

# The ECHO



Newsletter of the  
Grand Canyon State Chapter  
Studebaker Drivers Club

Volume 48 Issue 6

July/August 2020

## Inside This Issue

Officers and Board .....	2
State of the Chapter .....	3
Meeting the Zone Director.	4
Upcoming Events .....	5
Replacing Weatherstrip ...	6
June Cruise-In .....	7
Birthdays, Anniversaries ..	7
Treasurer's Report .....	8
Who's Who .....	8
A Step ... Not Taken.....	9
ECHO Advertisers .....	10
Classifieds .....	11
Unusual Noises .....	13
Packing Air .....	14, 15
Bonus Coloring Page .....	16

Visit the Chapter website to read the newsletter online.



## This is the car to get you there

Now that summer is here it's time to go to the beach. At night! Put on some tunes, have some laughs and roast your wiener.

The 1948 Studebaker Commander convertible is the perfect car to get you there. You'll ride low, wide and handsome straight to your favorite place. Your Studebaker's chiseled styling will impress. It's brawny power will press 'em against the seatbacks. Oh, what a feeling!

See your Studebaker dealer today and start to experience a whole new kind of summer motoring.

*1948 Studebaker: The way to go*

**If you can't drive your Studebaker to the beach, go to the mountains or just around the block.**

### From the Editor's Pen.....

By now all Chapter members should have the news we will not be holding the Pacific Southwest Zone Meet scheduled for October 9-11 at the Sheraton Crescent Hotel due to Covid-19. In a message sent by email to the membership, the Chapter president shared the sadness felt in having to cancel the meet. Much work had been done to present a meet for attendees to enjoy and remember. The committee and Chapter members were planning seminars, tours, socials, games, live entertainment, raffles, a silent auction, car show, concours judging, awards banquet and a swap meet, all difficult to enjoy while staying safe with masks and distancing.

Thanks to everyone who made donations and purchased t-shirts, caps and tickets for the ongoing raffles. T-shirts and caps can still be purchased and tickets for the raffles can be purchased at activities the Chapter holds until the drawings, a date to be determined.

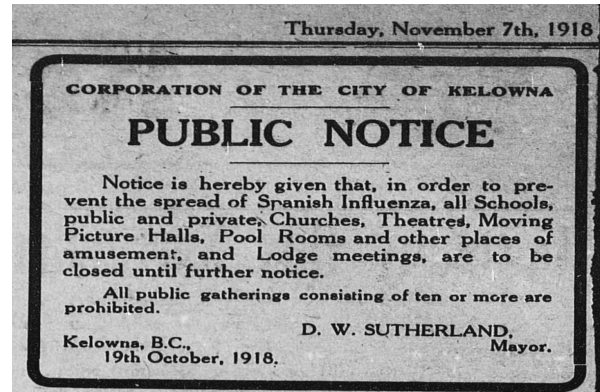
And, thanks to the efforts of Chuck Collins the Insights Seminar described on page 4 of the May/June issue has been made available on YouTube. See page 8 for more information.

Many groups have been meeting via the various media platforms during this time of stay at home and

distancing. Some have been using Zoom including the Iowa Hawkeye Chapter. Please read about their foray into meeting in this manner in the July *Turning Wheels*. If GCSC members are interested in pursuing a Zoom meeting or social event or would like to host one please let your board know.

Be sure to check out the extra content on pages 13, 14 and 15 contributed by Pete Yuen and Susan Lusted. Thanks, also, to Michell Eastburn, Dan Kuhl, Larry Vahe, Jon Stalnaker and John Rodhouse for their contributions.

Be Well, *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 newsletter editors are welcome to use any material with proper credit given.

### GRAND CANYON STATE CHAPTER OFFICERS AND BOARD 2020

#### 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  
P. O. 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

Richie Fein  
1437 W. Rosemonte Drive  
Phoenix, AZ 85027  
602-499-5363  
richiefein@aol.com

Dennis Lynde  
304 E. Hackamore  
Mesa, AZ 85201  
480-898-3425  
dlynde012@aol.com

Sharon Ware  
2700 E. Magnolia Dr.  
Gilbert, AZ 85298  
480-209-9328  
skware63@gmail.com

#### 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: Kent Musgrave professor\_km@cox.net Chapter Website: <https://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  
Zone Coordinator Ed Smith P.O. Box 90763, White Mtn Lake, AZ 85912  
National Director Jon Stalnaker P.O. Box 1, Dixon, CA 95620

ccollinsaz@cox.net  
edcollects@gmail.com  
obiedaru18@att.net

### SDC National Officers 2019-2021

President Peter Bishop 23 Applewood Rd., Buffalo, NY 14225-1364  
Vice President Denny Foust 143 Studebaker Rd., Spring Mills, PA 16875  
Secretary Cindy Foust 143 Studebaker Rd., Spring Mills, PA 16875  
Treasurer Jane Stinson 5800 Stanley Rd., Columbiaville, MI 48421

thesrdude@roadrunner.com  
studeguy54@gmail.com  
cfoust1966@gmail.com  
jestinson@aol.com

## STATE OF THE CHAPTER

By Michell Eastburn, President

Here we are halfway through 2020 and I think you can agree it has definitely been an interesting year so far. Though we have all been distancing more than we had planned, seeing a few familiar faces on June 13<sup>th</sup> for a mini car show at Bosa Donuts was a bit refreshing. Thank you to all of those who were able to join us in person and in essence. Eleven classic cars and 21 members were gathered and several spectators enjoyed the gathering.



