

The ECHO



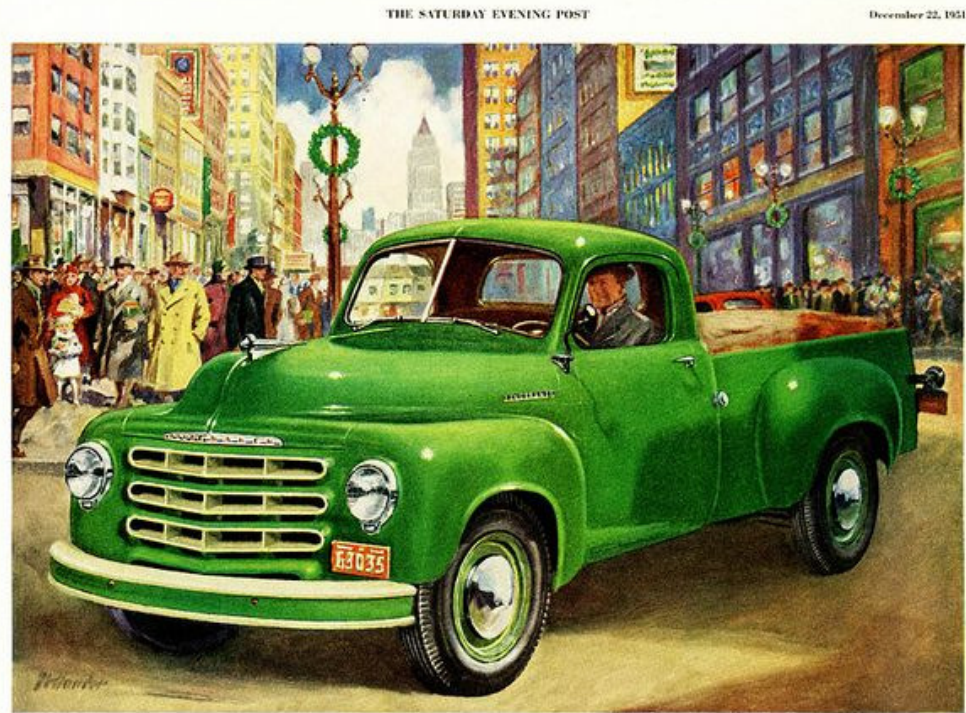
Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 48 Issue 10

December 2020

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THE SATURDAY EVENING POST

December 22, 1951

3/4-ton 6 1/2-foot pickup—1 1/2-ton and 1-ton 8-foot pickups are also available

A STREAMLINED STUDEBAKER TRUCK HAS THE RIGHT DESIGN FOR GAS SAVING

There's no power-wasting excess poundage in a Studebaker truck's clean-lined, rugged structure. The gas you save adds up to important money. Wear-resisting Studebaker craftsmanship keeps repair bills low. See the proof—at a nearby Studebaker dealer's.



Get Studebaker on-the-job reliability—in a truck that's designed to keep rolling for you, mile after mile, and year after year! Sizes range from 1/2, 3/4 and 1-ton pick-ups and stakes to rugged 1 1/2- and 2-ton models.



Enclosed steps are fully protected from slush, sleet and snow. The cab doors swing wide on automatic "hold-open" stops—stay securely closed on rotary latches. Wide seat has Adjusto-Air cushion. Big windshield.



Look how easy it is to load or unload a Studebaker pick-up! The double-walled box of heavy-gauge metal is just the right height. Tail-gate is securely hinged at center and each end. Big visibility rear window.



Super-strong frames, springs and axles give Studebaker trucks amazing stamina. This durability is the pride of father-and-son teams and other Studebaker craftsmen.

© 1951, The Studebaker Corp., South Bend 21, Indiana, U.S.A.

From the Editor's Pen.....**Once There Was a Snowman**

Once there was a snowman,
Who stood outside the door,
He wished that he could come inside,
And run about the floor.
He wished that he could warm himself,
Beside the fire, so red,
He wished that he could climb
Upon the big white bed.

So he called to the North Wind,
"Come and help me, pray,
For I'm completely frozen,
Standing here all day."
So the North Wind came along,
And blew him in the door,
And now there nothing left,
But a puddle on the floor!

