

# The ECHO



Newsletter of the  
Grand Canyon State Chapter  
Studebaker Drivers Club

Volume 48 Issue 7

September 2020

## Inside This Issue

Officers and Board .....2

State of the Chapter .....3

SDC News .....3

PSW Zone News .....4

This N That .....4

Upcoming Events .....5

Who's Who .....6

Call for Nominations .....6

Organ Stop Pizza .....7

Birthdays, Anniversaries ..7

Riding with Dale .....8

Eating with Raymond .....8

Oh, The Trucks .....9

Technical Information .....9

ECHO Advertisers .....10

Classifieds .....11

"Studebaker Battery" .....13

Bonus Page



### Vision produced this car of vision!

STUDEBAKER engineers and stylists knew you wanted a better view in back as well as in front when you're driving.

So they envisioned a car with panoramic windows all around—spent years in designing and redesigning it—came up with this dream-lined new Starlight Coupe!

Enviied throughout the automotive world is this engineering resourcefulness! It underlies the extra vision—the deep-bedded riding comfort—the light-touch handling ease—of all the

fabulously fine new Studebaker dream cars!

They're swung so low, the very law of gravity itself assures road-hugging stability without weave or wander.

They're the world's first cars with brakes designed to adjust themselves automatically! Brake servicing is seldom needed—there's a "like-new" pedal feel, mile after mile!

See them all! Champion and Commander sedans, coupes, convertibles—a special extra-long-wheelbase Studebaker Land Cruiser!

**STUDEBAKER**

*First in style...first in vision...first by far with a postwar car* © Studebaker Corporation, South Bend 27, Ind., U.S.A.

1948 Starlight Coupe

**From the Editor's Pen.....**

A favorite venue for Chapter events, especially our Winter Gathering, has been the Martin Auto Museum (MAM). Mel Martin is the founder and owner of the Museum and recently celebrated his 90th birthday. As with most public places, the MAM closed in March but has since reopened with restrictions. They require guests to wear masks and social distance and provide hand sanitizer plus they sanitize restrooms and vehicle placards several times a day. A visit now would reveal some new acquisitions since our Chapter event in January. Visit the Museum's web site at <https://sites.google.com/view/martinautomuseum> for more information.

The advertisement on the front cover features a 1948, the second year of the model many wondered jokingly if it was "coming or going". If this model appeals to you there's one for sale in the ads on page 11.

There are still plenty of Zone Meet t-shirts and caps for sale. See page 5 for details.

Thanks to this month's contributors - Michell Eastburn, Dale Sexton, Dan Kuhl, Ed Smith, Scott Grainger, Chuck Collins and Peter Rutledge.

Drive your Studebaker and Be Well,  
Chris

**SDC DUES HAVE INCREASED**

In April, SDC dues increased and the Club's membership secretary reports they are still receiving dues at the old rates. Be sure you are sending the correct dues in when you renew. Most of the new dues are printed on page 12 of this newsletter but a more complete dues structure is in *Turning Wheels* or on the SDC web site at <http://www.studebakerdriversclub.com/join.asp>

**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.

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.

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## STATE OF THE CHAPTER

By Michell Eastburn, President

The common love of Studebakers is what brings us all together, whether you have a show car or an everyday driver we are all enthusiasts just trying to keep the spirit of Studebakers alive for ourselves and others to enjoy. This month we get to celebrate International Drive Your Studebaker Day on September 12<sup>th</sup>. If you are raring to get out and enjoy some donuts and coffee, please join us at Dunkin' Donuts for an early morning mini car show and get-together. If you are unable to join in, please make sure you take time for your Studebaker on the 12<sup>th</sup>, take a spin around the neighborhood, add a new air freshener, check the oil, have your own car show in your driveway, drive it to work, heck, change the oil even if it doesn't need to be changed. Express your **Studebaker** pride extra on this day!



The board has still been working diligently to try to plan out events for the remainder of the year. If we can get COVID-19 to go blow away in one of our monsoon storms that would be awesome. Until then please keep safe and healthy. Take time to take care of yourself and those around you. If you are going to the store make sure you ask your neighbor if they need anything, we can all help, and we are all in this together.

Don't forget that even though the 2020 Zone Meet was cancelled, the chapter is still selling shirts and raffle tickets to help recover lost funds due to the cancellation. Shirts are available at any gathering and/or contact Chris Collins for raffle tickets and shipping needs.

