

The ECHO

Award-Winning
Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 34 Issue 11

December 2006

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The Corrected Story

By Ernie Loga

*Twas the night before Christmas
And all through the house
Not a creature was stirring
Not even a mouse*

*But, out in the garage
Twas a sight to gander
As Santa tried to fire-up
The tired old Flanders*

*The Flanders was a car
A Studebaker in the rough
Twas a thought and a dream
But a car that was tough*

*And tough was the word
I guess you could say
As Santa grabbed hold
Of that cold crank that day*

*Santa tugged and he turned
But the Studebaker won out
It was simply too cold
To go out and about*

*But Santa was determined
The Studebaker would go
So he called on old Rudolph
And the rest of the does*

*Now the rest of the story
I'm sure everyone knows
How Santa came calling
And about Rudolph's red nose*

*But the story's not right
It's been wrong years untold
Santa didn't use a sleigh
But, a Studebaker, being towed.*



Editorially Speaking

Many Chapter members who have lived in the Phoenix area for some time are aware there were several Studebaker dealerships around the city. Arizona Motor Car and Stewart Studebaker were downtown Phoenix. There was a dealer in Mesa and Ev Mecham sold Studebakers in Glendale. Now we learn Sine Ace Hardware, considered the oldest business in Glendale and the oldest hardware store in the state, once sold Studebakers. The article Mike Barany sent from the October 22nd, 2006 *Arizona Republic* didn't say what years Studebakers were sold but indicated it was one of the many services the store provided over the years. The company celebrated its 95th birthday recently and is still owned by the same family. You can visit the store at 51st and Myrtle Avenues.

Thanks to our contributors this month - Scott Grainger, Kevin MacFadden, Richard Dormois, Bob Palma and Bob Kapteyn. And, I wish to thank everyone who contributed to the newsletter in 2006; I look forward to the interesting material that comes in my snail mail and e-mail boxes.

Best wishes to all for a wonderful holiday season.

Chris

CELEBRATE! December Birthdays



2	Pat Swanson	17	Linda Saar
3	Bill Eastburn	17	Bob Trenter
3	Dan McDonald	19	Bob Lorenz
4	Rosalie Torske	19	Delores Pistole
5	Dennis Lynde	24	Larry Hall
7	Bill McGuire	25	Keith Muske
8	Helen Andersson	28	Russ Ware
12	Maryanne Eastburn	29	Jan Lockmon
15	Phyllis Brose		

December Anniversaries

19	Terry & Joanna Worster
27	Russ & Sharon Ware

Check out the Chapter website
at <http://www.grandcanyonsdc.com> to view *The ECHO*.
Additional features of the online version include color pictures and more pictures related to stories in this issue.

The ECHO is the official newsletter of the Grand Canyon State Chapter, SDC and is published 11 times per year. Contributions are welcome and encouraged. Please submit articles, tech tips, etc. by the 20th of the month preceding publication. Other newsletters are welcome to use any material with proper credit given.

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President's Message

November weather is about perfect for an outdoor activity and we weren't disappointed at the Ft Verde meeting. A brisk early morning slipped into a shirt sleeve afternoon with a birds egg blue sky overhead. It could be said that the color of the sky was about the same color as some of the free range chicken eggs that Don Robertson brought to the meeting for special awards. It could be that the chambers of commerce in Sedona and Camp Verde ordered such a perfect day. The newspapers in both towns had a nice article about our meeting and the car show. These articles and a public information release by the Fort managed to draw a lot of attention for folks in the area. They wandered in and around the cars all day which was a good thing for the Fort. All together there were 15 Studes, 1 International modified pickup and 32+ members along with a lot of general public at the car show.

For many of those attending, the meeting started early at the restaurant on Bell Road and I-17. Seven cars filled up for the economy run up the hill. We were all assembled by about 11 AM with the cars on display on the parade grounds. There were 2 classes, 6 cylinder and 8 cylinder and of course the pig award. Steve Fein took the V8 class in his '66 Cruiser. George Gezelius was the most economical in his '51 Champ. The pig award went to Dennis Lynde and Linda Saar in their '63 GT Hawk.

The fine folks at the Ft Verde State Historical Park started our historic tour with an informative introduction (Sheila Stubler, Park Manager), a powerful demonstration of period rifles and pistols (Mike the gun man) and a very good walking tour and explanation of the buildings and artifacts (docent David Perriman).

After lunch (bring your own, drinks were on the Chapter) the racers assembled for the slow drags which were held on the parade grounds. With 10 entries, the race was on. Bill Lynch acted as starter and Barbara Grainger was the official timer. The track was 100 yards long. There were 2 classes of cars in this race, Standard and Automatic transmission. There were 3 entries in the Standard class and Ken Michaels dragged in in his modified Champ pickup with a total time of 2:00 minutes. The Automatic class had 7 entrants and John Kroulik along with his co-driver Kolton Kroulik, driving their GT Hawk made the course in 1:53 minutes. We didn't have a rabbit award for this event but if we had, Jim Ten Eyck would have received it as he whizzed down the course in his '53 V8 in 25 seconds.

