

The ECHO

Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

First Place SDC Senior
Monthly Internet Newsletter

Volume 38 Issue 6

June/July 2010

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SCENES
FROM
THE BEST
IN THE
WEST
MEET
MAY 31-
JUNE 4,
2010



ALL PHOTOS COURTESY
OF JOHN COSBY.



Editorially Speaking

What an amazing SDC international meet the Grand Canyon State Chapter hosted earlier this month. I hope everyone enjoyed renewing friendships, making new friends and viewing the wonderful assortment of cars and parts during the week. There were many good comments about the Renaissance Hotel and how well the meet was run; we should all be happy with the results of many years of hard work.

The Chapter is selling a DVD of the Insights Seminar presented at the meet. Four men who had ties with Studebaker talked about their role in Studebaker history. Carol Lynde, Dennis' sister and an award winning videographer, recorded the seminar and has reproduced several DVDs the Chapter will sell to SDC members through advertising in the *ECHO*, on the chapter website and in *Turning Wheels*. See page 9 for information about how you can get one.

You'll notice a Pay Pal payment option is offered for purchasing a DVD. The Chapter board approved setting up an account with Pay Pal to offer that option for members to pay for the Insights Seminar DVD, merchandise and your yearly chapter dues. When your dues come due later in the year, you'll receive information

about paying through Pay Pal, if you desire. There is a fee to the chapter for this service but it is minimal for the convenience it will afford members.

We welcome two new advertisers in the newsletter this month. Will Eastburn offers a mobile power wash service and Don Becker provides quality automotive restoration. Both Will and Don also purchased full page ads in the 2010 meet booklet and we thank them and the other advertisers who supported the meet with advertising. When you have need for a particular service please check if one our advertisers, who support your chapter newsletter, can help you out.

Thanks to Stuart Tritt who, with his business partner Becky, served as the 2010 SDC meet registrar. They did a great job of keeping track of all that is involved in registering for a meet of the complexity of an international meet. The packets arrived at the hotel ready to be distributed to the attendees and any problems with a registration were promptly resolved. Many compliments were received for the colorful event tickets and several are now ensconced in scrap books. The awards and dash plaques Stuart created were also highly regarded. Good work!

Next month, watch for the results of the valve cover races and concours judging and for more meet news. Hope you have a great summer.

Chris

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

While not known as being normally speechless I hardly know where to begin other than to say a heartfelt THANK YOU to all those who helped make the 46th International Meet hosted by your Grand Canyon State Chapter in Glendale, AZ a huge success! I believe this is close to the final count so by the numbers we had 611 registrations, 311 cars displayed or judged, 20 cars in the Sunday Rallye, 317 at Spaghetti Western Night and 414 at the Friday night banquet. A lot of hard work went in the planning of this meet and all the credit goes to our chapter members who went the extra mile to help out. We also had numerous awards garnered by our members cars and again by the numbers we had 3 Best of Division, 17 first place, 7 second place and 3 third place, so congratulations to all of you who brought out your cars for display or judging and kudos to those of you who won in your division including models and goat wagons! I sincerely hope you all had a good time and you will find a treasure trove of articles regarding the meet in this issue of the *Echo*, covering everything from the concours to the valve cover races to the Memorabilia Room. Thanks again to the effort put forth by the committee chairs and those who helped out!!

Switching gears just a bit, we did have a chapter meeting on June 19th featuring a contest to see who could match the present version of dad to pictures of the slightly younger version of same and in this heated contest we had a tie. Both Buddy Wright and Bill Eastburn were able to guess who was in the 'baby' picture. Congratulations! In addition we managed to conduct some actual chapter business, to wit we decided to send the Parks Dept. a check to hold South Mountain Park for March Madness as it is your chapters turn to host same. We discussed, at length, the January Winter Meet and came to no resolution as to how we wished to proceed with it. For now, Gold Canyon is reserved for Saturday January 15, 2011. If you have alternative venues (like the Wigwam) or wish to see this meet scaled back please contact either myself or Ed Smith soon as we need to look for suitable venues. Your chapter is hosting a gala post international party on October 3 (a Sunday) at a place and time TBD. As with the Winter Meet if you have any ideas for a venue please let either Ed or me know. Working our way Back to the Future the November meeting will be hosted by the Graingers and the October meet by the Eastburns. Your current president is also issuing an urgent request for someone to step up and become the club historian. I believe Peggy Eastburn is the current holder of all things historical for our chapter so please let me know if anyone has a burning desire to become our historian. Talk about trying to recognize present day members from photos dating back eons, wow! The 50-50 raffle was won by Cheryl Simmons and she and Bill are now looking into buying a time share on Bora Bora – sweet!

On a final note, the chapter voted unanimously to host the 146th International Meet and all present Posse members and chairs agreed to resume their posts at that

Welcome New Members

Jerry and Carol Elliott
P.O. Box 526
Cave Creek, AZ 85327
480-488-4324
carolelliott@hughes.net
1954 Commander

W. Paul and Shirley Hill
6827 N. 73rd Street
Scottsdale, AZ 85250
480-948-5326
1932 Dictator Coupe

Robert & Sue King
1882 E. Sesame Street
Tempe, AZ 85283
480-897-8894
rmke33@yahoo.com
1960 E5 Pickup

Current Chapter membership is 163

Please remember the chapter members who need our thoughts and prayers. Their addresses are listed if you wish to drop them a note.

Jan Lockmon (recovering from hip surgery)
9417 W. Cedar Hills Circle S, Sun City 85351

Fred Moore (recovering from a stroke)
4880 S. Wildflower Pl., Chandler 85248

Mary Powell-McConnell
6430 N. Avenida Pina, Tucson 85741

Ron Watson
P.O. Box 42856, Phoenix 85080

Don Robertson
P.O. Box 125, Jerome 86331

Roster Update

New Address:

Rosalie Torske
131 Holly Hock Trail
Durango, Colorado 81301
E-mail: torske.rosalie@gmail.com

time! So sit back and enjoy reading this issue, one that I'm sure will be a keeper. -30-

Larry

June Meeting Minutes

Submitted by Jan Lockmon

Larry Vahe called the meeting to order at 2:30 p.m. He thanked everyone for attending. Introductions were made by the individuals.

Jan's minutes were approved as printed in the *ECHO*.

Chuck gave the Treasurer's Report of: \$4171.87 in checking and \$5744.10 in Savings.

Chris reported we have 163 paid members. It will be made available to pay dues through Pay Pal. Ron Crowe will be setting this up on the chapter website. Purchase of the DVD of the Insight Seminars will be available for \$15 which includes packaging and mailing and \$10 for local purchases. The next *ECHO* will be printed for June-July and the monthly schedule will resume in August. Any material for the *ECHO* can be submitted to Chris. Members thanked Ron Crowe for his monitoring of the website.

Larry asked members what they drove to the international meet and what was won. Appreciation was also expressed for the help from the members for this event. There were 611 registrations. The chapter had a successful silent auction. A recap of the international meet was also given.

Ed Smith reported on upcoming events. Plans for October are tentative and the November meeting will also need planning. December will be the Christmas party. On September 3, there will be a Studebaker gathering at Chili Bombers on Bell at 5:00 p.m. September 4 is Drive Your Studebaker Day with a brunch at the Deer Valley Airport or another activity. Watch for details. The October 3 meeting will be in appreciation for hosting the international meet. At this time, it is undecided if we will meet in a restaurant or have the event catered. Ed will check and report back later. The January meet is subject to change from our former years. Ed is checking other locations. March Madness is being arranged for South Mountain. Dennis Lynde moved we pay the deposit of \$200.00, Denny seconded and the motion passed. Malcolm Stinson is hosting a get together at his ranch August 21-22. Contact him for more details.

Deanna Manley is compiling a slate for new officers for the coming year. If you wish to be nominated for a position, please contact her.

Larry asked if the club had a historian. No one seemed aware that there had been one in the past. If anyone is interested, contact Larry.

In the past GCSC has sponsored three trophies for the Pacific Southwest Zone Meet. A motion was made the Chapter sponsor three trophies at \$25.00 each for the Zone Meet to be held in Ontario, Calif. in Oct. It was seconded and passed.

Larry mentioned upcoming meets are 2011 Springfield, 2012 South Bend, 2013 Colorado Springs and 2014 Dover.

A contest with "Dad as a Young Man" photos was held. Bill Eastburn and Buddy Wright tied with the most

correct answers. Chris awarded the prizes.

Cheryl Simmons won the 50-50 drawing of \$30.50 and Dick Eichof took home the Studebaker drivers prize.

Attending were Bill & Peggy Eastburn; Chris, Rachel, Aubrey & Chloe Eastburn, 1963 Lark; Bill & Cheryl Simmons, 1964 Daytona; Jim Clever; Dennis Lynde & Linda Saar; Willard Pike; Dick & MaryBeth Eichof, 1947 M5; Buddy Wright, 1951 2R5; Malcolm Stinson; John, Lorilee and Makenna Kroulik; Kolton Kroulik; Scott & Barbara Grainger, M16; Paul Grainger; Mike Barany, 1979 Avanti II; Brian & Aleta Millette; Denny & Jan Lockmon; Harold & Deanna Manley; Steve & Paulette Fein; Claudia Robinette; Chuck & Chris Collins, 1963 Avanti; Larry Vahe; Ed Smith, 1951 Stakebed.

