

THE ECHO

The Award Winning Newsletter of the Grand
Canyon State Chapter, SDC

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PRESIDENT'S MESSAGE BY SCOTT GRAINGER

The tour that Kevin and Anita MacFadden hosted at the GM Proving Grounds was thrilling, interesting, bumpy and smoky. Everyone enjoyed themselves. All 27 or so of us were taken to a large expanse of asphalt (about the size of a Wal-Mart parking lot, maybe larger, where we sat in bleacher seats and watched several demonstrations of antilock brake systems, yaw control systems and high speed maneuvering. The GM folks provided 4 test drivers and Corvettes for the demonstrations in addition to our tour guides. There was lots of blue smoke as they spun around the course doing 180, 360 and 720 degree sliding turns. All of us Stude drivers had an opportunity to ride along shot gun if we chose to go. What a wild ride that was! Claudia Robinette was the first to jump out of her chair when the master of ceremonies asked for volunteers to ride along in the Vettes.

I took my ride and on the last spin of our 720 degree turn the driver and I heard a tell tale frap, frap, frap noise coming from the right rear wheel well. Oops, there goes another tire! As the tread left the body of the casing of the tire! Fortunately the tire didn't go flat. That would really have made the turn more than thrilling! Of course, Richard Dormois took his ride and then thought he was the oldest member to take a ride. Little did he know that Paul Grainger was just waiting for his chance to ride! Paul will be 90 in August. Paul climbed into the Vette and was off on his wild ride. Some in the crowd noticed Paul giving a sideways glance at "ole Richard" when he slide back to the starting gate in his chauffeured Vette.

It was bumpy, flying around in those Vettes but nothing could compare to the van ride afterwards when we drove over some portions of the "obstacle courses" that GM has out there. We hit stretches of road made of large cobble stones (reminiscent of some village streets that we have seen in old Mexico), bricks (reminded me of Columbus, Ohio), concrete pavement that is actually worse than I15 north of Salt Lake, Utah, and pavement designed to cause the vehicle to sway left to right as it is also bumping up and down(I was glad that I had not had much for lunch on that part). There were large rock (18"+ in diameter) obstacle courses that our guide didn't take us over, thank goodness. All in all everyone had a very good time. Many of us on the tour met at the Serrano's restaurant on Power Rd. north of Southern afterwards for dinner and re-living the tour events. Thank you, Kevin and Anita for a very interesting event.

(continued on page 4)

ICE RACING A STUDEBAKER 2006

BY DICK DOBBINS

(PUBLISHED WITH PERMISSION FROM Dick Dobbins) (I thought with the triple digits coming you would enjoy this...ed)

During the 2nd week of December, 2005, Godzilla walk-alike Dan Dobbins, known throughout the Long Island, New York area as The DanZilla, received a short email from his favorite Sun and only son, Richard, aka RichZilla. The younger Zilla suggested that his dad investigate a newly discovered web site, as it might be something different and fun to do with a Studebaker. He was referring to the family's '64 GT Hawk with The DanZilla built high performance, R3-like, non-blown engine.

Taking a break between his 7:15 AM nap and his 9:15 AM nap, The DanZilla followed up his scion's suggestion. www.icerace.com Good grief, ice racing. What was that all about? The DanZilla contacted the Vice-President, Mike Kamm, of the sponsoring group, A M E C. He learned that the A M E C was, for the first time, sponsoring an Historic Class Ice Race for vehicles of 1974 vintage and older. Wow!

Mike Kamm informed The DanZilla that the only stuff one would need to participate in this real race would be four snow or studded tires, a helmet, a fire extinguisher and an Historic Class car. That's it!

The DanZilla immediately appointed his Sun as the designated driver. The RichZilla had a helmet from his motorcycle days, The DanZilla had the Studebaker and The DanZilla's sainted wife, Emma Lou, had the fire extinguisher. They could purchase studded tires on line. The two of them could have a real project! Ice racing one of their Studebakers.

Mike Kamm further advised, "It is mostly driving technique. The V8 engine won't mean anything out there. In fact the weight of the car will be more of a handicap than anything else. There isn't enough traction for power to matter." Since power was irrelevant, it was decided to race the family's daily driven '62 Lark Cruiser instead of the Hawk. More room, two more doors and easier to work on if there was a problem.