~ Anonymous



Thanks to everyone who contributed this month.

2021 CHAPTER DUES ARE DUE

Chapter dues are due in December for 2021 and are \$18.00 for the newsletter mailed to you or \$15.00 to receive it via e-mail.

You can pay your dues with a check and mail it and a completed application (see back page) to the address on the application or you can pay them on Pay Pal by visiting the Chapter web site at www.grandcanyonsdc.com and clicking on the "Membership and Contacts" tab. Scroll to Current Members, choose from the drop down box Mail \$18.00 or Email \$15.00, then click Add to Cart. This takes you to Pay Pal. You can verify the amount and then choose Pay Pal Checkout or Pay without a Pay Pal Account. Then make your payment; you will receive an email confirmation.

If you have questions about paying your dues with Pay Pal, please contact Chris at ccollinsaz@cox.net

Please remember, you must be a member of the Studebaker Drivers Club to be a GCS Chapter member. If you are in arrears on your SDC dues, you can add their dues amount to your check (see back page).

**Thank you your prompt payment of
2021 Chapter dues. ☺☺**

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

Season's Greetings as I write this for the final month of 2020. Reminiscing on this past year, though we may not have had the most epic events, I hope that good times were had. We can't forget that we started the year with a bang, slowed down a bit in the spring, unfortunately had to cancel our Zone Meet, kept our ground through the late summer, and are trying to finish the year strong. As I've written and stated several times this year, thank you to the chapter members and families for participating, volunteering, supplying, hosting, and supporting the Grand Canyon State Chapter Studebaker Drivers Club at our numerous chapter meetings, cruise-ins, and car shows throughout the year. Once again, it has been a pleasure serving the Chapter as President.



We will be finishing up 2020 on December 5th at our Holiday Party/Membership Meeting hosted by Larry Polhill. 2021 will be starting off with a Modified Winter Gathering on January 16th at the Martin Auto Museum then we will slide into February where we will be "All The Gold" at the Wickenburg Gold Rush Parade and then we will be trying to keep cool in early March at our All Arizona Studebaker Gathering, March Madness. Make sure you are spending your down time wisely and getting your Studebaker ready for the New Year and new events!

Thanksgiving has just passed, Christmas is upon us, and the New Year is soon approaching. Reflecting, this year has truly been a challenging year for many, but we must remember that several people across the world have had challenges more than ours. We have our health, love of our families, and amazing friendships. My wish is that no matter our differences, be they cultural, political or ideas, that we may find common ground to be civil. I hope that we can all find some "Peace on Earth"; after all, our little planet is all we have. Give someone a smile and a "have a nice day" and remember that we will hopefully soon return to pre-pandemic ways and will be able to gather, hug, and share once again.



Happy Holidays!



WELCOME NEW MEMBER!

Terry Tanner
4529 N. 76th Ave.
Phoenix, AZ 85033
623-229-3996
1946 M-5

Referred by newsletter

CHAPTER NAME BADGES

If you would like to order a Chapter name badge for yourself or another family member please contact Chris at 602-995-2146 or ccollinsaz@cox.net. They are available in blue plastic with the Chapter logo or the traditional brass and black with the SDC logo.

A name badge with a pin back is \$5.00 and one with a magnet back is \$6.00.

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".

Not Everything is Cancelled

- Sunshine isn't cancelled
- Spring isn't cancelled
- Love isn't cancelled
- Relationships aren't cancelled
- Reading isn't cancelled
- Naps aren't cancelled
- Devotion isn't cancelled
- Music isn't cancelled
- Dancing isn't cancelled
- Imagination isn't cancelled
- Kindness isn't cancelled
- Conversation isn't cancelled
- HOPE isn't cancelled

Courtesy of Mark Carson.

**In the face of uncertainty,
there is nothing wrong with hope.**

PIZZA PICNIC IN THE PARK

By Michell Eastburn

Though I think it was only the Vito's Pizza that brought out the members, Pizza Picnic in the Park on Sunday, November 8th was a great success with 18 Studebakers and over 50 chapter members, family and guests gathered to enjoy the extensive assortment of Studebakers. As Gary Keating said, "Fun was had by all!". A general meeting was held to discuss the upcoming Holiday Event. Drivers awards were won by Chris Eastburn and Carl Reid and the 50/50 raffle winner of \$73.00 was Steve Fein. We even had a first-time attendee, Dana Tietz, who drove his 1952 2R Pickup.

