

The ECHO



Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 46 Issue 7

July/August 2018

Inside This Issue

Officers and Board	2
State of the Chapter	3
Welcome New Members	3
Studebaker History	3, 4
June Event	4
Upcoming Events	5, 6
Chapter Fund Raising	6
2019 Great Race.....	7
Storing Books	7
Birthdays, Anniversaries.....	7
2018 Great Race	8
Technical Information	8
Not a Rally-Ho	9
This N That	9
ECHO Advertisers	10
Classifieds	11



Happy Fourth!



You take the inside track to outsize savings with a rugged, reliable Studebaker truck

YOU definitely short-cut your route to lower hauling costs, if your loads are rolling in a Studebaker.

That's clearly shown on the books of hundreds of operators who have switched from other trucks to trustworthy, dollar-saving Studebakers.

Moving mountains of cargo, or making spot deliveries, you can count on a soundly built, brilliantly engineered Studebaker truck to pay off in superior payload performance.

Engineered to hold down upkeep

That husky, heavy-duty model Studebaker truck you see pictured above is the broad-shouldered leader of a remarkable postwar line of transport vehicles that also includes Studebaker's one-ton and half-ton pick-up models.

These Studebakers are full-fledged team-mates in structural soundness of more than 200,000 heavy-duty Studebaker military trucks and light-weight Weasel cargo carriers that served with distinction at the fighting fronts during the war.

This Studebaker stamina means exceptionally low maintenance cost—and, besides, you enjoy substantial gasoline and oil savings, thanks to intensive, continuous technical research in Studebaker's great scientific laboratories and on the adjoining 800-acre, million-dollar proving ground.

Outstanding in craftsmanship

Today, as always, Studebaker trucks are built by painstaking master craftsmen. Many are members of unique Studebaker father-and-son teams.

Right now, of course, many more firms and individuals than ever before are in the market for new Studebaker trucks—so be sure to lose no time in talking over your new-truck requirements with your nearby Studebaker dealer.

STUDEBAKER
Builder of trucks you can trust

© 1947, The Studebaker Corporation, South Bend 27, Indiana, U.S.A.



Here's Studebaker's famous half-ton Coupe Express pick-up—It's a top in high quality. Its power plant is the sturdy Studebaker 8-cylinder engine used in the wartime Weasel—and the same brilliant-performing engine also powers Studebaker's popular one-ton pick-up. The heavy-duty model Studebaker truck, in several wheelbases, is powered by Studebaker's extra-smooth 8½ Mileage engine.

1947 M Truck

From the Editor's Pen.....

Thanks to Scott Benson for renewing his business card ad. Please remember to keep our advertisers in mind when you need a service or product they offer.

What's on the Chapter web site? For one, you'll find all the back issues of the newsletter from 2009 till the present. There are many interesting articles from the past. Take a look at the Photo Galleries of past events and the Member Cars Gallery to read about members Studebakers. The 2018 Pacific Southwest Zone Meet registration, a chapter membership application, links to the Chapter Facebook page and to Pay Pal are there, too, to serve you, the GCSC membership.

Starting with last month's issue everyone with an email address receives an electronic copy of the newsletter and if you have been getting the *ECHO* in the mail, you will continue to do so. I know everyone enjoys seeing the images in color.

For some summer reading, you'll find extra content in your electronic edition this month, an article about a Studebaker diesel on pages 15-17.

Because I'll be attending the international meet at the end of August, the deadline for the September issue is August 15th. Keep cool!
Chris

Thanks to this month's contributors - Alan Tudor, Dan Kuhl, Scott and Bonnie Grainger, Steve Fein, Roy Yost, Ernie Loga and Michelle Eastburn.



Don't forget to put a fire extinguisher in your Studebaker to have ready for the next Studebaker event. You'll need it if you display or have your Stude judged at the International SDC Meet in Tacoma or the Pacific Southwest Zone Meet in Palm Springs.



GOODY BAG/ DOOR PRIZE ITEMS WANTED

The Chapter board is asking members who have some of the items typically found in car show goody bags on hand that we will gladly take those items for creating goody bags or to give as door prizes at Chapter events. We are also looking ahead to the 2020 zone meet.

Bring items you wish to donate to any upcoming Chapter event. Peggy Eastburn will be happy to answer any questions about quantities or appropriateness.

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 newsletter editors are welcome to use any material with proper credit given.

GRAND CANYON STATE CHAPTER OFFICERS AND BOARD 2018

President

Michell Eastburn
6314 W. Fillmore St.
Phoenix, AZ 85043
602-803-1359
michell.eastburn@asu.edu

Vice President

Peggy Eastburn
6314 W. Fillmore St.
Phoenix, AZ 85043
623-936-6116
peggyeastburn@hotmail.com

Secretary

Richard Dormois
PO Box 596
Mesa, AZ 85211
702-461-3679
1938studeman@earthlink.net

Treasurer

John Rodhouse
1816 N. Dakota St.
Chandler, AZ 85251
480-244-3763
jrodhou@hotmail.com

Board Members

Steve Fein
15437 N. 2nd Dr.
Phoenix, AZ 85023
602-692-4976
studie66@hotmail.com

Brian Millette
41633 N. Emerald Lake Dr.
Anthem, AZ 85086
602-300-5313
abmillette@cox.net

ECHO Editor/Membership

Chris Collins
2410 W. Freeway Lane
Phoenix, AZ 85021
602-995-2146
ccollinsaz@cox.net

Chapter Historian: Peggy Eastburn 623-936-6116 peggyeastburn@hotmail.com
Membership: Richie Fein 602-499-5363 richiefein@aol.com

Webmaster: Ron Crowe 623-465-7156 ron.croweaz@gmail.com Chapter Website: <http://www.grandcanyonsdc.com>
Facebook: Studebakers Grand Canyon State Chapter Administrators: Ed Smith, Linda Smith

Pacific Southwest Zone

Regional Manager/Ariz.	Chris Collins	2410 W. Freeway Ln., Phoenix, AZ 85021	ccollinsaz@cox.net
Zone Coordinator	Bob Miles	6838 E. Miami St., Tucson, AZ 85715	rmc61coupe@aol.com
National Director	Malcolm Stinson	1794 Turkey Lake Rd., Show Low, AZ 85901	swstudebaker@live.com

SDC National Officers 2017-2019

President	Tom Curtis	3538 Gordon Rd., Elkhart, IN 46516	tomnancurtis@aol.com
Vice President	Don Jones	PO Box 229, Concord, VA 24538	keydetsdj@aol.com
Secretary	Cindy Foust	143 Studebaker Rd., Spring Mills, PA 16875	cid1966@verizon.net
Treasurer	Jane Stinson	5800 Stanley Rd., Columbiaville, MI 48421	jestinson@aol.com

STATE OF THE CHAPTER

By Michell Eastburn, President



Please keep in mind that the summer months often times are the best times for road construction. Please slow in work zone and remember that everyone wants to get to their destination whether it be vacation or simply home after a day of work. As a highway/road worker myself I know just how dangerous it is to be working to better the roads with civilian traffic zooming at my back. We all know that driving is a privilege and also a responsibility, so please make sure that you are responsible for your privileges.

Stay safe out there on the roads, whether it be in a Studebaker or other vehicle.