During the next several weeks, The DanZilla purchased a set of four Winter Force tires from www.tirerack.com. Tire Rack studded the tires and UPS'd them to Long Island. The four studded tires were then mounted on a spare set of four 5 1/2" Chrysler Cordoba rims. These wider rims would spread out the 15" studded tires and help them grip the frozen ice surface better. The RichZilla ordered a pair of magnetic signs for the Lark's doors, so race officials could identify the Studebaker. The number 415 was selected to commemorate his daughter's birth date.

The father and Sun Zillas were getting ready. During February, they adjusted the AFB carburetor, set the Delco distributor's dwell, reset the timing and installed a new set of Autolite # 437 plugs. They were ready. Well, almost. The morning of departure, The DanZilla noted that the starter didn't sound right. He reasoned that it would be easier to change the starter on his own driveway in 40 degree temperatures, than on a snow bank in Upstate New York in sub freezing weather. So, at 8:15 AM on race departure day, a rebuilt starter for the AT Lark was installed. The back seat of the Lark was replaced by the four studded tires. Now, they were ready for their weekend adventure.

The drive from Long Island to Johnstown, NY was uneventful and scenic. The farther north they drove, the more snow they noted.

The race was to be held on Caroga Lake, some 20 minutes north of Johnstown. The race site had been moved from Lake George, where the sponsors determined that the ice was not sufficiently thick for the race. Lake Caroga's ice was 14" thick. A M E C volunteers plowed a 1.2 mile semi-oval course, with twists and turns, on the ice. The DanZilla had some trepidation about running his Son and his daily driver on ice. But after noting that several pick up trucks, with heavy snow plows, circled the snow covered course, the 3000 lb. Lark was not in jeopardy.

The Friday of race weekend found The RichZilla mounting the studded tires, registering the Lark for the race, attending driving school and driving about 2,000 clockwise laps at slowly increasing speeds. The new studded tires were helpful. The RichZilla buried the car only once, on a hard right turn. The DanZilla helped push the Lark out of the snow bank, along with two seasoned A M E C volunteer pushers that enjoyed the whole "Studebaker in a snow bank" spectacle.

Saturday was ice race day. The DanZilla and the RichZilla breakfasted with the president of the state's Saab club. A neat guy full of skilled driving tips and a lot of support for the ice race driving RichZilla.

The neophytes arrived at ice trackside and parked # 415 in the pit area, which was very close to the track's 1/3 mile straight away. The RichZilla began his practice laps. It was announced that the Historic Class would compete in the 3rd, 6th and 9th races. The RichZilla was really excited. The DanZilla was wondering what the hell was going on.

415's first race was little more than a high speed parade. The race was won by a Canadian Volvo, who ripped between the Lark and an orange colored special racing Saab to take the checkered flag. The RichZilla had garnered some really helpful racing experience.

(continued on page 3)

(continued on page 3)

(continued from page 2 ICE RACING STUDEBAKERS 2006)

The RichZilla's next race was much more competitive. The RichZilla learned to race with his windows down, so he could hear approaching cars coming on and he could move over and give the faster cars sufficient room to pass. He heard the Orange Saab come on and it passed him. He saw the white Canadian Volvo approaching in his rear view mirrors and decided that no white Volvo was going to pass him. Not in this lifetime. So, moving up to the next level and using his newly acquired racing skills, the brakes and the accelerator, he maintained his position ahead of the white Volvo. The white Volvo was denied the opportunity to pass. At the completion of the final lap, the checkered flagman tucked the flag under his arm and gave # 415 a clapping ovation.

The 8th race of the day was shortened due to sudden blizzard conditions. Most of the cars in that race missed the pylons on a right turn and careened into a series of snow banks. So, the 9th race was canceled.

The pair informed A M E C vice president Mike Kamm that they would be leaving for their return trip to Long island almost immediately. Mike understood, due to their driving back in blizzard conditions. He then presented two trophies to the surprised Zillas. The RichZilla won a 3rd place in the studded tire division and The DanZilla was awarded a trophy for entering the most unusual car in the Historic Class Ice Race.

The Cooper All Weather tires replaced the Winter Force studded tires at the first rest stop on their south bound N Y State Thruway drive home. The balance of the drive back to the Island was uneventful.

The Lark Cruiser's participation and RichZilla's driving it, was the culmination of many, many Studebaker years of preparation. Studebakers are for driving, not just showing. And now, they are for ice racing, too. Maybe in another 4 months, The RichZilla will stop his grinning.