Additionally, the past few weeks the board has been busy working on the 2020 Zone Meet and unfortunate result of cancellation due to the unpredictable pandemic situation we are currently experiencing here in Arizona. Thank you to all of you who have spent nearly the last two years helping to plan and coordinate this meet and all those who had or were planning to volunteer as well. A big shout-out to Larry Vahe as the Meet Chairman and his committee for all their hard work and time they spent making sure that this meet was a success, and the effort they will continue to do with the cancellation process. The chapter is currently trying to recoup some of our lost funds, and I would like you all to consider purchasing a meet t-shirt/hat or a lamp/quilt raffle ticket or two. Contact Chris Collins if you would like to support the effort.

Enjoy your summer, stay cool, stay safe, and try not to get into too much trouble. Hope to see some of you in a few days at Organ Stop Pizza and then hopefully more of you for Drive Your Studebaker Day in September. Below are a few tips for your summer travel, whether it be in a Studebaker or another vehicle. Stay safe out there.

### If you come across a construction zone this summer, it is important to remember these basic safety tips:

*Pay attention to and follow all directions on posted signage; Stay calm and focus on the driving; Turn on your headlights to increase your visibility; Drive the recommended speed limit or slower and do not resume normal speed until posted sign instructs you too; Keep a safe stopping distance between you and the driver in front of you; Never pass on the shoulder or the median; Stay patient through delays; Be aware of where construction workers are working; Be aware of machinery and equipment*

### A few things that might be nice to keep in your everyday driver and your Studebaker:

*A tire gauge, jumper cables, flashlight and extra batteries, duct tape, tow strap or tow rope, utility knife, rain poncho, funnel, drinking water, snacks, a blanket/towel, flares, and gloves. And before enjoying a road trip ensure that all your tires, including your spare, have the proper amount of pressure.*



### WELCOME NEW MEMBERS!

Dennis Cook  
7510 W County 9th St.  
Yuma, AZ 85364  
928-502-1027  
bd001@frontiernet.net  
1950 Champion SLC

Drew and Gail Peterson  
4701 E. Calle del Norte  
Phoenix, AZ 85018  
602-410-5255  
Druz66@cox.net  
1960 Hawk

## CANCELLED BUT NOT FORGOTTEN

By Larry Vahe, 2020 Zone Meet Committee Chairman

Yes, the 2020 Pacific Southwest Zone Meet was cancelled but all the hard work done by the Zone Meet Steering Committee has not been forgotten. For two plus years the committee worked hard and traveled to numerous venues, all in which to bring to Phoenix a great zone meet. While we did not always agree we put aside our differences to come to the best possible outcome for the meet.

I would be remiss if I did not mention and thank the committee members. In no particular order I would like to thank Ed Smith, our treasurer, Dan Kuhl who scouted out numerous venues, Denny Lockmon who helped with the nuts 'n bolts of putting the meet together, Chris Collins and Bill Cervini who worked tirelessly on advertising and contacting the zone chapters and Richard Dormois who provided us with splendid notes and from which I was able to put together our monthly agendas.

Without this crew I would have been lost! I really have trouble expressing my appreciation for all they did and all I can say is Thank You!

### Thank you to the Chapters in the Pacific

**Southwest Zone** for their support of the GCSC's efforts hosting the 2020 Zone Meet. In particular, thanks to the Karel Staple, San Joaquin Valley and Sequoia Chapters for monetary donations and goody bag items which are now being returned. Your generosity is very appreciated.

# PACIFIC SOUTHWEST ZONE NEWS

Jon Stalnaker, Sr. PSW Zone Director

I would like to take this opportunity to get to know the membership in our zone. Let me start by telling you a little bit about myself. I am a member of the Karel Staple Chapter/SDC in Northern California and have been a member since 2006. I have served my Chapter as newsletter editor since 2008 and have also served the SDC as a newsletter judge for about 6 years. I enjoy writing stories and have had many published in *Turning Wheels*. In 2016 I was awarded the first Art Unger award for best article describing adventures in a Studebaker. Maybe you have read some of my work.

I bought my first Studebaker in 2002 although I have lusted after one since I was a child. I now own two and have documented them both in *Turning Wheels*. I retired from the Postal Service in 2006 and became a docent at the California Automobile Museum. I have been teaching Avanti and Studebaker segments to new docent classes since 2007. I haven't been a member of the SDC for a long time compared to most, but I got heavily involved quickly. I was surprised when I was asked to consider being nominated to the Zone Director position.

I would like to be added to your email list to receive your chapter newsletters. If you only do hard copy, I would like to be on the mailing list for those. I have a lot to learn about my duties and responsibilities as director and I would like to have a comprehensive knowledge of what is happening out there where you meet.

I see the biggest need for the SDC is the recruitment and retention of a younger generation that does not know what it was like to go to their Studebaker dealership to see the new models back when they were younger. Our cars are exciting, different, sometimes quirky, but usually the focus of attention at multi-car events. Any successes your chapter has had in making this happen is something I am interested in knowing more about.

Unfortunately, we had to cancel the International Meet this year, but I plan to attend as many zone meets as I can. If I do attend, I would like to make myself available to meet and greet. So, if you see me, please introduce yourself. I would love to talk with you and hear your ideas for the future of this club.

I am not a purist by any means, but I appreciate purists and all the knowledge they bring to this club. I believe there is room for all Studebaker owners, and we call this club the Studebaker Drivers Club because having our cars out on the road where they can be seen is the most important part. We don't need to argue about putting modern running gear in your Studebaker or modifying your car in any way. Instead we should be appreciating your vision of how you want to present your vehicle to the world.

Feel free to email me - obiedarus18@att.net - or write me - P.O. Box 1, Dixon, CA 95620-5201 - if you have something you want to share. I can also be reached via the SDC web site.





Jon, pre-2020, shown with models of his two Studebakers.