During all of this history tours, events and the picnic we did manage to have a bit of a meeting. I got to introduce our new members and guests. We all celebrated a few November birthdays and anniversaries of members present. There was even a special recognition of the impromptu reunion of the Paxton Elementary gang of 3. Bill Lynch and myself have long known that we both attended the same elementary school in Missoula, Montana. Bill was there long before I was! But at this meeting, Bill brought along a guest, one George Skoblin. George

also attended Paxton Elem. long before I did. Pictures were taken and everyone cheered our success in living through the experience. Two votes were taken during the meeting. It was decided that the club share of the 50/50 raffle should be donated to the Ft Verde State Historic Park. The other vote related to the upcoming March Madness. It was agreed, by a 3:1 majority that the preferred location was the park at Falcon Field in Mesa and not at the new Cabela's sporting goods shop in Glendale.

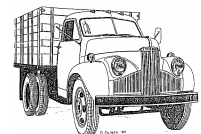
Our meeting concluded with the awards presentation. There were 5 awards in addition to the economy run and slow drag awards. Barbara and I presented our Enthusiasm Award to Freddie Munoz who is a new member living in Camp Verde. He brought his modified M5, see the pictures on the web site, that he had just gotten road worthy this week! He and his wife Colleen just moved in a couple of weeks ago after transplanting themselves from California. The other 4 awards were made by Don Robertson, Jerome, AZ. He had come to the meeting in his modified BRIGHT yellow '33 Studebaker. That is one cool ride! He presented a dozen free-range chicken eggs to each of 4 Stude owners. Gary Sutcliffe for his the cherry red '59 lark that he drove. Jim Strang for his '49 tan Champ. Jim Ten Eyck for his green '53 and Dennis Lynde and Linda Saar for their '63 GT Hawk. Those eggs were sure pretty, too. They were sage green, desert tan, dust rose red and soft blue in color.

I need to remind you of the upcoming Holiday party which is our December Chapter meeting. This meeting will also be our annual member appreciation which means that the dinner is on the Chapter. What you need to do is make a reservation for you and your family and guests and bring your favorite dessert (enough for twice the number in your party, at least). There is a charge for guest, about \$10. There was a reservation form attached to your ballot in last month's Echo. If you lost it then you need another one! Check this issue of the Echo for one or call either Chris Collins, Lorilee Kroulik or Deanna Manley. Their numbers are in the article in this Echo on the party. Be sure and bring items for the auction. Richard Dormois will be our auctioneer again this year. This auction is where the Chapter makes a large portion of its income and is also a very exciting event. The party will be at the Kroulik's garage, 5218 W Tierra Buena, Glendale, AZ 85306. You do not need to bring tables or chairs. Remember, make your reservation, bring dessert and auction items.

Happy Holidays, Drive Safely and
DRIVE YOUR STUDEBAKER

Scott Grainger

Editor's note: See page 4 for the complete results of the economy run and slow drags.



Results of the Economy Run and Slow Drags At Fort Verde - November 18, 2006

SLOW DRAG RESULTS - 100 YARDS

DRIVER	STUDE	TRANSMISSION	TIME
Steve Fein	'66 Cruiser	auto	0:55
Jim Ten Eyck	'53 V8	Auto	0:25
George Gezelius	'51 Champ	Std.	0:52
Ron Crowe	'64 GT Hawk	Auto	0:56
John Verrill	GT Hawk	Auto	1:09
Jim Strang	'49 Champ	Std.	1:42
Gary Sutcliffe	'59 Lark	Auto	0:33
John Kroulik	'63 GT Hawk	Auto	1:54
Don Robertson	'33	Auto	0:34
Ken Michaels	'62 Champ truck	Std	2:00

ECONOMY RUN RESULTS - BELL RD TO FT VERDE

DRIVER	STUDE	ENGINE	GALLONS USED
John Kroulik	'63 GT Hawk	V8	4.426
George Gezelius	'51 Champ	6	2.725
Willard Pike	'56 President	V8	3.995
Dennis Lynde	'63 GT Hawk	V8	5.808
Steve Fein	'66 Cruiser	V8	3.955
Jim Strang	'49 Champ	6	3.4
Jim Ten Eyck	'53	V8	5.726