**A quick reminder from ADOT: Pull Aside · Stay Alive** (<http://pullasidestayalive.org/>)

- \***Avoid driving into or through** a dust storm.
- \*If you encounter a dust storm, **immediately check traffic around your vehicle** (front, back and to the side) and **begin slowing down**.
- \*Do not wait until poor visibility makes it difficult to safely pull off the roadway -- do it as soon as possible. **Completely exit the highway if you can.**
- \***Do not stop in a travel lane or in the emergency lane.** Look for a safe place to pull completely off the paved portion of the roadway.
- \***Turn off all vehicle lights**, including your emergency flashers. You do not want other vehicles approaching from behind to use your lights as a guide, possibly crashing into your parked vehicle.
- \*Set your emergency brake and **take your foot off the brake**.
- \***Stay in the vehicle with your seatbelts buckled** and wait for the storm to pass.
- \*Drivers of high-profile vehicles should **be especially aware of changing weather conditions and travel at reduced speeds.**



## SDC NEWS

### Resignation of Peter Bishop from the Presidency of Studebaker Drivers Club, Inc.

On behalf of the Board of Directors of the Studebaker Drivers Club, Inc. (SDC), I want to take this opportunity to notify you of the Resignation of SDC President **Peter Bishop**, for personal reasons. We have all been fortunate to work with Pete in the last year, and I believe the Board echoes my sentiment in stating that Pete is a gentleman of outstanding character. We wish him good health and prosperity.

We wish to thank Pete for the talents and effort he has brought to the club and assure the membership of SDC that projects begun by Pete **will** be completed.

I am assuming the office of President of SDC effective August 25, 2020, and welcome your confidence, comments and support.

Denny Foust  
President, Studebaker Drivers Club, Inc.  
[studeguy54@gmail.com](mailto:studeguy54@gmail.com)

### SDC's Trademark Policy

SDC has registered seven (7) different trademarks with the U.S. Patent and Trademark Office. They are:

1. Studebaker Drivers Club (circle with lazy S with club name to the right)
2. Turning Wheels - wheel logo
3. We Invented Cool- stylized design
4. Studebaker Drivers Club - typed drawing
5. The Studebaker Drivers Club - wheel with script name
6. Studebaker Drivers Club Since 1962 - double ring with lettering
7. Studebaker in distinctive script

Current members may use two of the trademarked logos to identify membership in SDC without prior authorization for a personal calling card, stationery or website. These are the red, white and blue wheel with a diagonal script Studebaker across the wheel and the double ring logo which has "since 1962" at the top.



Please read more about the SDC trademarks and their usage here:  
<http://www.studebakerdriversclub.com/logoguide.asp>



# PACIFIC SOUTHWEST ZONE NEWS

By Ed Smith, PSW Zone Coordinator



Hello there, I would like to say a few things about just who I am. My name is Ed Smith and I have been appointed as the Zone Coordinator for the Pacific Southwest Zone. I am married (to Linda) and we have been SDC members since 2000. I live in the White Mountains of Arizona and currently own a '51 C Cab ½ Ton Stake Bed, a '59 Lark 2 door Wagon and a '39 Coupe Express. I belong to the Grand Canyon State Chapter and served as Vice President during the 2010 International SDC Meet in Glendale, Arizona and then as President for the next 6 years. I was the Chief Judge for SDC for 4 years and was involved in the rewriting of the SDC Bylaws and policies and procedures. I am currently the President of the Arizona State Chapter Antique Studebaker Club. I have taken a car or truck, (most of the time driven one) to just about every zone meet in the Pacific Southwest Zone since 2010 and many other Zone meets. I travel to a lot of the California events and try to go to at least 2 non-Studebaker sponsored events a month and sometimes many more. I am a big supporter of getting the brand out for others to see and compare. The more we introduce a Studebaker to the owners and spectators of other car brand owners at events the more interest we gain. It not only helps when selling time comes along but will spark an interest in the uniqueness and affordability of our cool Studebakers. I have owned over 100 cars and settled on Studebaker because my parents talked about the '49 they owned when they got married and I could see the joy it brought them to talk about it. I bought a '49 Landcruiser and took my parents to their 50<sup>th</sup> wedding anniversary in it.

As your Zone Coordinator I will assist you any way I can toward a successful zone meet. As it goes right now the 2020 zone meet for Arizona was cancelled and the 2021 zone meet in Utah is not going to happen. In 2022 we are scheduled with the Sequoia Chapter.

