blue, Chrome Yellow, Manchester Maroon, Velvet Black and Yukon Gray. White's 2R5 is painted a non OEM red in basecoat/clearcoat urethane.

Chassis and Brakes

The 2R5 used a lighter frame than the 3/4-ton R10. The one-ton R-15's frame was heavier still. The 1/2-ton frame rail measured 7 inches tall at its widest, was 2 1/4 inches wide and was made out of 1/8-inch steel. By comparison, the 3/4-ton's frame was fractionally larger and made from 5/32-inch steel. The heaviest one-ton frame offered was made out of 3/16-inch steel. Needless to say, frame rot isn't a common problem with these trucks, though their simple construction makes them easy to repair should the need arise. The 2R series trucks rode on solid axles and leaf springs front and rear, but there were

(continued next page)

1949-'53 Studebaker 2R Trucks

(continued)

differences in the springs used on 1/2, 3/4, and one-ton trucks. The 2R5 used eight-leaf front springs that measured 40-inches long and 1 3/4 inches wide. The 2R10 also used eight-leaf front springs, but the packs measured 42 inches long by 2 inches wide.

In the rear, the 2R5 used nine-leaf springs, mounted under the axle, measuring 51¾ inches long by 1 3/4 inches wide. The 2R10s rode on 10-leaf springs also mounted under the axle that measured 52-inches long by 2 inches wide. One ton truck springs were mounted above the axle and used a shorter spring pack comprised of fewer but thicker leaves.

Steering on the R5 and R10 were identical with variable ratio 15.4:1 manual boxes. The one-ton truck used a box with a 20:1 ratio.

2R series Studebakers used hydraulic drum brakes at all four corners. The brakes on the 2R5 are self-centering and self adjusting, while brakes on the heavier trucks are self-centering only. Little changed on these chassis year to year; however, 1950 was the first year for tubular shock absorbers on 2Rs, while earlier trucks used the lever type.

Interior Studebaker trucks were decorated inside in typical late 1940s/early 1950s truck fashion: vinyl bench seats, rubber floor mats, metal door panels and metal dash. Standard equipment could vary but usually included dual sun visors, arm rests on driver and passenger's side, an ashtray and a cab light that turned on and off when the doors were opened and closed, door locks and a pressed fiber headliner. The headlamp dimmer switch, vents and engine starter were all foot-controlled.

Studebaker's Truck Climatizer heater was an extra-cost option, as was an automatic tuning radio.

The seat upholstery can be matched by any good upholstery shop, and reproduction headliners, as well as rubber floor mats, are available. Weatherstripping and rubber seals are also being reproduced. Swap meets and Studebaker clubs are a good source for interior trim pieces.

PRODUCTION

1949-1953

2R5 — 110,500

2R6 (1/2-ton with 245 cu.in. engine) — 12,150

2R10 — 37,300

2R11 (3/4 ton with 245 cu.in. engine) — 10,350

WHAT TO PAY

Low — \$7,450

Average — \$13,450

High — \$30,500

PARTS PRICES

Piston — \$40

Ring set — \$86.52

Gasket set — \$162.82

Intake or exhaust valve — \$12.98

Oil pump — \$131.24

Headliner — \$245

Front floor pan — \$59.95

Spare tire well and mounting kit — \$150

Box end panel — \$160

Swing-away tail lamp and stop lamp — \$140

Cab steps — \$160/\$310 set

Rocker panel — \$75

Cab corner — \$105

Lower door skin — \$85

Box floor — \$450

Rear fender (fiberglass) — \$350



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

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>

AT THE AUTO SHOWS...TOP HONORS GO TO
STUDEBAKER "the spotlight car"



ITS LOW PRICE IS A NATION-WIDE SENSATION



PROTECTED BY THE WORLD'S SAFEST, STRONGEST, STEEL-REINFORCED-BY-STEEL BODY! And the spacious, beautifully air-circulated Studebaker body has a quiet finish inside your door! Feather-touch hydraulic brakes, straight-line, finger-tip steering and lightning fast acceleration add exceptional operating safety to Studebaker's much-lauded structural safety. It's America's spotlight car!