Attending the outing to Fort Verde were

Dick & Kay LaTorre, John Verrill (1962 GT Hawk), Ken Michael (1962 Champ), Dennis Lynde & Linda Saar (1963 GT Hawk), Jim Ten Eyck (1953 Commander), Paul Holland, Jim Strang (1949 Champion SLC), Don Robertson (1933 Rockne), Willard & Ruth Pike (1956 President), Richard Dormois, Ron & Vicky Crowe (1964 GT Hawk), Chuck & Chris Collins (1966 Cruiser), Steve Fein (1966 Cruiser), Larry Vahe, Freddie & Colleen Munoz (1947 M Pickup), Kolton & John Kroulik (1963 GT Hawk), George Gezelius (1951 Champion), Bill & Dolores Lynch, George Scoblin, Len & Helen Andersson (1984 Avanti), Claudia Robinette, Gary Sutcliffe (1959 Lark), Ron & Sherry Watson, Scott & Barbara Grainger.

The Studebaker drivers prize went to John & Kolton Kroulik; the 50/50 drawing of \$32.00 was won by Chris Collins.

Thanks to all who participated in the economy run and slow drags.

A big thank you to Scott and Barbara Grainger for hosting the November event!



WELCOME NEW MEMBERS

Lennart & Helen Andersson
PO Box 5398
Lake Montezuma, AZ 86342
928-567-4671
1963 Avanti R2

Mark Rowe
5735 W Monte Cristo
Glendale, AZ 85306
1963 Wagonaire (formerly Kroulik's car)

Roster Updates

New e-mail Address

Chuck & Louise Stanford
Jim Strang

cstanford2@cox.net
jlstrang1@msn.com

Two G Hawks on the Fort Verde parade grounds - the white Hawk was driven by Dennis Lynde and Linda Saar. The black Hawk is John Verrill's newest acquisition. The Cruiser belongs to the Collinses.

The buildings in the background are a couple of the restored officers' quarters utilized by the Army in the late 1800s.

Lined up for slow drags are Jim Ten Eyck -1953 Commander, George Gezelius -1951 Champion. Getting in line is Gary Sutcliffe in his red and white 1959 Lark.

See more pictures of November's event in the online version of *The ECHO*. Photos courtesy of Dennis Lynde.

GRAND CANYON STATE CHAPTER UPCOMING EVENTS

- DECEMBER 2** **HOLIDAY AND MEMBER APPRECIATION PARTY AT THE HOME OF JOHN & LORILEE KROULIK, 5218 W TIERRA BUENA, 2 BLOCKS NORTH OF GREENWAY RD OFF 51ST AVE. 1:00 PM**
- DECEMBER 3** **TOYZ FOR TOTZ CRUISE TO WICKENBURG SPONSORED BY THE REMEMBER WHEN CRUISE ASSOC. AND COPS WHO CARE. MEET AT HONEYWELL NORTH PARKING LOT, I-17 & UNION HILLS DR., 9:00 AM. CRUISE AT 10:00 AM. ENTRY IS ONE NEW UNWRAPPED TOY. INFO: BOB AT 602-943-3532**
- DECEMBER 4** **ARIZONA AUTOMOBILE HOBBYIST COUNCIL (AAHC) MEETING, 7:30 PM AT DON SANDERSON FORD, 5300 NW GRAND AVE, GLENDALE. INFO: GEORGE WOODS 480-473-0946. ANY MEMBER IS WELCOME TO ATTEND.**
- JANUARY 13** **9TH ANNUAL MOTORSPORTS DAY, 10:00 AM-2:00 PM AT ARIZONA COMMUNITY CHURCH, 9325 S RURAL RD AT KNOX RD. NO ENTRY FEE. GREAT RAFFLE PRIZES. TO REGISTER CONTACT DEANNA MANLEY AT 480-981-8886/HPDLMANEY@MSN.COM BY JANUARY 6TH AND SHE WILL RESERVE SPACES FOR STUDEBAKERS.**
- JANUARY 20** **WINTER STUDEBAKER CELEBRATION AT ARIZONA GOLF RESORT, POWER & BROADWAY RDS., MESA. 10:00 AM CAR SHOW, SWAP MEET AND PEOPLE'S CHOICE VOTING. LUNCH AT NOON (\$12.00 PER PERSON) WITH AWARDS, TECH SESSION AND SCRAPBOOKING SEMINAR FOLLOWING. MORE INFO: RICHARD AT 480-827-8178 OR 1938STUDEMAN@EARTHLINK.NET. SEE PAGE 6 FOR MORE DETAILS.**
- JANUARY 21** **SOUTHERN ARIZONA CHAPTER HOSTS ITS ANNUAL BANQUET AT TANQUE VERDE GUEST RANCH. EAT AT 11:30, ARRIVE EARLIER TO VISIT. \$18.00 PER PERSON. SEND CHECK MADE OUT TO SAC TO CHUCK STANFORD, 830 E. HALCYON RD, TUCSON 85719**
- MARCH 24** **ALL-ARIZONA STUDEBAKER GATHERING AT THE COMMEMORATIVE AIR FORCE WING MUSEUM AT FALCON FIELD, MCKELLIPS & GREENFIELD RDS IN MESA. START THINKING OF A FUN AWARD TO CREATE AND PRESENT FOR THE FUN JUDGING. MORE DETAILS IN THE NEXT ISSUE OR CALL THE EDITOR FOR FURTHER INFO.**
- JUNE 18-23** **SDC 43RD INTERNATIONAL MEET IN SOUTH BEND, INDIANA. "WELCOME HOME" HOSTED BY THE STUDEBAKER NATIONAL MUSEUM. ONLINE INFORMATION AND REGISTRATION AT [HTTP://WWW.STUDEBAKERDRIVERSCLUB.COM](http://www.studebakerdriersclub.com)**
- SEPTEMBER 14-16** **PACIFIC SOUTHWEST ZONE MEET HOSTED BY THE SAN JOAQUIM CHAPTER IN SELMA, CALIF. "STUDEBAKER HEAVEN IN 2007"**