Thank you to all those who joined in, drove, brought out family, purchased shirts/hats, assisted with set-up/break-down. Special shout out to Chris Collins for suggesting the Falcon Field Park, Sharon Ware for coordinating the ramada reservations, Dennis Lynde for saving extra ramada space, Sharon Ware, Brischell Eastburn, Shayleen Eastburn, Gwen Eastburn, and Aubrey Eastburn for assisting with serving pizza; Patrick Eastburn, Carl Reid, and Scott Grainger for clean-up/break-down; and Shayleen Palmer for assisting with registration, 50/50, and t-shirt sales.

Participants included: Dennis Lynde and Linda Saar (1963 GT Hawk), Carl and Esther Reid (1963 GT Hawk), Garry Klinger (1952 Commander SLC), Scott Grainger with Curly and Shorty (1928 Erskine), Gary & Sandie Keating (1934 Commander street rod), Will and Gwentyth Eastburn (1963 GT Hawk), Adam DeRosa (1972 Avanti II), Denny Lockman and Maryann Lemley (1964 Avanti), Chris, Rachel, Aubrey, Chloe & Preston Eastburn (1963 Lark), Larry Pohill (1962 GT Hawk) with guest Jim (1962 GT Hawk), Paul Miller and Camille Miles (1962 GT Hawk), Elizabeth and Frank van Doorn (1941 Champion), Michell Eastburn (1900 Studebaker Jr. Goat Wagon), Dana Tietz and 3 guests (1952 2R Pickup), John Rodhouse (1950 Truck), Mike King (1957 Silver Hawk), Lenny and Barb Olsen (1937 Coupe Express), Bill & Peggy Eastburn with 5 guests, Russ & Sharon Ware, John Kroulik and Jaclyn, Steve and Paulette Fein, Larry and Ruth Cushing, Jim and Linda Raynovic, Norman Marineau and Al Riedel.

Shorty, Curly and I had a good time kicking tires, meeting new friends and old and, of course, telling stories. The girls really had a great time meeting new dog and kid friends. Jumping and playing wore them out. They slept in the front seat of Indy on our short drive home exhausted from the good times! Normally they stand on the seat with their noses out the window watching for other dogs and females of all types to come by.

The photo shoot with them and Michel's new/old goat wagon was fun. Michell and I never did get them harnessed up, she forgot the traces!

I really liked the yellow/orange red Coupe Express and his owners from Pennsylvania (during the summer). Thanks to Michell and Peggy for putting it together. The weather was about perfect, even a but chilly on occasion.

~ Scott Grainger



Membership meeting at the park.
Photos courtesy of Scott Grainger.

Misplaced Jacket At Park ~

Did anyone find a grey jacket somewhere around the table on the 1st ramada at our get together earlier this month. It is a solid grey light jacket with a rain hood rolled up in the collar. Dennis Lynde at dlynde012@aol.com, 480-898-3425



Additional photos of the event can be seen on the Chapter Facebook page.

GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- DECEMBER 5** **CHAPTER HOLIDAY PARTY HOSTED BY CHAPTER MEMBER LARRY POLHILL AT HIS OFFICE, HOME OF HIS PRIVATE STUDEBAKER COLLECTION AT 7856 N. GLEN HARBOR BLVD., GLENDALE FROM 11:00AM UNTIL ?? WITH BBQ LUNCH AT NOON.**
Directions: Assuming that most members will be driving from the Loop 101 (Agua Fria): exit Northern Ave, proceed west about 1.5miles to the traffic light at Glen Harbor Blvd/103rd Ave, proceed south (left); look for the Studebaker feather in the median. The road will wind southwest, follow it to just past the Coca Cola sign on the right and you should see a second Studebaker feather at **7856 N. Glen Harbor Blvd** on the right. Classics proceed right through the parking lot past the large gate opening for parking. Others can park in any open parking spot in the front or alongside the roadway.
- T-SHIRTS AND CAPS WILL BE AVAILABLE TO PURCHASE ALONG WITH TICKETS FOR THE 50/50 AND THE LAMP AND QUILT RAFFLES. A SPECIAL CAN RAFFLE WILL BE HELD TO BENEFIT THE UNITED FOOD BANK. FOR INFO CONTACT PEGGY AT 623-936-6116 OR peggyeastburn@hotmail.com MUST RSVP BY NOVEMBER 30TH.**
- DECEMBER 13** **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.**
- JANUARY 16, 2021** **SAVE THE DATE FOR A MODIFIED WINTER GATHERING AT MARTIN AUTO MUSEUM. DETAILS WILL BE AVAILABLE IN JANUARY NEWSLETTER.**
- JANUARY 17, 2021** SOUTHERN ARIZONA CHAPTER WILL HOST ANNUAL BANQUET AT TANQUE VERDE RESORT, TUCSON. INFO: CHUCK AT 520-888-1563 OR cstanford2@cox.net
- FEBRUARY 13, 2021** **WICKENBURG GOLD RUSH PARADE "ALL THE GOLD". PLANS ARE TO TAKE PART IN PARADE. CONTACT PEGGY AT 623-936-6116 or peggyeastburn@hotmail.com IF YOU WOULD LIKE TO PARTICIPATE IN THE PARADE WITH THE CHAPTER.**
- MARCH, 2021** **ARIZONA ALL STUDEBAKER GATHERING, "MARCH MADNESS", IN PLANNING STAGES. INFO: 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.



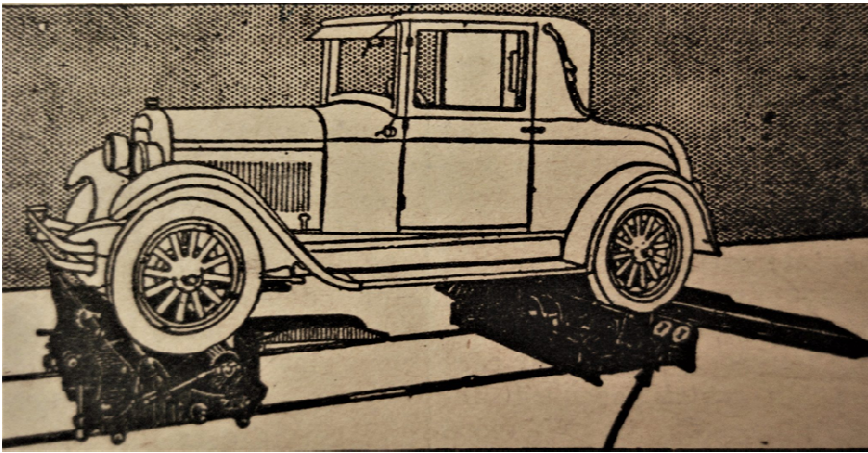
2020 PSW ZONE MEET T-SHIRTS & CAPS *Souvenirs of the Meet That Wasn't*

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.



TECHNICAL INFORMATION

Vintage Shop Equipment: The Price-Hollister Giant Brake Tester

By John Gunnell
Reprinted from *The Shop* ezine

In 1932, the Modern Garage in Waupaca, Wisconsin, added a Price-Hollister Giant Brake Tester to its shop equipment. This brake tester was described as a “scientific machine that accurately determines the condition of the brakes on all makes of cars, whether they have two- or four-wheel brakes.”

The tester, designed, built and sold by Price-Hollister of Rockford, Illinois, was developed to cope with new laws that required periodic inspections of automobile brakes. The manufacturer, of course, claimed that it “is a step ahead of anything of a like nature in the automotive shop equipment field.”

Modern Garage managers said that the shop was taking a decided forward step in aiding the Waupaca public to reduce the annual automobile accident toll. The shop owners noted that 759,000 people in the United States had been injured in automobile accidents and 25,302 had died, with defective brakes causing many of the accidents. “Motorists have already learned the value of changing motor oil every 500 to 1,000 miles and of changing spark plugs every 10,000 to 15,000 miles,” said the shop. “It is equally important that brakes should be tested every 1,500 miles.”