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The Zillas, father and Sun, expect to enter the 2007 Historic ice race, at which time they hope to beat a couple of those little shit box Saabs.



GRAND CANYON STATE CHAPTER TREASURER'S REPORT

Checking Account		<u>Disbursements</u>	
Ending Balance 12/31/05	\$1,627.01	National Dues	\$440.00
<u>Receipts</u>		Newsletter printing&postage	\$518.69
National Dues	\$ 440.00	Other printing&post	\$ 28.00
Local dues	\$1,464.00	Wickenburg parade	\$ 20.00
Club Sales (Shirts)	\$ 35.00	AAHC Dues	\$ 40.00
Name Badges	\$ 8.00	Officer Indemnity Insurance	\$100.00
50/50 Jan -March	\$ 199.00	Memorial Donations to SNM	\$100.00
ECHO Ads	\$ 75.00	Int'l & Zone Meet Award Don	\$210.00
Transfer from MM	<u>\$2,500.00</u>	Studebaker Foundation Don	<u>\$2,500.00</u>
	\$4,721.00		\$3,956.69
	\$6,348.01	Ending Balance 3/31/06	<u>\$2,391.32</u>

MONEY MARKET ACCOUNT

Ending Balance 12/31/05	\$10,565.14
Transfer to Checking Account	\$2,500.00
Interest, Jan-Mar	<u>\$ 14.18</u>
Ending Balance 3/31/06	<u>\$ 8,079.32</u>

STUDEBAKER SIGHTING

by
RICHARD DORMOIS



I was picking up emails one evening in Pennsylvania a couple of weeks ago when an unfamiliar name popped up. Mary Johnson of Phoenix had gleaned my name from the internet and said she had been going east on U S 60 the previous Saturday morning, pulling her 1947 green teardrop trailer and saw a beautiful green 1947 Studebaker pick up truck also moving east. She wished to know if I might know the owner and if I would ask if a photograph could be taken of the green Studebaker hooked up to her teardrop trailer. Dick Eichof was delighted to accommodate and this photograph is the result.

This photo will look 1000 times better on the website. It'll be in color as was intended.

PRESIDENT'S MESSAGE CONTINUED FROM PAGE 1

Our May meeting will be in Mesa, this time not as extreme east and south, like the GM tour. The restaurant is located at Center and McKellips Road not far from the 202 Country Club exit. With space permitting, we will have our first 2006 Slow Drags in the parking lot. Bring your screw driver to turn down that idle and we will have our grandfather clock out to do the timing. Dennis and Lynde are hosting this event. Be there by 5 to catch the fun in the parking lot before dinner. We will be eating outside on the shaded patio. See you there.

So, do you want to host a meeting? Sure you do, take the plunge and give it a whirl. See the Chapter calendar in the back of the Echo, pick a month and call me.

We do still need a replacement for Chuck as our trusty web master. Call me quick before someone else gets to do it. Don't miss out because you procrastinated.

There are many events in April and May. Watch the event calendar and if you are on line, watch your email for notices of upcoming activities.

Get a truck and car ready for the Zone meet? Or how about the International meet? Check the calendar, again, and then check your oil!

Drive Safely & Drive your Studebaker

THE STORY OF THE STUDEBAKER MAN

BY BRUCE KUNZ

THE ST. LOUIS POST-DISPATCH

(Reprinted with permission of Bruce Kunz for The St. Louis Post-Dispatch This is from an April 10, 2006 column)

Four Barrel Trivia Question of the Week: 1. What import car line was sold at Studebaker/Packard dealers throughout the U.S. during the mid fifties? 2. What was the base price of a Silver Hawk in 1958, A. \$4,095.00; B. \$3,684.98; C. \$2,761.50; or D. \$2,352.00? 3. What movie won "best picture of the year" award for 1958? 4. On February 4th, 1958, what country's government banned rock and roll claiming that "the form of music is against the concepts of Islam and also presents a health hazard? Doctors there warned of the risk of injuries to the hips from the "extreme gyrations" of rock & roll dances.

Answers may be found on MY web site at www.thefinman.net.

Ben Brown has worn many hats over the years. He fought in the Golden Gloves, worked for the railroad as a fireman on a steam locomotive and held various positions in the food industry, including owning a few restaurants in his time. With all that Ben has done in his mere 91 years on this earth, what he likes to talk about most is the fact that for the past thirty-five years he has owned, and driven, nothing but Studebaker's. He bought his first, a 1958 Silver Hawk, after seeing one out west.

