

The ECHO



Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 48 Issue 8

October 2020

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**THE NEW STUDEBAKER WITH
THE EUROPEAN LOOK**

**Styling
straight out of the
dream book!**

Here is that excitingly different new Studebaker all America has fallen in love with. The sleek-lined smartness of a costly foreign car—but down to earth in price!

Look at the length of it! Look at the amount of vision its huge glass areas give you! Look how low it is! The Starliner hard-top here is less than five feet high!

The 1953 Studebaker comes in body styles galore in both Champion and Commander V-8 models. Motoring's newest, finest Power Steering is available in the Commanders at moderate extra cost.

'53 Studebaker

The sleek-lined smartness of a foreign car - but down to earth in price!

From the Editor's Pen.....

As we approach the end of 2020 please note we have an election for 2021 officers and board. If you would like to help out by running for a position, read Ed Smith's article on page 3 for information. Nominations close October 31st and a ballot will be included with your November newsletter. The newly elected board and officers will serve for one year commencing January 1st.

Thanks to this month's contributors: Michell Eastburn, Scott Grainger, Chuck Collins, Pete Yuen, Helen Hutchings and Dan Kuhl.

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>

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".

CHAPTER NAME BADGE

Order your Chapter name badge with a pin back by contacting Chris Collins at 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 blue plastic with the Chapter logo or the traditional brass and black with the SDC logo.

*Keep America Beautiful,
Drive a Studebaker!*

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

“Love the trees until their leaves fall off, then encourage them to try again next year.” Chad Sugg



What an interesting summer we have had here in the Valley of The Sun. Most of us enjoyed the hot summer days indoors, some of us worked through days, others of us traveled afar to a higher ground; but now one thing is for sure, we all get to enjoy the changing leaves of fall. We started off our journey to cooler months on September 12th, International Drive Your Studebaker Day, with an awesome turn-out at our Dunkin’ Donuts cruise-in event. A total of 20 Studebakers and 40 friendly faces made an appearance and got a lot of looks and ohhs and ahhs from the passing traffic. Thank you to all those that were able to join in.

Looking forward into the remainder of the year we have a few new and interesting activities for the chapter. More cruise-in events, a backyard concours, and as always lots of food and love. Though it looks like our typical Holiday Party may not look favorable this year, we are thinking of a new idea in hopes that members will still be able to gather, but in a more outside setting, while enjoying familiar event festivities.

As suggested by Chad Sugg, let’s all encourage the trees to grow their leaves again next year. Our anticipations are that we will be able to host and attend many more Studebaker events next year, though a bit different they may be. Please be patient and trust that the board is working diligently to keep the Chapter active all the while ensuring that we stay well.



Thank you, chapter members, for your continued support of me as your President and your continued commitment to our local Grand Canyon State Chapter Studebaker Drivers Club. We must all continue to work with and encourage one another to drive our Studebakers, work on them, fix them, buy/sell them, upgrade them, and remember to keep the uniqueness alive.

THE
Studebaker
DRIVERS CLUB INC.



WELCOME BACK!

Tim & Cynthia Phillips
20060 N. Organ Pipe Dr.
Surprise, AZ 85374
206-799-4118
trphillips4@gmail.com
1955 Commander Coupe 16G8

2021 GCSC 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.

IN THE ZONE

Mimi Halgren, GCSC and San Diego Chapter member, was recently elected president of the Antique Studebaker Club. Congratulations, Mimi, on your new responsibilities.

Previously, Mimi has served as SDC president and just prior to her new position, she was the SDC Regional Manager for Southern California.

Taking over the job of Regional Manager is Dan Scott, a member of the Beach Cities Orange Inland Empire Chapter. He had recently taken on the job of webmaster for the Chapter’s web site. Congrats, Dan.

Also new to his job as Nevada Regional Manager is Danny Barnett who is a member of the Tumbleweeds Chapter in Las Vegas.

DRIVE YOUR STUDEBAKER DAY

By Michell Eastburn



Photo courtesy of Scott Grainger.