The Modern Garage did not charge for testing brakes. However, if a test showed that adjustments were needed or that any service work was required, a nominal amount was charged for doing the necessary work.

The Price-Hollister Giant Brake Tester showed the relative braking power on each wheel, as well as on all four wheels at once. Adjustments could then be made without guesswork. The machine also detected out-of-round brake drums and the comparative braking power of front wheel and rear wheel brakes on cars with four-wheel brakes.

December 2020

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|-----|-----|----------------------------|--------------------------------------|---|
| Questions? Call Chris at 602-995-2146 |  | 1 | 2 | 3 | 4 | 5 Chapter Event See page 5. |
| 6 | 7 Pearl Harbor Day | 8 | 9 | 10 | 11 Hanukkah begins | 12 |
| 13 GCSC Board Meets | 14 | 15 | 16 | 17 | 18 Last day of Hanukkah | 19 |
| 20 | 21 Winter Solstice | 22 | 23 | 24 1962 - SDC formed | 25 <i>Merry Christmas!</i> | 26 1963-Last Avanti built |
| 27 | 28 | 29 | 30 | 31 New Year's Eve | Jan. 1 <i>Happy New Year!</i> |  |

WHO'S WHO

Submitted by Michell Eastburn

This months 'who's who' is Lenny and Barb Olsen of San Tan Valley, Arizona in the winter and Pennsylvania in the summer. Lenny was born in Kane and raised in Sheffield, Pennsylvania and Barb was born in North Wilkesboro and raised in Ferguson, North Carolina. They are most likely known for attendance at our GCSC winter time meetings with their orange and yellow 1937 Coupe Express.

Unlike most Studebaker people, Lenny and Barb were not raised with it in their blood, rather Lenny was in his 40s when he got his first Studebaker and was nearly 52 when he finally drove his first one. When asked about how they got involved in Studebakers they answered "Lenny wanted something different from the rest of the American manufactures. He was looking for a vehicle that had not already been restored by someone else. He wanted a project he could work on." So, when he went searching for something he came across a 1950 2R5 truck that had a tree and weeds growing up through the bed, as it was sitting in a field where it had been for many years. Barb was able to convince the seller not to sell it to Lenny and rather she surprised him and bought it for him for Christmas for \$600. They spent five years restoring it and it's now pushing 76,000 miles.



Lenny and Barb's Coupe Express was also a bot-tom-up restoration that they spent nearly four years getting on the road after buying it in Ohio, transporting to Pennsylvania and then bringing it here to Arizona in pieces, to finish the restoration.



They love to travel and have only four states left to visit on their bucket list and once the pandemic is over they intend to check those off. I can't blame them for spending their retirement travelling - after all Lenny spent over 35 years working as an electrician (Blodgett Electric), machinist (Rexnord Corp) and equipment operator and after serving two years as an administrator in the Navy, Barb worked almost 30 years with the Pennsylvania Dept.

CELEBRATE!



December Birthdays

| | | | |
|----|-------------------|----|------------------|
| 1 | Alan Tudor | 16 | Larry Malmstrom |
| 2 | Pat Swanson | 17 | Kathy Parkey |
| 3 | Bill Eastburn | 17 | Linda Saar |
| 4 | Rosalie Torske | 21 | Joe Bailey |
| 4 | Arlene West | 21 | John Zimmerman |
| 5 | John Lewis | 22 | Sharon Mitchell |
| 5 | Dennis Lynde | 24 | Kevin Studebaker |
| 5 | Claudia Sanderson | 27 | Cynthia Phillips |
| 10 | Don Parkey | 28 | Russ Ware |
| 12 | Maryanne Eastburn | 31 | Elaine Wright |

December Anniversaries

| | |
|----|-----------------------|
| 2 | Richard & Joan Hahn |
| 2 | Tim & Joyce Wright |
| 3 | Dana & Meridith Tietz |
| 27 | Russ & Sharon Ware |



Children's Birthdays

21 Sadie Tietz
(daughter of Dana & Meridith)

of Labor & Industry as an interviewer, supervisor, and of-
fice manager in the Unemployment Compensation Divi-
sion. Lenny and Barb have two daughters and three
grandchildren who are known to help work on and assist
with the restorations of their Studebakers.