I am a strong supporter of giving people a variety of options when it comes to showing their cars from parking, to driving, to seminars and other activities. I am also a big proponent of Valve Cover Racing as it is a good way to get youngsters, women and elders interested in having fun.

Please contact me no matter what size your club is, and I will assist you in putting on a successful Zone meet with as little or as much work as you are comfortable with. I am a true believer that Studebakers are Great and Studebaker People are the Greatest.



## THESE ARE NOT YOUR ORDINARY MODELS

In the last newsletter you were introduced to our new Pacific Southwest Zone Director, Jon Stalnaker, Sr. One photo of Jon featured him with models of his two Studebakers. Jon's models, however, are not ordinary ones. They are actually urns, hand-crafted by a local artisan. Someday he will be ensconced in one for eternity.

In the February, 2013 *Turning Wheels*, Jon wrote about the models and how he came to have them. You might enjoy pulling out that issue and reading the story behind the urns that Jon displays with humor.



The Studebaker Desert Ark under a New Ramada at the Arizona-Sonora Desert Museum, Tucson.

GCSC and SAC member Mary Powell-McConnell and her late husband, Jim, gifted the Lark station wagon to the Museum.

## *This N That .....*

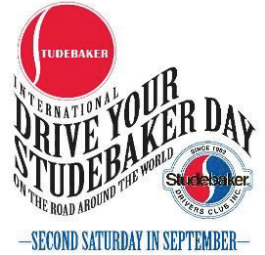
Congratulations to Chapter member **Kevin Studebaker** on his appointment to the board of the Studebaker Family National Association. **Kevin and Martha** live in Lexington, NC and operate a small family business, Studebaker Controls. To learn more about the association visit here: <http://www.studebakerfamily.org/>

**Ann Pearson**, editor of the Southern Arizona Chapter's newsletter, *The Copper Starlight* was awarded a first in the Bi-Monthly Internet division of the SDC Newsletter Competition. **Congratulations, Ann for a job well done!**

# GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

SEPTEMBER 12

**INTERNATIONAL DRIVE YOUR STUDEBAKER DAY.**  
CRUISE ON OVER TO DUNKIN' DONUTS, 1025 N. 67TH AVE., SUITE 5, PHOENIX ON SATURDAY, SEPTEMBER 12 TO MEET UP AT 8:30 AM FOR DONUTS, COFFEE AND TO CATCH UP WITH CHAPTER FRIENDS. CHAPTER WILL PROVIDE WATER. PLEASE BE SURE TO BRING YOUR OWN CHAIR(S). HEALTH PRECAUTIONS WILL BE OBSERVED.



**DIRECTIONS:** FROM 1-10 TAKE EXIT 138C AT 67TH AVE. FROM EITHER THE WEST OR EAST. DUNKIN' DONUTS IS ABOUT 1/8 MILE SOUTH OF 1-10 AT ROOSEVELT ST. IF YOU USE LOOP 202 EXIT AT VAN BUREN AND GO NORTH AT 67TH AVE. TO ROOSEVELT AND THE DUNKIN' DONUTS.

DRIVE YOUR STUDEBAKER IF POSSIBLE, OTHERWISE COME IN YOUR BRAND X.

IF YOU CANNOT ATTEND PLEASE READ THE PRESIDENT'S MESSAGE ON PAGE 3 FOR SUGGESTIONS FOR CELEBRATING DRIVE YOUR STUDEBAKER DAY.

QUESTIONS? CONTACT PEGGY AT 623-936-6116 or [peggyeastburn@hotmail.com](mailto:peggyeastburn@hotmail.com)

SEPTEMBER 20

GCSC BOARD AND OFFICERS WILL MEET AT 1:00 PM VIA ZOOM CALL OR VIDEO. MEMBERS ARE WELCOME TO ATTEND. TO JOIN IN THE MEETING CONTACT PEGGY AT 623-936-6116 or [peggyeastburn@hotmail.com](mailto:peggyeastburn@hotmail.com) TO BE INCLUDED IN NOTIFICATION LIST FOR MEETING DETAILS.

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@cablone.net](mailto:58pkhawk@cablone.net)**

DECEMBER 5

CHAPTER HOLIDAY PARTY. INFORMATION TO FOLLOW OR CONTACT PEGGY AT 623-936-6116 or [peggyeastburn@hotmail.com](mailto:peggyeastburn@hotmail.com)

*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 medium, large, XL, XXL & XXXL and Women's shirts (limited quantities, inquire) in small, medium and large 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.