CELEBRATE!



June Birthdays

2	Lou Fencil	22	Eliza Avery
4	Jon Carter	23	Charley Haverstick
7	June Kaiser	23	John Rodhouse
8	Jim Provenzano	25	Bryan Giesler
11	Willard Pike	25	Mimi Halgren
12	Peggy Eastburn	25	Terry Worster
12	Judy Horner	27	Sid Rosen
17	Sue Gregory	29	Larry Swanson
18	Jim Lawrence	30	Lynn Phegley

June Anniversaries

1	George & Carol Van Zee
3	Chester & Nancy Bradfield
3	Jerry & June Kaiser
3	Lenka Hospodka & Sam Powell
3	Al & Anna Riedel
6	Mike & Mary Barany
6	Steve & Pamela Chadwell
7	Chuck & Chris Collins
7	John & Tracy Smith
8	Don & Vicki Becker
8	Buddy & Elaine Wright
21	Rich & Sue Gregory
21	Denny & Jan Lockmon
22	Bob & Mimi Halgren
23	Sam & Linda Cathey
26	Ted & Jan Widhalm
28	Dave & Jean Kirkel
30	Kirk & Rhonda Ault

Belated birthday, anniversary and Father's Day wishes to June celebrants.



GRAND CANYON STATE CHAPTER UPCOMING EVENTS



- JULY 4** HAPPY INDEPENDENCE DAY.
- JULY 9** COLLECTOR CAR APPRECIATION DAY. "THE UNITED STATES SENATE RECENTLY PASSED SENATE RESOLUTION 513 AT THE REQUEST OF SEMA AND ARMO DESIGNATING FRIDAY, JULY 9, 2010 AS COLLECTOR CAR APPRECIATION DAY. THE DAY IS MEANT TO RAISE AWARENESS OF THE VITAL ROLE AUTOMOTIVE RESTORATION AND COLLECTION PLAYS IN AMERICAN SOCIETY." FIND A CRUISE NIGHT IN YOUR AREA TO DRIVE AND DISPLAY YOUR COLLECTOR CAR.
- AUGUST** EVERY THURSDAY DURING THE MONTH THE YAVAPAI CASINO IN PRESCOTT HOSTS A CAR SHOW FROM 4:30 - 7:30 PM. NO ENTRY FEE. PEOPLE'S CHOICE JUDGING. A BBQ WILL BE SERVED. ALL CAR CLUB MEMBERS WELCOME. INFO: 928-771-6757
- AUGUST 7-8** PRESCOTT ANTIQUE AUTO CLUB'S 26TH ANNUAL CAR EXHIBIT, PARTS EXCHANGE & OLD ENGINE FIRE-UP AT WATSON LAKE, PRESCOTT. SHOW CARS 1985 AND OLDER. \$25.00 ENTRY FEE SATURDAY, \$5.00 ON SUNDAY. VENDOR SPACE \$50.00 FOR THE WEEKEND. INFO: SCOTT AT 480-980-8613.
- AUGUST 20-22** **BBQ, TOUR AND CAMPING AT THE STUDEBAKER RANCH HOSTED BY MALCOLM STINSON. RSVP TO MALCOLM BY AUGUST 15 AT 928-368-7442. SEE PAGE 6 FOR DETAILS.**
- AUGUST 21** COOL CLASSIC CAR SHOW HOSTED BY THE SAN DIEGO CHAPTER AT THE SAN DIEGO AUTO MUSEUM IN BALBOA PARK. OPEN TO FIRST 50 STUDEBAKERS, PACKARDS, ROCKNES, EMFS, ERSKINES AND PIERCE ARROWS ONLY. \$20 REGISTRATION (\$25 AFTER 8/1). SWAP SPACE \$20. INFO: BOB HALGREN AT 619-697-6971. REGISTRATION FORM ON PAGE 17 OF THE ONLINE EDITION OF THE *ECHO*.
- SEPTEMBER 4** **INTERNATIONAL DRIVE YOUR STUDEBAKER DAY. WATCH FOR DETAILS. INFO: ED SMITH AT 602-290-1045 OR EDCOLLECTS@COX.NET**
- SEPTEMBER 17-19** STUDEBAKER & PACKARD MEET AT THE JUNCTION IN LA JUNTA, COLORADO HOSTED BY PIKES PEAK CHAPTER. SEE PAGE 25 OF JULY *TURNING WHEELS* FOR DETAILS. INFO: CHUCK DONKLE AT 719-456-2468 OR CDONKLE@RURAL-COM.COM
- SEPTEMBER 25-26** 27TH ANNUAL RUN TO THE PINES CAR SHOW, PINETOP LAKES COUNTRY CLUB. SOUTHWEST'S LARGEST FREE TO THE PUBLIC OPEN CLASS PRE 1973 CAR SHOW 8AM-5PM SATURDAY, 8AM-3PM SUNDAY. 928-368-5325 OR www.pinetop-lakeside.com
- OCTOBER 3** **RESERVE THIS DATE FOR CELEBRATING A SUCCESSFUL SDC INTERNATIONAL MEET. ALL MEMBERS ARE INVITED TO ATTEND. LOCATION AND TIME TO BE ANNOUNCED. INFO: LARRY AT 480-694-3899.**
- OCTOBER 22-24** **PACIFIC SOUTHWEST ZONE MEET HOSTED BY BEACH CITIES INLAND EMPIRE CHAPTER, SDC AT ONTARIO HILTON. 909-980-0400 \$89 ROOM RATE. MENTION STUDEBAKER. INFO: DON COX AT 951-734-1816. SEE THE LINK FOR THE REGISTRATION FORM AT THE CHAPTER WEB SITE [HTTP://WWW.GRANDCANYONSDC.COM](http://WWW.GRANDCANYONSDC.COM)**
- JUNE 19-25, 2011** 47th ANNUAL SDC INTERNATIONAL MEET, SPRINGFIELD, MO AT RAMADA OASIS CONVENTION CENTER. \$89 + CALL 417-866-5253 OR 888-532-4338. MENTION STUDEBAKER. INFO: NITA AT 417-840-5630 OR NLKETCHUM@AOL.COM



UPCOMING EVENTS

BBQ AT THE STUDEBAKER RANCH

AUGUST 20TH, 21ST, & 22ND, 2010

By Malcolm Stinson

I know how hot it gets down there in the valley this time of year, so why not come up and join us here at the Studebaker Ranch for a cool weekend.

Plan to arrive sometime on Friday evening and at about 6:00 P.M. I will supply my Mom's New England clam chowder that everyone that has had it seems to really enjoy it because it goes rather quickly. Plus I will also have pizza here for you to enjoy. Stay as long as you like, as long as you can be ready for Saturday's tour starting 08:00 sharp.

On Saturday we will meet in the D & D Furniture parking lot in the center of Show Low. We will then take a tour to the Painted Desert and the Petrified Forest. This will be an ALL DAY tour so please have **full gas tanks** before we leave the parking lot. We will tour from south to north. There is a 10 mile mark at Blue Mesa; what we need to do is to take in the Petrified Forest and Blue Mesa, then travel straight to the restaurant at the Painted Desert Visitor Center, have lunch and then start back south and take in the Painted Desert. There are some hiking trails and anyone that wishes to do this may be a little longer than others. Let's all plan to meet back at the entrance parking lot until we are all together again. There is a museum at the south entrance that is interesting. This is an all day tour so wear comfortable shoes and clothes.

Try to get someone with a "GOLDEN AGE PASSPORT" in each car at least to get into the park. Then you can go back to who ever you wish to ride with. Otherwise there is a charge to enter.

After the tour, plan to head back to the Studebaker Ranch where Mike & Violet Borens have offered to supply dinner of pulled pork BBQ.

The only thing that we would like you to bring is chairs, as I do not have enough (I have plenty of tables but short on chairs), and what ever you would like to drink with your meal on both Friday & Saturday.

Those of you that have camping gear you are most welcome to camp at the ranch. I have a full bath in my shop that will be open to all that wish to use it. I have 40 acres so I think we can find a place for you to camp. Please supply your own towels, etc.

Any club wishing to hold a meeting on Fri. or Sat. is also welcome to do so.

For any that stay Sat. night, we can gather in the D & D parking lot about 08:30 Sunday morning for a nice breakfast at ADDI J's on the southeast corner.

Please be sure and let me know by August 15th, how many plan to arrive so that we are sure to have enough food for everyone.

Directions to the ranch: From Globe area, at the first light in Show Low, turn left like you are going to Heber, go about 5 miles and turn right on Lone Pine Dam Rd. Mile post 35 ½. From Payson way, at mile post 35 ½

turn left on to Lone Pine Dam Rd. Now, go about 3 ½ miles, turn left on to Burton Rd., 1 ¼ miles, turn right on Turkey Lake Rd., ¼ mile on Turkey Lake is the Studebaker Ranch.

Home phone 928-537-2571, cell 928-368-7442, e-mail studebakersw@frontiernet.net

CELEBRATE!