My search for the elusive "Studebaker Man" began about a year ago. One day, while my wife was dog sitting at our daughter's house just outside of Potosi, Missouri, I decided to go for a leisurely drive and see what there was to see in this small town in central Missouri. These trips nearly always yield an old car or two which gives me a story for my column. At one point during this particular expedition, an old gas pump and some vintage advertising signs caught my eye so I pulled into Elliott's Motor Company, a small repair shop on the edge of town, to check things out. When I mentioned to the guys sitting around inside that I was a writer doing stories about old iron, they suggested I do a story about the Studebaker man. They went on to tell me about this "ol' boy" who lived "outside of town always," that had a "bunch" of Studebaker's in various garages and sheds on his property and a Studebaker graveyard out back for parts. According to them, he never drove anything but Studebaker's. Fascinated by the prospect of meeting this eccentric Studebaker lover and listening to his stories, I asked where I could find him. In typical small town directional speak, they proceeded to give me directions. It went something like, "you go up yonder a ways, just past the "new bridge," then look for a gravel road on your left. Turn there and go over a small stream, past a stand of fir trees, around a bend and you'll see his place on the right." Sometime later, after making many a wrong turn, stopping to ask directions from one antique shop and later a convenience store that sat out in the middle of nowhere, I finally stumbled across his property. I was sure this was it for, just like the boys in the repair shop said, there they were... inside a handful of ramshackle carports and a couple of garages without doors, I saw the back end of at least half dozen or so Studebaker's. From where I stood I could see a couple of Hawks, a Lark, two pickups and, barely visible over one of the sheds, nestled in a stand of scrubby bur oaks, I spotted an old, rusted out school bus with the name "Studebaker" painted across its rusty brow... obviously a resident of the Studebaker man's graveyard. The property was fenced all 'round so I pulled into the gravel driveway up to a wide, metal gate. As I got out, I was greeted by six very large, white dogs. None of them looked like they wanted to befriend me. They didn't look ferocious... rather they looked like, if they could speak, what they would be saying to me would be "go ahead... make my day. Just take one step through that gate and we'll show you a thing or two!" Not wanting to tempt fate, I called out "is anybody here". After a short while with no response, I began to sound my horn repeatedly to see if I could stir the Studebaker man from whatever he may have been doing. Fearful thoughts began to run through my mind at this point and I considered the possibility that, at any moment, I might find myself looking down the business end of a 12 gauge shotgun. Eventually however, with no response, I decided to call it a day and return to my daughter's place. The experiences of that day and my unsuccessful quest to find the Studebaker man haunted me for months to follow. It was a quest that would eventually span four seasons, but my search for the elusive Studebaker man finally came to a conclusion last month as I was back in Potosi conducting a seminar on collectible automobiles for the YMCA Trout Lodge Adult Enrichment Adventures program.

(continued on page 6)

(continued from page 5)

Midweek, during a lengthy break in the program, I decided to run by the Studebaker man's property to see if my luck would be better this time. Returning to the same place I had visited nearly a year before, I pulled up in the same gravel driveway and was greeted, once again, by the same pack of big, white dogs. This time, however, when I sounded my horn, the Studebaker man, Ben Brown, slowly opened the creaking screen door of his modest home and came out to greet me. Instead of the angry, old, shotgun wielding man I half expected to encounter, I was greeted by one of the most warm and friendly people I have ever had the pleasure of meeting. We spoke briefly over the metal gate as the big white dogs watched every move I made. It was mutually decided that a visit the following day would work best for both of us, so I returned to The Lodge, satisfied to have actually made contact with Ben Brown. The following day I returned as planned and met with Ben, his daughter and son-in-law. Together we strolled through Ben's little two acre plot nestled among the pines and oaks. We chatted about Studebaker's and he proceeded to tell me a story about each and every one. Though he is ninety-one, Ben's memory is as sharp as a fin on a '58 Hawk, of which he has three by the way! We toured it all, the garages, the car ports, the work shops... and his small pond where he is currently building a boat dock and planting eight cherry trees. Yes, he's doing the work himself.

Ben told me about how he became interested in Studebaker's. In 1969 he saw a Studebaker Hawk and it was love at first sight. He decided he had to have one and eventually found a two-toned, Canyon Copper and Jewel Beige example that was for sale. He still has that car, plus eight or so others including two more Hawks, a pair of Studebaker pickups and a couple of Larks, and at 91 years of age, still drives one of the Larks and one of the pickups into town on a regular basis.