Currently Lenny and Barb own two Studebakers,
the 1950 2R5 truck and the 1937 Coupe Express. They
love that they were able to work on their own restorations
of these hot rods and stated, "the best things we love
about owning a Studebaker is all the great people we
have met and the wonderful friendships we have made
over the years."



DID YOU KNOW?

Studillac: A custom black Studebaker convertible with a Cadillac engine, plus special transmission, brakes and rear axle, owned by Felix Leiter, played a role in the Ian Fleming novel, *Diamonds Are Forever*. The combination of the aerodynamic Raymond Loewy-designed body with the powerful Cadillac engine made it into a remarkable sports car. Studillacs were not fictional, but actually built by a Long Island, NY company called Bill Frick Motors from 1953 Studebaker Starlight bodies.

Source: Wikipedia

BIGGER THAN LIFE

By Ed Smith

In the 1920s and 30s, Studebaker was one of the most prominent national companies insofar as advertising and publicity were concerned. Of course, Studebaker had a full line of attractive offerings to publicize with both six and eight cylinder engines and numerous body styles. They could also publicize their remarkable achievements in both speed and endurance runs held throughout the country. By the late 20s, Studebaker could boast of holding every official endurance and speed record for fully equipped stock cars regardless of power or price.

Radio was becoming increasingly popular and Studebaker was quick to recognize the advertising potential of the new medium and introduced the Studebaker Champions Orchestra. The program became quite popular and by 1930, Studebaker ranked third behind only Ford and GM in money spent on radio advertising. In many listener surveys the band itself was ranked at or near the top. The "Champions" name was an obvious reference to the championship performance exhibited by the Studebaker cars on the speedways and roadways of America. To emphasize the connection, the band often posed for publicity photos wearing pit crew type white coveralls.

By the second anniversary of the President's record runs at Atlantic City, Studebaker was preparing to introduce a new line of cars in the spring of 1930 and someone devised a brilliant plan to combine this introduction with the Studebaker orchestra and the new medium of talking pictures. The result was "Wild Flowers", an unusual sound picture featuring the "Studebaker Champions" and "The world's largest automobile".

The plan involved the creation of a movie short that would combine an entertaining and enjoyable sound motion picture with some not so subtle Studebaker advertising. The focal point in the cinematic production would be a new 1931 model 80 Studebaker Four Season Roadster. While the movie would be primarily a musical production, it also contained a clever plot of young love. The movie's opening scenes show a young couple riding through the country on a beautiful spring day in their new President roadster. Seeing a field of flowers, the young lady requests of her companion to stop while she gathers a bouquet. While waiting for her to return, the young man turns on the car radio and falls asleep. In his reverie, he sees a monstrous car identical to his own but loaded with peppy musicians who regale him with popular tunes. A gigantic replica of the new President eight four-season free wheeling roadster, is used by the famous radio orchestra. Of course, the featured prop in the film is the "monstrous" car. To create this behemoth would require the talents of sixty men and three months labor to complete. It was built to commemorate the second anniversary of the world-famous 30,000-mile run of four stock President eights at Atlantic City in 1928.

The length of the car they created was 41 feet with a wheelbase of 325". It was 13 1/2 feet high, 15 feet wide, and weighed 5 1/2 tons. The wire wheels were the most exacting to make and each one was six feet eight inches in diameter and weighed 600 lbs. Firestone made the specially constructed tires, which replicated the originals to perfection. The steering wheel was 44" in diameter and the oval head lights 33 1/2". The huge dimensions of the car can be attested by the fact that 22 members of the Studebaker Champions Orchestra were accommodated in the driver's compartment with ample additional room for eight or ten more.

The film lasted only nine minutes and was meant as a "filler" for theater managers to fill out a program. According to Studebaker publicity, it played extensively in RKO theaters coast-to-coast. An industry publication said this about the film: *One of the cleverest, if not the best, advertising reel we have ever seen is one just produced on behalf of the Studebaker automobile. It brings in the Studebaker Champions, so well known to radio audiences, and they use a giant motor car as the stage for their entertainment. The music is excellent, the treatment is novel, and the sum total is far and away superior to nine out of ten of the short subjects now on the market as legitimate show material.*



half of the Studebaker automobile. It brings in the Studebaker Champions, so well known to radio audiences, and they use a giant motor car as the stage for their entertainment. The music is excellent, the treatment is novel, and the sum total is far and away superior to nine out of ten of the short subjects now on the market as legitimate show material.