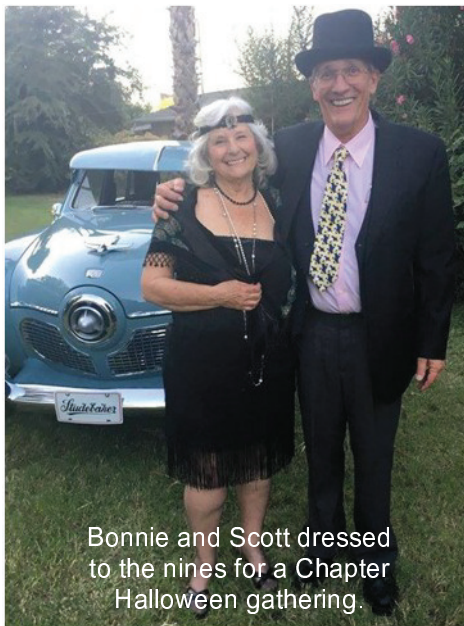
Shipping Charges: 1 t-shirt, add \$4.00; 2 t-shirts, add \$8.00; 1 cap, add \$3.00; 1 t-shirt and 1 cap, add \$6.00. Any other combinations of items please contact Chris at [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net) for shipping charges, if applicable.

# WHO'S WHO

Submitted by Michell Eastburn

This month's 'who's who' is Scott Grainger of Mesa, Arizona. Many of you know Scott as he was one of our past presidents of the Grand Canyon State Chapter and has volunteered at many Chapter events over the years. Scott was born in Missoula, Montana, moved to Sierra Vista, Arizona in 1971 when he was stationed in the Army at Fort Huachuca, but prior to that, was raised in several states including Colorado where he graduated high school and college. Colorado State University is where Scott earned his Bachelor of Science in Civil Engineering and is currently licensed as a Fire Protection Engineer and Civil Engineer in nearly 12 states. When asked what his most interesting job was, Scott mentioned that he had the opportunity to serve as the Chief Fire Protection Engineer on board the Queen Mary ocean liner and overall he still enjoys working as a Forensic Engineer.

Scott's love for Studebakers started as a teenager when his grandpa and dad gave him the opportunity to drive a 1954 Regal Champion coupe in high school and until he left for the Army. One unique thing that he mentioned about the Champion is that he took a V8 motor out of another Stude he owned, a 1951 Land Cruiser, and transplanted it into the Champion. "That was a very fast car" Scott mentioned, and when he left for the Army they sold it and its new life was to be a racer at the Salt Flats. Scott didn't own another Studebaker until 1968 when he received a 1947 M5 as a wedding



Bonnie and Scott dressed to the nines for a Chapter Halloween gathering.

gift from Barbara and after a great life with the Graingers an awesome deal to sell arose in 1978. Scott didn't own another Studebaker for nearly 30 years when he attained Toto, his 1946 M16.

Engineering is a staple in the Grainger family and Scott loves to train and encourage new engineers. He enjoys working with the WSG Foundation that he and Bonnie started nearly 2 years ago that financially helps those seeking to learn engineering and trades; they currently have 6 grantees. He also volunteers with the A/E911 Truth organization investigating the real reason the Twin Towers collapsed on 09/11/2001. Additionally, Scott is currently assisting the Navajo Nation during this COVID-19 pandemic and has opened his home as a donation center for much needed supplies for the Nation.



Scott has a mighty large family with 2 sons and 3 daughters resulting in 3 grand kids, (2 of which are graduate engineers) and 8 grandnieces & nephews! Over the years we have met his family members as Scott has brought several to various Chapter events. Currently he owns 3 Studebakers - Toto: 1946 M16 Grain Truck, LC: 1951 Land Cruiser, and Indy: 1928 Erskine 52W. "I really enjoy being a member and past president of the Grand Canyon State Chapter of the SDC. Bonnie also enjoyed being a part of the Chapter, particularly at the Christmas gatherings. Thank you, Love & Joy, Scott Grainger".

## 2021 GRAND CANYON STATE CHAPTER ELECTIONS

Submitted by Ed Smith, Nominations Chairman

It has been an interesting year to say the least. One thing after another has been cancelled or postponed creating a year with little activity and little participation in many events that did happen. One thing that has not been postponed is the elections. The election for 2021 Chapter officers and board members is coming up in November and the call is going out for member volunteers to run for the various offices. The positions available range from President, Vice President, Secretary, Treasurer and Board Member

We have had to learn to be more creative in these current times and it shows us just how we must work together more now than before to accomplish the results we are accustomed to. If you would like to help the club and do not know what a job entails, please consult the bylaws (contact me for a copy) or contact the member who currently holds the office and talk with him or her. If you are interested in a position and would like to nominate yourself or another member, with his or her permission, you can contact me at edcollects@gmail.com or 602-290-1045.