What so captivated Ben were the stylish lines of the sporty Hawk, a descendent of the award winning 1953-55 Champion and Commander Starlight and Starliner coupes designed by Robert Bourke of the Raymond Loewy Design Studio. These "Loewy Coupes" were hailed as the "new European look" and are considered by many to be the finest example of American automotive styling from the fifties. Nary a detail was overlooked and while these cars were stunning when viewed from any and every angle, if I had to choose my favorite, it would be the front end with its long, low hood, sporty grill and the fender mounted parking lights (personally, one of my favorite details).

Two Hawk models were offered in 1958. The Silver Hawk (one of Ben's shown in photo above), a "pillared" or "post" coupe and the top of the line Golden Hawk, a "pillar less hardtop." Standard power for the base line "Champion" Silver Hawk was a 185.6 cu. in./101 horse cast iron, L-head six. V-8's of 180, 210 and 225 horsepower were offered as options, and the stunning Golden Hawk included a 289 cu. in., 275 horsepower engine blown with a Paxton supercharger.

The Hawk was a no nonsense, personal luxury sport car designed with the enthusiast in mind. They performed admirably on the straightaway and handled well in corners. (NOTE: Washington County Sheriffs please skip to the next paragraph.) Though none of Ben's Hawks were the supercharged version, Ben claims he has had one of them up to 120 mph Let's hope it wasn't recently!

Notable among a lengthy list of Studebaker options was a "hill holder" feature (\$15.00) which prevented a manual transmission equipped car from rolling back when stopped for a traffic light, and "seat belts" (shoulder belts weren't even thought of in 1958) for \$25.00. By the way, one of the popular items sold at my father's Mobil gas service station in those days were universal, after market seat belts which came in a variety of colors to coordinate with any interior and had a clunky, metal lever which mashed the woven fabric belt into a holding position when pressed down. We installed a set of front seat belts for about twelve dollars and change.

Functionality was a bright spot of Bourke's design plan, and it carried over into the interior as well, right down to the all-business dashboard with its "engine turned" panels and basic black and white Stewart Warner gauges. Enthusiasts loved the car and accepted it with open arms and checkbooks. Only problem was, there weren't enough enthusiasts to pay the rent and, after a brief burst in sales during the early sixties (primarily the result of the relatively successful Lark compact), the lights were turned off for the last time at the Studebaker plant in 1966.

Visit my web site at www.thefinman.net for more on the Studebaker and the "man." E-mail your thoughts and suggestions at the_fin_man@msn.com. The Fin Man is a member of the Society of Automotive Historians.



Studebaker
National Museum



Motor Vehicle Division

Mail Drop 801Z
Special Plates Unit
Motor Vehicle Division
PO Box 2100
Phoenix AZ 85001-2100

ANTIQUE PLATE APPLICATION

40-9803 R01/06 www.azdot.gov

Owner/Lessee Name (first, middle, last, suffix)				
Street Address		City	State	Zip
Vehicle Year	Make	Vehicle Identification Number		
Current Plate	Registration Expires	Antique Plate Number		

If you own or lease a motor vehicle which is eligible for either Classic Car plates or Historic Vehicle plates as defined in Arizona law, and you possess a license plate previously issued by this state which has a plate year that corresponds to the vehicle model year when the vehicle was manufactured, then you may apply for authorization to use the plate for registration of the vehicle. If you lease the vehicle but it is not registered in your name, a document showing you as a lessee is required.

The plate must be legible, serviceable, and must not conflict with an existing plate series, and must be painted in the colors as originally manufactured. The vehicle on which the plate will be displayed cannot conflict with the plate type (e.g., motorcycle plate on a passenger vehicle, or truck plate on a car or motorcycle).

A motor vehicle made from what is commonly known as a "kit" or "replica kit", or which is reconstructed so that the basic vehicle is not as originally manufactured, does not qualify.

The Antique plate fee is \$25.00 initial application and \$10.00 annual renewal, in addition to all other required fees.

You may request authorization to transfer an Antique plate, which is already registered in your name, to another qualifying vehicle that you own or lease.

To release an Antique plate to a new owner, you must complete a Plate Notice (form # 48-3302). The new plate owner must then complete an Antique Plate Application and pay the application fee for the Antique plate and all other required fees.