## SDC CHAPTERS IN THE PACIFIC SOUTHWEST ZONE

- ARIZONA: Grand Canyon State Chapter [www.grandcanyonsdc.com](http://www.grandcanyonsdc.com)  
Southern Arizona Chapter [www.soazsdc.org](http://www.soazsdc.org)
- CALIFORNIA: Beach Cities Orange Inland Empire Chapter [www.studebakersocal.com/](http://www.studebakersocal.com/)  
Karel Staple Chapter [www.hawktalks.com/index.html](http://www.hawktalks.com/index.html)  
Kern County Chapter <https://bakersfieldccc.org/project/kern-county-chapter-studebaker-drivers-club/>  
Los Angeles Chapter [www.studebakersla.com/](http://www.studebakersla.com/)  
San Diego Chapter <https://studebakersandiego.com/>  
San Joaquin Valley Chapter [www.sdcsanjoaquinvalleychapter.com/](http://www.sdcsanjoaquinvalleychapter.com/)  
Sequoia Chapter [www.sequoiachapter.com](http://www.sequoiachapter.com)
- HAWAII: No Chapter
- NEVADA: Tumbleweeds Chapter [www.lasvegasstudebakers.com/](http://www.lasvegasstudebakers.com/)  
Sagebrush Chapter [www.sagebrushstudebaker.com](http://www.sagebrushstudebaker.com)
- UTAH: Wasatch Mountain Chapter [www.studebakerdrivers.net/](http://www.studebakerdrivers.net/)



# GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- JULY 4 CANCELLED. FABULOUS PHOENIX FOURTH. FOR DRIVE-IN CELEBRATIONS TO DISPLAY YOUR STUDEBAKER ON THE 4TH VISIT:<https://tinyurl.com/y7js76uv>
- JULY 10 COLLECTOR CAR APPRECIATION DAY. JULY 10TH, 2020 IS THE 11TH CONSECUTIVE COMMEMORATION IN WHAT IS NOW AN ANNUAL HOLIDAY TO RAISE AWARENESS OF THE VITAL ROLE AUTOMOTIVE RESTORATION AND COLLECTION PLAYS IN AMERICAN SOCIETY. A U.S. CONGRESSIONAL RESOLUTION DESIGNATES THE RECOGNITION. TAKE YOUR STUDEBAKER OUT TO CELEBRATE OR FIND A CRUISE-IN TO VISIT. 
- JULY 18 **NOTE TIME CHANGE** CHAPTER WILL GATHER FOR PIZZA AND GREAT MUSIC FROM THE MIGHTY WURLITZER AT ORGAN STOP PIZZA, 1149 E. SOUTHERN AVE., MESA, 5:00 PM. NO CREDIT CARDS ACCEPTED, BRING CASH OR CHECK. ATM ON SITE. VISIT WEBSITE FOR COVID-19 PRECAUTIONS: <https://organstoppizza.com/> FACE COVERINGS MUST BE WORN EXCEPT WHILE AT YOUR TABLE. PLEASE LET PEGGY KNOW AT 623-936-6116 OR [peggyeastburn@hotmail.com](mailto:peggyeastburn@hotmail.com) IF YOU PLAN TO ATTEND.
- AUGUST 5-8 CANCELLED. 56TH INTERNATIONAL SDC MEET IN CHATTANOONGA, TENN.
- SEPTEMBER 12 INTERNATIONAL DRIVE YOUR STUDEBAKER DAY. PLANS ARE BEING MADE FOR CELEBRATING DYSD IN GLENDALE. WATCH FOR DETAILS IN THE NEXT ISSUE OR CONTACT PEGGY AT 623-936-6116 or [peggyeastburn@hotmail.com](mailto:peggyeastburn@hotmail.com) 
- SEPTEMBER 26 CANCELLED. 10TH ANNUAL COOL CLASSIC CAR SHOW, SAN DIEGO.
- OCTOBER 9-11 CANCELLED. PACIFIC SOUTHWEST ZONE MEET AT SHERATON CRESCENT HOTEL, PHOENIX. QUESTIONS: LARRY AT 480-694-3899 / [58pkhawk@cableone.net](mailto:58pkhawk@cableone.net)
- DECEMBER 5 CHAPTER HOLIDAY PARTY. INFORMATION TO FOLLOW.

*If any event plans change we will let you know with an e-mail or phone call and through the Chapter website or Facebook page.*



## 2020 PSW ZONE MEET T-SHIRTS & CAPS Souvenirs of the Meet That Wasn't

T-shirts are light gray color with brightly colored logos on front and back. Men's shirts in small, medium, large, XL, XXL & XXXL and Women's shirts (limited quantities, inquire) in small, medium, large & XL are \$15.00 each. Caps are available; they are gray with black mesh and have the embroidered 2020 logo on the front and are \$15.00 each.



Caps and t-shirts will be available at upcoming Chapter meetings and events as they are held. Cash and checks made payable to GCSC at PO Box 37464 Phoenix AZ 85069 (Include a note with order) will be accepted. You can also place an order for t-shirts and/or caps through the Chapter's Pay Pal account using your own Pay Pal account to make a payment to [grandcanyonsdc@gmail.com](mailto:grandcanyonsdc@gmail.com) as the "pay to" address. If you do not have a Pay Pal account use their "guest check out" function and pay to the same address as above. Caps and t-shirts are \$15.00 each. Include quantity and t-shirt size when you order. Below are shipping charges to have the item mailed to you. If you wish to order but have the item(s) held until a future event indicate that, too.

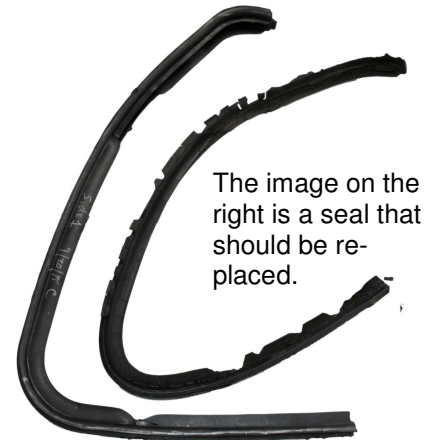
Shipping Charges: 1 t-shirt, add \$4.00; 2 t-shirts, add \$8.00; 1 cap, add \$3.00; 1 t-shirt and 1 cap, add \$6.00. Any other combinations of items please contact Chris at [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net) for shipping charges, if applicable.