Thank you, 2006 Meeting Hosts!

January	Richard Dormois	September	Mike & Lisa Lynch
February	Steve & Paulette Fein	October	Bill & Mary Cervini
March	Gary & Sandie Keating	November	Scott & Barbara Grainger
April	Kevin & Anita MacFadden	December	John & Lorilee Kroulik
May	Dennis Lynde & Linda Saar		

2007 Meeting Hosts Needed

If you would like to host a meeting in your home or garage, a restaurant, a park or some interesting place please contact one of the board members. February, March, May, September, October, November and December (the Holiday Party) are available.

ARIZONA WINTER STUDEBAKER CELEBRATION

By Richard Dormois




Well.....It's really just our January Chapter Meeting, but we usually have out of town visitors and several more chapter members than usual, so it's taken on a name. I'm thankful for the little extra exposure we have received in *Turning Wheels* these past two issues so folks visiting from out of the area may see what we're up to. I spoke with Allan Delleles at the Arizona Golf Resort and Conference Center and they are ready for our People's Choice Show and Shine, Swap Meet and Awards Banquet in the Pavilion Dining Room and the Studebaker National Foundation Board Meeting. This year, after the awards, George Gezelius and Dick Eichof will host a tech session on "Getting More Performance Out of Your Studebaker Engine". Lorilee Kroulik will present a seminar on Scrapbooking in the Pavilion Dining Room. Expect these gatherings to start at 1:30 and last about an hour.

This year we are asking Chapter Members to sponsor the People's Choice Awards and hope you will send a check for \$25.00 to The Right Impression, 319 S. Chestnut, Kimball, Nebraska 69145. Your name or your business will appear on the trophy.

I have had calls this week from folks in Utah, Colorado, Nevada, Kansas and Nebraska, saying they were coming. Let's mark the calendar and make it a point to come out and greet our guests and support our new President and Board of Directors and kick off the New Year in fine Studebaker fashion.....No registration..... No charge..... Just come as you are and bring your Studebaker, Packard, Pierce Arrow or Avanti and an appetite for a good time. Don't forget..... Arizona Golf Resort, 425 Power Road at Broadway in Mesa. See you there!

December 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Questions? Call Chris at 602-995-5311					1 Party Set Up	2 Holiday Party
3	4 AAHC Meeting	5	6	7	8	9
10	11	12	13	14	15	16 Happy Hanakkuh
17	18	19	20	21	22	23
24 30	25 Merry Christmas	26	27	28	29	30

Anita's New 1923 Light Six Touring

By Kevin MacFadden

Anita and I have been casually looking for a really old car for a while. How old is really old? Anita really likes the styling of the cars of the teens and twenties - the vertical radiators and sweeping fenders. For this era, I preferred an open car. Obviously, we needed a back seat for Sara and any friends that might want to ride along. It sounds like we are looking for a touring car!

In late July, an ad for a "barn find" 1923 Light Six Touring appeared on one of the websites I frequent looking for parts and trucks. Once Anita saw a picture of a beautifully restored Light Six Touring on the ASC website, I was "authorized" to investigate further with the understanding that the one for sale did not look anything like that one. The seller was from the Chicago area and had been put in touch with Richard Quinn. After several e-mail exchanges with Mr. Quinn I contacted the seller and a deal was made. Quite frankly, I was surprised the car was still available expecting that someone from the area had contacted the seller, inspected the car and it would soon appear on ebay.

The seller turned out to be a fascinating 80 year young lady by the name of Joyce Albright. In our conversations I quickly learned she did not let any grass grow under her feet despite her reminding me that she "is 80 years old." After all of our phone conversations, I hope to get the opportunity to meet her face to face sometime.