It is unlawful for you to knowingly permit an Antique plate registered in your name to be displayed on any motor vehicle, except the one authorized.

I have read and agree to comply with all of the requirements for this plate.

Applicant Signature	Daytime Phone ()	Date
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For more information call: Phoenix 602-255-0072, Tucson 520-629-9808, elsewhere in Arizona 800-251-5866, TDD Hearing/Speech: Phoenix 602-712-3222, elsewhere in Arizona 800-324-5425, or visit www.azdot.gov.

MVD Use

I certify that I have inspected the Antique plate indicated above and found it to be previously issued by this state with the date of the year corresponding to the model year when the vehicle indicated above was manufactured. The plate is legible, serviceable, painted in its original colors and does not conflict with any existing plate range.

Office	MVD Agent Signature	Date
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Thanks to Steve Fein for the Antique Plate Application on Page 6. He took a lot of time to research this and was kind enough to share his efforts.


MAY BIRTHDAYS

2 John Rebstock	5 Sam Hurt	11 Bruce Sandberg	17 Lew Dandurand
3 Ronald Conley	5 Harlow Vindedahl	13 Mary Beth Eichof	20 Virginia Quigley
4 Carol Van Zee	6 Jerry Traeder	14 Aleta Millette	20 John Verrill
		30 Lisa Lynch	

MAY ANNIVERSARIES

4 Paul & Lola Horvath	13 John & Fran Rebstock	20 Al & Barbara Karas
4 Bill & Cheryl Simmons	14 Harlow & Frieda Vindedahl	21 John & Lorilee Kroulik
5 Larry & Judy Hall	18 Bill McGuire & Linda Peck	29 Ron & Sherry Watson

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GRAND CANYON STATE CHAPTER OFFICERS AND BOARD 2006

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2010 INTERNATIONAL MEET - POINT OF CONTACT			
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Zone Coordinator	Lloyd Prather	9104 Viola St., Bakersfield, CA 93307	661-832-6930
National Director	Carl Thomason	23205 Newport Lane, Yorba Linda, CA 92887	714-692-9225

SDC NATIONAL OFFICERS 2005/2006			
President	Ed Reynolds	97 North 150 West Greenfield, IN 46140	edr@studebaker-intl.com
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**IN ADDITION TO THE PRINTED COPY
 YOU CAN NOW VIEW THE ECHO ON-LINE
 AT THE CHAPTER'S WEB SITE
<http://www.grandcanyonsdc.com>**

WOULDN'T YOU LIKE TO HOST A CHAPTER MEETING?

Please contact any officer to volunteer as a meeting host/hostess. It does NOT have to be in your home. We need volunteers for September, November & December.

CHAPTER NAME BADGES

To order the Chapter's pin back name badge contact Chris Collins at 602-995-5311 or chuckstude@juno.com. The cost is \$4.00 each.

To receive a copy of the newly updated roster please contact Chris Collins at 602-995-5311 or at chuckstude@juno.com to have one sent either by snail mail or by e-mail as a pdf file.

My thanks for the ever faithful assistance from Chris Collins for keeping our Roster up to date and supplying the club and this editor with any and all changes. It is truly appreciated.
 Ruth Cushing, Editor

GRAND CANYON STATE CHAPTER UPCOMING EVENTS

- May 9 Board Meeting 7:00pm Larry Vahe's home
- May 20 Saturday at 5 PM Studebaker Driver's Club Meeting at Cindy's Arizona Cafe in Mesa hosted by Dennis Lynde and Linda Saar. We'll be showing our Studes in their parking lot. Cindy has put together a great Special for us for \$12.95. Tax and Gratuity is included – Roasted Chicken Mashed Potatoes Dressing Gravy Vegetables Bread Beverage A child's menu will be available. Choices include spaghetti, hamburger, chicken nuggets and more with prices ranging from \$1.99 to \$3.05. Cindy's Arizona Cafe 124 E McKellips Rd Mesa, AZ 85201 – 1632 480) 655-1349 Directions from the West valley: Go south on the 101 to the 202 eastbound. Take the 202 eastbound to the McKellips exit and go right, or east. East on McKellips until you past Center St.. Cindy's is on the left hand side located at the east end of the strip mall there. From the East valley: Take Mesa Drive North to McKellips and turn left. Go approx. 1/2 mile. Cindy's is on the right hand side. See ya there. Great food, reserved patio (with air conditioning), parking for the Stude's Dennis & Linda's contact info 480-898-3425 or dlynde12@aol.com in case of questions or concerns.
- May 22 Deadline for ECHO articles
- May 28 La Palma Car Show & Swap Meet hosted by the Orange Empire Chapter at La Palma Park, LaPalma Ave. & Harbor Blvd., Anaheim. Car Show 8:00am-4:00pm, \$25.00; Swap Meet 7:00am-4:00pm, \$25.00 per space. For further information contact meet chairman Ruben Polanco at 310-676-6184.
- June 24-July 8 Great Race 2006 from Philadelphia, Penn. to San Rafael, Calif. - This year's Race route includes an overnight stop in Page on Tuesday, July 4. Info: 800-989-RACE