Arizona's "Move Over" law requires motorist to move over one lane – or slow down if it is not safe to change lanes – when driving by any vehicle with flashing lights pulled to the side of a road or highway. Arizona's "Move Over" law applies to all vehicles with flashing lights pulled over on any freeway, multilane highway or city road or street. It aims to protect everyone who uses our roads and highways and everyone who works on or next to them.

Hope to see you all in July at Organ Stop Pizza and then for our mini cruise around town for Drive Your Studebaker Day in September.



WELCOME NEW MEMBERS

Jim and Sue Cavis
6700 E. Thomas Rd. #64
Scottsdale, AZ 85251
480-612-3861
1healing@gmail.com
1962 GT Hawk

Well Wishes to

Carol Elliott
Sue King
Mary Powell-McConnell

Condolences to

Carol Vahe on the passing of her sister in May.



◆◆◆◆◆ Studebaker History ◆◆◆◆◆

JULY

- | | | |
|----|------|--|
| 1 | 1933 | Albert R. Erskine dies ** |
| 4 | 1903 | Harold Churchill born ** |
| 6 | 1956 | Agreement reached between Studebaker-Packard and Curtiss-Wright for a three year management contract |
| 7 | 1907 | Construction begins on the Studebaker administration building |
| 10 | 1930 | Studebaker offers "Free Wheeling" on automobiles |
| 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 S-P |
| 28 | 1969 | Sherwood Egbert dies |

AUGUST

- | | | |
|----|------|---|
| 1 | 1962 | Disc brakes made available on all cars |
| 4 | 1908 | EMF company incorporated |
| 5 | 1959 | S-P acquires C.T.L., manufacturer of ultra high temperature applications for space research |
| 7 | 1928 | Studebakers purchase of Pierce-Arrow approved by stockholders - \$2 million |
| 8 | 1965 | Avanti II introduced |
| 10 | 1945 | Last WW II military truck assembled |
| 14 | 1962 | Avanti sets 29 speed records at Salt Flats |
| 22 | 1996 | Jim Lange, 211.292 mph at Bonneville in Studebaker powered Avanti |
| 25 | 1958 | Mercedes-Benz Sales formed to sell M-B through S-P dealerships |
| 26 | 1933 | Studebaker sells Pierce-Arrow to a group of Buffalo business men for \$1 million |
| 30 | 1853 | John M. Studebaker arrives in Hangtown |

GRAND CANYON STATE CHAPTER MEMBERSHIP MEETING and The Old Man and His Old Car Celebration

Chapter members met Saturday, June 9th at Streetside Classics in Mesa for a car show in the parking lot and breakfast and meeting in the show room. Studebakers started showing up shortly after 8:00 am and by 9:00 there was a nice line up of nine cars and trucks for Streetside customers to admire. Breakfast was hosted by both Streetside and the Chapter with donuts, muffins, pastry, fruit, juice and coffee on hand to feed the hungry group. To celebrate "The Old Man and His Old Car" (Father's Day), all of the men received dash plaques and a goody bag provided by *Hemming Motor News*.

Michell chaired a short meeting with announcements about upcoming events and news about two fundraisers the Chapter is running - a raffle for an art print featuring an M truck and a Studebaker themed t shirt. Richie Fein had been in the parking lot earlier Hawking 50/50 tickets and in the drawing his brother Steve won \$29.00. Dennis Lynde was the recipient of a nice Hemmings t shirt in the Studebaker driver's prize drawing.

The scheduled speaker was late and many members left to head home before the heat became unbearable but a few folks remained and were present for the speaker's presentation. The speaker was Steve Wingenfeld with Hagerty Insurance and first he made a presentation about his efforts to promote the recognition of Route 66 as a National Historic Trail. He had Route 66 items for a drawing which was held after he spoke about the features of insuring your collector car with Hagerty Insurance. The drawing items included Route 66 memorabilia and a certificate for Arizona

Route 66 license plates. Bill Eastburn won the gift basket and Dolores Fein won a certificate for a license plate. Several questions about collector car insurance were posed and answered. You can contact Steve at azhagerty@gmail.com or 602-318-9090.



Jim McDonald's 1951 Commander.

Photos courtesy of Steve Fein.

Attending were Russ and Sharon Ware; George Gezelius, 1951 Champion; Keith Graham, 1963 GT Hawk; Paul Vigne; Dennis Lynde & Linda Saar, 1963 GT Hawk; John, Kim, Callan & Ainsley Rodhouse, 1950 2R5; Chris & Preston Eastburn, 1963 Champ; Bill & Peggy Eastburn; Michell Eastburn, Goat Wagon; Gary & Sandie Keating; Steve & Paulette Fein, 1966 Cruiser; Linda Smith; Paul & Phyllis Setaro; Richie & Dolores Fein; Garry Klinger; Jim Clever; Dale Sexton, 1997 Avanti AVX; Jim McDonald, 1951 Commander; Neil Bell, 1999 Impala; Rick Rampt; Rick Melms; Denny Lockmon; Bill & Judith Barker; Chuck & Chris Collins.



Thanks to Streetside, Peggy and Michell for the great breakfast.



Scott Benson and Keith Graham discuss the finer points of Keith's very nice 1963 GT

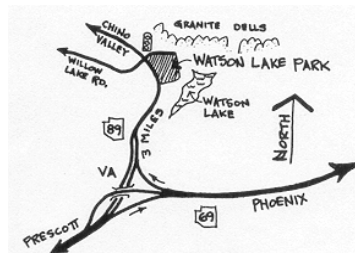
Studebaker History

Who are Albert R. Erskine, James Nance and Harold Churchill, all of whom are mentioned in the historical time line on page 3? Below is a brief biography of each to help you understand their role in the Studebaker Company.

- Albert R. Erskine 1871-1933 Erskine joined Studebaker in 1911 and was president from 1915 until 1933 when he committed suicide. He encouraged production of smaller, economical cars, in particular the Erskine and Rockne.
- James Nance 1900-1984 Nance was named CEO of Packard Motor Car Co. in 1952. In 1954, he helped Packard with the acquisition of the Studebaker Corporation, creating Studebaker Packard. He left the company in 1956 and before leaving established a relationship with Curtiss-Wright.
- Harold E. Churchill 1903-1980 Churchill became president of Studebaker Packard in 1956. His vision of a compact economy car lead to the Lark. He served as president until 1961.