July Birthdays



3	Ruth Kappus	16	Bob Schouten
3	Rob Ray	17	Sharon Ware
5	Karen Gandy	17	Frank Wenzel
7	Al Karas	19	Lionel Stone
8	Ken Michael	23	Phillip Smith
9	Sam Cathey	25	Brad Butler
9	Kevin Currier	25	Dwain Grindinger
10	Curtis Lee	25	Ron Watson
12	Jim Dunsing	27	Jan Widhalm
12	Richard Hahn	28	John Drake
13	Mary Powell-McConnell	28	David Miller
14	Robert King	28	Deb Mitchell
14	Richard Rampt	28	Claudia Robinette
15	Paul Vigne		

July Anniversaries

4	Will & Maryanne Eastburn
10	John & Deb Mitchell
11	Walt & Kitty Jazwinski
16	Dick & MaryBeth Eichof
16	Ike & Virginia Quigley
17	Frank & Liz van Doorn
22	David & Virginia Miller
23	Dan & Peggy Kisiel

For The Taking

A world map and a U.S. map were displayed for meet participants to place pins showing where they were from. They make great educational tools and are available to anyone who would like one or both for a classroom, library, senior center or a family room. Contact Chris Collins at ccollinsaz@cox.net or 602-995-5311.

There are items left over from the goody bags that could be used as give aways by another group holding a meeting or gathering. Some items are car oriented, others are of general interest. Contact Chris Collins at the phone number or email above.

THE BEST IN THE WEST

BY DEANNA MANLEY

We called it the Best in the West and it was because of hard work by many Grand Canyon State Chapter members.

Sunday began with SDC Registration opening at 8:00am at the Renaissance Glendale and attendees waiting in line to get their packets and goodie bags as soon as Chris Collins was ready. Chris and her crew spent Sunday through Friday 8am -5pm or later each day checking in all of the SDC members pre-registered. ASC and AOAI were set up near by and were also ready for business.

Down the hall vendors began setting up in the Media Center, a 30,000 square foot carpeted climate controlled room that eventually held over 30 vending booths. Denny Lockmon was in charge of the vendors and had a great variety of car parts and gift items represented. Our chapter also had two booths, one for members who only had a few parts to sell and shared a booth and the other for the Grand Canyon State Chapter Silent Auction. The Studebaker National Museum, the 2011 Meet and the Arizona-Sonora Desert Museum also had booths to mention just a few. Besides vending, the room displayed three Studebaker goat wagons, two Studebaker buggies, a Larkette and the 1926 Sheriff which we used for our logo throughout the meet. The room was a hub of activity and was the most comfortable vending room we've ever had at a meet.



Photo by John Cosby.

Brian Millette, with help from Denny Lockmon and others, set up Grand Canyon Motors in the Aurora rooms near vending and it was the best memorabilia room the International Meet has had in years. An extensive collection of toys, literature, dealer displays, parts and Studebaker items of all types were carefully arranged and available for viewing. Sid Rosen also had a display showcasing his father's Studebaker dealership in Southern Arizona. The result of all of this work was a wonderful step back in time.

Every day seminars and special classes were available for men and women to attend. The subjects were varied and included judging, crafts, animal rescue, health, Studebaker repair and history. The seminars were arranged by Bill and Cheryl Simmons and for the first time a seminar was recorded. The Insights Seminar, a three hour session



Kim Carr from the Southwest Wildlife Foundation presents a rescued owl. Photo by Joanna Worster.

of Studebaker history, featured a panel of Studebaker designers, engineers and the son of a Studebaker dealer. DVDs are available for sale from our chapter.

Tours left each day by coach to various points of interest and Dennis Lynde was there to collect tickets and load. He also lead the driving tours to Wickenburg and the Wildlife World Zoo with a line of Studes following behind. Many of our out of town guests enjoyed the sites and were back to the hotel in time for the evening events.

Each evening featured a special event for all attendees beginning with Monday which was Memorial Day. Studebakers West sponsored the Wiener Roast for dinner followed by a Patriotic Band Concert presented by the Sun City Pops, a band directed by Larry Swanson. The meal was great and the concert was enjoyed by around 500 of the members present at the meet. Tuesday evening was the SDC general business meeting and Wednesday the SDC band played followed by the annual auction. Our chapter was represented by Larry Vahe, clarinet; Bill Cervini, baritone sax; Gary Keating, tenor sax; Deanna Manley, French horn and Larry Swanson and Jim Clever, percussion in the SDC band. Gary Keating was also in charge of donations for the SDC auction and checked in all watches and models in the Aurora A room. The Auction items were sold to benefit SDC and many from our chapter donated to the cause.

Thursday was Concours Day and Scott Grainger, with help from many on his committee, parked each car



Photo courtesy of Craig Parslow.

and truck that was registered for display or judging in 1 1/2 spaces. The roomy spacing allowed for judges to see the vehicles well without being too close to another car. Shade was provided by a 20x40 foot tent sponsored by Express Flooring and they also provided cold bottled water. The Chapter also had ice chests for water and Sparkletts Water Company brought 100 gallons of water in cooled dispensers, all to make sure judges and attendees on the Coucours field were well hydrated on a warm day. The SDC band played another concert as is the custom, this time under the tent outside.

While most were outside at the concours, over 60 ladies were enjoying a tasty lunch and a fashion show organized by Claudia Robinette in the cool comfort of the hotel. This alternative event is enjoyed each year by many wives who have probably attended more than one car show and are ready for a change.

Continued on page 8.

The Best in the West continued from page 7.

As the judging drew to a close the judges moved inside to tabulate scores and cars were locked up for the evening.

The GCS Chapter members then prepared for Spaghetti Western Night in the Solana Ballroom which began at 6:00pm. Many helped throughout the evening as a crowd of 317 was fed a wonderful dinner and entertained with games, door prizes and the mellow tunes of the Tommy Parsons Band. The band had four musicians with Tommy playing guitar, Dave on electric bass, Gilbert on drums and a special member, Dennis Lynde of our chapter, also on guitar. Many who attended enjoyed dancing until the end of the evening and we also gave away a five night stay at the Renaissance to lucky raffle ticket winner Jon Stalnaker from Dixon, California. The costume contest was judged by our friends from the Netherlands, Paul and Riet Dammes. They selected Joanna Hamblin as best dressed lady, Malcolm Stinson best dressed man and Bill and Peggy Eastburn as best dressed couple. Each winner received a great gift basket. While this activity was going on the ASC was conducting its auction across the hall and AOAI was enjoying a banquet in Sun City.

Friday was a day of organizing, packing and getting ready to leave Saturday morning. Vendors were packing, the Memorabilia room was closed and packing too. There were just a few activities during the day and everything was moving toward the culmination of the week. The Valve Cover Racers competed in finals and were awarded prizes by Mike Barany and Kolton Kroulik who organized the races. The ASC left in the morning for their driving tour and all signs were removed from the concours lot to give to the 2011 Meet Committee. The GCS Chapter Silent Auction concluded at 12:00pm and winning bidders paid for their bounty and took each piece home happy to have won.

The Awards Banquet began at 6:00pm on Friday evening in the Solana Ballroom and over 400 attendees were seated and enjoyed a wonderful meal. Then the focus of the evening turned to awarding many SDC Members well deserved prizes for Newsletters, Watches, Models, Long Distance driver, Hard Luck and, of course, judged vehicles. Many from the GCS Chapter went home very happy with Special Awards, Model Awards, Division Awards and Best of Division. The Chapter also gave away the two Studebaker Water Wagons that many bought raffle tickets for and the winners were both from Arizona which seemed appropriate. Ask Chris and Chuck Collins how they are going to display their wagon.

This is just an overview and there are many details that could not be included. We had good attendance for a first time meet in the Southwest part of the country. The weather, though warm, was perfect and mornings and evenings were very pleasant. The Hotel was beautiful and comfortable. The food at all of the events was delicious and the staff were eager to please. For those who attended you all have many special memories and for those who could not be there I hope you can talk to one of our members in the future. There are many stories to

tell and pictures to see covering the entire week. The Grand Canyon State Chapter has a lot to be proud of in the hosting of this International Meet and now will have some time to rest. Thanks to everyone involved and enjoy the upcoming summer and fall events.

Happy Trails, The Posse.



A memorial for SDC members who passed away during the past year was displayed all week in the Media Center. The memorial was assembled by Peter Crisitello.

INTERNATIONAL MEET NEWS

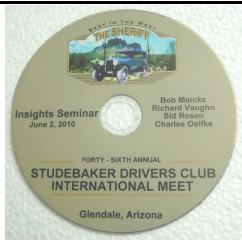
At their meeting Monday, May 31, the SDC board of directors confronted the reality of diminishing revenues and higher costs and raised the SDC dues to \$31.00 per year. The board will also explore the option of offering *Turning Wheels* electronically. Our monthly magazine will now be mailed to all members in a poly bag to protect it from damage.

All officers but one were retained. Returning are Mimi Halgren, president; Nita Ketchum, secretary and Jane Stinson, treasurer. Elected vice president was Carl Thomason from California. Richard Dormois did not run for reelection and was honored for his many years of service at the awards banquet Friday evening.