## When to Replace Your Weatherstripping

There are times when it's painfully obvious that you need new weatherstripping- you have an identified leak, a seal gets torn or is even missing in places- but, in many cases it won't be that obvious. Chances are if you wait till you're seeing the road through the crack at the bottom of your door, you should've replaced your weatherstripping a long time ago.

So, when *should* you replace your weatherstripping? Here are some signs that it's time to go ahead and replace those old, worn out seals with fresh new ones:

- **They just look worn out.** If it's dried out, cracked, discolored or droopy, it needs to be replaced. Not only will deteriorated weatherstripping leave your ride vulnerable to all the bad things that moisture brings, but it will also make the vehicle look awful. Fresh, new, supple rubber parts really are the finishing touch to make a build look "straight-off-the-assembly-line" good.
- **If the vehicle is over 25 years old (and still has the original weatherstripping), you should replace it.** Years ago the rubber compounds used to make these parts weren't as good as they are today. Here at Steele we use high quality EPDM rubber with no fillers and that lasts for decades.
- **You're experiencing increased noise in the cabin.** If you can hear wind, rattling windows or even just road noise your weatherstripping could be to blame. You'll have to become a detective to see if you can spot clues to figure out specifically where the noise is coming from.
- **Unexplained water in the vehicle.** You'll have to be a detective again and figure out exactly where it's coming. It could be a bad seal, but it could also be any number of other things.
- **It no longer has a bouncy, positive seal.** If your weatherstripping looks deflated, flattened and has more of a passive seal, it's there, but it's not doing its job.
- **On the flip side of that, it looks good, but it's hard and brittle.** Again, it's there, but it's not doing its job.



So, how can you tell if your seal has that positive seal that's necessary for proper function?

**The Dollar Bill Test** is one way to tell for sure if a seal is doing its job or not:

You can use this test anywhere you have a squishy sponge rubber that seals against metal.

1. Open the door/trunk.
2. Take your dollar bill and place it part way across the seal and close the door. Make sure you leave enough of the bill showing so you can get a good grip on it for the test.
3. Gently pull on the dollar bill. If the seal is working properly there should be a little resistance preventing the bill from sliding out completely. However, if when you pull on the bill you don't feel any resistance at all, odds are you've found a weak spot in the seal. Another thing you should note, if the bill comes out with a lot of gunk on it (sticky stuff) it likely means the seal has some gunk on it and is therefore also not sealing well.
4. Repeat steps 2 and 3 around the entire seal. Check the entire seal to be sure that there aren't multiple weak points. If so, it's probably best to replace the seal altogether.

Does your weatherstripping pass the test? If so, cruise on! If not, take the time to fix it now so you don't have a bigger problem later.

Article and photos courtesy of Steele Rubber Products ezine.



## Where can I buy new weatherstripping for my Studebaker?

Several Studebaker vendors sell all of the various seals you'll need for your Studebaker. Please check ads on page 10 of our Chapter newsletter or the latest *Turning Wheels* for vendors who sell rubber seals. The vendor will help you decide what pieces are needed and correct for your car or truck.

If you decide to tackle replacing any of the weatherstripping on your Studebaker yourself be sure you have the shop manual for your year and model of Studebaker. The manuals are also available from Studebaker vendors who advertise in your chapter newsletter or *Turning Wheels*.



# STUDEBAKER CRUISE-IN

Submitted by Michell Eastburn

Though we may have hit triple digit temperatures, several members joined in the Bosa Donuts parking lot on June 13<sup>th</sup>, 2020. Just down the road from Streetside Classics, the original meet location, a row of 9 Studebakers (5 of which were Hawks), 1 Porsche, and 1 Nova adorned Country Club Drive for travelers and Saturday morning donut junkies to enjoy. Members participated in a 'drivers raffle' and Garry Klinger was the winner of a \$20 gas card for Circle K. Though we did not get to enjoy the vast garage of Streetside Classics, attending members enjoyed the camaraderie of attendees and donuts/coffee/tea/smoothies/boba from Bosa.



Kudos to Mike King for correctly displaying his fire extinguisher.

Participants included Mike King (1957 Silver Hawk), Gary & Sandie Keating (1934 Commander street rod), Carl Reid (1963 GT Hawk), Dennis Lynde & Linda Saar (1963 GT Hawk), Paul & Phyllis Setaro (1962 GT Hawk), Garry Klinger (1952 Commander SLC), Scott Grainger with guest Nick Jordan (Toto 1946 M16), Will & Gwentyth Eastburn (1963 Hawk), Michell Eastburn (1964 Champ), Kent Musgrave & Jerry Day (Herbie, 1962 Nova), John, Kim, Callan & Ainsley Rodhouse (Porsche 914), Sharon Ware, Bill & Peggy Eastburn.



Kent's Nova, Scott's M16, Will's '63 GTHawk and Garry's '52 Commander.

Ainsley Rodhouse relaxes in Dad's Porsche.