GRAND CANYON STATE CHAPTER UPCOMING EVENTS

- JULY 13** NATIONAL COLLECTOR CAR APPRECIATION DAY RECOGNIZED BY A U.S. SENATE RESOLUTION THAT THE "COLLECTION AND RESTORATION OF HISTORIC AND CLASSIC CARS IS AN IMPORTANT PART OF PRESERVING TECHNOLOGICAL ACHIEVEMENTS AND CULTURAL HERITAGE OF THE UNITED STATES." YOU CAN CELEBRATE BY ATTENDING A CRUISE IN OR OUR CHAPTER EVENT ON THE 14th IN YOUR COLLECTOR VEHICLE.
- JULY 14** CHAPTER WILL MEET AT ORGAN STOP PIZZA, 1149 E. SOUTHERN AVE, MESA FOR PIZZA AND GREAT MUSIC AT 4:00 PM. BRING CASH OR CHECK. NO CREDIT CARDS ACCEPTED, ATM AVAILABLE. PEGGY AT peggyeastburn@hotmail.com/623-936-6116
- AUGUST 4-5** 44TH ANNUAL PRESCOTT ANTIQUE AUTO CLUB WATSON LAKE SHOW. CAR SHOW, PARTS EXCHANGE & OLD ENGINE FIRE UP, CAR CORRAL. 7AM-4PM BOTH DAYS, CAR SHOW SUNDAY UNTIL 2:30PM, \$10 ENTRY FEE. SWAP MEET FEE \$50 PER SPACE FOR WEEKEND. VISIT WWW.PAACAZ.COM TO REGISTER AND FOR INFO.
- AUGUST 19** GCSC BOARD AND OFFICERS WILL MEET AT THE RODE-HOUSE RESTAURANT, 24TH ST. & UNIVERSITY DR., PHOENIX AT 1:00PM. MEMBERS ARE WELCOME. INFO: PEGGY AT 623-936-6116 OR peggyeastburn@hotmail.com
- AUGUST 29 - SEPTEMBER 1** 54TH ANNUAL SDC INTERNATIONAL MEET IN SEATTLE/TACOMA. REGISTER AT http://www.sdcmeet.com/Content/Docs/2018_SDC_Registration_Form.pdf MEET SCHEDULE AND INFORMATION IN *TURNING WHEELS*.
- SEPTEMBER 8** DRIVE YOUR STUDEBAKER DAY. TOUR OF HARLEY DAVIDSON MOTORCYCLE MUSEUM, PHOENIX, 13850 N. CAVE CREEK RD. (NORTH OF CACTUS RD.), PHOENIX, AT 11:00AM FOLLOWED BY CARAVAN TO LUNCH NEARBY. 623-936-6116
- OCTOBER 6** STUDEBAKER NIGHT AT MCDONALD'S AT THE PAVILIONS, SCOTTSDALE. 20 SPACES ARE RESERVED FOR OUR CARS AND TRUCKS. ARRIVE BY 5:00 PM. MORE INFO: CONTACT PEGGY AT peggyeastburn@hotmail.com / 623-936-6116
- OCTOBER 18-20** PACIFIC SOUTHWEST ZONE MEET IN PALM SPRINGS, HOSTED BY BCOIE, L.A. AND SAN DIEGO CHAPTERS. PROCEEDS WILL BENEFIT THE STUDEBAKER NATIONAL FOUNDATION. SEE PAGE 14 FOR INFORMATION AND REGISTRATION FORM OR ON GCSC WEBSITE. CONTACT FRANK AT carbuffps@yahoo.com / 760-774-3377 OR DON AT 951-529-0873.
- NOVEMBER ?** TOUR TO VISIT DWARF CAR MUSEUM IN MARICOPA LUNCH AT NEARBY RACEWAY GRILL. MEET AT 9:30 AM AT CRACKER BARREL, I-10 & CHANDLER BLVD. INFO: 623-936-6116 / peggyeastburn@hotmail.com
- DECEMBER 1** CHAPTER HOLIDAY PARTY AT LAKEVIEW UNITED METHODIST CHURCH, 103RD AVE. & THUNDERBIRD RD., SUN CITY. DINNER AT NOON WITH MEAT AND FIXINGS PROVIDED BY CHAPTER, SIDE DISHES AND DESSERTS BY MEMBERS. ANNUAL AUCTION FOLLOWS. CONTACT PEGGY TO VOLUNTEER AS TABLE HOST AT 623-936-6116 / peggyeastburn@hotmail.com
- JANUARY 19, 2019** WINTER GATHERING AT MARTIN AUTO MUSEUM. CAR SHOW, SWAP MEET, CATERED LUNCH. TO RSVP AND FOR INFO: 623-936-6116 / peggyeastburn@hotmail.com
- MARCH 1, 2019** MARCH MADNESS AT SOUTH MOUNTAIN PARK. INFO: PEGGY AT 623-936-6116



UPCOMING EVENTS

JULY 14 ORGAN STOP PIZZA

Chapter members will meet at Organ Stop Pizza on Saturday, July 14th at 4:00pm for pizza and music featuring the mighty Wurlitzer pipe organ. Only cash or check are accepted for payment of food and drinks; there is an ATM in the lobby for cashless meMBERS. Seating for members and friends will be reserved.

Organ Stop Pizza is at 1149 E. Southern Ave., just west of Stapley Rd. in Mesa.

For more information contact Peggy at 623-936-6116 / peggyeastburn@hotmail.com

AUGUST 19 GCSC BOARD MEETING

The Chapter board and officers will meet at 1:00 pm at Rodehouse Restaurant, 2425 S. 24th St. (at University), Phoenix. All members are invited. For more information contact 623-936-6116 or peggyeastburn@hotmail.com

*Keep America Beautiful,
Drive a Studebaker!*

TURNING WHEELS 1983 TO 2009 IN NEW BLUE STUDEBAKER BINDERS and several hundred "Vintage" loose *Turning Wheels* and *Antique Studebaker Review*. We shall NOT CHERRY PICK. We shall not ship. You win. ALL OR NOTHING. THE PRICE IS RIGHT.

Come on down! ENJOY. F R E E. We shall help load your truck in Mesa, Arizona, USA. Contact Richard Dormois at 702 461 3679.



CELEBRATE!



July Birthdays

8	Ken Michael	15	Paul Vigne
12	Richard Hahn	17	Sharon Ware
13	Mary Powell-McConnell	17	Frank Wenzel
14	Mike King	22	Don McCoin
14	Phyllis Setaro	25	Charlotte Maddux
14	Richard Rampt	27	Jan Widhalm
15	Francene Hurt	28	Claudia Robinette

July Anniversaries

4	Will & Maryanne Eastburn
11	Walter & Kitty Jazwinski
14	Paul & Phyllis Setero
15	Tony & Kellie Lepore
16	Ike & Virginia Quigley
17	Frank & Elizabeth van Doorn

Children's Birthdays

July 30	Felicia Eastburn (daughter of Will & Maryanne)
August 24	Chloe Eastburn (daughter of Chris & Rachel)
August 29	Domenica Eastburn (daughter of Will & Maryanne)



August Birthdays

2	Rachel Eastburn	15	Vicki Piper
5	Betty Bell	19	Kitty Jazwinski
6	Joyce Wright	19	Malcolm J Stinson
7	Thomas Ennis	20	Steve Piper
7	Elizabeth van Doorn	27	Curt Curtis
9	Chris Collins	30	Ed Smith
12	Walter Jazwinski	31	Michell Eastburn
13	Fred Gooch		

August Anniversaries

5	Larry & Jan Malmstrom
5	Gary & Phyllis Olson
5	Mike & Willie Shearhart
7	Ron & Vicky Crowe
14	Don & Nancy Juday
17	Lennart & Helen Andersson
17	Steve & Vicki Piper
24	John & Peg Akin
26	Bill & Mary Cervini
31	Gary & Sandie Keating
31	Dale & Norma Sexton - 60th!!
31	Ken & Arlene West

If you are celebrating a special anniversary or birthday please let the editor know so it can be noted.