Registration at the meet topped 600 representing nearly 1400 members, family and friends. Participants came from 45 states and 6 countries outside of the US. The break down was Australia-10, Canada-41, Denmark-1, New Zealand-1, Netherlands-1, UK-1, Alaska-2, Alabama-1, Arizona-142, California-106, Colorado-18, Connecticut-5, Delaware-1, Florida-12, Georgia-7, Iowa-0, Idaho-4, Illinois-12, Indiana-21, Kansas-7, Kentucky-1, Louisiana-3, Massachusetts-3, Maryland-6, Michigan-9, Minnesota-10, Missouri-22, Mississippi-2, Montana-5, North Carolina-3, North Dakota-2, Nebraska-10, New Hampshire-1, New Jersey-4, New Mexico-17, Nevada-22, New York-2, Ohio-25, Oklahoma-3, Oregon-10, Pennsylvania-24, South Carolina-2, South Dakota-1, Tennessee-5, Texas-27, Utah-5, Virginia-2, Washington-24, Wisconsin-7, West Virginia-2, Wyoming-1.



Photos courtesy of John Cosby.



Insights Seminar DVD from the 2010 SDC International Meet

By Ron Crowe

Enjoy insights from inside Studebaker as heard at the 46th SDC International Meet in Glendale, June 2, 2010.

- ◆ Sid Rosen shares stories of his father's Studebaker dealership in Bisbee, Arizona. Sid's father had planned to present this, but passed away 11 months earlier. This was the only county in the US where Studebaker outsold GM, Ford and Chrysler. Hear what it's like to be a teenager with the beautiful Loewy Studebakers of the 1950s tantalizingly close, right in your backyard in Tombstone and that first driving date.
- ◆ Richard Vaughn shares the challenges of keeping the quality up on the fiberglass Avanti bodies Studebaker was having built in Youngstown, OH. Where did they put in the quality? What happened when the assembly line didn't have capacity compatible with the cars being built? What were the challenges of keeping all parties happy in the Studebaker hierarchy?
- ◆ Charles Oelfke tells what it was like to work with Raymond Loewy in the Paris office, including some fascinating insights into what Raymond was like. Charles shares experiences managing the building of the mockups of the Avanti 2 door and 4 door models in the 1966 time frame.
- ◆ Finally, Bob Marcks takes us from his experience fresh out of design school and into the auto industry through his various contributions to Studebaker, as well as some non-Studebaker experiences. Would his ideas of making a complete product line based on the 1953 Loewy coupe have saved the company? And those other workers?

Enjoy this 2 1/2 hour DVD yourself. Order yours for \$15.00 post paid in the USA from the Chapter. Pay via Pay Pal (if you don't have an account, it's easy and free to set one up) or send a check as described below.

For Pay Pal, go to <http://www.paypal.com>. For "to" enter ccollinsaz@cox.net. For "from" enter your email, enter amount of \$15, leave "goods" selected and click submit. On the next page, enter "for Insights DVD" and provide your shipping address.

For sending a check, mail the check made out to GCSCSDC and include a note indicating "for Insights DVD" and your shipping address to: GCSCSDC, P.O. Box 37464, Phoenix, AZ 85069-7464

"I was unable to attend the seminar, but purchased the DVD while still in Glendale. I got a chance to view it last night... WOW. This is definitely worth the price; I would encourage you to purchase a copy. I learned an awful lot about Studebaker, construction problems, and the design aspect last night." Duane Miller, UMV Zone Coordinator

Interesting Web Sites

A compilation of websites and links featuring photos from the 46th Annual SDC Meet -

<http://s565.photobucket.com/albums/s...endale%202010/>
Courtesy of Mark

<http://www.flickr.com/photos/9729183...7624208733862/>
Courtesy of Pat Dilling

<http://www.flickr.com/photos/9729183...7624208828110/>
Courtesy of Steve Rainville

<http://s98.photobucket.com/albums/l269/gsand50/>
Courtesy of Gary Sanders

<http://www.studeski.com/International/2010glendale/2010glendale.htm>
Courtesy of Claude Chmielewski

<http://www.aoai.org/avantiltld/glendale2010.htm>
Courtesy of Jeff Grohs. Includes photos from an unofficial meet event, the drags at Speedworld.

<http://s676.photobucket.com/albums/v...view=slideshow>
Courtesy of Anne Goodman

TECHNICAL INFORMATION

Summer battery care? No sweat.

You may think winter is the peak season for battery problems, but actually, hot weather does more to shorten battery life. Even batteries get a little lazy in the summer heat.

The sun's heat is trapped under the hood, evaporating critical fluids and draining your battery's power. Heat also speeds the chemical reaction in a battery, causing overcharging.

Excessive heat and overcharging shorten battery life. In fact, the Arizona heat can shorten battery life to just an average of 32 months. If your battery is older, wear plenty of sunscreen, because you may end up baking in a driveway or parking lot when you least expect it.



To help keep your battery operating reliably in any season, have a technician clean battery cables and determine if your battery is holding a charge – or overcharging due to a faulty voltage regulator or some other problem. One way to make battery inspection and cleaning a part of your maintenance routine is to remember your battery every time you have your oil changed.

Tip courtesy of AAA.

To the Grand Canyon State Chapter

Congratulations on a job well done. All those years of hard work, planning and organizing paid off. The 46th International Meet was a success and I know the attendees had a great time. I especially enjoyed some of the little things you did to make the meet memorable, such as the Burma Shave signs, the colored tickets for the tours and meals, and Fun Night.

Each of you put the extra effort into the meet and it showed. Thank you and enjoy your summer.

Mimi Halgren
SDC President

On behalf of SDC I want to thank you for your generous sponsorship of three trophies for the international Meet. It is donations like yours that help SDC put on such great International Meets. The trophies this year were great looking and appreciated by all the recipients.

Thank you for your assistance and generosity.

Mimi Halgren
SDC President

MEET COMMENTS

Hi Denny,

It was a lot of fun reminiscing with folks who "were there." Brought back good memories from long ago. I invariably have an affinity for the underdog and Studebaker was a scrappy company that made it for far longer than most of its counterparts. Let reminisce again one of these days. Bob (Marcks) - an Insights Seminar presenter

Hi Chris & Chuck,

We would like you to know that we had a wonderful time at the 46th International Meet! Thank you for everything both of you always do with so much enthusiasm. Our Thanks also to EVERYONE who worked so hard to make the meet such a pleasant experience.

Everyone's efforts and big smiles were very much appreciated and surely added to the overall good times!

Thanks to each and everyone of all those involved in this tremendous undertaking!

Fondly, Fred & Erika (Ball) from Utah

Hi Larry,

Bet you're sleeping better now. I thought the meet was well organized and most people seemed to be very pleased. Good job. It was good seeing you and the Packard Hawk. Stay in touch. Bud (Domas) from Nevada

Hello, Denny,

We had a wonderful time! Lee and I met some new contacts. It was a wonderful experience and we will be back next year! We appreciate all you have done in the coordination and setting things up. It is not an easy task!! Scott and Lee Burgy Scotti Avanti Customizers - Vendors

What to Do With an M16 During an Arizona Summer

by Scott Grainger

I attended the Mesa Cruise on June 26th. It was run a lot like the old Phoenix Central Ave cruise except in Mesa you don't get a ticket for showing how much rubber you can leave on the pavement or for running with loud pipes. In fact it is encouraged by the City. Come have an old fashion cruise, pipes and all is what the web site says. That is exactly what happens.



I took Toto down and showed off for them. I didn't leave any rubber at the crosswalk light but the crowd did give us a very nice round of applause! If we are racing for gears, there is no question who would have won. All the rest would run out after 3 or may 6 gears. Toto would still be going at 24!

The event happens on the 4th Sat. of every month, check the web site (<http://www.hotrodplanet.com>) before you go in case it changes due to a holiday. Toto was the only Studebaker there that I saw and was definitely the largest truck there. I would estimate that there were at least 200 trucks and cars involved. No fees, no tickets, plenty of different cars, food vendors, 60's music and a good time.

Drive Your Studebaker.

Editor's note: The next Mesa cruise is an Arizona Celebration of Freedom, July 3rd. Visit the web site noted above or call 480-229-5691 for more information.

Congratulations, Denny!

Denny Lockmon received the Arizona Chapter Distinguished Member Award from the Arizona Avanti Owners Association (AAOA) at the AOAI banquet held Thursday, June 2 during the SDC International Meet. Denny was recognized for his outstanding work for the association's 2010 meet. He was instrumental in organizing the banquet and arranging for Vince Granatelli to speak.

His work with the AAOA was in addition to his responsibilities with the SDC meet serving on the posse, as the swap meet chairman and in assisting Brian Millette with setting up Grand Canyon Motors, the memorabilia room. Great job, Denny!

My Life With Studebaker

The Conclusion

By Bill Cervini

Then came that fateful morning in December of 1963 when it was announced that the Avanti, Hawks, and trucks were dead. I was stunned and in shock for a couple of days. I just couldn't believe it. My dream of buying a new Avanti and working for Studebaker all came crashing down. For the next couple of years I was on a search for an Avanti I could buy. Well, with little money and college expenses, I was totally in a dream world. But that didn't stop me. I scoured the Philadelphia papers every day for Avantis. Of course, I found a few, but could not afford one. In March of my senior year, I came across an ad for a brand new 1964 R1 for sale in Philadelphia. It happened to be one of the cars Sears Roebuck gave away in its Allstate Tire promotion and contest. An older couple won the Avanti and didn't want it. Well, I called right away and found they wanted \$3200 for it. Yikes, what a bargain, but as before, I had no money. My friend, Bill Maenner had that nice 1953 Commander coupe. He lived at home, commuted to a state college and worked like me, so, as a result he had a few bucks saved. I immediately called him and told him about the car. The following weekend, we drove to Philadelphia and he bought the Avanti. It was a 1964 R1, Maroon with black interior. At least I had a good friend who had an Avanti now.