PROJECTED CALENDAR FOR 2006 FOR GRAND CANYON STATE CHAPTER

- June 17 7th Annual The Old Man & His Old Car Meet
No meeting or Board meeting scheduled
- June 20 Deadline for ECHO articles
- July 15 Possible meeting at restaurant for club meeting
- August 5 Prescott Parts Auction, Olde Engine Fire Up Watson Lake
- August 8 Board Meeting Denny's 7:00 pm I-17 & Northern
- August 19 Swim Party/Member Appreciation Hosted by Ed & Lynda Caviar (details to come)
- August 21 Deadline for ECHO articles
- August 29 Board Meeting Collins 7:00 pm
- September 8 Raton, NM Rush to the Pass
- September 8-10 Zone Meet Salt Lake City; Wasatch Chapter
- September 16 Chapter Meeting (no details at this time)
- September 20 Deadline for ECHO articles
- September 24-30 International Meet; Omaha, NE
- October 10 Board Meeting Denny's I-17 & Northern 7:00 PM
- October 21 Chapter Meeting@ Harold's Restaurant (dirt parking lot), Cave Creek, 4PM Hosted by Bill & Mary Cervini
- November 1 Ballots & Holiday Party information in ECHO
- November 7 Board Meeting (undisclosed location)
- November 18 Chapter Meeting (no details at this time)
- November 20 Deadline for ECHO articles
- December 3 Holiday Party (no details at this time)

FOR SALE—STUDEBAKER CARS, TRUCKS AND PARTS—WANTED
 TO PLACE OR CANCEL AN AD: Please contact Ruth Cushing by phone at 623-376-7054 or
 e-mail idlewildrac@msn.com or write 21831 N 91st Avenue Peoria, AZ 85383
 Ads for members are free. Business card ads are \$25 per year. Ads not updated every 3 issues will be dropped

STUDEBAKERS FOR SALE

Early C Cab w/small rear window \$600 2
 C Cab doors \$200, 2½ ton Chasis make
 offer Ask about extra parts. Call Will
 602-448-2093 (2)

1964 Studebaker Wagonaire (sliding roof)
 very nice condition, very reasonable price
 call Willard Pike at
 480-895-8908 (1)

1962 GT, 289 V8, 2 barrel carb, 4 speed,
 red interior, new champagne gold paint,
 power steering, new AM-FM stereo cassette
 radio, full dash, wide whitewall tires,
 38,897 miles! This car is incredible and for
 only \$12,000.00 it can be yours. Call Fred
 Gooch 520-883-7418 (0)

1953 Pickup. Very good condition and
 runs. Needs overdrive work. \$5000.00
 John Farnes, New River 623-465-5568
 (1)

1940 Champion Coupe. Norm Benton, King-
 man 928-757-1218 (1)

For Sale - 1955 Commander 2dr coupe.
 289. Pretty salmon and white exterior.
 American racing wheels. Much work done.
 \$14,500. Will consider all offers. Denis
 Tatreault 602-697-3551. Car can be seen at
 426 S. Robson in Mesa or e-mail Denis at
drt24lil@aol.com for pictures. (2)

STUDEBAKERS
WANTED

A Hawk, preferably a driver. Have a 1950
 Jeepster convertible for sale. Gene Smith,
 Estes Park, Col. 970-586-2623
 (1)

I'm a retired "jarhead" who recently fell
 absolutely in love with the 37' Studebaker
 Express Coupe. If any of you folks could
 steer me in the right direction in terms of
 information about, or possible sale o f one of
 these fine vehicles (restorable), I'd appreciate
 it greatly. Thanks, Jimmy Clarke
[e-mail jclarke1@ec.rr.com](mailto:jclarke1@ec.rr.com) (2)