HEMMINGS GREAT RACE ENTRANTS

Submitted By Scott and Bonnie Grainger

Now we have really gone and done it! Bonnie and I are officially entrants for the 2019 Great Race! We attempted to enter for the 2018 race last year but missed the boat so to speak. Because of that attempt we had an opportunity to enter in the ROOKIE class for 2019 and we did that.

The race will start in the LA basin area and finish in Tacoma, Washington. The start will be on Saturday 22 June and end on 30 June 2019. This is the first time the race will start and finish on the West Coast. The 9 day, 2,300 mile adventure will be the trip of a lifetime for 120 of the world's finest antique automobiles, drivers and navigators. We will travel to 18 cities in CA, NV, OR and WA. We will be driving our LC, '51 Studebaker Land Cruiser.

The Great Race started 36 years ago. It is not a speed race but a time/speed/distance rally. This is not the type of road racing that Bonnie and I are familiar with so we have LOTS of work to do to prepare ourselves for what promises to be a LOT of FUN and a TREMENDOUS amount of work each day. Each stop on the Race is open to the public and spectators are expected to be examining the vehicles with great interest. All cars built in 1974 and earlier are eligible.

The name of the Race comes from the movie *The Great Race* that starred Tony Curtis, Jack Lemmon, Natalie Wood, Peter Falk and Terry Thomas. Keep on the road for more info as we start training and get closer to Race Day!

See page 8 for news about the 2018 Great Race, just completed. Then, read the article on page 9 about another, similar rally. Studebaker drivers know how to have fun!

STORING AND RETREIVING STUDEBAKER PARTS BOOKS

By Ernie Loga

For years I fought with my parts book. Where do I put them to keep them safe and yet available when I want to use them? Most Studebaker models use two books - a chassis book and a body book. Then there are shop manuals and service bulletins. For me keeping them on a shelf by themselves didn't work because when I would take one, one of the others would fall into the space evacuated by one I was using. I wanted to keep all the related books, manuals and service bulletins together and handy.

I solved the problem by using standard magazine shelf files purchased at most book and stationery supply stores. I use one shelf file to keep all the related books I have for each model. If the volume is too great for one shelf file I use more as needed.

Reprinted from December, 2007 *ECHO* and originally from the *Badger Bullet-N*.

CHAPTER FUNDRAISING



The Chapter board approved two fund raising projects recently. One is a raffle for an art print of a Studebaker M truck which has been attractively framed by Bill Eastburn. Tickets for the print will be available at all upcoming Chapter events and the winning ticket will be announced at the Holiday Party in December. Tickets will be sold for \$1.00 each or 6 for \$5.00. See Richie Fein or a board member to purchase tickets.

No formal raffle tickets have been created and a standard ticket roll is being used. You will need to fill in you name and a phone number when you purchase your chance(s) to win this very nice art print.



The second fund raiser is a grey t-shirt featuring the Studebaker script, a bullet nose car, a trio of saguaros and a symbol of Arizona's notorious heat, a buzzard. Your Studebaker spirit will be noticed wearing this amusing shirt. The cost is \$15.00 and \$17.00 for larger sizes and can be ordered at any upcoming event in either men's or women's styles.

Photos courtesy of Steve Fein.



2018 Hemmings Great Race

The 2018 Great Race will be completed by the time you read this issue of *The ECHO*. It began on June 23rd in Buffalo, New York and finished in Halifax, Nova Scotia. This year, five Studebakers completed and you can read how they fared on the website www.greTRACE.com

There's also daily blog postings by the Studebaker team from New York who drove the burgundy 1954 Land Cruiser shown in the photo below (with the license plate South Bender). You can read about their adventures at <https://www.greTRACE.com/route> The other four Studes in the race include the 1937 Coupe in the picture with the '54, a 1956 Sky Hawk, another Hawk and a 1953 Coupe.

The entire chapter will be watching next year when Scott and Bonnie Grainger try their hand at running The Great Race. We all wish them the best of luck.



Photo courtesy of The Great Race.

A fun video to watch about this year's Great Race is here: <https://www.youtube.com/watch?v=oMKfebLaKHA> This one features the Great Racers at the Owls Head Museum in Maine.

New Member Challenge

When a Chapter member recruits a new member to join SDC and/or the GCS Chapter, he/she will have Chapter dues paid for 2019. Just ask the new member to mention your name on the application where it asks "Referred by".

If you need recruiting materials, such as past issues of the newsletter, SDC brochures and business cards, please contact the editor.

Technical Information

RESTORING STAINLESS STEEL TRIM

By Roy Yost

One of the basic problems with straightening crushed stainless is pressing a dent out too far, resulting in a bump on the surface which stretches the steel.

Basically, you lay the stainless trim down on a level surface with the good/outside side up. Find a good section that is not crushed and make a little tub out of aluminum foil a few inches higher than the highest part of the trim. Smooth the bottom of the foil as much as possible to conform to the shape of the trim. Heat up the Cerrobend ** in an old pot or kettle and pour it into the mold. Once it cools, you will have a mold with the outside contours of the trim strip. The Cerrobend cools harder than lead or solder.

Now turn the mold over and put a crushed part of the trim strip over the mold you have just made. Use a small hammer to tap against a hard wooden dowel larger in diameter than most of the dents, or the wooden/plastic handle of a wire brush, and gently tap the dent out of the trim from the inside of the trim. The mold you made will keep the dowel from pushing too far on the dented portion and you should be able to duplicate the original contour of the trim strip.

You can then buff the trim with a cotton wheel and rouge.

My '55 Rambler Cross Country wagon with spring trim must have over 50 pieces of stainless trim on it and only one of those was not bent. Making a few different molds, I straightened the trim, all but the one good one. When I was finished, the worst looking one was the one that originally needed no straightening.

Reprinted from the SDC Forum.

** Cerrobend is a commercial name for Wood's metal, also known as Lipowitz's alloy. Other commercial names are Bendalloy, Pewtallo and MCP 158. Wood's metal is a eutectic, fusible alloy with a melting point of approximately 70 °C (158 °F). It is a eutectic alloy of 50% bismuth, 26.7% lead, 13.3% tin, and 10% cadmium by weight.



Source: Wikipedia.

Visit the Chapter web site to read about members Studebakers in the Member Cars Gallery. Print and fill out the form available in the gallery and then submit your story.

Not a Rally-Ho

By Dan Kuhl

Earlier this year my wife Corlean and I participated in the Cactus Derby Rally here in Sun City West. Knowing we would never rally in the Great Race, we decided to try one of the second-tier rallies that are used by many Great Racers to prepare for the Big One. We chose the Sugar Valley Rally on June 1-3, 2018, in Scottsbluff, Nebraska. It was the Rally's 30th Anniversary Celebration.

Costs were minimal when compared to the Great Race. Participation was not as inexpensive as the Cactus Derby, \$25, and was far cheaper than the Great Race, which typically costs thousands of dollars to enter with additional costs associated with living on the road for 10 days.

This year's Sugar Valley Rally covered about 400 miles in the beautiful bluff and North Platte River Valley of NW Nebraska. Fifty-seven cars were registered for the race, including four Studebakers. Because I did not have a car to enter, Stuart Tritt, Chapter member and Rally Chairman, arranged for an old car for Corlean and me to drive. Stuart used to live in Phoenix and has been a passionate Studebaker fan for many years. This year was his last year as Chairman, after 20 years of faithful service to the cause. He will be replaced by Troy Unzicker, who lent us the '59 Thunderbird to drive in the competition and who took top honors at this year's Rally. The T-Bird was a great car but did not quite have the head-turning quotient as does an Avanti.