## STUDEBAKER CRUISE-IN

Submitted by Michell Eastburn

Thank you to the handful of members and guest who came out for pizza and music at Organ Stop Pizza in Mesa on July 18<sup>th</sup>. Special shout out to Gary and Sandie Keating for driving their 1934 Commander and Scott Grainger for driving LC, his 1951 Land Cruiser, to this event.



Our typical section of seating was arranged in a very "social distancing" atmosphere and as usual the venue was very welcoming of our members and guest and we even got our usual welcome from the organist. An array of music was played every hour with a bit of a changed tone from a newer organist. We were not entertained with our typical "Christmas in July" music, but enjoyed several of our favorites such as Sweet Caroline, Little Mermaid, Chattanooga Choo Choo and Bohemian Rhapsody.

Joining in the festivities were: Gary and Sandie Keating (1934 Commander), Scott Grainger (1951 Land Cruiser), Larry Polhill with guest, Bill and Peggy Eastburn, and Michell Eastburn.



**September 12**

## CELEBRATE!



### September Birthdays

3	Jean Kirkel	16	Bryce Dennen
6	Steve Fein	17	Ike Quigley
7	Jan Malmstrom	19	Paul Horvath
8	Marlene McCoin	19	Suzanne Riley
9	Chuck Collins	19	John Wiley
9	Kimberly McDonald	21	Shelley Levin
10	Kolton Kroulik	22	Chuck Stanford
10	Barb Olsen	26	Carmen Curtis
11	Gary Keating	30	Mary Cervini
13	Meridith Tietz		

### September Anniversaries

5	Don & Kathy Parkey
5	John & Evelyn Verrill
9	Chuck & Louise Stanford



### Children's Birthdays

16	Karsten Rasmussen (son of Ron & Stephanie)
----	---



### WELL WISHES TO

Bill Eastburn  
Mary Powell-McConnell  
Keith Muske  
Linda Smith  
Evelyn Thompson  
Rosalie Torske

### Thank You, Neil and Ruth Bell

Although Neil and Ruth did not renew their Chapter membership after selling their 1961 Hawk, they did not forget their Studebaker friends when they decided to relocate from Scottsdale to New Brunswick, Canada at the end of August. Neil wrote a note to the board in late July telling of their decision to move away from Arizona and that they would like to donate their Studebaker memorabilia to the Chapter. Thanks to Neil and Ruth for this generous gesture.

Thanks, also, to Richard Dormois for picking up the items from the Bells and to Dennis Lynde and Linda Saar for agreeing to store the items until an appropriate use can be determined.



## DRIVING IN THE AGE OF COVID

By Dale Sexton

**B**ecause of the corona virus, our last Arizona (AAOA) chapter car show in 2020 was held in Tucson the first part of March. After that the AVX came home and has stayed in the garage until late May. Thinking it was time to give the AVX a trip to loosen up its joints and let the tires remember what they are supposed to do, I drove to the fuel station to fill the tank with fresh fuel and started south for a short trip to Casa Grande with no particular route in mind. At Casa Grande, I turned east on a state highway. When I arrived at the small town of Eloy and was approaching Picacho Peak State Park, which commemorates the only Civil War battle in Arizona, and not wanting to continue on to Tucson, I turned north continuing my route through the placid, unpopulated farmlands of southeast Arizona.

Unbeknownst to me at the time, I'm about seventy miles into this short trip; due to the lack of traffic and highway markers, I'm beginning to think I may be lost. But that can't be, I'm going north and eventually I will come to another town that I will recognize. Sure enough about 10 minutes farther along this state highway I came to the town of Coolidge, where I once had previously shown my '88 Avanti at a car show. As I continue traveling some distance, I see a road sign that says Chandler 25 miles. I felt much better. Two things everyone needs to remember is not to get old and never leave home without a cell phone. At least I never had to stop for gas or to ask directions.

The AVX has now been under cover in the garage for about eight weeks and I am trying to decide where my next trip will take me. Maybe I'll take the loop 202 which is about 175 miles long as it goes around the Phoenix metropolitan area. But, what's the adventure in that?

Norma and I hope all of our Arizona Avanti members are staying well. Take care of yourself and your loved ones and stay safe.