The car was stored at a summer home in northern Wisconsin just outside of Iron Mountain, Michigan. Mrs. Albright let me know that the car had last been started and driven some 10-20 years ago, that her place in Wisconsin was kind of remote and would be tight to negotiate with a trailer and getting the car out of the barn would not be a picnic.

Anita and I have purchased a car 2000 miles away sight unseen and now we have to get it home! What now? Figuring in to the purchase decision was transportation and we had a tentative plan before we made the deal. As luck would have it, a friend in Cottonwood was going to Chicago to visit friends AND pickup a Ford Golden Jubilee tractor. From there, he was headed to the upper peninsula of Michigan to fish and relax for a week. His route took him right through Iron Mountain, MI and within a few miles of the car. We did some figuring and decided that his 25 foot gooseneck trailer could accommodate the length and weight of the Studebaker and the tractor.

Loading day arrived in late August. Ralph found Mrs. Albright's house down a two-tracker driveway in the woods and skillfully backed the rig into the yard. It was truly a group effort with Mrs. Albright's neighbor coming to the rescue with his quad to pull the Studebaker out of the



Anita's 1923 Studebaker in the '50s.

barn on its ancient, very flat tires. After several hours, the car was loaded and tarped for the ride home. Ralph took very good care even getting the weight of the car off the wood spoke wheels and flat tires with wood blocks and jack stands.

Tarping the car with the top up proved to be troublesome with constant re-tying and limited top speed. On the return trip, Ralph stopped in Iowa to visit friends. Ralph and his friends once again went the extra mile, carefully massaging the stiff top irons into a folded position and removing the windshield. Tarping to keep the weather out and allow him to maintain 65 mph on the highway became a reality. I picked up the car in Cottonwood on Labor Day and quickly learned, as Ralph had warned, simply trailering it down the road caused quite a stir. Even in well worn original condition it attracted lots of attention. Folks don't see too many 80+ year old cars.

That's the story of how we found the car and got it to Gilbert from northern Wisconsin. What is known of the car's history before we acquired it is where things get interesting. Mrs. Albright's father Herman Parlow was in the automobile business all of his life. Sometime around the 1930's he and his brothers had a Chevrolet franchise in Marinette, Wisconsin north of Green Bay. Later, Mr. Parlow had a Pontiac franchise of his own. During World War II Mr Parlow had a machine shop. After the war, Mr. Parlow became a Studebaker dealer and obtained the 1923 Light Six as a trade. The car was displayed in the showroom during the 1950's and 1960's. It was then stored when Mr. Parlow closed his dealership in the 1960's. Obviously, I would be interested in learning more about Mr. Parlow's dealership.

Eventually, the car ended up with Mrs. Albright and her husband. Mr. Albright was a funeral director in the Chicago area for 55 years still working at age 81. Sadly, he passed away in October of 2005 and Mrs. Albright determined that it was best to sell the Studebaker (along with his snowmobile!) this past summer. (No, we did not purchase the snowmobile but how many 80+ year olds are riding a snowmobile even in the great white north?)

Continued on page 8.

Anita's New 1923 Light Six Touring *continued...*

While we do not know the exact history of the car, the MacFadden's may very well be the third family to own the car which is pretty unique. The car came equipped with most of the factory equipment including the hand crank, side curtains, firewall mounted oil can for the spring shackles and an owner's manual. A 1956 Wisconsin dealer license plate hangs proudly on the back. What a piece of history! Not quite everything is there – the speedometer and ignition key are missing. Along with the car, Mrs. Albright included some pictures of the car. Two are from the 1950's. One shows the Light Six parked by a Hawk and the other shows the car on the street with the top down and a youthful Mr. Albright behind the wheel.

That's the story of the car through its first 83 years but what does the future hold? Garage queen? Show restoration? Hot rod? Sell it at the Barrett-Jackson auction for a silly amount of money and retire? We've decided that the highest fun factor will be to make it useable in as-is condition with all the surface rust and bumps and bruises of 83 years intact. We thoroughly enjoyed sharing the Light Six at the October GCSC meeting and at the annual employee car show at the GM Proving Grounds. The engine is free and has compression so we are optimistic that mechanical and electrical system repairs will get the car running. Those of you who have seen the car will also agree that a set of tires and tubes is at the top of the to-do list. In a few years, restoration to a nice driver may be in order but there are several restoration projects in the queue in front of the Light Six.