Although the competition did not begin until Saturday, activities began on Thursday with a check of the cars entered followed by training and a day of practice on Friday that included a calibration of all speedometers, something that needed to be completed before each rally day.

Of special interest are two of the cars entered. A 1920 Model T Ford that has been competing for 20 years and the pictured 1933 Hupmobile that has been in every rally since the beginning and is featured on this year's Rally apparel. This car has been driven by two generations of drivers from the same family. By the way, Raymond Loewy was involved in designing these stylish cars from the 30s.

So how did we do? At the end of one rally leg we were one second from an "ACE", the time prescribed by rally officials. The rest we will not discuss, but we did have a very enjoyable time with great

food and very nice people to share the event. You can't ask for more than that.

Visit <http://www.sugarvalleyrally.com/schedule> and watch a fun video of the 2018 rally. You'll see Stuart near the end.

This N That



The San Marino Auto Classic was held on June 10th in Lacy Park with 350 entries of all types including five of California's finest Studebakers. One was a 1963 Avanti R2 shown by Chapter member **Frank Wenzel**. He, along with three of the other Studebaker entrants, won an award in the American Post War Orphan Marques. Franks award was second place in the class. Congratulations to Frank on his award and for having his Avanti accepted in this prestigious show.

In the June July AARP magazine, **Alice Cooper** is shown with his newest Avanti, a white 1963 with turquoise interior. He also has a 2015 Hemi Barracuda in Lime green and says he has only four or five cars at a time as that is all he has room for. Thanks to **Dan Kuhl** for sending this news.

Alan Tudor sent an article from the **Kanter** auto parts catalog about a "What If" for **Studebaker**. The story goes that Britain, France and the U.S. were anxious to make West Germany self sufficient again after WW II and hoped to market abroad **Volkswagens** built by the most advanced automotive plant in Germany. In 1946, a Volkswagen was delivered to Studebaker for evaluation and it was thoroughly tested at the proving grounds. Despite being offered exclusive sales and service rights for Volkswagen, Studebaker's chairman rejected the car without examining it. The article concludes with, "Who knows what might have happened if the deal had gone through. Studebaker might still be producing cars, sharing platforms with their German partner." For more information, read **More Than They Promised** by Richard Bonsall.

Web Sites of Interest

https://www.youtube.com/watch?v=1n5Oq_yyG_o
Avanti competes in the Targa Tasmania 2018

<https://www.youtube.com/watch?v=AnynfKKwE3Y>
Muscle Car of the Week - '64 Supercharged Avanti



TURNING WHEELS®
Digital Library

44 Years of your favorite magazine in PDF format on a tiny USB flash drive!

- 520 TW Issues from 1972 to 2016
- PLUS! '63 - '69 "Presidential Newsletter"
- PLUS! '69 - '72 "SDC Bulletin"
- PLUS! '69 - '71 "SDC Quarterly"

Order online from the SDC website's "Member Area" or call Cornerstone Registration, 1-763-420-7829

\$99 US & Canada
\$109 elsewhere
Delivered!

ORDER NOW and we'll include Jan Young's *Turning Wheels* Index a \$20 value!

Keri Baker DESIGNATED BROKER
PROPERTY MANAGER



2432 W. PEORIA AVE. #1044
PHOENIX, AZ 85029

623-688-5844 OFFICE
623-738-0464 FAX

KERI@PARAMOUNTPMR.COM
WWW.PARAMOUNTPMR.COM

YOUR PARTNER FOR SUCCESS 6/18

MAGAZINE SUBSCRIPTION SERVICE

Business By The "Golden Rule" Since 1965

(623) 581-6611

Richie & Dolores Fein

1437 W. Rosemonte Drive • Phoenix, Arizona 85027

11/18

Studebaker 40 Years Experience in
Studebaker, Avanti and Packard

Avanti

Packard

Scott Benson
Gilbert, Arizona

602-568-7999

Service Repairs Full Restorations 4/19

Studebaker Parts

Parts for your restoration project or your daily driver.

Russ & Sharon Ware
2700 E. Magnolia Dr.
Gilbert, AZ 85298
602-995-5311
E-mail: Russ@studebakerparts.com



Visit the store at <http://www.studebakerparts.com> 12/18



Becker Automotive Restoration, LLC
Don Becker
480.220.3657
www.becker-restoration.com 12/18



Junkyard Jonny LLC

Jonathan Carter
Proprietor
Studebaker, Fiat, AMC
Car and Parts Sales

480-577-5764
joncarter@cox.net 11/18

Arizona Contractor's License
Residential & Commercial

Installation & Repair
premierirrigation.org



Premier Irrigation
Flood Irrigation Specialists

Office: 623-337-5294
Fax: 623-337-5301

CHRIS EASTBURN
Cell: 602-380-1439

14211 W. Windrose Dr, Surprise, AZ 85379 12/18

SCHOLARSHIPS AVAILABLE

The Studebaker National Foundation has \$1,500.00 scholarships available for qualified students. Please visit <http://www.studebakernationalfoundation.org> to download an application.

You can also contact Brian Millette at 602-300-5313 or abmillette@cox.net if you have questions about the SNF scholarship program.



July/August 2018

The *ECHO*

11

FOR SALE - STUDEBAKER CARS, TRUCKS AND PARTS - WANTED

TO PLACE OR CANCEL AN AD: Please contact Chuck Collins by phone at 602-995-2146 or e-mail ccollinsaz@cox.net or write 2410 W. Freeway Lane, Phoenix, AZ 85021-4135.

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

STUDEBAKERS FOR SALE

1963 Avanti. Avanti red w/black & fawn interior. Supecharged w/4 spd & hillholder. Fresh paint. Chrome wheels w/vintage Crager Mags. This California Avanti has great provenance. \$27,500 Dan Kuhl 602-757-2625 (3)

1952 1 ½ ton truck. New tires, paint, truck bed, this truck has been done really well. This truck has the 245 Commander engine and runs well. However, about 3 months after he had done this he passed and his wife needs to unload it. \$15,000.00 or reasonable offer. He had spent a lot more but make an offer. Malcolm swstudebaker@live.com / 928-368-7442 Located in Show Low. (3)

1951 Champion Starlight Coupe, The 6 cylinder Champion engine runs really good/ has O D. The interior is not Studebaker but it was very nicely done. The car can be used as is but a paint job would top it off. Malcolm swstudebaker@live.com / 928-368-7442 Located in Show Low. (3)

1940 Studebaker President Club Sedan Resto-rod. 350 Pontiac engine, Th400 transmission, Camaro sub frame, Thunderbird seats, tilt, cruise, air. Great driver. One of 3 known to exist. \$29500 or reasonable offer. Denny. 602-531-6852 or dennystude@gmail.com (0)