We hit the streets early to enjoy our Studebakers on September 12th, International Drive Your Studebaker Day. A total of 20 Studebakers, from near and far, adorned the parking lots of Dunkin' Donuts and Jack-in-the-Box in west Phoenix with members arriving around 8:30am for a spot of coffee, a fresh donut and lots of Studebaker chitchat. Nearly 40 family members, guests, and a couple 4-legged friends joined in the IDYSD festivities. Thank you to all those who woke up early to join us and a special shout-out to Larry Polhill for bringing out 6 Studebakers to the event. All 3 drivers awards were won by guest drivers of Larry; winners received a QT gift card, Maglite flashlight, and auto detailer. Thank you to Carl Reid for helping set-up and break-down the Chapter feathers.

Participants included: Gary & Sandie Keating (1934 Commander street rod), Carl Reid (1963 GT Hawk), Paul & Phyllis Setaro (1962 GT Hawk), Garry Klinger (1952 Commander SLC), Scott Grainger (LC, 1951 Land Cruiser), Walt Jazwinski (1964 Daytona), Adam DeRosa (1972 Avanti II), Chris, Rachel, Aubrey, Chloe & Preston Eastburn (1963 Lark), Larry Polhill and 7 guests (two 1963 Avantis, 1959 Lark, three 1962 GT Hawks), Will Eastburn (1963 GT Hawk), Michell Eastburn (1964 Champ and Goat Wagon), John & Callan Rodhouse (1950 Truck), Mike & Lisa Lynch (Sherman T, 1961 Truck), Bill & Peggy Eastburn (1964 Wagonaire), Russ & Sharon Ware, Larry & Ruth Cushing, John Kroulik and guest Julianne (1966 Cadillac), and guests Marvin Wyrick, Sr., Marvin Wyrick, Jr.

Walt Jazwinski, Will Eastburn and Russ Ware discuss the finer points of Walt's '64 Daytona.



Photo courtesy of Michell Eastburn.

Sherman T, a 1961 C Cab, was driven to DYSD by Mike and Lisa Lynch. Sherman T previously resided at Chuck Naugle's Stude Acres in Vail, Arizona.



Photo courtesy of Michell Eastburn.

Looks like the Dunkin' Donut affair on DYSD was a success. There were a hand full of kids and many guests from both the Dunkin' Donut and next door Jack-in-the-Box. The Dunkin' parking lot filled quickly and there were twice as many Studebakers that parked at the Jack in the Box. Shiny paint on many, all had fenders even the General Sherman's back side. I brought LC, my '51 Land Cruiser, leaving Toto and Indy ('28 Erskine) at home.

It was a fun event. The weather certainly cooperated with a cool breeze (for a little while). I trust that you all enjoyed your DYSD. I certainly did. Thanks to Michell for making it happen.

~ Scott Grainger

Visit the Chapter Facebook page for more photos.

GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- OCTOBER 9-11** **CANCELLED. PACIFIC SOUTHWEST ZONE MEET.**
- OCTOBER 11** **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 TO BE INCLUDED IN NOTIFICATION LIST FOR MEETING DETAILS.**
- OCTOBER 24** **CHAPTER BAKERS AND BAGELS CRUISE-IN AT EINSTEIN BROS. BAGELS, 4401 E. INDIAN SCHOOL RD., PHOENIX, 85018 (SOUTH SIDE OF INDIAN SCHOOL, EAST OF 44TH ST.) AT 9:30 AM. HEALTH PRECAUTIONS WILL BE OBSERVED. PLEASE BRING YOUR CHAIRS. CHAPTER WILL PROVIDE WATER. ALL MAKES AND MODELS WELCOME.**
- A SHORT MEETING WILL BE HELD TO FINALIZE CHAPTER ELECTION NOMINATIONS, ANNOUNCE UPCOMING EVENTS AND AWARD A DRIVER'S PRIZE. FOR FURTHER INFORMATION CONTACT PEGGY AT 623-936-6116 / peggyeastburn@hotmail.com**
- NOVEMBER 8** **CHAPTER GATHERING, MEMBER APPRECIATION, MEMBERSHIP MEETING WITH**
SAVE
THE
DATE. **BACKYARD CONCOURS AT THE HOME OF KENT MUSGRAVE AND JERRY DAY, 3850 E. HUBER ST. #3, MESA, 1:00PM, SUNDAY. MORE DETAILS IN NEXT ISSUE OR CONTACT PEGGY AT peggyeastburn@hotmail.com / 623-936-6116**
- DECEMBER 5** **CHAPTER HOLIDAY PARTY HOSTED BY LARRY POLHILL, GLENDALE. INFO TO FOLLOW OR CONTACT PEGGY AT 623-936-6116 or 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.