Ideas for Studebaker Drivers and Fans on Your Holiday Gift List

- ◆ An SDC gift membership for a friend or relative who has an interest in Studebakers - Just \$19.95 for a first time member. See any recent issue of *Turning Wheels* for information.
- ◆ Studebaker themed items from the Studebaker National Museum, the SDC Club Store or the many Studebaker vendors, all of whom advertise in *Turning Wheels*.
- ◆ For the Studebaker toy and model lover, Jim Geary's Studebaker Toy Treasurers. See the ad on page 11.
- ◆ *Turning Wheels Index* from Precision Systems. 262-284-3742 or www.presys.biz
- ◆ *The Touring Studebaker Driver's Glovebox Geographical Guide* and the 2006 SDC Roster are available from the Club Store. Both are handy references when you are traveling in your Studebaker.
- ◆ A 2007 calendar featuring vintage scenes from South Bend is available from the Studebaker National Museum for \$10.00. (Thanks to Mary Powell-McConnell for this tip.)

STUDEBAKER IN PRINT

Book: *Never Leave Well Enough Alone* by Raymond Loewy and Glenn Porter. Tom Noller, an SDC member from western Washington, wrote this short review of this Loewy book. It is available new at Amazon for \$29.95 or used from \$15.95. Check other book retailers, as well.

Just finished reading *Never Leave Well Enough Alone* and thoroughly enjoyed it. A fun reading book. He was quite a raconteur in addition to being a savvy businessman and brilliant designer. There are several mentions of Studebaker (all good) and South Bend...he referred to it as "Souse Bend" in pronunciation, and a good tale about trying to get out of town in icy, snowy weather.

He wrote it at the height of his career, around 1950, and I recommend it. He would have been fun to know personally.

Grand Canyon State Chapter Treasurer's Report

Checking Account

Ending balance 6/30/06 \$2235.74

Receipts

National Dues	\$ 47.45
Local Dues	\$111.50
Rtd Check Fee Paid	\$ 6.00
Name Badges	\$ 12.00
ECHO Ad (6 months)	\$ 15.00
	<u>\$191.95</u>
	\$2427.69

Disbursements

National Dues	\$ 19.95
Newsletter Printing & Postage	\$360.02
Name Badges & Gas Hog	<u>\$ 14.00</u>
	\$393.97

Ending Balance 9/30/06 \$2033.72

Money Market Account

Ending Balance 6/30/06	\$8092/39
Interest, July-Oct.	<u>\$ 13.10</u>
Ending Balance 9/30/06	\$8105.49

INTERESTING WEB SITES

<http://www.youtube.com/watch?v=l6KY-wq4trU>

The Cool Hot Rod –1953 There are 3 parts.

<http://www.panamrace.com/2006results.html>

Results of 2006 La Carrera Mexican Road Race. Studebakers did well.

<http://www.youtube.com/v/ry6w3mRm-Fm> Car of the future? Submitted by Denny Lockmon.

WHY GOLDEN HAWKS ARE AUTOMOTIVE ICONS

By Bob Palma

Some 1,350 miles of driving with a Studebaker Golden Hawk in your rear view mirror on your trailer can stimulate inquiring minds to ask why Studebaker Golden Hawks enjoy the icon status they do. Such was a reflection while towing George Krem's "new" 1958 Golden Hawk back from Connecticut last week.

Here's the reflection: Studebaker Golden Hawks are icons because the label was never emasculated to a trim package or a lower-performance car. During three years of production, the first Golden Hawk and the last, and every single one in between, shared a common denominator: They were absolutely the highest-performance Studebaker you could buy...and every one of them was genuinely high-performance, with no "buts."

Compare that with other performance-image cars. See if you can come up with another that was not watered-down to something lesser toward the end, to draw people to the marque when, in fact, the qualities were gone that had originally endeared enthusiasts to the label. (Admittedly, there may be: I don't profess to have explored this theory for days on end.)

Examples of this postulation abound. To wit:

The smallest engine available in the original Impala Super Sport (1961) was a robust 348...but only the next year, you could get an Impala Super Sport with a SIX, for Pete's sake.

Every Plymouth Road Runner was a notoriously fast, kick-butt car for the first several years, but they got watered down to stripes and a 318 (if you so ordered it) by 1974.

Ford put the word "Cobra" on just about everything except rolls of corporate toilet paper toward the end.

Even the ultra-masculine 1955 Chrysler 300 got neutered to a deluxe Newport by 1962 (non-letter series, of course; but they were playing off the "300" image).

The original Rambler Rebel, with the new AMC 327 V-8, was arguably the fastest 1957 US-production car...but by 1968, the Rebel 550 Six was the cheapest, lowest-performance full-size AMC car you could buy. (Newbies: The AMC 327 was no more a Chevy engine than the Studebaker 289 was a Ford.)

And of course, you have to be a real GM groupie to appreciate the 1974 Pontiac GTO...not to mention the current iteration.

Thank goodness none of that ever happened to the Golden Hawk. That fact, plus the relatively low production numbers over a short three-year run, have sustained the Golden Hawk's deserved image among even non-Studebaker enthusiasts.