The success and popularity of the giant wooden car lead Studebaker officials to create a similar Giant car for the 1934 Chicago World's Fair. This car represented the new aerodynamic Land Cruiser body and it was made of plaster. So large was it that it housed a movie theater capable of seating 80 people who were treated to promotional films showing Studebaker cars being endurance tested.

Reprinted from May, 2011 ECHO.

THE WORLD'S OLDEST VEHICLE MANUFACTURER MUST NOT DIE

By Dan Kuhl

Starting in 1919, Studebaker was on a run of successes that ended with the threat of bankruptcy in 1933. Under the tutelage of Albert Erskine, who became President in 1915, Studebaker had a firm handle on its segment of the auto industry. In fact, this man of legend was known by stockholders as a leader who could turn automobiles into gold.

Not even President Erskine knew that Black Tuesday was going to bring his world crashing down. He and other managers at Studebaker continued to believe "We Eat Obstacles for Breakfast". Studebaker bought Pierce Arrow in 1928, the White Motor company in 1932, developed the Rockne at its lingering Detroit plant in 1932, and continued to issue incredible dividends to the Stockholders, all as the Depression continued to deepen.

In another words, there was no need to tighten-the-belt in the eyes of the Studebaker management team.



Albert Erskine



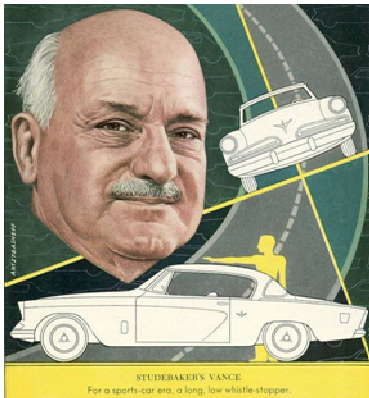
Above: Paul G. Hoffman
Below: Harold S. Vance

In 1933 things began to change. Edwards Iron Works of South Bend approached Studebaker for payment of debts. The cash was gone, but the corporation had \$4.5 million in inventory. What to do? Bankruptcy was filed in March of 1933 with three receivers chosen: Paul G. Hoffman, Harold S. Vance, and the President of White Motor Company, Ashton G. Bean. With growing medical problems and personal financial issues, Albert Erskine was shamed into committing suicide in the summer of 1933.

On March 4, 1933, the last day of his presidency, President Hoover signed one of the most important acts of his administration, the Summers Bill, a bill that amended the old Bankruptcy Act to facilitate the reorganization of debtors who were suffering under the weight of the Depression. Under Section 77B of the amended Bankruptcy Act, Studebaker would be permitted to continue selling automobiles provided the best interests of all parties involved were considered. With that, Studebaker was the first automobile company to emerge from receivership under the same management that existed before bankruptcy.

Another interested party was the city of South Bend, with a population of 104,000 in 1930, which is greater than the estimated population in 2020. With other major industries in South Bend that could support the local economy, including: brakes, fish lures, plows, sewing machines, and croquet balls to name a few, it was believed the impact of Studebaker's closure would be too great a burden on the Depression ridden community. One-in-seven of South Bend's population was employed by Studebaker. The decision to continue making and selling automobiles was the correct one. By 1935 Studebaker was again in the black.

In closing, Mr. Hoffman and Mr. Vance had stellar careers with Studebaker, and went on, under the Truman Administration, to be the first administrator of the Economic Cooperation Administration and serve a four year term on the Atomic Energy Commission, respectively.



STUDEBAKER'S VANCE
For a sports car era, a long, low white-stopper.

References:

Fortune. "The Unseen Half of South Bend." (March 1930): pp. 52-57, 102-111.

Fortune, "Studebaker Comes Back," (February 1935): pp. 89-94, 154-159. Fox, Fred.

"1935 Studebakers, the Car with the 'Miracle Ride'." *Turning Wheels*. Vol. 26, No 4 (April 1994): pp. 6-17.