Visit <https://arizonaautoscene.com/events/> or <https://sites.google.com/view/cruisinaz> for car show and cruise-in event listings.



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 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 for shipping charges, if applicable.

What is it?



You might find this option on an old Studebaker.

The first member who calls or emails the editor with the identity of this object will be the lucky winner of a 2021 Mad Doodler Studebaker calendar.
Good Luck!

602-995-2146
ccollinsaz@cox.net

DRIVE YOUR STUDEBAKER DAY



Scott Grainger, Russ Ware and Garry Klinger check out Scott's Land Cruiser.



Have some family fun making edible Jack-O-Lanterns.

October 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Questions? Call Chris at 602-995-2146		HALLOWEEN		1	2	3
4	5	6	7	8	9	10
		FALL COLOR ALERT FOR OCTOBER				
11	12	13	14	15	16	17
GCSC Board Meeting		Oaks around Sedona, Mogollon Rim, Prescott. Maples around Oak Creek Canyon, above Prescott, Dugas.				
18	19	20	21	22	23	24
		Sycamores around Tonto National Forest, Superstition Wilderness area, Sycamore Wilderness area. Cottonwoods along Verde, Salt, Gila Rivers, washes and streams.				Bakers & Bagels Cruise-In
25	26	27	28	29	30	31
						HAPPY HALLOWEEN!

U.S. Senate Passes Bill to Commemorate Route 66 Centennial

By SEMA Washington, D.C., Staff

The U.S. Senate unanimously passed legislation to create a commission that would recommend ways to commemorate the 100th anniversary of Route 66, which was commissioned in 1926 as the first all-paved U.S. highway. The "Route 66 Centennial Commission Act," S. 1014, creates a 15-person commission with representatives appointed by the president of the United States based on recommendations from the Secretary of the U.S. Department of Transportation, U.S. House and Senate Republican and Democrat leaders and the Governors of Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California.

The bill provides the commission with two years from the time that each member is appointed to make recommendations to Congress for celebrating the 100th anniversary of Route 66. The commission may recommend the production of various written materials, films and documentaries, education programs, artistic works, commemorative memorabilia and celebrations to commemorate Route 66's storied history.

A similar version of this bipartisan bill, H.R. 66, passed the U.S. House of Representatives in 2019 by a margin of 393 to 22. Because there are minor differences between the two bills, the next step will be for the House to take up S. 1014.

Reprinted from SAN/SEMA eNews.



TECHNICAL INFORMATION

AVANTI TRUNK LATCH CABLE REPAIR

By Chuck Collins

On an early Avanti the trunk latches that are cable operated may fail because the cable is broken or slips out of retaining clips. Studebaker made a provision for this. You will need a 24" straight screw driver with about a 1/4" blade and a flashlight.

First, remove the rear seat shelf cover. The latch has a center release point that has to be turned. This is usually covered with carpet that has a small hole in it that is hard to locate. The small bit of carpet can be rolled back for easy access and returned to its proper place for shows. I hide a 24" screw driver diagonally under the drivers seat and it is not visible, but is there if you need it.

My advice is to practice this at least once on a functioning trunk latch with an empty trunk before you have the misfortune of a broken cable.