Studebaker marketing may have fallen into that situation by default, but it's a good thing they did!

Reprinted from the SDC Forum.



LEGISLATION

Who knows what?

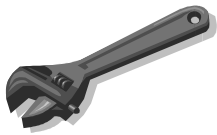
If you think about it, your drivers' license is a de facto national ID. It's enough to get you into just about anywhere, and through most security screenings. But they were never intended for that (just as your Social Security number was never intended as a universal ID number), and most state motor vehicle departments don't have the sort of security protocols associated with getting one that you'd expect from a universal ID card. That applies to the other end as well--there are very few laws relating to the protection of private data when you hand your license to someone. Increasingly, private business that check IDs, such as bars, casinos and clubs, are using handheld scanners such as those from TriCom and Barlink to verify the validity of licenses. The problem is that they don't just check IDs--they store your information, as well. That information is then shared with an unknown number of national databases. According to the New Jersey *Star-Ledger* (November 21, 2006), the Pennsylvania Liquor Control Board keeps a record of every person who buys alcohol from state-run outlets. And while you might--or might not--trust the state Liquor Control Board with that information, how about a bouncer or minimum-wage casino employee? And what happens to it when they go out of business and sell their assets to the highest bidder?

To date, only a few states have enacted legislation protecting that information. TheNewspaper.com reprints New Hampshire's Motor Vehicle Records and Certification Act, enacted in 2003, as an example. It states a business may not "Knowingly scan, record, retain, or store, in any electronic form or format, personal information...obtained from any license, unless authorized by the department." And only "legitimate business in connection with matters of motor vehicle or driver safety and theft" are going to get that authorization.

So give some thought before handing over a card that should only be used to establish your bona fides as a driver, and when your new legislature gets sworn in in January, direct them to Section 263:12 of New Hampshire's TITLE XXI.

By David Traver Adolphus from the *Hemmings e-Weekly Newsletter*

Larry Swanson will be updating *The Touring Studebaker Driver's Glovebox Geographical Guide* again soon. If you wish to be noted as a service, parts or emergency roadside help contact in the Arizona section or have a correction, please e-mail Larry at studepubs@aol.com. Suggestions for places to see Studebakers in Arizona are also welcome.



Technical Information

By Bob Kapteyn

I receive many emails about starting problems with 6 volt cars. Here is a standard reply that may be interesting to some members. Some owners rip out the 6 volt stuff and install 12 volt system with the notion that 12 volt is better. The 6 volt systems were fine when the cars were new and they started fine. Converting to 12 volts creates many headaches.

The 6 volt starter had a problem with the stator insulation swelling up and when there is even the slightest wear on the bushings the armature will touch the stator and that physical contact robs the power. If you install new bushings in the starter it will normally solve the problems. You can also look at the inside stator and see rub marks, you can file these down a little on the armature also, but sometimes it is the insulation that is rubbing.

The 4 pole starter can be made by using a 6 volt Pontiac starter and install everything from the Stude starter and you will have to drill a hole for the locating pin. This is really not necessary. An original starter should work fine. The Pontiac starters are rare and expensive. You can not install additional poles in yours as far as I know.

Another problem is that the battery cable is of a too light a gauge wire. You can buy heavy #1 or #0 gauge battery cables at a tractor supply. Auto Zone and NAPA also have these. On my own 6 volt cars I installed a ground cable from the positive of the battery (these cars are using the positive post of the battery as ground and the negative feeds the car) directly to one of the bolts that hold the starter in. That really help cutting down the resistance.

Reprinted from alt.autos.studebaker newsgroup.



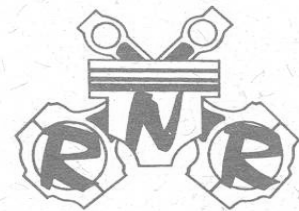
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STUDEBAKERS FOR SALE

1963 GT Hawk. 73+K miles. Driver. Interior needs repair. Good body. Need to replace windshield. \$5000. Dave Corey Sun City West 623-544-7758 (3)

1973 Avanti II. Rebuilt 350, 700R AT, New exhaust system w/Flow Master mufflers. Turner brakes installed. 7" wide 15" Mag 500 wheels. Good AC. Bronze exterior. \$14,000. Don Bjelke 480-203-4109

1960 Lark 2dr HT. 305 engine, 5spd, 9" Ford rear end. Disk brakes, new tires & rims. Too many new parts to list. \$3500 OBO Jim Mineo 602-938-5046 (2)

1962 GT Hawk. Automatic, Very good condition but needs interior. Blue w/white top. Indian Valley, ID Betty Gehrig 208-452-5071 (2)

1963 GT Hawk, 1963 Avanti, 1956 Golden Hawk, 1958 Silver Hawk in various conditions. Call for info: Tom Barker Kingman 928-757-7010 (2)