1949 Champion Starlight Coupe Regal De Luxe. Great condition. Asking \$12,500.00 OBO Call Matt 928-533-7590 (0)

1963 R1 Avanti in Avanti red. Restored to stock 2008-10 by the late Allen Barth. Restoration featured in Avanti magazine. 119K miles. Engine

rebuild 8K miles ago included lowering compression. AC, HD springs, PW, PS, PB, AT, Twin Traction. Recent upgrades include tinted windows, exhaust system, carburetor, AC compressor, alternator, radiator fan, front brakes, power steering system, ignition and double insulation for interior. Radio doesn't work, very slight paint imperfection on hood. Interior is near perfect. Factory and previous owners documentation, calendar featuring car, car cover, original AC compressor, carburetor, radiator fan and several years of Avanti magazine included. \$41,000.00 Tim Painter paintim613@aol.com (3)

STUDEBAKER PARTS FOR SALE

A completely rebuilt overhead 6 cyl. engine, \$3,000.00, if you want the bell housing, new clutch and over drive transmission with it, then the price is \$3,500.00. A real good 259, does NOT use any oil, \$1,500.00. Also have 259 V8 engine that came out of a pick up and was told it was a very good running engine. Only \$400. Malcolm Stinson 928-368-7442 swstudebaker@live.com (0)

R-1 Carb \$300. Call 602-885-2216 / wjazwin@hotmail.com Will email pics upon request. (0)

61 Hawk hood good condition 300.00 57-61 Hawk doors 300.00 pair or 175.00 ea. 56 Golden Hawk left side fiberglass fin 100.00 61 Hawk steering column & box for auto Trans. 100.00. 61 Hawk front springs from V8 with AC 50.00 pair. Rust free Hawk rear quarters 150.00 pair or 75.00 ea. Rust free 61 Hawk fins 200.00 pair or 100.00 ea. Pair of 2 rear stainless wheel well moldings very nice 150.00. GT hawk Headliner bows very nice 100.00 for full set.

Parting out 56 1/2 ton C-Cab truck Let me know what you need Studebaker ½ ton brake drums \$50.00 ea. Studebaker V8 Valley pans \$5.00 ea. 2R5 truck Champ 6 bellhousing \$40.00. 39 right side grill has been re chromed \$300.00. 1951 Commander left front door \$45.00. 51 Commander right rear door \$45.00. 53- Coupe or hardtop trunk lid needs work around lock hole \$200.00. 53 Coupe or Hardtop front fenders need rust repair \$75.00 ea. 56 -61 Hawk Grill excellent chrome 100.00. GT Hawk front bumper straight \$50.00. GT Hawk rear bumper straight \$50. 62 Lark grill 50.00 very nice. 62 Hawk rear seat good condition 100.00. 62 GT Hawk Tail light housings \$50.00 pr. Center link for power steering \$25.00. 53 coupe Rear bumper \$50.00. 53 Sedan trunk lid \$40.00. 62 GT Hawk grill \$50.00. **62-64 GT Hawk complete set good glass** in chrome frames wing windows side glass and back windshield. Hawk and Coupe center pan for bucket seats and mounting for console \$40.00. 59-60 Lark or 60-64 Champ truck hood \$50.00. 59-60 Lark trunk lid, \$35.00 good condition. 60-64 Champ Truck Doors \$50.00 Ea. 62 Lark Station Wagon upper tailgate \$50.00. 62 GT Hawk rear valance that is between bumper and body \$40.00. 62 Lark rear quarters \$100.00 for both or \$60.00 ea no rust. 63 Lark 4 door front doors \$50.00 Ea. 63 Lark rear doors for Wagonaire or 4dr sedan \$35.00 ea. Lots of other parts. If you don't see what you want call me, I may have it. Large items for pick up. Email for pictures. Jerry at 520-979-0065 or studeblu@gmail.com (2)



The *ECHO*

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



REMINDERS FOR JULY/AUGUST

July 14 Meet at Organ Stop Pizza in Mesa
for good food and music. 4pm

August 19 GCSC Board Meeting
See pages 5 & 6 for details.



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

Scan the QR code with your smart phone to visit the
chapter web site. Need a scanner? Search for "QR
Scanner" in your app store.



Visit the chapter on Facebook at
Studebakers Grand Canyon State Chapter

GRAND CANYON STATE CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

All memberships are for one year beginning on January 1.

Chapter dues are (check one)

- ☐ \$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 and the best club activities
throughout the year.

Membership in the Studebaker Drivers Club, Inc. 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 - \$31.00 yr, includes *Turning*
Wheels magazine or \$24.00 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 602-995-2146 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 your SDC membership card.)

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

Birthday (Month & Day) Self _____
Spouse _____ Anniversary _____

Studebakers You Own: _____

New Member? _____ Referred by _____

STUDEBAKERS FOR SALE. SEE PAGE 11 FOR DETAILS.



**1963 Avanti R1
for sale by
Tim Painter.**



**1940 President
for sale by
Denny Lockmon.**



**1951
Champion and
1952 1 1/2T
Truck
for sale by
Malcolm
Stinson.**



**1963 R2 Avanti
for sale by
Dan Kuhl.**

Studebaker Fun In The Sun Registration

The Southern California SDC Chapters of Beach Cities-Orange Inland Empire, Los Angeles, and San Diego, welcome you to beautiful Palm Springs for the 2018 Pacific Southwest Zone Meet October 18 – 20, 2018.

The meet is open to all Studebakers, Packards, Pierce Arrow, and EMF.

Activities :

Thursday: Meet registration at the host hotel and a Welcome Party including dinner at the **VanWenzel Car and Memorabilia Collection** (included in registration).

Friday: An optional evening Ride & Dine on the world famous **Palm Springs Aerial Tramway** up to 8,516' with dinner and a magnificent view of the Coachella Valley below. Bring a jacket!

Saturday: Car show at Sunrise Park, the best venue in Palm Springs for a show, and a banquet dinner and awards presentation at the **Indian Canyons Golf Resort**

Host Hotel

Quality Inn; 1269 E. Palm Canyon Drive; Palm Springs, CA 760-323-2775

Room Rate: \$85.00 + tax/night, a fantastic value during peak season in Palm Springs!

Mention "Studebaker Zone Meet" when making your reservation.

Reservation deadline is September 17, 2018! Trailer parking available.

The Palm Springs weather in October is ideal, averaging a morning low of 61° and a daytime high of 93° with a minimal chance of rain.

RV Parks

Happy Traveler RV Park
211 W. Mesquite Ave; Palm Springs
760-325-8518

Emerald Desert RV Resort
76000 Frank Sinatra Dr; Palm Desert
877-624-4140

CONCOURS CLASSES for JUDGING

A - Pre War Studebaker
B - Post War 1947 – 1952
C - Post War 1953 – 1958
D - C & K Coupe 1953 – 1961
E - Lark 1959 – 1966
F - GT Hawk 1962 – 1964

G - Avanti 1963 – 1964
H - Avanti II 1965 & Newer
I - Studebaker Truck
K - Custom/Modified
L - Studebaker Related and Special Interest

GENERAL REGISTRATION

Early (before Sept 17, 2018) per family \$35 _____
Late (after Sept 17, 2018) per family \$40 _____
Early/late registration based on postmark date

Parts Exchange Space – Outdoors 15x15 \$15 _____

CONCOURS JUDGED (per car) \$20 _____

Stude Year/Model _____ Class _____

CONCOURS DISPLAY (per car) \$10 _____

Stude Year/Model _____ Class _____

Car Corral (for sale) \$12 _____

Optional Friday Evening Palm Springs Aerial Tram
Ride & Dine: On Your Own

Saturday Awards Banquet (Italian Buffet)
_____ x \$39.95/person = _____

Meet T-Shirt (Adult Sizes)