# CELEBRATE!



## July Birthdays

8	Ken Michael	15	Paul Vigne
9	Kent Musgrave	17	Sharon Ware
10	Richard Hahn	17	Frank Wenzel
11	Mary Powell-McConnell	22	Don McCoin
12	Mike King	26	Larry Polhill
13	Phyllis Setaro	27	Jan Widhalm
14	Richard Rampt	28	Claudia Robinette

## July Anniversaries

4	Will & Maryanne Eastburn
9	John & Barbara Trevisanutto
11	Walt & Kitty Jazwinski
14	Paul & Phyllis Setaro
15	Tony & Kelli Lepore
16	Ike & Virginia Quigly
17	Frank & Elizabeth van Doorn
21	Ed & Laurie Sumner

## August Birthdays

1	Klaus Wever	19	Malcolm Stinson
2	Rachel Eastburn	20	Steve Piper
6	Joyce Wright	22	Butch Summers
7	Thomas Ennis	22	Lee Wolff
7	Elizabeth van Doorn	23	Patrick Eastburn
9	Chris Collins	27	Curt Curtis
12	Walt Jazwinski	29	Jon Follendorf
13	Fred Gooch	30	Camille Miles
14	Roger White	30	Ed Smith
15	Vicki Piper	31	Michell Eastburn
19	Kitty Jazwinski		

## August Anniversaries

5	Adam & Michelle DeRosa
5	Larry & Jan Malmstrom
5	Gary & Phyllis Olson
17	Steve & Vicki Piper
24	John & Peg Akin
26	Bill & Mary Cervini
31	Gary & Sandie Keating
31	Dale & Norma Sexton
31	Ken & Arlene West



## Children's Birthdays

7/30	Felicia Eastburn (daughter of Will & Maryanne)
8/24	Chloe Eastburn (daughter of Chris & Rachel)
8/29	Domenica Eastburn (daughter of Will & Maryanne)



**GRAND CANYON STATE CHAPTER  
TREASURER'S REPORT 1/1/2020 - 6/28/2020**

Submitted by John Rodhouse

<b>Checking Account</b>	
Ending Balance 1/1/2020	\$2675.28
<b>RECEIPTS</b>	
2020 Chapter Dues	1235.00
2020 Chapter Dues through Pay Pal	707.64
SDC Dues	62.00
ECHO Ads	50.00
January Event Food	1317.00
January Event Trophy Sponsorship	160.00
Donation	30.00
T-Shirt Sales	<u>45.00</u>
	\$3606.54
	\$6281.92
<b>DISBURSEMENTS</b>	
SDC Dues	93.00
ECHO Printing - Jan-June, 2020	511.72
ECHO Printing - October, 2019	81.01
Website	155.88
January Event Food	857.09
January Event Soda, Supplies	88.85
January Event Dash Plaques	63.00
January Event Awards	127.50
Tip for Rick at MAM	50.00
Tip for Jason's Deli Delivery	40.00
Name Badges	13.60
Holiday Party Overtime	100.00
Wickenburg Parade Entry	20.00
Memorial Donations	<u>150.00</u>
	\$2351.65
Ending Balance as of 6/28/2020	\$3930.27
Cash on Hand	\$260.00
<b>Money Market</b>	
Ending Balance 1/1/2020	\$5,326.58
Interest @.05%	<u>.21</u>
Ending Balance 6/28/2020	\$5326.79
Ending Balance 6/28/2020 Grand Total	\$9517.06

**INSIGHTS SEMINAR**

In the May/June issue of the *ECHO*, there was an article about the Insights Seminar held during the 46th Annual SDC Meet in Glendale where four men with connections to Studebaker spoke about their experiences. The session was recorded and DVDs of the seminar were sold. Now the seminar is available on YouTube for you to view:

<https://tinyurl.com/yapxgfg4>

Hope you enjoy the seminar and hearing these four interesting men tell about their role in Studebaker history.

**NEW MEMBER CHALLENGE**

When a Chapter member recruits a new member to join SDC and/or the Grand Canyon State Chapter, he/she will have Chapter dues paid for 2021. Just ask the new member to mention your name on the application where it asks "Referred By".

**WHO'S WHO**

Submitted by Michell Eastburn

Last month's 'who's who' was Carl and Esther Reid who were one of the Chapter's 2019 Members of the Year and this month's 'who's who' is Chris and Rachel Eastburn of Surprise who were also one of the Chapter's 2019 Members of the Year.



Both Chris and Rachel were born and raised here in Arizona, and for the most part have spent their lives on the west side of the valley. Currently they own and operate Premier Irrigation, a specialty construction company working with flood irrigation systems in which both of them have been involved for over 20 years.

Chris being the second son of Bill and Peggy Eastburn didn't have much of a choice when it came to being raised with Studebakers and like all the Eastburn kids his first ride in a Studebaker was being brought home from the hospital. Rachel joined the Studebaker family when she and Chris started dating and their kids Aubrey, Chloe and Preston have been rooted into the Studebaker family as well and have even been seen driving their Larkette around at several chapter events.

Outside of attending, volunteering and supporting Studebakers and Chapter events, Chris and Rachel enjoy spending family time swimming, hiking, camping, off-roading, and taking trips to the lake. And, all this between the kids school events, dance classes, club sports activities and spending time with the other 13 Eastburns that make up the clan. Chris and Rachel currently own a 1963 R1 Lark, 1963 4x4 Champ pick-up and 1963 R2 Avanti and most uniquely a miniature 1951 Bullet-nose and a 1959 Larkette.



Preston, Aubrey, Chloe in front of the '63 Lark at the Wickenburg Parade.



# A STEP IN THE RIGHT DIRECTION, NOT TAKEN

By Dan Kuhl

The other day an ARC club member out here in Sun City West asked me about a 1956 Hawk that a friend had just picked up in California. Of course I had to sound like I knew what I was talking about, so I did some research into the '56 Hawks in the April, 1985 issue of *Turning Wheels* that featured the Hawks. I came away with a greater appreciation for the Studebaker history that occurred in 1956.

On one hand, Studebaker/Packard downsized by ending manufacturing in the Los Angeles factory and moving the corporate headquarters from the Packard factory in Detroit in 1956, but on the other, expanded its offerings by including the Packard line, and more importantly, the C-K models were removed from the traditional family models, and gave the new family sedans a look that was as new and fresh as the new Hawk models for 1956. With this new line-up Studebaker would be able to go head to head with the Big Three. Most importantly, they would have a model that would compete with the "Oh So Exciting" Corvette and Thunderbird of the mid '50s.