Reprinted from *Arizona Avanti Newsletter*, Norma Sexton, editor. Dale and Norma are GCSC Chapter and Arizona Avanti Owner Association (AAOA) members. Dale is AAOA president and former president of the Avanti Owners Association International (AOAI). The Sexton's AVX is #1 of only three. The photo was taken at the Studebaker gathering in Tucson in March and shows the AVX next to GCSC member Lyle Byboth's white 2001 T-Top Avanti.

For more information about the AVX visit: <https://theavanti.com/avx.html>

*If you have a story about a motoring adventure in your Avanti or Studebaker during this time of COVID-19 please send it to the editor to have it published in an upcoming issue.*



## EATING WELL WITH RAYMOND LOEWY

**M**embers of the Avanti Owners Association receive a quarterly publication, the *Avanti Magazine*, and in each issue a Raymond Loewy recipe is featured in a column called "In the Kitchen With Loewy". The Spring/Summer 2020 magazine had a recipe for Chicken Tacos that sounded as though it would please our Southwestern taste buds. The recipe is reprinted below for you to recreate in your own kitchen!

### Loewy's Tequila Lime Chicken Tacos

1/2 c Tequila (Loewy preferred Jose Cuervo Gold)  
 Juice of 4 fresh limes  
 2 Fresh cloves of garlic, minced  
 2 Mild jalapenos, 1 finely chopped and 1 sliced divided  
 Freshly ground black pepper  
 Kosher salt  
 1 lb Skinless chicken breast  
 1 T Olive oil

Serves 4

Corn tortillas, warmed for serving  
 1 Avocado, sliced  
 1/4 Head red cabbage, shredded  
 1/4 Cup Cotija Mexican grated cheese  
 Lime wedges for serving



Use large mixing bowl to whisk tequila with lime juice, garlic and chopped jalapeno. Season with salt and pepper. Add chicken and marinate in the refrigerator from 45 minutes to an hour. Heat skillet to medium high, add olive oil. Cook chicken to golden, about 5-7 minutes per side. Place on cutting board for several minutes before slicing.

Serve in warm tortilla shells with avocado, cabbage, sliced jalapeno and cotija. Don't spare the lime, when squeezing.

Courtesy of *Avanti Magazine*. Thank You!



# “OH, THE TRUCKS, DON’T BRING THAT UP”

By Dan Kuhl

In a *Turning Wheels* article, Otis Romine states that Gene Hardig, Chief Engineer at Studebaker in 1957, in reference to Otis’s new activities in the truck division, said nobody at the corporate level cares about trucks. Otis, who would become the truck body-engineer, did care about the truck division as demonstrated by his ability to make changes to the truck design on a very limited budget. I had chosen this topic because our Chapter was to host the 2020 Zone Meet in October and focus attention on Studebaker trucks that most buyers cared so little for. An exception was Chuck Naugle, who was an avid collector and who saved many examples that are still in our Club today and for whom a tribute was planned to honor him and his trucks.

To illustrate the dire straights being felt at the factory, Otis describes the invention of a pendant braking system in 1947 by Julius Hesler, who worked at the proving grounds, that was not incorporated into a Studebaker truck until the 1963 model year. In another example, which is the icing on the cake, Studebaker agreed to follow Otis’s lead in securing the outdated single-wall Dodge pickup box to incorporate in the new Lark inspired truck that debuted in 1960. You say, what were they thinking? Well, what would you do if there were no money to develop an all new double-wall box similar to the one that served the truck lineup so adeptly for 10 years?

Otis, now the truck body engineer, put together a very stylish modern looking pickup that would hopefully appeal to the buying public. However, as noted in the sales figures for the Champ, the public did not step up to the plate and buy Studebaker’s new El Camino and Rancho-esque trucks that were so popular in the early 1960s.

Thanks to Chuck Naugle, the farmer who bought my truck at Howard Oldsmobile/Studebaker in Hastings, Minn. and the many folks who believed in Studebaker trucks, we can continue to enjoy and show them off at Chapter events. So, make your plans to drive your Studebaker truck, if you have one, on Drive Your Studebaker Day.

Note: The title (a quote) and photo are from the Romine article. The truck in the photo was either a special-order or a prototype, as Studebaker did not manufacture a one-ton Champ in the regular truck lineup.



photo courtesy Richard Chaim Collection

Reference: Pennington, Loren, E. “Conversations with Otis - Part IV.” *Turning Wheels*. Vol. 42, No. 6 (June 2010): 6-8.