As you can imagine, the last few months of college were a drag for me. Every day that passed meant one less Avanti would be available by the time I could get a job and buy one.

As fate would have it, there was a struggling Studebaker dealer in a small town about 20 miles from where I lived. In August of 1963, he had on his lot a 1964 R2, Turquoise with black interior. I would drive to the town quite often during those last few months to see if the Avanti was still there. Believe it or not it was. I sat there from August, 1963 until the spring of 1964. I knew several guys who tried to buy it, but they said the dealer would not come down from MSRP which was \$5250. Now, who did I know that had that kind of money? Nobody, that's who!

Finally graduation came. I still had not found a "real" job, but was now making a whopping \$1.25/hour where I had worked all through school - and they said I could continue working there until I found a more appropriate job. About a week before graduation, I had a talk with my father and told him how badly I wanted the Avanti. He told me if I really wanted the Avanti, he would let me trade the 1956 Golden Hawk on it and cosign a loan with the local bank.

Here is where another "miracle" happened. Again, the shock set in and my memory lapses on all the details of the event. I recall that I spent the good part of the day at the Studebaker dealer trying to get that R2. It was really exactly what I wanted, except for the automatic. I really wanted a 4 speed, but at that point anything would do. I do recall that the salesman eventually told me I could buy the Avanti for \$3500 and the 1956 Golden Hawk (which I

really didn't want to trade - I still loved that car, too).

That evening at dinner I spoke to my father about the deal and he asked me how much the dealer was giving me for the Hawk. Being a naive 20-year old, I never even asked. My father suggested I go back the next day and find out. Well, when I went back the next day I think the dealer and his salesman were getting fed up with me. I asked him how much I could buy the Avanti for without the Golden Hawk in trade. He said, "\$3250". I thought to myself, that's not much for the Hawk, so I bought the Avanti for \$3250 and returned the Hawk to my father. As promised, my father cosigned a loan for me and I was able to buy the Avanti. I recall that just about every cent I made that summer went to the bank for my car payment! When I look back now and ask myself how this all happened, I honestly don't know. It just happened.

Of course, that beautiful 1964 is the same car I proudly own today - almost 100% original as that day I bought it in June of 1964.



In September of 1964 I started teaching in a school district about 40 miles from my home. Realizing I was wracking up the miles quickly and getting the front end of the Avanti peppered by the pieces of trap rock they used to pave the rural roads in my area, I decided to use my 1947 Champion for the commute. I had put it up for sale and almost sold it for \$115 (I was asking \$125), but the sale fell through. Well, I was glad it did because I used the trusty Champion to commute for five years until I bought a 1969 VW Beetle. My wife Mary was a senior in college, so the Champion became her commuter car and her work car from 1969 until about 1979. By then it had over 100,000 miles on it and was on its second engine. It was retired from the daily grind and I kept it until 1996 when I sold it prior to our move to Arizona.

For the next few years after we purchased our Avantis, my friend Bill Maenner and I spent many hours in his yard "upgrading" our cars. We changed our exhaust systems from the factory "quiet tone" to factory glass-packs, added driving lights custom mounted inside the grill, installed heavy duty coil springs, added 7 blade fans to improve cooling, swapped out the factory AM radio for factory AM-FM radios, moved our inside rearview mirrors from the low spot on the windshield to the more common upper area, changed our wheels to Cragar "mags" and added Michelin tires, strengthened our battery boxes which had started to crack, added radiator overflow recovery systems, fiddled with our balky Prestolite distributors and made what we considered other minor improvements. Being a great woodworker, Bill turned solid walnut shift knobs on his lathe for our cars. *Continued on page 12.*

My Life with Studebaker continued from page 11.

They added a nice touch and matched the “walnut woodgrain” of our instrument panels. We also swapped out our AM radios for AM-FM radios we obtained from the local Studebaker dealer in 1966. I even added a Motorola “Vibrasonic” and a rear deck speaker to mine for the new “stereo” effect it provided. I remember his mother coming out late at night while we were working with droplights telling us we were “crazy” for constantly tearing our new cars apart.

Some time in the late sixties, I came across information concerning the formation of a “Studebaker Drivers Club” by Harry Barnes in New York. I joined the club and drove the Avanti to New York to attend one of the first meetings of the SDC with Harry and some other pioneer members. I have been a member ever since. I believe I have every issue of *Turning Wheels* ever published, including those single page typewritten ones by Harry Barnes. Along with those I have some handwritten notes from Harry concerning my membership and inviting me to attend some of the early SDC events in the Northeast.

In the mid-1990s, as we planned our move to Arizona it became necessary to decide what we were going to keep and what we would have to get rid of. By that time I had quite a collection of Studebaker materials that I had accumulated over the years. The local Studebaker dealer, upon closing in 1967 gave me quite a bit of literature and a neon “Studebaker” sign. I decided that it might be more useful to donate most of it to the Studebaker National Museum. I packed it in boxes, filled the trunk of my car and brought it out to South Bend. I was told it would be put in the “archives building”. When we attended the grand opening of the new museum in 2005, the archives had not been opened yet, so I have not had a chance to wander through and see if I can find some of the things I donated.

While in South Bend in 2005 for the museum opening, a chance meeting of an older couple on the sidewalk outside of the museum developed into a friendship. The couple was walking by all dressed up on their way home from church. We struck up a conversation and discovered that the man had been a Studebaker employee years ago. Their names were Lula and Bozzie Williams. They had tried to get into the museum, but for some unknown reason they were turned away. I felt kind of bad about that so I gave him some of the handouts from the museum and a hard hat with a Studebaker logo that they were giving out at the museum. Even though he was a man of few words, it was evident how overjoyed he was. While in South Bend for the International Meet in 2007, we were invited to their house for a visit. In February, 2010 we received the sad news that Bozzie (age 84) had passed away.

After we moved to Arizona, we joined the Grand Canyon Chapter Studebaker Drivers Club and have enjoyed participating in many of the activities of the very active group.

So, as you can see, Studebaker has been a big part of my life, starting when I was quite young and continuing to this day. We have met great people and have

many fond memories of our Studebaker experiences.

My Avanti has been a very, very special car to me and I plan to keep it until I’m gone. I have quite often thought about what will happen to it when that happens. I used to joke about being buried in it, but that doesn’t make much sense. Several years ago, I contacted the Studebaker National Museum about donating it, but didn’t get a very promising response. It seems the museum had all the Avantis it needed and not much interest was expressed. About two years ago while in San Diego, we visited the San Diego Car Museum, which is a low key, but nice museum. The director expressed an interest in having the Avanti (they had none at the time) and assured me that if donated, it would be on permanent display. My concern about donating to a museum is that at times they decide to thin their collections and sell off some cars. I have a very difficult time not knowing where the Avanti would end up. It’s a decision I keep putting off, but will have to face some day.



My Life With Studebaker by Bill Cervini can be read in its entirety in the online version of this issue on pages 18-21.

This *N That

Did you have a chance to try the Indian Fry Bread from White Eyes at the concours? In addition to making a very good taco, John and Alice Roach made a special menu for us with the SDC Special taco, the Best in the West taco, Sweet Avanti (fry bread with cinnamon and sugar), STP (fry bread with honey) and On a Lark (fry bread with powdered sugar). Food can be fun!

The Chapter is very appreciative of the generosity of Express Flooring for providing the 20X40 tent used on the concours field. Many people took advantage of the shade and of the free ice, water and sodas provided by the company on Thursday.



Lost at the Meet: Black nylon glasses case with zipper and two pair of glasses: sunglasses and reading glasses. If you found them please contact Art at 562-500-6410.

Check out this year’s Drive Your Studebaker Day logo on the back page - it is a homage to the 2010 meet and features a 1926 Sheriff cruising down a desert highway. The logo was created by SDC member Rick Courtier.

Thank you to this month’s contributors: Bill Cervini, Deanna Manley, Scott Grainger, Larry Vahe, Jan Lockmon, Ron Crowe, Malcolm Stinson and Mimi Halgren. Your contributions are welcome.