Even though it was not a huge sales success, 1956 definitely was a very good year for Studebaker, debuting its new Twin-Traction

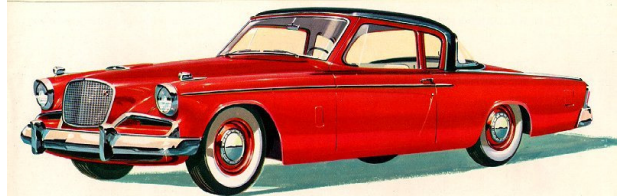


rear axle that further enhanced its performance image. In that year the Hawks outsold the Corvette and Thunderbird, and more importantly, the Golden Hawk, with its Packard 352 engine, beat the Corvette in the quarter mile drag as noted in *Motor Trend* of the day. The Packard engine really packed a wallop, but was 50 pounds heavier than the 289, that also debuted in 1956. Amazingly, the Hawk was only second in power to the Chrysler 300B in 1956, which was a road-legal NASCAR racing car.

It is my contention that Studebaker should have kept the 352 large block engine to better compete in the Big Three performance race that was setting the stage for the muscle car era. Ansen's Speed Shop in Los Angeles was developing speed equipment for the Packard engine, much like the Granatellis did for the Studebaker 289 in the early '60s. Packard's 352-374 had great potential, even with its 48 pounds of extra weight. AMC thought so, as they were using the engine in their senior line of cars. According to one reference this engine outperformed everything on the market when it debuted, and in another YouTube presentation it put out 450 hp. Imagine that honker in a '64 Commander at the Nostalgia Drags.

#### References:

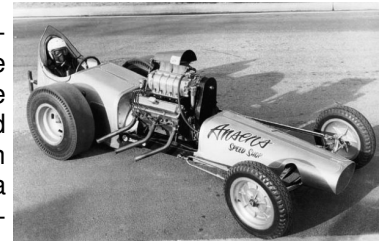
Fox, Fred K. (April 1985). "1956 Hawks. the First Flight of a Whole Breed." *Turning Wheels*, Vol 17, No 4, p.p. 3-14.  
 Fox, Fred K. (March 1997). "Detroit/ Dearborn Wrap-up. *Turning Wheels*, Vol 29. No 3, p.p. 23-31  
 Wahl, Keith Jay. (May/June 2020). "1957 Studebaker Golden Hawk." *Antique Automobile*, Vol 84, No 3, p.p. 58-59.  
 Packard listings under : Automotive History Preservation Society on the web ( Ansen dragster with Packard power)  
 Ansen Shop, circa 1953: H.A.M.B. web site



THE STUDEBAKER POWER HAWK V8

Announcing two new budget-priced family cars with

THE STUDEBAKER FLIGHT HAWK 6



## CHAPTER NAME BADGE

Order your Chapter name badge with a pin back by contacting Chris Collins at [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net) or 602-995-2146. The price is \$5.00 each.

If you wish to have a magnet back on your badge, the price is \$6.00 each.

The name badges are available in the traditional brass and black with the SDC logo or a blue plastic with the Chapter logo.

## 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](mailto:abmillette@cox.net) if you have questions about the SNF scholarship program.

John Ershler Raul Reyes



ASE CERTIFIED PROFESSIONALS  
DOMESTIC / FOREIGN AUTO REPAIR

2526 W. Northern 6/20 (602) 841-1440  
Phoenix, Arizona 85051 Se habla español



**Junkyard Jonny LLC**

---

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

480-577-5764  
joncarter@cox.net

1/21

**RMACC Hose Company**

Tubes N' Hoses  
Authorized Dealer



7809 N. 68th Ave. Ste. 1 Glendale Az. 85303  
PH: 623-776-7710 Fax 623-776-7711  
rmacc@rmaccchase.com  
www.rmacc-hose.com

9/20

**Studebaker Parts**

Need Glass and Rubber? Call Russ for a quote.

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>

12/20

**Phoenix Showroom**  
614 East Auto Center Drive  
Mesa, AZ 85204

**Other Showrooms:**  
Charlotte, NC: 704-598-2130  
Atlanta, GA: 678-279-1609  
Dallas-FW, TX: 817-764-8000  
Tampa, FL: 813-501-1630  
Nashville, TN: 615-930-0600

**DALLAS RAMIREZ**  
Consignment Manager

Work: 480-926-1344  
Cell: 480-258-7452  
dallas.ramirez@streetsideclassics.com

**StreetsideClassics.com**

11/20



**Premier Irrigation**  
Flood Irrigation Specialists

[www.premierirrigationaz.com](http://www.premierirrigationaz.com)

O: 623.337.5294  
F: 623.337.5301  
E: office@premierirrigationaz.com

10/20




ROC# 211483

- COMPLETE REPAIRS
- EMISSION REPAIRS
- MACHINE WORK & WELDING

**KANE'S AUTOMOTIVE**

8743 N. 78th AVE • (One Block S. of Olive) • PEORIA, AZ 85345  
623-878-2077 • Fax: 623-979-0355



Jim Eddie Robert

5/20

**SUPPORT  
OUR  
ADVERTISERS!**



**Larry Read**  
OWNER

---

c | 925.640.8742  
o | 602.612.7083  
e | lread@45rhodium.com

---

45 E. SOUTHERN AVE.  
MESA, AZ 85210

4/21

[www.45rhodium.com](http://www.45rhodium.com)



Copy • Print • Design • Mail • Promote

**Kevin Moore**  
Owner


**623.972.8161**  
fax 623.544.0659  
toll free 1.888.98Moore

MooreGraphicsAZ@aol.com  
www.MooreGraphicsAZ.com

11200 W. Wisconsin Ave. #6  
Youngtown, Arizona 85363

11/20

A division of KENA West Inc.