Editor’s note: The original article was edited to update references to the now cancelled 2020 Zone Meet.

## TECHNICAL INFORMATION .....

### HOOD RELEASE CONTROL CABLE HELP

By Chuck Collins

When you experience a cable-operated hood release failure it can happen for a variety of reasons of which battery acid corrosion or old-age breakage are the most common. There are ways to open the hood without any damage to the car if you have this problem.

On a 1951 model Studebaker you simply remove the six Phillips screws retaining the left grill and remove the grill. With a flashlight you can look up and see a hole approximately 7/16" in diameter about 2" behind the hood pin. Simply insert your screw driver into this hole which is partially blocked by the release lever and lever it to the left to release the hood latch. This will take less than ten minutes the second time you do it.

On the cable operated Hawk latches these can be simply manually opened by reaching in below the front valence and overriding the cable control.

On Lark models it is not too difficult to override a broken cable if you have about a 15" straight, narrow screw driver. From underneath the car, from off center of the right side of the latch, insert the screw driver to the right of the return spring pin and as far forward as possible and lever the latch left to the open position. This is a five minute operation on an AC-equipped convertible model and is easier on a conventional model.

On early Avanti cars Studebaker made a provision for this occurrence. Inside the fender well directly under the hood latch assembly there is a rubber plug. Remove the plug and insert a short straight blade screwdriver into the lock operating lever. Lever or push the lever towards the center of the car to release the latch. There is a plug provided on both sides of the car to access both latches.



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**1948 Starlight Coupe.** Rough but restorable or use for parts. No title. Has all parts including glass. Make an offer. Dave, Mesa. 602-885-6016. Email [daveyroza@gmail.com](mailto:daveyroza@gmail.com) for photos. (3)



**1958 Golden Hawk.** Only 4 "Mountain Blue Metallic and Parchment White" like this one still exists. In 2013 the engine, super-charger 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](mailto:arizonacharley2004@yahoo.com) (2)

**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. (0)

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**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 V-8 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 V-8 auto \$75.** Subject to postage, shipping and insurance. Call/text 602-885-2216 or [wjazwin@hotmail.com](mailto:wjazwin@hotmail.com) (2)

**AVANTI parts for sale.** Many NOS and used parts for 1963/1964 Avanti. Please email Bill Cervini at [wcervini1@gmail.com](mailto:wcervini1@gmail.com) for list. (3)

**245 Commander 6 \$150,** overdrive Trans. from '50 Commander 150.00 '56 Golden Hawk left side fiberglass fin \$50. 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. '51 Commander left front door \$45. '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](mailto:studeblu@gmail.com) (2)

**CHAPTER FUNDRAISING PROJECTS**



The Chapter has two very nice hand crafted items to raffle. One is a quilt donated by Dan and Corlean Kuhl featuring Studebaker meet t-shirts. The quilt measures 5'x6'.



The second is a beautiful lamp created and donated by Ike Quigley. It is made of maple, walnut and cherry and stands 2' tall.

Chances for either item are \$5.00 ea or five for \$20.00 and can be purchased by contacting Chris Collins at 602-995-2146 or [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net) for information.

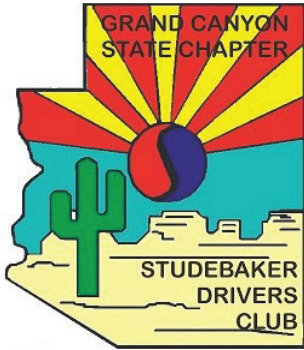
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# The *ECHO*

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**REMINDERS FOR SEPTEMBER**

- 7 Happy Labor Day
- 12 Drive Your Studebaker Day - See page 5.
- 20 GCSC Board Meeting - See page 5.
- 22 Autumnal Equinox - Happy Fall!

Watch your email for any 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.



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## 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 new and renewal memberships include *Turning Wheels* magazine. SDC Membership only without magazine is \$12.00 per year.

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.

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## How to Make a New, Reliable, Economical “1964 Studebaker Battery”

By Peter J. Rutledge, Potomac Chapter, SDC

For the 1964 model year, Studebaker began offering a car battery with their name on it. Among other applications, it was used to fill the newly-designed battery tray in the '64 Avanti, a space formerly designed for and filled by the unusually-shaped (long and narrow) 3EEE battery. While I haven't researched it, I'm pretty sure that Studebaker did not actually manufacture the battery. Although the new battery looked pretty much like any other car battery, it did have a couple of distinguishing features. It had a nice big Studebaker battery label on top and it had six colorful white and orange filler caps. One of these original batteries is on display at the Studebaker National Museum (according to the Avanti Authenticity Manual). A picture of it can be found in the [1964 Avanti Accessories Manual – proper title?].