~~MORE ADS~~

FOR SALE

1940 Commander 2dr Sedan. Calif. Car. Was daily driver until 15 years ago. Hubs turned to fit ?? Wheels. 5K miles on rebuilt motor, needs new lifters. OD \$3500. **1940 Commander Business Coupe.** Body shell & frame only. Calif. Car. No glass, interior, gauges, chrome or hood. Great start for street rod. Body amazingly straight. Rusted rear pan & deck lid. \$1800.00 **Lots of pre-war Stude parts** collected over 30 yrs: '41 President hood, '39 President hood, trim, axles, Big Six block. Plus 2 Cadi motors, AMC 6 & trans, '29 Packard wire wheels 7 lug, '51 Olds flat 6 & 4 spd hydramatic, low miles. Carl Thompson 602-574-2145, cell 623-979-5566, home (2)

1915 Doctors Buggy, \$2500. **1941 Commander Land Cruiser** w/1941 parts car & many spares, \$4500. **1950 Commander Land Cruiser** w/spare parts, \$8200. **1953 Commander HT** w/many spare parts, \$5000. **1962 Champ PU,** \$7000. Chuck Stanford, 520-888-1563 or cstandford2@cox.net

1949 Pickup cab and chassis has Fatman Mustang II front axle, stock rear cab good except trans tunnel needs a cut out area repaired, misc fenders front and rear, some bits and pieces, 1953 1/2 ton front axle, one set of aluminum wheels with tires \$500.00 for everything listed or not. Available starting May 17th. Contact via e-mail stman69@hotmail.com (2)

1963 Daytona Frame (V-8/4dr); big brakes & PS, Dana rear 3:31 ratio. \$275. **1963 Studebaker 289/275hp/ JTS engine** complete except supercharger; with auto; ran when pulled - \$3000. Walt at wjazwin@hotmail.com or 602-885-2216 (2)

WANTED: A T84G overdrive transmission for a 1942 Champion. I think they are the same from 1939 to 1946. Or a complete parts car that has the overdrive. Malcolm at 928-537-2571 or studebakersw@frontiernet.net (3)

WANTED: Right rear fender, fuel pump for a 205 engine & front seatls for a 1931 Model 54 Studebaker sedan Contact Phillip Smith via e-mail at stman69@hotmail.com (2)

~~ Studebaker History ~~

June

- 1 1961 Studebaker-Packard awarded \$21 million contract for military trucks.
- 19 1972 SASCO, Studebaker parts supplier closes.
- 20 1956 Last Packard built in Detroit. Production moves to South Bend.
- 21 1942 First prototype Weasel built.
- 21 1852 H&C Studebaker Blacksmiths complete their first wagon.
- 22 1954 Announcement of Studebaker Packard merger.
- 30 1969 Studebaker Worthington vacates administration building.

July

- 1 1933 Albert R. Erskine dies.
- 4 1903 Harold Churchill born.
- 6 1956 Agreement reached between Studebaker-Packard and Curtiss-Wright for a 3 year management contract.
- 7 1907 Construction begins on the Studebaker administration building.
- 10 1930 Studebaker offers "Free Wheeling".
- 13 1958 Last Packard built.
- 14 1986 Raymond Loewy dies.
- 21 1984 James Nance dies.
- 22 1904 First Studebaker gasoline fueled car sold.
- 23 1926 First Studebaker President model introduced.
- 27 1956 James Nance resigns as president of Studebaker-Packard.
- 28 1969 Sherwood Egbert dies.

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Ads for members are free. Business card ads are \$25 per year. Ads not updated every 4 issues will be dropped.

STUDEBAKERS FOR SALE

1964 Wagonaire. V8 w/3spd. Brad Holt Tempe 480-215-6765 (3)

1953 3/4 T pickup. Runs good. Needs restoration. Roger Cooper Sun City West 623-546-4775 (3)

1951 Starlight Coupe. Chevy 4.3 V6, 700R4 trans. \$12,500 Mike 480-347-9241, azmiller@cox.net (3)

1963 Avanti R-2; 4spd; ps; pb; pa needs paint, seat covers and interior panels. Been in storage since 1982. AZ car. \$15,000.00. **1964 Daytona 2dr HT;** 289; auto; Dana 44/3:31 ratio; bucket seats with console; brakes done w/mastercylinder; new ww radial tires, whiskers and rubber, bumpers, grille, shocks, wiper motor, dual flowmasters, battery. Carb rebuilt. 2 stage paint - White w/complete new Black interior. Show or drive \$17,500. May consider partial Studebaker trade. Walt Jazwinski 602-885-2216 (2)

1959 Lark 2 door wagon. Needs floors replaced from passenger foot area to tilt up area of fire wall. 6cyl automatic. Condition of engine or trans unknown! Needs upholstery & latch items for rear seat. Tire well good & rear door good. Glass good. Rust pits on lower rear quarter panel. Pic upon request. Available starting May 17th. \$2,000 or best reasonable offer. Contact Phillip by e-mail at stman69@hotmail.com (2)

1959 4WD, long wheelbase PU. Mostly all apart except engine and gearboxes. Axle ratio lowered for better hwy speed 3:73. New springs, mostly new bearings and axles. Right front axle shaft missing. Good s/metal. No glass. Frame sand blast-ed. A few common parts missing. \$5,500 OBO.

Contact Pete Mensing cell 928-420-4925. Shown by appt. only. (1)

1955 Speedster. All Chevrolet running gear. Very good condition. Includes real wire wheels. \$25,000 OBO. Jim Dunsing 480-767-0997 (1)

1953 Commander HT. Complete but not running. Many extra parts & a extra chassis & body. Will Eastburn at willameastburn@yahoo.com or 602-448-2093 (0)

STUDEBAKER PARTS FOR SALE

1963 Avanti #RS1014 engine complete w/R2 accessories & power shift trans, \$3200. **1956 Packard engine** from Golden Hawk, \$350. **289** full flow, carb to pan. \$450. All engines turn over & are good for rebuilding. Pick up only. Chuck at 602-995-5311 or cstude1@cox.net (3)

1949 2T truck rolling chassis only. Has 2 spd differential. Will Eastburn at 602-448-2093 (0)

37 Dictator or President doors, all 4, good condition, \$50 ea. 37 Dictator 6 cyl engine \$200. 37 President hood has some rust \$75. 38 Commander sedan parting out. Many other 37&38 Dictator & Commander parts. '41 Sedan trunk lid, good condition, \$50 49-64 C-Cab truck seat and frame \$50. 2R5 Champ 6 bell housing \$40. 51 Commander left front door \$45 51 Commander right rear door \$45 53 rear bumper \$50. 1953-57 3 spd w/OD transmission for 6 cylinder cars \$75. 1953-57 3 spd w/OD trans T-86 for V8 cars \$125. 1953-54 Sedan front fenders \$45 ea. 1953-55 Doors for 2Dr. Sedan \$50 ea. 53-55 Sedan trunk lid \$50. 53-55 Sedan hood \$40. 54 Conestoga upper tail gate \$50. 55 Left Hardtop door \$75. 55 Sedan hood good condition \$50. 57 Golden

Hawk supercharger turns free \$500. 62 289 engine complete not full flow \$300. 56 Truck 224 V8 good builder \$100. 1954 232 V8 engine w/Auto trans, \$225. pair or \$125 ea. 59-60 Lark or 60-64 Champ truck hood \$50. 59-60 Lark trunk lid, \$35, good condition. 61 Champ truck short side bed very good fenders bed floor has some rust \$500. 60-64 Champ truck doors \$50 ea. 62 Lark Station Wagon upper tailgate \$50. 62 GT Hawk rear Valance that is between bumper and body \$40. 62 Lark rear quarters \$100 for both or \$60 ea, 62-64 Lark & Hawk clean used radiator \$100. 62 Lark upper tailgate \$50. 62 GT Hawk trunk lid, some rust, \$35. 63 Lark hood \$50. 63 Lark front doors \$50 ea 63 Lark rear doors for wagonaire \$35 ea. 63 Lark right door for 2 door sedan \$50. 6 Cyl OHV Heads, Blocks, & Cranks. 6 Cyl Flat Head Heads Blocks & Cranks V-8 Heads, Blocks, & Cranks 259 & 289 WINDSHIELDS: 63 and up Avanti NEW Windshield \$275. 53 -55 Sedan back windshield \$50. 53-61 Coupe & Hard Top back glass \$50. Back glass for GT Hawk \$25. Jerry Kaiser, studeblu@earthlink.net 520-979-0065 (3)

1963 289 Long Block. .040 half dish pistons. Stainless valves. Hard seats. New oil pump. R1 cam. Aluminum timing gear. \$3600. John Kemper 623-546-8434 (0)

Numerous Avanti parts for sale. 480-577-5764 or 480-951-2838 or e-mail joncarter@cox.net (3)

STUDEBAKER CARS/PARTS WANTED

1941-'48 M5. Unrestored, no rust. John 480-994-1064 (3)

More Ads on Page 13.

PRESIDENT CHAMPION CONESTOGA STARLINER GT HAWK IDAYTONA IERSKINE SILVERHAWK

CRUISER AVANTI COMMANDER ROCKNE IEMFIPHETON ISTARLIGHT | SKYWAY I WAGONAIRE

The *ECHO*

Newsletter of the Grand Canyon State Chapter, SDC
P.O. Box 37464
Phoenix, AZ 85069-7464

TO:



Visit the Chapter web site at
<http://www.grandcanyonsdc.com>
for the online newsletter.

GRAND CANYON STATE CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

All memberships are for one year beginning on January 1.

Chapter dues are

- _____ \$18.00 yr to receive the newsletter by mail or
 - _____ \$15.00 yr to receive the newsletter electronically
- If joining during the year, dues are prorated at \$1.50 per month.

Your dues include eleven 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 to be a member of the Grand Canyon State Chapter of SDC, Inc. **If you are not a member of SDC, add the following to your chapter dues** which the treasurer will remit for you - \$27.50 yr, includes *Turning Wheels* magazine or \$19.95 for new members, first year only, includes *Turning Wheels* magazine or \$10.00 for membership without the magazine.

Any questions can be directed to the address below or to Chris Collins at 602-995-5311 or ccollinsaz@cox.net. Please make check payable to the Grand Canyon State Chapter, SDC and send with this form to: GCSC, P. O. Box 37464 Phoenix, AZ 85069-7464.