CELEBRATE!

October Birthdays



1	Al Riedel	20	Maryann Lemely
3	John Kroulik	20	Rick Melms
4	Stuart Tritt	21	Bill Cervini
8	Dennis Reynolds	23	Larry Vahe
9	DeAnna Richardson	24	Ken West
9	Martha Studebaker	28	Paul Setaro
13	Lola Horvath	29	Ed Caviar
13	Janice Marineau	29	Paulette Fein
15	Steve Mills	29	Cheryl Simmons
16	Brischell Eastburn	31	Tony Lepore
16	Norma Sexton		
19	Ted Widhalm		
20	Larry Cushing		



October Anniversaries

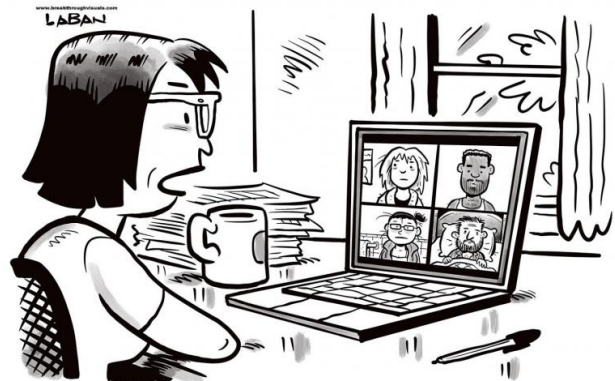
8	Don & Carol Aden
24	Tim & Cynthia Phillips
25	Frank Wenzel & Kent Vandenberg
27	Robert & Sharon Mitchell

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/yapxgfq4>

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



"You don't have to get dressed up for our Zoom meetings. But you do have to get dressed."

GOOD READS FOR FALL AND WINTER

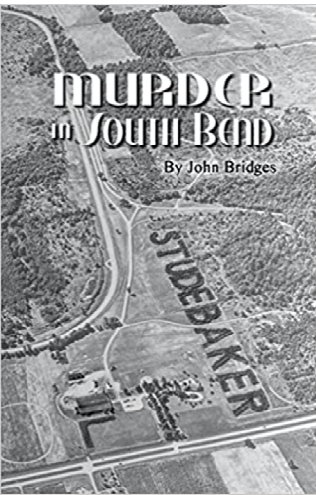
Two books you may enjoy reading during your down time this fall were reviewed in recent issues of the Avanti Magazine. One is the true account about a race car, its driver and the 1938 Grand Prix race; the second is historical fiction with a connection to Studebaker. Both were reviewed by Helen V. Hutchings, an Avanti Magazine Contributing Editor, who reviews books that might be of interest to members of the Avanti Owners Association International.

Faster: How a Jewish Driver, an American Heiress, and a Legendary Car Beat Hitler's Best by Neal Bascomb

Of *Faster*, Helen wrote, "Parsing *Faster's* subtitle nets a succinct story summary. It goes like this: *How a Jewish Driver* - Rene' Dreyfus, *an American Heiress* - Lucy Reilly Schell, *and a Legendary Car* - a Delahay 145, *Beat* - in the 1938 Grand Prix Race at Pau, France, *Hitler's Best* - Mercedes Benz W154 Silver Arrow driven by Rudi Caracciola under Alfred Neubauer's team management." "*Faster* tells the story of some who risked their very lives to publicly humiliate and humble Hitler by defeating one of his desires and goals."

In concluding her review, Ms Hutchings says, "*Faster* turns what many think of as an automotive history into an entertaining read for anyone and everyone who enjoys a fast-moving really good read."