1962 1/2 T Champ pickup. V-8, 3 spd w/od. Starts and runs good but needs some TLC. \$1,800 OBO. Charley Haverstick 602-717-1778 (1)

1962 GT Hawk. All original. White exterior, blue interior. Auto, P.S., no AC, runs well & is in great condition. \$8,500. Riverside, CA. Teresa 951-347-5346 (1)

1957 Silver Hawk. V-8. The engine and trans have been gone through. New paint and interior. Car is south of Tucson. Worth \$13,000 and would like \$9,500. Contact Jon Curtis, 951-288-0308 (1)

1970 Avanti. 117,000 miles. Repainted in dark blue with a light blue reupholstered interior. 4 nearly new Michilen tires. Needs a little TLC. Jayne Deyoe 623-687-0873 Sun City (0)

1954 Packard Clipper Super Sedan. Pristine condition. \$18,000 OBO Willard Pike 480-895-8908 (0)

STUDEBAKER PARTS FOR SALE

Drivers side rear fender & passenger side door for 1953-55 C body Champion. The door is complete with door handle and window crank. David Cupples Tucson 520-822-5553 or roameoace@netzero.net (3)

289 Long block & transmission out of '64 Cruiser \$500.00. **3.31 Rear end** out of '63 Lark \$50.00 OBO Dan Kuhl 602-973-5517 (0)

Jet Thrust Long Block Engine. Just overhauled. NOS pistons, crank & cam. Includes oil pan. New Stainless valves. \$3,500. John Kemper 623-546-8434 (0)

Champion engine in Phoenix. Chris Wilson 928-567-6684 (3)

MISC. FOR SALE

Gravelly Garden Tractor. Gravelly was a subsidiary of Studebaker. There is a Studebaker ID plate on tractor. Not running. Needs battery & chain for starter. Has attachments. \$300 OBO or trade. Delivery possible. Fred Gooch Tucson 520-883-7418 (3)

"Operator's Guide for 2R Series Studebaker Trucks" used but very

serviceable, \$6. **"Owner's Guide"** for 1962 Grand Turismo Hawk never used, like new, \$9. Book- **"Studebaker, the Post War Years"**, by Richard M. Langworth, very good condition, 195 pages, \$14. Book-- **"Automobile Quarterly", Studebaker's 115 Years**, 335 pages, 281 pages devoted to Studebaker, most other pages are about Bugatti, new book, excellent condition, \$14. Book- **"American Cars"** by Leon Mandel, 448 pages, new condition, a book for lovers of all old American cars, Studebaker, also, size 10" X 12", a heavy book, about 5 lbs., \$15. **Studebaker dealers' show room pictures**, one of aerial view of Proving Ground. Another is of factories in South Bend and other assembly plants in USA and Canada. These are originals from a former Studebaker dealer in Bemidji, Minn. They measure 29 1/2" X 39". Good condition. \$75.00 Each. Buyer is to pay shipping costs. Contact: Glen Torske 520-495-4166 or rtorske@cox.net, or 6031 S. Galiuro Dr., Tucson, AZ 85706-4778. (1)

Studebaker Toy Treasures, Jim Geary's Studebaker toys and models book. \$39.95 of which \$5.00 goes to the Chapter. A great holiday gift for the Studebaker toy & model enthusiast. To get a copy contact Chris Collins at 602-995-5311

STUDEBAKER CARS/PARTS WANTED

Need nice clean gas tank for 1956 Power Hawk, also a good tank for a '53 C/K. Need to be useable without extra repair. Lew Danurdand 520-743-0451 or lldandurand@msn.com

Wanted: 9 1/8" clutch disk cores. Will pay \$10 each for rebuildable cores. Chuck Collins 602-995-5311 or ctstude1@cox.net (2)

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The *ECHO*

Newsletter of the Grand Canyon State Chapter, SDC
P.O. Box 37464
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To:



2007 Dues Due

Dues are due January 1st. For insurance purposes you must be a member of the Studebaker Drivers Club to be a member of the Chapter. If your SDC dues are not current, please include \$27.50 with your Chapter dues and mail with the membership application to the address on the application. Thank you.

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. Your 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 (\$19.95 for new members, 1st year only) 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 State Chapter, SDC and send with this form to: GCSC Treasurer, P. O. Box 37464 Phoenix, AZ 85069-7464

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November 18th, 2006 GCS Chapter Event at Fort Verde



1953 Commander owned and driven by Jim Ten Eyck.



Don Robertson's 1933 Rockne and Jim Strang's 1949 Champion





Chapter president, Scott Grainger, wearing his Studebaker Truck Farmer overalls, prepares for the meeting while the members finish their picnic lunches at Fort Verde.

Below, the line up for slow drags.