S _____ M _____ \$15 = _____

L _____ XL _____ \$15 = _____

2XL _____ 3XL _____ \$17 = _____

Meet T-Shirts Must Be Pre-Ordered; Not Available at the Show

TOTAL ENCLOSED: _____

Name: _____ Phone: (_____) _____ How Many? _____ Adults _____ Child

Address: _____ City: _____ State: _____ Zip: _____

SDC#: _____ E-Mail: _____ Are Your Bringing a Trailer ? _____

Registration Deadline is September 17, 2018. Please return fees (payable to BCOIEC-SDC) and registration form to:

Debbie Stockey; 17410 Golden Maple Lane; Yorba Linda, CA 92886

For additional information, contact Meet Chairmen Frank Wenzel 760-774-3377 or Don Cox 951-529-0873

In consideration of accepting this entry, I and any passengers, intending to be legally bound, do hereby for my heirs and my executors, and/or myself waive and release any and all rights to claims or damages I may accrue against the persons and organization affiliated with this event, and release the City of Palm Springs and BCOIEC-SDC, SDC-Los Angeles, and SDC-San Diego and any member of the event staff or volunteer, for any and all injuries and/or property damage that may be suffered by me, my passengers or my property, as a result of participating in this event, including driving to and from such event, participation in the event, parking at or near the event.

In addition, I acknowledge that California State Law requires that I carry proof of current vehicle insurance and that the show organizers require adherence to this law for participating vehicles. ALL ENTRIES MUST HAVE A FIRE EXTINGUISHER FOR SAFETY PURPOSES. I acknowledge that I am over the age of 18 years old and have read and understand all of the above.

Signature of Participant _____ Date _____

STUDEBAKER DIESEL



The Studebaker "Econ-O-Miler" Taxi was the testbed for a radical Mercedes 180 D diesel engine swap back in the mid-'50s.

MERCEDES DIESEL ENGINE SWAP IN AN AMERICAN ICON

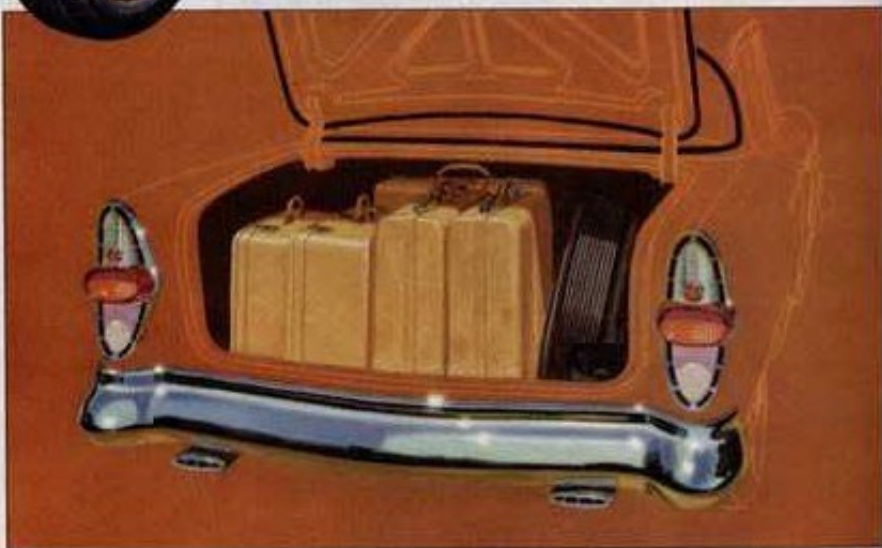
THE FLEET CAB PROGRAM

In the mid-'50s, Detroit's Radio Cab Company decided to drop an experimental diesel engine into one of its conventional Studebaker cabs to support an idea reinforced by a local dealer. The program was a feasibility study of reduced operating costs and greater fuel economy for its livery fleet.

During the same time frame, Mercedes-Benz was having some early success selling its 180 D series sedan platforms to a variety of Eastern and Midwestern cities for taxi and livery service as well.

Since the Studebaker-Packard company distributed Mercedes and sold them under the same roof in many locations, the radical idea actually seemed natural.

Karl Hosten, a well-known Michigan Studebaker-Packard/Mercedes dealer located in the affluent suburb of Grosse Pointe, Michi-



Based on Studebaker's Champion line of four-door cars, the diesel taxi had room for five adults and their luggage.

gan, decided to merge the diesel mill of the Mercedes 180 D into a production run of Studebaker Champions. It wasn't by chance that the new diesel-powered fleet was to be operated by Radio Cab. The resulting effort was to field engineer, document, and gather performance and operational cost savings to be presented to both operational users and Studebaker. Since the Radio Cab organization was both an established service brand

and an established customer, the company was the perfect candidate to help innovate new fleet vehicles.

THE DOMESTIC TEST PLATFORMS

Studebaker's Champion and Scotsman platforms of this era were widely known and utilized as taxis due to their frugal nature with regard to initial purchase and operational costs. These

cars were cheaper to operate than competitive American makes. The Champion brand had an established lineage dating back to 1939.

Though the Scotsman platforms had just been introduced, they lasted a mere two years despite having great initial success, doubling projected sales targets during 1957 with more than 9,000 units delivered.

THE BACKGROUND

With the Studebaker-Packard merger in the mid-'50s, the monetary saving advantages projected by management never materialized. In addition, the new organization faced labor unrest and overcapacity in antiquated facilities.

To combat both the in-house problems and the stronger competition directed at the independents by the Big Three, it was decided to develop niche markets utilizing established platforms and a broader acces-

sory choice. A solution for the "price-leader" market segment was the development of the Scotsman series. Using the Champion's two- and four-door platform, as well as the two-door wagon, Studebaker-Packard had immediately created and brought to market a new and novel brand which was cheaper than Chevrolet's Delray and 150 series, Ford's Custom, and Plymouth's Plaza.

The Scotsman brand literally took its identity to heart by offering marketable platforms that were produced with limited optional features or availability. To further reduce the base price, chrome was eliminated on all of the traditional areas. Front grilles, hub caps and even the trim pieces utilized paint instead of chrome. Customers also faced a decision about whether to pay for the interior heater. Yep, it too, was optional. In addition, all Scotsman platforms were equipped with painted cardboard interior

and door panels. Though standard vinyl seating was offered, only one grey color choice was used. Wall-to-wall interior rubber mats covered the floor, and the rear windows were non-functional. The front and rear bumpers were chromed, but the cheapest customers could eliminate these too. The dealer organization was also encouraged to not offer or suggest dealer-installed items to this line. The reasoning, of course, was to allow customers the option of paying \$200 more for the Champion. Scotsman pricing began at \$1,776 for the two-door post sedan.