~ ~ 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 Lark left front fender solid except battery area. \$125. 1962-63 Right front fender, solid. \$175. 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. 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. (1)

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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 James Bell at 360-738-0103 or studentut@comcast.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

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 (0)



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 daveyrosa@gmail.com for photos. (0)



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)

STUDEBAKER PARTS WANTED

1956 President or Commander or Champion 4 door front clip, hood, grille air dams fenders or what you

have. Contact Bob Miles at 520-465-9873 / rmc61coupe@aol.com (2)

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 wjzwin@hotmail.com (2)

AVANTI parts for sale. Many NOS and used parts for 1963/1964 Avanti. Please email Bill Cervini at wcervini1@gmail.com for list. (1)

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 (0)

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

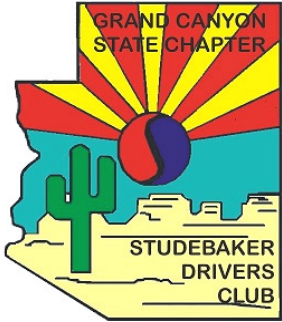


PRESIDENTIAL CHAMPION STARLIGHT HAWK DAYTONA IERSKINE SILVERHAWK

CRUISER AVANTI COMMANDER ROCKNE EMIFFHATON STARLIGHT SKYWAY WAGONAIRE

The *ECHO*

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



Kudos to these drivers for displaying fire extinguishers at the Pizza Picnic in the Park.

REMINDERS FOR DECEMBER

- 5 Holiday Party - 7856 N. Glen Harbor Blvd.
- 13 Board and Officers Meet

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.

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(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 _____

Survey Shows Strong Interest in Driving, Classic Car Ownership Among Millennials, Gen Z

by THE SHOP ezine Staff

More than half of Millennial and Gen Z respondents expressed interest in owning a classic car. Despite Great Recession predictions that the American love affair with cars and driving was waning, millennials and Gen Zers now report they are more likely – not less – to want to own a classic or collectible car than their parents and grandparents, according to Hagerty’s 2020 “Why Driving Matters” survey of 10,000 U.S. drivers.

Key findings include:

Gen Z and millennials are most likely to report currently owning a classic or collectible vehicle. Classic car ownership by generation:

- Gen Z: 22%
- Millennials: 25%
- Gen X: 19%
- Boomers: 13%
- Silent: 11%

Younger generations of vehicle owners who do not yet own a classic or collectible vehicle are more interested in owning one than older generations, indicating a strong future for the hobby:

- Gen Z: 53%
- Millennials: 57%
- Gen X: 49%
- Baby Boomers: 33%
- Silent: 19%

That finding is consistent with Hagerty data indicating that, since 2017, millennials and Gen Xers have sought classic vehicle insurance quotes and vehicle values via Hagerty’s Valuation Tools more often than older generations. Given current trends, millennials, the nation’s largest generation, will become the hobby’s single largest group in the near future.

Hagerty commissioned TRUE Global Intelligence, the research practice of the communications firm FleishmanHillard, to survey 10,000+ Americans ages 18+, and data were weighted based on the United States Census Bureau’s Continuing Population Survey’s figures for gender, age, region, education and race/ethnicity. The “Why Driving Matters” survey also found ample evidence that the nation’s longstanding love of cars and driving remains strong.

Nearly three of every four Americans (73%) enjoy driving, regardless of generation.

38% describe themselves as active “driving enthusiasts,” defined as belonging to a vehicle club, taking part in off-road or racetrack driving and attending cars shows and auctions.

Every generation ranked freedom as the top reason they enjoy driving.

An analysis of the collected data by TRUE Global Intelligence found: “Much of the ‘death of driving’ handwringing from the media in the wake of the Great Recession was based on data showing younger generations were getting their license later, buying their first vehicle later, and buying fewer vehicles compared to previous generations at the same age. This conflated buying power with demand. The recession hit younger generations harder and delayed a host of major purchases and life milestones. As millennials aged into greater buying power and started families, their purchase behavior looked more and more like other generations. The lag was due to the disproportionate blow the generation took in the recession and the unique burden of student debt. It took them longer to recover their buying power, but not as long as it has taken the myth of car-hating young people to die.”