STUDEBAKER
PARTS WANTED

Electric Wiper assembly, complete or parts
 for 1951 Commander Land Cruiser. Accord-
 ing to the parts book, an electric assembly
 out of any 50 or 51 car will work. I need
 everything from the switch, motor, drive
 arms and blades Call Scott Grainger,
 602.793.8587 (1)

STUDEBAKER PARTS
FOR SALE

x259 motor and automatic transmission
 from a 1956 Hawk, good running condi-
 tion, \$750.00

x1956-57 automatic transmission rebuilt
 with new torque converter, \$750.00

x289 1962 motor not full flow, turns over
 condition unknown good for rebuilding,
 \$500.00

xT86 used three speed overdrive trans-
 mission from 1962 Hawk, \$250.00

x4 speed transmission from a 1962 car
 with bell housing, has original Stude-
 baker shifter, weak second gear. All
 parts included to repair transmission,
 \$650.00

x1962 Hawk hood very straight, \$300.00

Other 1962 Hawk parts, inquire Chuck
 Collins 602-995-5311 or cstude1@cox.net
 (1)

STUDEBAKER PARTS
FOR SALE

Jet Thrust Long Block Engine, Just over-
 hauled. NOS Pistons, Crank & Cam, in-
 cludes oil pan. New Stainless valves,
 \$3,500.00 call John Kemper
 623-547-8434 (1)

'59 259 cu in hawk engine, complete less
 carb, \$500 needs rebuilt. Chuck (602) 999-
 4005, Mesa, AZ (0)

Flathead Champion engine. Lee Bergerson,
 Laughlin/Topock area 928-768-3563
 (1)

MISC FOR SALE

CLOSE OUT SALE
EVERYTHING MUST GO

2005 SW ZONE MEET SHIRTS
 T-SHIRTS \$5.00 EACH
 POLO SHIRTS \$10.00 EACH
 Plus shipping if mailed.
 Contact Scott Grainger @
 480-924-0826 or e-mail
scott@graingerconsulting.com
 Scott's mailing address is on
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120 Issues of TURNING WHEELS
 From 1995 and up. \$175 plus shipping or
 best offer. Contact Willard Pike 480-895-
 8908 (0)

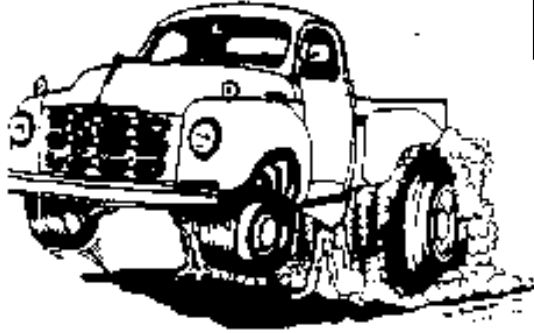
PACKARD FOR SALE

1954 Packard Clipper Super Sedan, pristine
 condition, \$18,000.00 or best offer Contact
 Willard Pike at
 480-895-8908 (0)

THE ECHO
 The Award Winning
 Newsletter of the
 Grand Canyon State Chapter, SDC

21831 N 91ST AVE
 Peoria, AZ 85383

TO PROUD STUDEBAKER DRIVERS



GRAND CANYON STATE CHAPTER
 STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

All memberships are for one year beginning on January 1. Chapter dues are \$18.00 per year, prorated at 1.50 per month if joining during the year. You dues include 11 issues of the award winning ECHO, a Chapter roster, membership in the Arizona Automobile Hobbyist Council and the best club activities throughout the year.

Membership in the Studebaker Drivers Club is compulsory in order to be a member of the Grand Canyon State Chapter of SDC, Inc. If you are not a member of SDC, add \$27.50 to your Chapter dues, which the treasurer will remit for you. Any questions can be directed to the address below or to Chris Collins at 602-995-5311. Please make check payable to the Grand Canyon Chapter, SDC and send with this form to: GCSC Treasurer, P. O. Box 37464 Phoenix, AZ 85069-7464

NAME _____ SPOUSE _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 TELEPHONE # _____ E-MAIL ADDRESS _____
 # OF CHILDREN (UNDER 18 YEARS OF AGE) _____
 SDC MEMBERSHIP # _____ EXPIRATION DATE _____
 BIRTHDAY (MONTH & DAY) SELF _____ SPOUSE _____ ANNIVERSARY _____
 STUDEBAKERS YOU OWN: _____