THE PERFORMANCE STUFF

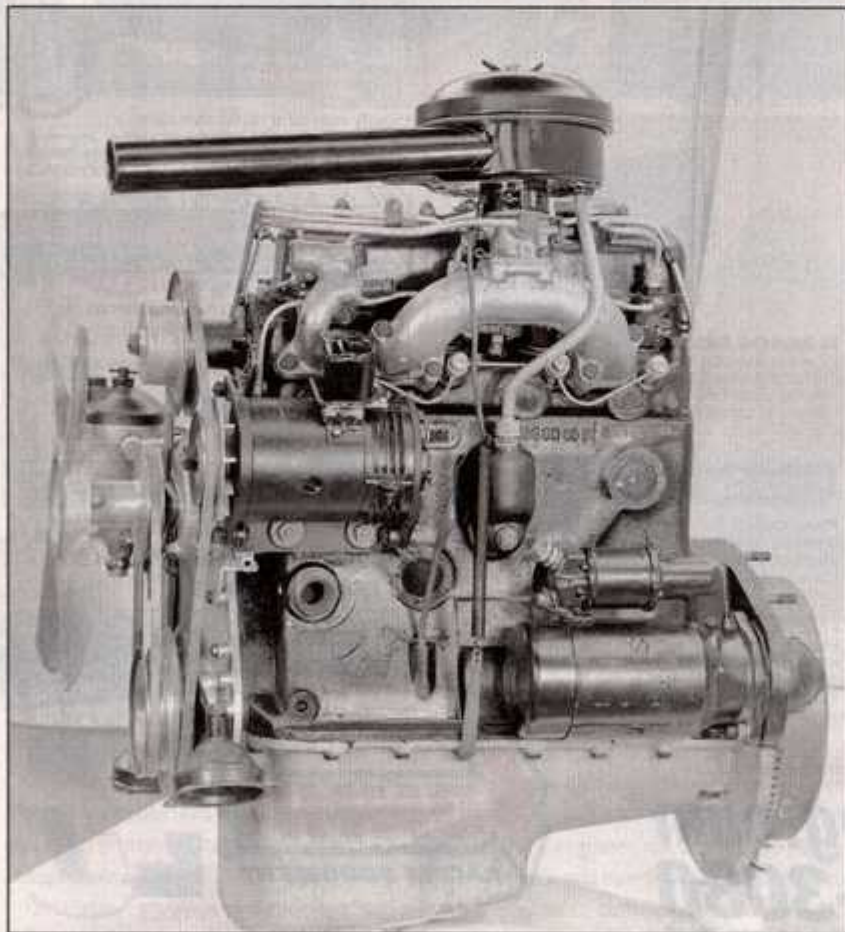
The Studebaker Champion and Scotsman shared the standard gas-powered in-line 6-cylinder engines, displacing 185.6 cubic inches and developing 101 horsepower. When mounted in the production 120.5-inch, 3,400-lb vehicles, the conventional gas-powered units delivered 17 to 20 mpg with the optional overdrive transmission. Performance wasn't an issue because the flathead engine took 20 seconds to reach 60 mph with the "three on the tree" shifter.

THE DIESEL PROTOTYPE MULE

Documentation revealed that the Mercedes 180 D cars were consistently delivering at least 34 mpg in daily operation. For the owner operator, anything that exceeded 20 mpg on a daily basis was considered a "slam dunk" with regard to fuel economy.

Studebaker engine compartment measurements revealed that no modifications to the frame layout were necessary to swap the German diesel in. The production radiator was retained as well, along with the propeller shaft and all of the factory suspension components. After the initial 180 D engine was dropped in, it was discovered that the replacement mill had to be installed at a slight angle directed toward the left side of the engine bay for clearance. Further, the front end of the mill had to be mounted a bit higher than at the rear bellhousing.

Though the front Mercedes motor mounts were utilized, special brackets had to be fabricated for the final mounting. The rear rubber mounting also had to be modified and machined. Soft rubber bushings were added later



The Mercedes 180 D engine was a 4-cylinder mill that displaced 107.8 ci (1,76L), and only made around 50 hp. The thing that made the engine attractive was its fuel economy (up to 34 mpg) in the Mercedes car.

to eliminate interior vibration and noise issues.

Initially, the bone stock 180 D transmission was installed with its four forward speeds. The Studebaker three-speed column linkage was trashed, and the new linkage was fitted. Strangely, the replacement unit was not floor-mounted, remaining on the column. Though the system operated properly, operators quickly spoke up and received a much smoother floor-mounted shifter.

The transplanted inline 107.8 ci Mercedes diesel did not produce impressive horsepower or torque. The production motor was rated at 46 horses at 3,500 rpm along with 76 lb-ft of torque. Performance wasn't earth-shattering in its original application either. In the Mercedes, the mill pushed the 2,645-pound car to 68 mph with accompanying 0-60 times in the 30-second range. The Champion weighed in at 3,400 pounds fully dressed with both its transplanted engine and the added cab equipment.

Running the diesel-powered Studebaker at the Utica proving grounds revealed some interesting surprises however. In acceleration testing, it was quickly apparent that the best times occurred when the clutch was dumped at 2,200 rpm. At this engine speed, the clutch reduced the engine revs to 1,700, maintaining as much torque output as possible. Other mill speeds revealed drastic torque loss.

The test results documented are interesting to review, considering the data was collected with the taxi equipment in place and two people on board.

The performance averages broke down as follows:

Diesel Studebaker

0-20 mph	5.9 seconds
0-30 mph	10.6 seconds
0-40 mph	22.4 seconds
0-50 mph	31.9 seconds

To make sure the averages were on the mark, a full hour of acceleration runs were completed with multiple drivers.

The banked high-speed oval times were also of interest. Both the 180 D Mercedes and the Champion platforms were run heads up on the strip and around the track. The results from the high banks were surprising.



Compared to the Studebaker Champion, the Mercedes 180 D donor car weighed almost 800 pounds less, which hurt the Studebaker taxi's acceleration. The top speed, however, was the same (68 mph) for both cars with the diesel.

The maximum top end speed, recorded by both cars, was an identical 68 mph, measured after two high-speed laps on the oval.

THE GEAR STUFF

Factory axle gear ratio recommendations are of particular note as the heavier Studebaker platform performed as well as the Mercedes due to the axle choices offered by the factory. The Champion was equipped with factory 4.09 gears while the 180 D was fitted with 3.70s. Even though the Champion was heavier, it rendered greater performance.

The final numbers spoke for themselves.

	Studebaker	Mercedes
First	20 mph	17 mph
Second	32 mph	30 mph
Third	51 mph	47 mph
Fourth	68 mph	68 mph

The basis for the conversion and the test was to decrease fuel consumption in fleet operations. The original gas-powered 6-cylinder averaged 15 mpg while the diesel transplant bumped the figure to 25 mpg. It was a definite mileage improvement, but sadly, there was no improvement in the performance-minded areas.

As good as these early testing results were, vehicle conversion costs, option approval, and production figure estimates were never



Thousands of the Mercedes 180 D engines were produced in the '50s, but the diesel never made it into mainstream American vehicles. In those days, most U.S.-based manufacturers found it easier to get British-made diesel engines from Perkins.

revealed. In addition, though Studebaker had a great relationship with Mercedes and was its U.S. distributor, production diesel Champion-branded passenger cars were never produced. In 1959, the Lark series car debuted utilizing Champion and Scotsman components along with some shared sheet metal. The Lark was an immediate sales success. By 1962, Studebaker was again struggling and looking for new niches to fill. Although its relationship with Mercedes continued, the British-built Perkins was the only diesel mill offered on the option sheet for the Lark series. **DP**