For some of the more popular collector cars (e.g., Corvettes), you can actually buy reproductions of the batteries originally in these cars (or even a false topper that makes most any battery look like an original). Probably needless to say, reproductions of vintage batteries are quite expensive, and I've read that they often don't last all that long. One cannot, however, buy a reproduction of a 1964 Studebaker battery. But you can easily and economically make your own. The Studebaker battery label is readily available for only a few dollars from Studebaker parts sources like Studebaker International and others. But the best, and most surprising part is that you can also get reproductions of the distinctive filler caps. One day recently while searching for vintage battery reproductions on ebay, I noticed a seller in Belgium, of all places, offering stick-on battery caps for Mopar muscle cars that looked strangely familiar. He sells them complete with a Mopar battery sticker so that a Mopar muscle car owner can dress up a modern battery to look like the one originally in their car. All they need to start with is a flat-top battery, i.e., one with no protruding filler caps. Then they can stick on the Mopar sticker and the stick-on filler caps and, *voilà*, a “vintage Mopar battery” with the reliability and affordable price of a modern battery. The best of all worlds.

Well, the Belgian battery caps looked familiar because they look exactly like the Studebaker battery caps—orange center, white periphery, and the words “Fill to Indicator” embossed on each cap. So if we start with a flat-top battery, add the Studebaker battery sticker in the right location, and then add the Belgian stick-on caps in the right places, *voilà*, a “1964 Studebaker battery.”

For a 1964 Avanti, there is probably any number of flat-top group 24 batteries to choose from. But the case needs to be black, which rules out some batteries that have white, green, or some other color case. And it should be devoid of any embossed brand names or other words on the case. In other words, it's a battery that can be made completely anonymous by simply removing its brand name stickers. It should also have a conventional and simple cubic shape with relatively plain edges. I shopped on-line and based on appearance and price chose a Ray-O-Vac battery from Batteries and Bulbs. Unfortunately, Batteries and Bulbs is discontinuing the Ray-O-Vac battery and replacing it with Duralast. I preferred the Ray-O-Vac because based on the on-line picture its case design was simpler, like the Studebaker battery case. My local Woodbridge store had none of the Ray-O-Vac batteries, but I found that one was available in Springfield. And it was even cheaper (about \$85), so I went there and got that battery. As it turned out, the battery case did not match the on-line picture. Instead, the Ray-O-Vac battery case looked just like the Duralast battery case, even though it was labeled Ray-O-Vac. I guess there are fewer battery manufacturers than we think. Oh, well, the battery bracket in the car covers most of the edge of the case that has the frillier appearance. So I went home with what was essentially a Duralast battery in Ray-O-Vac clothing. If you follow my example, you will most likely end up with a Duralast-labelled battery with the same case as mine.

I had previously ordered and had on-land a Studebaker battery sticker from Studebaker International and the six stick-on battery caps for about \$23 from the Belgian eBay seller ([https://www.ebay.com/usr/weskar?\\_trksid=p2047675.l2559](https://www.ebay.com/usr/weskar?_trksid=p2047675.l2559)). The first thing I did in transforming my new Ray-O-Vac battery into a 1964 Studebaker battery was to remove the handle. Then I removed all the manufacturer's stickers and cleaned the battery with grease and wax remover solvent. That left me with a pretty simple-looking, clean, black, flat-top battery. Comparing what I had with the picture of the Studebaker battery in the Authenticity Manual, I trimmed some white off the Studebaker battery label for a better fit and applied it in the proper location on the top of the battery. Conveniently, this battery has six small, flat (flush), filler ports in the top that are in the same locations where the six filler caps on the Studebaker battery were located. I used these as guides, together with a paper template that I made, to locate where the stick-on filler caps should be installed. I carefully applied the stick-on caps. *Voilà*, for a total cost of about \$111, a new, reliable, “1964 Studebaker battery.” After installation in the car, I was pleased to notice how the orange in the caps nicely complemented the orange radiator fan and the orange supercharger, to add just a little more bling to the engine compartment.



I also like the fact that when this new battery gets old and needs replacement, I will be able to remove the stick-on filler caps and use them on my next “1964 Studebaker battery.” Of course, I might have to spend another \$3 on a fresh Studebaker battery sticker.