Murder in South Bend by John A. Bridges

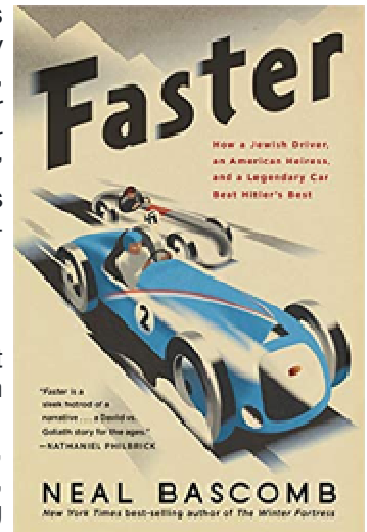


Dale Sexton first made Helen aware of this book noting that he "enjoyed the book and had been reluctant to put it down because its story was fun, interesting and held his attention."

Murder in South Bend has elements of history, mystery, alchemy, science fiction, romance and intrigue. The protagonist, a young German engineer who comes to America in the waning days of WWII and wanting to be in the auto industry, and after a short stint working in rocket development, lands a job at Studebaker where he is involved with the development of the 1947 models and solving a murder. Later he returns to Germany where he works a short while for Volkswagen and again solves a murder. Then he comes back to Studebaker and from here, you'll have to read for yourself what happens next. The story has a surprising conclusion.

This "fast-paced and thoroughly entertaining novel" is written by a man whose name will be familiar to Studebaker fans as he is also the author of *Bob Bourke Designs for Studebaker* and *Studebaker's Finest: A History and Restoration Guide for the 1953-54 Coupes and Hardtops*.

Both of the reviewed books are available from Amazon and other booksellers.



Fins: Harley Earl, the Rise of General Motors, and the Glory Days of Detroit by William Knoedelseder

Dan Kuhl reviewed *Fins* in the December, 2019 newsletter and for those who may have missed it or are new to the Chapter, here is an edited version of the review.

Because the book I just finished was outstanding and of interest to all auto buffs, I want to share it with the Club. The name of the book, published in 2018, is *Fins* by William Knoedelseder. The book is centered around the remarkable life of Harley Earl, automotive stylist for General Motors, and is peppered with many antidotes from the lives of other engineers and stylists from the ever-changing automobile industry.

His story begins around the turn of the 20th century with Harley growing up in the hills around Hollywood, dabbling in custom work in the blossoming auto sales business. Tales of his custom designs of movie star's Cadillacs reach GM in Detroit, who asks him to come and design autos for their burgeoning market share.

As with other facets of post WWII American life, the auto industry appeared to reach its zenith. In some literature it had been called "The Golden Age of the Automobile". Of course, there were the fins, but also there were amazing color schemes, lots-of-chrome, and the race to build the most powerful engine. America was in love with cars, and the manufacturers were trying to give them what they wanted. It was at this time that Harley completed his Design Dome, the greatest style studio in the world. It was also the time that he brought in the Damsels of Design, the first lady design team in the industry, to help design the interiors of GM automobiles.

Fins would make a great Christmas gift and is available from Amazon and other booksellers.

NOT UNLIKE EDSSEL FORD

By Dan Kuhl

Just about everyone is familiar with Edsel Ford and the less than stellar relationship he had with his father, Henry Ford. Some even go so far as to say Edsel was a visionary, where his father was a traditionalist who did not like change. In the Roaring 20s Edsel grabbed up the failing Lincoln to make it one of the most stylish automobiles in the industry as noted by the Classic Car Club of America, while his father was perfectly happy making the Model T, as the company floundered into the future.

By 1926 the Tin Lizzy was failing miserably. Edsel knew a change was needed. The answer was the Model A which featured four wheel mechanical brakes and a sliding gear transmission. Edsel wanted a more modern car but his father always had the last word. Ford's market share slid from 48% in 1922 to 18% in 1927. Could the Model A make the difference? The Model A was timely, but lacked the innovations of the other manufacturers in the low price field, like a six cylinder engine and hydraulic brakes.

Edsel continued to look to the future by competing with GM and Chrysler with his new middle market car the Mercury. He would also develop the Lincoln Zephyr and Continental, and finally get hydraulic brakes in a Ford 14 years after GM.