*You're gonna LOVE it!*

**Cody Jokerst**  
General Sales Manager

1330 E. Camelback Road  
Phoenix, AZ 85014  
Email: CJokerst01@vtig.com

Direct: (602) 850-9000  
Cell: (480) 650-2771  
12/20 Fax: (602) 200-1101

**FOR SALE - STUDEBAKER CARS, TRUCKS AND PARTS - WANTED**

**TO PLACE OR CANCEL AN AD:** Please contact Chris 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**



**1958 Golden Hawk.** Only 4 "Mountain Blue Metallic and Parchment White" like this one still exists. In 2013 the engine, supercharger and transmission were overhauled as well as the brake system, fuel system, cooling system and exhaust system at a cost of over \$33,000. Serious inquires only. Charley Haverstick arizonacharley2004@yahoo.com (3)

**1988 Avanti.** Dark blue. Includes original optional wire wheels in great condition. Car is in mediocre condition - needs head gasket and TLC. Roger at 614-371-0379 call/text. (1)

**1951 3/4T Pickup,** formerly a farm vehicle. Needs restoration. Phoenix. Contact Rob at 910-286-5741 / rpm4mail@gmail.com (0)

**WANTED**

**Prefer 1964 Studebaker 2 dr sedan or station wagon** but would look at a truck, too. Jim Lawrence 602-690-3988. (0)



**STUDEBAKER PARTS FOR SALE**

**Powershift auto trans & converter** (rebuilt by Ernie at Savon) trans with less than 500 miles. Still in car so you can test drive. Rear gearing too low so going to 700r4. \$1000.

**R-1 heads \$350; R-1 carb** and rebuild kit \$350. **Avanti front sway bar \$50. Avanti power antenna** (rebuilt by Genstar) never used \$150. **Lark console and base** (console needs to be recovered) \$100. **64-66 Lark trunk mat** (new) \$50. **66-67 Chevy v8 A/C mounting bracket \$85. Stude V-8 Starter** rebuilt (Genstar) less the 500 miles \$75. **64-66 Lark grille** used dual headlights \$100. **64-66 Lark V-8 doghouse \$50. 64-66 Lark used radiator** V8 auto \$75. Subject to postage, shipping and insurance. Call/text 602-885-2216 or wjazwin@hotmail.com (3)

**AVANTI parts for sale.** Many NOS and used parts for 1963/1964 Avanti. Please email Bill Cervini at avanti5010@gmail.com for list. (1)

**T-Cab (Champ PU) Fenders w/grill** plus useable extra parts. \$450.00. Mike in Prescott 602-214-3694 (0)

**245 Commander 6 150.00 T86** overdrive Trans. From 50 Commander 150.00 '56 Golden Hawk left side fiberglass fin \$50.00 GT Hawk headliner bows, very nice \$75.00 for full set. Parting out '56 1/2 ton C-Cab truck. Only thing left is the cab, rolling frame. Studebaker 1/2 ton brake drums \$50.00 ea. Studebaker V8 Valley pans \$5.00 ea. 2R5 truck Champ 6 bellhousing \$40.00 '51 Commander left front door \$45.00 '51 Commander right rear door \$45. '56-'61 Hawk grill excellent chrome \$75.00 GT Hawk front bumper \$40. '62 Lark grill \$40.00 very nice '53

sedan trunk lid \$40. '62-'64 GT Hawk complete set good glass in chrome frames wing windows, side glass. 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 left door \$50.00 ea. '62 Lark Station Wagon upper tailgate \$50.00 '62 Lark rear quarters \$75.00 for both or \$40.00 each no rust. '63 Lark 4 door front doors \$50 ea. '63 Lark rear doors for Wagonaire or 4-dr sedan \$35. 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. Contact Jerry 520-979-0065 / studeblu@gmail.com (2)

**2020 PSW ZONE MEET T-SHIRTS & CAPS Souvenirs of the Meet That Wasn't**

T-shirts are ash color with brightly colored logos. Men's shirts in small, medium, large, XL, XXL & XXXL, Women's shirts in small, medium, large & XL and caps in gray with black mesh and 2020 logo are all available for \$15.00 each.

**Caps and t-shirts will be available at upcoming Chapter meetings and events as they are held or can be ordered using Pay Pal or check. See page 5 for details or contact Chris at ccollinsaz@cox.net**



PRESIDENTIAL CHAMPION CONESTOGA ISTARLINEERIGT HAWK IDAYTONA IERSKINE SILVERHAWK

CRUISER AVANTI COMMANDER ROCKNE EMT PHAETON ISTARLIGHT I SKYWAY WAGONAIRE

# The *ECHO*

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



New member Dennis Cook's 1950 Champion.

 **Happy Fourth!**

## REMINDERS FOR JULY/AUGUST

July 18 Organ Stop Pizza  
See page 5 for details.

Watch your email for event updates.



Visit the Chapter web site at  
<https://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 SDC dues to your chapter dues** which the treasurer will remit for you. SDC dues are \$29.00 for new members, first year only. To renew your SDC membership, add \$36.00 for 1 year, \$99.00 for 3 years or \$161.00 for 5 years. both include *Turning Wheels* magazine. Or \$12.00 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](mailto: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 \_\_\_\_\_

## ***Odds 'N' Ends***

Submitted by Pete Yuen

At one time or another, most motorists may have heard some type of unusual noise coming from the car. If it is from squeaks, they are often an indication of a friction problem. Check it out. The following noises are more common than others.