THERE'S more real room for passengers—and for luggage—in these spotlight cars of 1937 than you ever expected to get in any car! They're the world's first cars with the dual economy of the sensational new Fram oil cleaner and the gas-saving over-drive! They have the world's only doors that stay closed tightly even if shut only lightly! They have a remarkable new dual range steering gear that cuts the turning effort of parking in half! And, added to the thrilling eye-appeal of Studebaker's new silver "winged victory" radiator grilles and fenders, is the charm of interiors that nobody but gifted Helen Dryden could achieve! They're the first cars, too, to offer built-in warm air windshield defrosters! And they're the world's only cars with that great safety advancement, the automatic hill holder. But you can't half appreciate all that these 1937 Studebakers offer until you drive them. Do so—now!

A MAGNIFICENT NEW
President Eight
BRANCH WHEELBASE... 110 HORSEPOWER
ONE OF AMERICA'S FINEST CARS

AN IMPRESSIVE NEW 90 H.P.
Dictator Six
OF AMAZING NEW GASOLINE
AND OIL ECONOMY

*\$665 and up at factory, South Bend, Studebaker's C.V. 12, plus options, low down payments.

Exciting 1937 Studebakers

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>





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

River City Cruizers 5th Annual Car and Truck Show
Sunday October 13, 2024 10:00AM-3:00PM
(Rain Date Sunday October 20, 2024)

Chesterfield Career and Technical Center

All advance registration forms and fees MUST be received no later than October 7, 2024

Return this form and check payment to: River City Cruizers P.O. Box 2566 Midlothian, VA. 23113

OR

Return this form (without payment) and I want to be invoiced through PayPal (circle one choice) YES NO

All Participants and Vendors Must Fill Out this Contact Information Section

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Cell Phone* () _____

*Required for contact at the show

Car Show Participants Fill Out This Section, Vehicle Information (use separate form for each vehicle registered)

Year _____ Make _____ Model _____ Color _____

Club Affiliation (if any) _____

\$20/vehicle advance registration, \$30/vehicle after October 7, 2024 and at the gate

CCPS Students receive 50% discount

\$5/entry for Power Wheel & Pedal Cars. Advance registration only, NO Day of or late registrations

All Vendor Participants Fill Out This Section

(Food Trucks and/or Trailers must fit within the designated space purchased, no electricity provided)

Cut Off Date for Vendor registration is October 4, 2024. No Day Of Registrations

What Are You Selling: _____

Space Required: _____ 10x20 (\$45) _____ 10x30 (\$60) _____ 10x40 (\$75) _____ 10x50 (\$90)

Contact Club for Spaces Larger than 10x50

On-Site Contact Person: _____ Cell: _____

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OR

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Liability: In consideration of acceptance of this entry and the right to participate, entrant(s), an entrant's own behalf and on behalf of entrant's guests and participants hereby understand and agree to hold harmless, discharge, and hold harmless, River City Cruizers Car Club, Chesterfield Technical Center, the city of Chesterfield, the Commonwealth of Virginia, and their officers, directors, employees, agents, servants, volunteers, and anyone else connected with the management or presentation of the Car Show of and from any and all known and unknown damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by entrant to their person or property, and the persons or property of entrant's guests and participants. The entrant also agrees to follow any directions and/or instructions that may be posted or verbally addressed by any event staff members. This event has a 3 (or 4) mile drive. Any fees paid for participation, at any level, is considered a charitable donation and is not refundable. In the side section of this entry, the car owner, entrant, and spouse or guest agree to permit River City Cruizers and Chesterfield Technical Center the use of their names and pictures, and pictures of their vehicle(s) for publicity, advertising, and commercial purposes of any and all whatsoever before, during, and after the event and not restrict any rights whatsoever to any photos taken in connection with the event. If feasible, any restrictions are to be placed as proclaimed by the Governor of the State of Virginia. All attendees and participants shall adhere to the requirements of this proclamation.

Signature of Entrant: _____

Date: _____