Studebaker was a family run company like Ford, that suffered from similar ills that occur when the person at the company helm does not embrace changing technology. In 1897 Studebaker's President Clem Studebaker was excited about the opening of a new factory division, the manufacture of harness and saddlery. It was his idea to provide equipment for horses for Studebaker's future.

As with Henry Ford, it was Clem's son Clem, Jr. who saw Studebaker's future in the manufacture of the horseless carriage. Clem, Sr. was skeptical of his son's idea and the story he told about the popular Oldsmobile. Of course, Clem brought the suggestion in front of his brothers to discuss this monumental change. But, it was his son Clem, Jr. who stated the world's largest vehicle manufacturer would be ancient history if they did not produce a motor car. At this point Clem Sr. decided to bring in Frederick Fish, a member of the family by marriage, to investigate the feasibility of Studebaker getting into automobile manufacturing. It would be Mr. Fish who initiated the production of the first automobile by Studebaker.

As you can see, Edsel Ford and Clem Studebaker, Jr. played important roles in the future of their family's company. Imagine, how different automotive history would be if they had not imposed their influence on their fathers. In 1919 Studebaker sold its harness business and in 1920 the wagon business. The company manufactured automobiles only from this year forward.

(Note: This important transition period in Studebaker history is demonstrated by the harness pinback shown here from my collection. Bill and Peggy Eastburn have a great example of a Studebaker harness.)

References:

Corle, Edwin. (1948). *John Studebaker, An American Dream*. New York: E.P. Dutton & Co.

Sherefkin, Robert. (2003, June 16). Edsel Ford, What Might Have Been. *Automotive News*.

Young, Jan B. (2011). *Tales of Studebaker: The Early Years*. Taken from the web.



~ ~ STUDEBAKER CARS AND PARTS FOR SALE ~ ~

CARS/TRUCK: 1962 Cruiser, Auto, P.S., P.B., radio, heater, A/C. Seat & door panels and carpet excellent. 259 engine, full flow, shot. No rust, good glass. \$2500. 1951 Champion Starlight Coupe. Rust free. Good front & back glass. No drive train. Roof pushed in, needs body work & interior. No title. \$1500. OBO. 1955 Pickup. 232 V-8, O.D. Cab has no rust. Doors & gate not so good. Fenders, hood & bed good. Kit buildable. \$2000. **PARTS:** 1964 left front fender solid except battery area. \$125. 1962-63 Right front fender, solid. \$175. Truck/Pickup right rear fender with aftermarket spare tire mount, Excellent. \$300. Hawk left rear fender. Excellent. \$300. Hawk dash. Excellent aluminum cover with some gauges. \$300. 1950 Bullet nose sheet metal, N.O.S. \$200. 1950-'51 gas tank, good. \$75. Other gas tanks available. Pickup left rear fender, Very good. \$250. R Series grill, okay. \$5. Transtar cab with doors, some rust. Solid, no glass. \$1200. 8 foot narrow bed. Very good with gate, no fender. \$850. **OTHER:** Early 30's Packard trunk, \$250. Studebaker hydraulic press, not working. Make offer. 220 volt A/C with heat, 1 1/4 T for your shop, \$150. 1985 Plymouth Grand Fury, Excellent. \$3500.

Contact Pete Mensing, Prescott 928-776-7979 Leave message if no answer.

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



12/20

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



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1/21

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www.rmacc-hose.com

9/20



Premier Irrigation

Flood Irrigation Specialists

www.premierirrigationaz.com

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

10/20





ROC# 211483

Phoenix Showroom
 614 East Auto Center Drive
 Mesa, AZ 85204

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 Consignment Manager

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The SDC advises all Studebaker drivers display a fire extinguisher at the front left tire of their car/truck at Chapter hosted car shows.