Name _____ Spouse _____

Address _____

City _____

State _____ Zip _____

Telephone # _____

Cell # _____

E-mail address _____

SDC Membership # (Required) _____

Expiration date _____
(May be found on address label of *Turning Wheels*.)

of Children under 18 years of age _____
(List name(s) and birthday(s) on back.)

Birthday (Month & Day) Self _____

Spouse _____ Anniversary _____

Studebakers You Own: _____

The San Diego Chapter of the
Studebaker Drivers Club
presents its Second Annual

Cool Classic Car Show

AUGUST 21, 2010



Open to the first 50 Studebakers, Packards, Rocknes, EMFs, Erskines and Pierce Arrows ONLY.

Location: Behind the San Diego Automotive Museum in beautiful Balboa Park.

Schedule of Events:

8:00 - 9:30 Registration and pictures (coffee and pastries available)
 11:00 - 1:30 Daytona Diner open for lunch
 9:30 - 1:00 People's Choice judging, prizes, 50/50
 2:00 Awards ceremony - Prizes distributed by Mr. & Miss Studebaker
 3:00 Time to go home

Because of limited parking, once your car is parked you may not be able to leave until the conclusion of the show. After your car is parked please do not create excessive noise revving your engine!

Name: _____

Last First Phone

Address: _____

Street City Zip

Club Affiliation: _____

Car: _____

Year Make Model

Registration: _____ @ \$20.00 (\$25 after 8/1/10) \$ _____ (includes pass to Museum)

Swap space: _____ @ \$20.00 \$ _____ (limited to first 4)

T-shirts: _____ @ \$15.00 (S-M-L-XL)circle \$ _____ Please make checks out to

_____ @ \$16.00 (2XL) \$ _____ San Diego Chapter SDC

TOTAL \$ _____ Mail with completed registration to:

Bob Buchaklian
5055 Walter Ave.
San Diego, CA 92120

For more info call Bob Halgren at (619) 697-6971 or bobhalgren@hotmail.com

Liability release: All entrants and participants hereby release and discharge the San Diego Chapter of the Studebaker Drivers Club, the San Diego Automotive Museum, and the City of San Diego from any known or unknown damages, injuries or claims that may occur on the way to, during the event or leaving the Cool Classic Show.

MUST BE SIGNED

Date: _____ Signature: _____

My Life With Studebaker

By Bill Cervini

My lifelong journey with Studebaker started a few days after October 21, 1942 when I was born in Newcomb Hospital in Vineland, NJ. My parents brought me home in their 1937 Studebaker Dictator 2 door. I don't know if that was what started my love affair with Studebaker, but ever since I can remember I always favored them over all other cars. In 1949, my father traded his trusty Studebaker on a Nash, then the Nash on a 1953 Ford, but came back in 1956 when he traded the Ford on a 1956 Golden Hawk. More about that later.

As I got a little older - maybe four or five, I can recall making a scrapbook of Studebaker Truck ads from my grandfather's *Farm Journal* magazines. I couldn't wait to get my hands on every new issue to search for and cut out the ads of all the different Studebaker Trucks of the late 1940s to early 1950s. Another major event was on the first day of school in first grade. As I walked onto the school ground of the 1800s 2 room schoolhouse (grades K-4), I saw a stunning 1949 Studebaker Land Cruiser in deep green with wide whitewalls and full chrome wheel covers in the principal's parking spot. That vision still resides in my head to this day. Was I impressed or what?! Needless to say, I was greeted every school day morning by this beautiful work of art for the next few years.

Meanwhile, across the street from my grandfather's peach orchard was a poultry farm where my mother would buy our fresh eggs. One day in 1949 when I went with my mother to get some eggs, a brand new gray Champion four door was sitting in the yard. How I enjoyed watching it going by my house for many years. Sometime in the 1960s, when the poultry farmers sold their farm and moved, my grandfather bought the Studebaker and used it for several years. When he retired it, he gave it to me and I used quite a few parts from it, including the engine which I rebuilt, for my 1947 Champion.

The next Studebaker memory occurs in 1951. My cousin worked at a poultry vaccine and drug manufacturer located next to my house. (Just as a footnote, Vineland, NJ was the "Poultry Capital of the World" in the 1950s, having more chickens and farms per capita than anywhere else in the world.) One day I saw my cousin pull into the parking lot in a new 1951 bullet nosed green Champion 2 door. I still can recall visions of admiring that shiny, new car sitting in the parking lot next to my house.

Another major happening occurred in 1953, when I was reading an issue of my father's *Popular Science* magazine. In it was an article and picture of the all new 1953 Studebaker. If the 1947 Land Cruiser, didn't make me a Studebaker believer, this really did. Shortly thereafter, the father of my best friend at that time bought a 1953 Studebaker Commander 4 door. I made many trips to his house on my bike to see the new Stude. As I got a little older I began to ride my bike into town every Saturday morning, meet another friend, buy a 10 cent 12 ounce Coke in a real glass bottle at a gas station vending machine, then drop into the local Studebaker dealer's. Naturally, it was a small operation and I got to know the owner rather well. I would read everything "Studebaker" he had lying around. This is where I became acquainted the the dealer publication known as *The Studebaker News*. The dealer, Ray Dawson, saw I was so interested in it, he started to give me copies instead of discarding them. This started me on a long time collection of *The Studebaker News* and a long time correspondence with its editor, a great man named Tom Torrance. More about Tom later. One Saturday in 1955, when I arrived at Dawson's, there was a yellow and chartreuse Speedster sitting out front. What can I say? Another wow. Those colors, the leather interior, the SW gauges, the dual exhausts all blew me away. How many more years would it be before I could own one of these? Too many, needless to say, for a drooling 13 year old.

The following year, sitting in the same spot as the Speedster at Dawson's, was an Air Force Blue and Snowcap White 1956 Golden Hawk. My memory goes blank here (I don't know why), but somehow after much cajoling from me, my father decided to trade his really nice 1953 Ford Victoria for the Golden Hawk. I guess it was such a shock to my system, I lost most of my recollection of this momentous event. Anyhow, I was in my glory and I immediately became the caretaker and guardian of the Hawk. It got washed, waxed and babied in my every free moment. Rain, mud, snow, freezing weather and such did not deter me one bit all through my high school years. That car was on a pedestal. I took many black and white pictures of the car, but one especially stands out. I climbed a maple tree next to the driveway and took a shot from one of the limbs. Boy, did it look great from that angle and I never knew a thing about photography.

Earlier on I mentioned one Tom Torrance with whom I communicated on a regular basis via the mail. He was an ace of a man who sent me many, many things over the several years we communicated. He sent me about a dozen Speedster posters which I hung up around the perimeter of my bedroom, much to my mother's dismay (but she let me keep them there). He sent me a copy of the 1952 book, *A Century On Wheels*. which I still have along with the box he mailed it in with my address handwritten by him.

When I told Tom about our 1956 Golden Hawk and the pictures I had taken, he asked me to send a nice photo (I sent him the one I took from the branch of our maple tree) and a little blurb which he published in the May 1957 issue of *The Studebaker News*. He sent me numerous postcards, pictures, publications, calendars and so on. I recall one calendar he sent that was a Studebaker calendar published in Israel. Later when Studebaker became the distributor for Mercedes-Benz, he sent me M-B brochures, postcards, calendars and such. As a result, after several years, I had quite a collection of Studebaker, Packard and M-B memorabilia along with approximately 50 letters he had sent to me over the years. In one of those letters, he sent a picture of himself along side his cherished 1953 Studebaker.

As time went by and Studebaker began to dwindle down, he lost his job as Editor of *The Studebaker News* and I kind of lost touch with him. Along the way, he "introduced" me to a fellow named Fred O. Bartz who worked with him for a while and later became a Studebaker dealer in Wisconsin I believe. I corresponded with Fred for quite a while, too. Through Fred, I was able to trace Tom and sometime in the early 1980s, on a California trip we got together with him for dinner in San Francisco. It was an honor and privilege to meet the man who was so kind and generous to a young Studebaker fan. Tom died a few years later.

During the late 1950s, my high school years, I had several friends who owned Studebakers. Bill Maenner had purchased a 1953 red, 3 speed V8 Commander coupe, Eddie Bracco had a beautiful black 1956 Power Hawk, and Johnny Lipartito had a black Silver Hawk. There was an older guy named Paul LaValle whose father had purchased an all black 3 speed overdrive 1956 Golden Hawk. Well, Paul was quite the racer and that black '56 Golden Hawk was the talk of the town for quite a while. He did a great job of blowing off just about everything he raced. The Chevy, Pontiac, Oldsmobile, Ford, Mercury, Plymouth and Dodge fans had met their match with that Hawk! For once I was basking in the pride and glory of being a Studebaker guy. We had lots of fun cruising the "avenue" in our Studes in the late 50s and early 60s.

After high school, I entered college in Philadelphia, PA. I now had a part time job at the neighboring poultry vaccine and drug manufacturer while I was in high school which I continued during my college years. Instead of "partying" every weekend, I would head back home in a bus for the weekend, where I would work Saturdays and Sundays and holidays right through college. At 75 cents/hour I made enough money to pay for half my college expenses and my father paid the other half. Coming home so often and working all the time ruined my college years' social life, but it did allow me to care for and cruise every Saturday night in my cherished 1956 Golden Hawk. In the summer months, the Hawk made many late Saturday night runs to the shore points of Ocean City, NJ and Wildwood, NJ. I don't recall where I got the time to do all of that, but that is the wonder of youth. Of course, the Hawk did not come to Philadelphia with me until I was a senior in college and then only on a few occasions.