### **“CHATTERING”**

Chattering or clicking when you are trying to start the motor and hear a chattering /clicking sound, you may have a problem with the starter not having enough voltage delivered to it. Check your battery and cable connections first, however, to make sure you have a full charge in the battery and good contacts on both positive and negative battery and cable connections. If this checks out, then you will have reason to check the starter.” If the battery is low on charge when attempting to start the engine and it does not start, do not keep trying to start it as prolong usage of the starter without sufficient voltage will damage it.

### **“GRINDING”**

When you apply the brakes and hear a grinding noise that sounds like metal being scraped together, it may mean that you have worn brake shoes on drum brakes or worn disc brake pads on disc brakes rotors. It is generally caused by normal wear over a long period of time and it is the one problem that should not be ignored. Brake troubles always gets worse. If you suspect that the scraping noise is coming from the braking system, get it checked as quickly as possible. The cause of the scraping noise is bad and the damage that the scraping causes accelerates from bad to worse very quickly. Since the braking system is considered to be one of the most important functions in your car as far as safety and your welfare is concerned, give it the attention that it needs. As a driver, your life depends on it.”

### **“BANGS’ ON BUMPS”**

If your car ‘bangs’ going over a bump, it means that the suspension is “hitting bottom” or “bottoming out.” This may be a result of worn shocks or broken or worn springs. The solution is to replace the shock absorbers or to have a mechanic check out the springs.” Another possibility is that someone install springs that were not designed for usage in the car before you became the owner.

### **“VIBRATION AND NOISE”**

If a car vibrates at moderate speeds, you should check to see if your wheels are in balance. This is the most common cause. If the front wheels are out of balance, you will feel most of the vibration on the steering. When the rear wheels are out of balance, you will generally feel the vibration through the seat.” Vibration noise can also be caused by failing bearings on the drive shaft and universals. If the driveshaft is bent, it will create vibration also as the vehicle is driven.

### **“THUMPS”**

If you hear a steady thump when you are driving, check the tires. You may have a foreign object, like a stone wedged in the tread. You may also have an air bubble on the tire surface which is critically dangerous. If it is an object, remove it carefully so you don’t damage the tire. If it’s a bubble, change the tire immediately and don’t ever use that tire again. Bubbles means that the tire is weakened and that it could explode when you are on the road. Tread separation on tires was to some extent, more common when the radial tires were first introduced. The separation would be between the tread and the tire carcass and it would cause the tire to ‘thump’ as the car was driven.

### **“SQUEAL”**

The squeal is often caused by a failing bearing such as on the generator, alternator or the water pump. Rust on a brake drum could cause a squeal when the brakes are applied to slow the car. Some brake pad linings could create a squeal when the brakes are applied. There is a paste like substance that comes in a tube from the auto parts jobbers that claim to stop the squeal from the brake pads. Do not know how effective this is.

### **“SQUEAKS”**

Squeaks such as heard from door, hood and trunk hinges means that they need oiling to reduce the friction and to prolong the life of the hinge.

# Packaging air is waste of money

**Packaging technique** is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000-sq ft dockside plant in Hamilton, Ont., where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content—"cube" to anyone in or around the shipping business. And the reason is elementary—the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping

Model Y sedans to Israel, South Africa and Australia.

**Studebaker in the U.S.** has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined

Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

**The economics** of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lb.

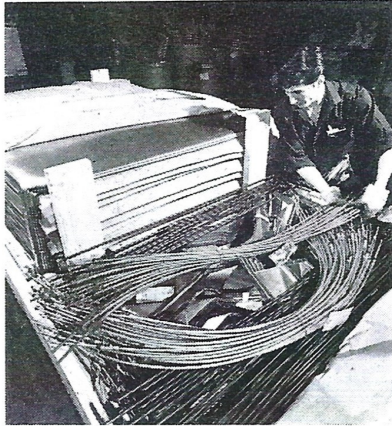
**Parts are delivered** to the dockside operation from Studebaker's Hamilton plant and from the latter company's

As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.



suppliers, working to a schedule formulated by the packing company and Studebaker.

Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.



Panels share crate with cables, other parts.



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

**All crates** used by the company have plywood facing and tops, with bottom construction of  $\frac{7}{8}$  x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using  $1\frac{1}{4}$  in. plain and perforated and  $\frac{3}{8}$  in. banding supplied by Acme Steel Co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down, have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant but, to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate—eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

**For framing components**, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of

the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

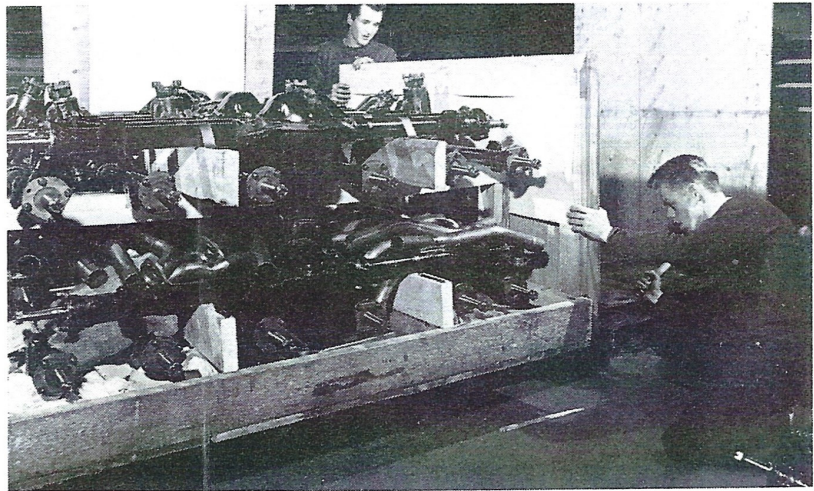
**For critical components**—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted but weighed, using a Toledo over-and-under scale.

**When a shipment** is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

**Illustrating the efficiency** of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. And total delivery during the period amounted to 2,500 vehicles. □



Here's another example of how various car parts are packed to conserve space in crates.