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SCHOLARSHIPS AVAILABLE

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

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

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

E12 3/4T Dually Truck. 289, 3 spd/w/ od, floor shift, 4bbl carb. 6 new radial truck tires, 4 on tubeless Budds. Runs smooth. \$9,000. Bob, Casa Grande pinal.co.mro@gmail.com Call/Text 520-784-9235 (3)

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 for photos. (2)



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 (1)

1988 Avanti. Dark blue. Includes original optional wire wheels in great condition - needs head gasket and TLC. Roger at 614-371-0379 call/text. (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. \$650. **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 (3)

AVANTI parts for sale. Many NOS and used parts for 1963/1964 Avanti. Please email Bill Cervini at wcervini1@gmail.com for list. (2)

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 (1)

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'x 6'.



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

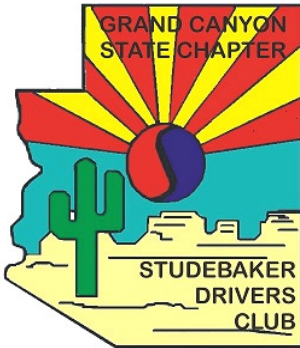
Chances for either item are \$5.00 ea or five for \$20.00 and can be purchased by contacting Chris Collins at 602-995-2146 or ccollinsaz@cox.net for information.

PRESIDENTIAL CHAMPION STARLIGHT HAWK DAYTONA IERSKINE SILVERHAWK

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The *ECHO*

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



Tim & Cynthia Phillips' 1955 Commander

REMINDERS FOR OCTOBER/ NOVEMBER

- 10 - 11 GCSC Board Meeting - See page 5.
- 10 - 24 Bakers & Bagels Cruise-In - See page 5.
- 11 - 8 Backyard Concours - See page 5.
& Member Appreciation

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.



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 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 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 _____

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State _____ Zip _____

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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 _____

Durability of modern car engines

By Peter Yuen

The modern engines last longer than engines of the 1910s through to 1977 at which time the multi grade oils were introduced. From that time forward, the engines lasted longer between overhauls if the oil is kept relatively clean. The longer lasting modern engines have pretty well put the engine rebuilding shops out of business. Perhaps there are still and odd automotive machine shop still operating but it would be a rarity. In large cities, with the property values being so high, there are many well established garages going out of business as well.



The reason that the multi-grade oils provide better engine wear protection than the mono-grade oils is that it maintains optimum viscosity throughout the engine's operating temperature range. This is one factor but other factors include the precision machining that goes into the manufacturing of the engine and 'over-fueling' that occurs in cars that are equipped with carburetors that leaves excess unburned gasoline in the engine that will reduce the effectiveness of the lubrication from the oil through dilution.

The modern engine is equipped with a computer to deliver the right amount of fuel through fuel injectors and sufficient oxygen/air for better combustion so that there would be less 'over-fueling'.

A car that is equipped with the computer and fuel injection gives advantages in the form of better engine durability and also better miles per gallon/litre of gas for the consumer over the carburetor equipped cars.

Prior to the use of the multi-grade oils, the most common oil used in the motor vehicles would be the mono-grade SAE# 30 viscosity oil. Some would say that this is a "30- weight oil." As the engines get worn, heavier, higher viscosity oils, such as SAE# 40 oil would be used. Viscosity may be described as a flow rate. The higher the number, the slower the flow rate. The slower the flow rate, the better the lubricating film will be on the moving parts of the engine. However, there is an optimum or ideal flow rate for each application. Example: High viscosity gear oil would not be used in the engine for lubrication.

The crankcase oil should be maintained to the level that the engine manufacturer considers desirable, the amount is shown on the dip-stick. Overfilling will cause foaming which, in turn will cause poor lubrication as the oil pump will pump air and oil instead of just the oil. Air has no lubricating value. The present-day oils for engines do contain an anti-foaming agent but overfilling the crankcase may still cause foaming when the engine is operating.

Note: Excessively dirty oil in some newer model cars can destroy the engine. However ----- Not all oils in some of the modern car engines are multi-grade. Some hybrid cars in which the engine does not work hard, uses a very thin oil which is suppose to give better mileage on fuel consumption. As in many things in life, there are compromises:

1- The oil is expensive. 2 - The engine is likely to wear faster than if the multi-grade oil is used.