In the summer between my junior and senior years in college, while at work, I noticed a beautiful 1947 Studebaker Champion Business Coupe parked at the loading dock. I noticed it had a dealer plate, so I went inside to see if I could get some information on it. Well, it happened that it was a loaner car one of the company's salesman was using while he was having his serviced at a local Esso station. I asked the salesman if the Champion was for sale, he called and found that it was for sale. I did a little negotiating through the company salesman over the phone with the station owner who was asking \$150.00. The company salesman asked if he would sell it to a poor college student for \$125.00 and we made a deal. So, my first Studebaker was this really nice business coupe with 44,000 original miles, original dark blue paint and perfect interior, It really was owned by a "little old lady" who had bought it new and sold it to the gas station owner when she quit driving. Unfortunately, the scrapes from her garage door frame on the two front fenders were proof of her ownership.

In my sophomore year in college (1962), another "earthshaking" event took place. Studebaker introduced the Avanti along with the R1 and R2 Larks and Hawks. This, along with the news of Sherwood Egbert's changes at Studebaker had me in the clouds. I even dreamt that when I graduated in a couple of years, I might be able to go to work for a rejuvenated Studebaker. Everything was looking up.

Wow! Then came that fateful morning in December of 1963 when it was announced that the Avanti, Hawks, and trucks were dead. I was stunned and in shock for a couple of days. I just couldn't believe it. My dream of buying a new Avanti and working for Studebaker all came crashing down. For the next couple of years I was on a search for an Avanti I could buy. Well, with little money and college expenses, I was totally in a dream world. But that didn't stop me. I scoured the Philadelphia papers every day for Avantis. Of course, I found a few, but could not afford one. In March of my senior year, I came across an ad for a brand new 1964 R1 for sale in Philadelphia. It happened to be one of the cars Sears Roebuck gave away in its Allstate Tire promotion and contest. An older couple won the Avanti and didn't want it. Well, I called right away and found they wanted \$3200 for it. Yikes, what a bargain, but as before, I had no money. My friend, Bill Maenner had that nice 1953 Commander coupe. He lived at home, commuted to a state college and worked like me, so, as a result he had a few bucks saved. I immediately called him and told him about the car. The following weekend, we drove to Philadelphia and he bought the Avanti. It was a 1964 R1, Maroon with black interior. At least I had a good

friend who had an Avanti now.

As you can imagine, the last few months of college were a drag for me. Every day that passed meant one less Avanti would be available by the time I could get a job and buy one. As fate would have it, there was a struggling Studebaker dealer in a small town about 20 miles from where I lived. In August of 1963, he had on his lot a 1964 R2, Turquoise with black interior. I would drive to the town quite often during those last few months to see if the Avanti was still there. Believe it or not it was. It sat there from August, 1963 until the spring of 1964. I knew several guys who tried to buy it, but they said the dealer would not come down from MSRP which was \$5250. Now, who did I know that had that kind of money? Nobody, that's who! Finally graduation came. I still had not found a "real" job, but was now making a whopping \$1.25/hour where I had worked all through school—and they said I could continue working there until I found a more appropriate job. About a week before graduation, I had a talk with my father and told him how badly I wanted the Avanti. He told me if I really wanted the Avanti, he would let me trade the 1956 Golden Hawk on it and cosign a loan with the local bank.

Here is where another "miracle" happened. Again, the shock set in and my memory lapses on all the details of the event. I recall that I spent the good part of the day at the Studebaker dealer trying to get that R2. It was really exactly what I wanted, except for the automatic. I really wanted a 4 speed, but at that point anything would do. I do recall that the salesman eventually told me I could buy the Avanti for \$3500 and the 1956 Golden Hawk (which I really didn't want to trade - I still loved that car, too). That evening at dinner I spoke to my father about the deal and he asked me how much the dealer was giving me for the Hawk. Being a naive 20-year old, I never even asked. My father suggested I go back the next day and find out. Well, when I went back the next day I think the dealer and his salesman were getting fed up with me. I asked him how much I could buy the Avanti for without the Golden Hawk in trade. He said, "\$3250". I thought to myself, that's not much for the Hawk, so I bought the Avanti for \$3250 and returned the Hawk to my father. As promised, my father cosigned a loan for me and I was able to buy the Avanti. I recall that just about every cent I made that summer went to the bank for my car payment! When I look back now and ask myself how this all happened, I honestly don't know. It just happened.

Of course, that beautiful 1964 is the same car I proudly own today - almost 100% original as that day I bought it in June of 1964. In September of 1964 I started teaching in a school district about 40 miles from my home. Realizing I was racking up the miles quickly and getting the front end of the Avanti peppered by the pieces of trap rock they used to pave the rural roads in my area, I decided to use my 1947 Champion for the commute. I had put it up for sale and almost sold it for \$115 (I was asking \$125), but the sale fell through. Well, I was glad it did because I used the trusty Champion to commute for five years until I bought a 1969 VW Beetle. My wife Mary was a senior in college, so the Champion became her commuter car and her work car from 1969 until about 1979. By then it had over 100,000 miles on it and was on its second engine. It was retired from the daily grind and I kept it until 1996 when I sold it prior to our move to Arizona.

For the next few years after we purchased our Avantis, my friend Bill Maenner and I spent many hours in his yard "upgrading" our cars. We changed our exhaust systems from the factory "quiet tone" to factory glasspacks, added driving lights custom mounted inside the grill, installed heavy duty coil springs, added 7 blade fans to improve cooling, swapped out the factory AM radio for factory AM-FM radios, moved our inside rearview mirrors from the low spot on the windshield to the more common upper area, changed our wheels to Cragar "mags" and added Michelin tires, strengthened our battery boxes which had started to crack, added radiator overflow recovery systems, fiddled with our balky Prestolite distributors and made what we considered other minor improvements. Being a great woodworker, Bill turned solid walnut shift knobs on his lathe for our cars. They added a nice touch and matched the "walnut woodgrain" of our instrument panels. We also swapped out our AM radios for AM-FM radios we obtained from the local Studebaker dealer in 1966. I even added a Motorola "Vibrasonic" and a rear deck speaker to mine for the new "stereo" effect it provided. I remember his mother coming out late at night while we were working with droplights telling us we were "crazy" for constantly tearing our new cars apart.

Some time in the late sixties, I came across information concerning the formation of a "Studebaker Drivers Club" by Harry Barnes in New York. I joined the club and drove the Avanti to New York to attend one of the first meetings of the SDC with Harry and some other pioneer members. I have been a member ever since. I believe I have every issue of *Turning Wheels* ever published, including those single page typewritten ones by Harry Barnes. Along with those I have some handwritten notes from Harry concerning my membership and inviting me to attend some of the early SDC events in the Northeast.

In the mid-1990s, as we planned our move to Arizona it became necessary to decide what we were going to keep and what we would have to get rid of. By that time I had quite a collection of Studebaker materials that I had accumulated over the years. The local Studebaker dealer, upon closing in 1967 gave me quite a bit of literature and a neon "Studebaker" sign. I decided that it might be more useful to donate most of it to the Studebaker National Museum. I packed it in boxes, filled the trunk of my car and brought it out to South Bend. I was told it would be put in the "archives building". When we attended the grand opening of the new museum in 2005, the archives had not been opened yet, so I

have not had a chance to wander through and see if I can find some of the things I donated.

While in South Bend in 2005 for the museum opening, a chance meeting of an older couple on the sidewalk outside of the museum developed into a friendship. The couple was walking by all dressed up on their way home from church. We struck up a conversation and discovered that the man had been a Studebaker employee years ago. Their names were Lula and Bozzie Williams. They had tried to get into the museum, but for some unknown reason they were turned away. I felt kind of bad about that so I gave him some of the handouts from the museum and a hard hat with a Studebaker logo that they were giving out at the museum. Even though he was a man of few words, it was evident how overjoyed he was. While in South Bend for the International Meet in 2007, we were invited to their house for a visit. In February, 2010 we received the sad news that Bozzie (age 84) had passed away.

After we moved to Arizona, we joined the Grand Canyon Chapter Studebaker Drivers Club and have enjoyed participating in many of the activities of the very active group.

So, as you can see, Studebaker has been a big part of my life, starting when I was quite young and continuing to this day. We have met great people and have many fond memories of our Studebaker experiences. My Avanti has been a very, very special car to me and I plan to keep it until I'm gone. I have quite often thought about what will happen to it when that happens. I used to joke about being buried in it, but that doesn't make much sense. Several years ago, I contacted the Studebaker National Museum about donating it, but didn't get a very promising response. It seems the museum had all the Avantis it needed and not much interest was expressed. About two years ago while in San Diego, we visited the San Diego Car Museum, which is a low key, but nice museum. The director expressed an interest in having the Avanti (they had none at the time) and assured me that if donated, it would be on permanent display. My concern about donating to a museum is that at times they decide to thin their collections and sell off some cars. I have a very difficult time not knowing where the Avanti would end up. It's a decision I keep putting off, but will have to face some day.