

The ECHO



Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 49 Issue 1

January 2021

Inside This Issue

Officers and Board2

State of the Chapter3

Welcome New Members ..3

Holiday Party4

Upcoming Events5, 6

Old Member's Ride7

Thanks, Pete7

Birthdays, Anniversaries ..7

Technical Information7

An Initiation8

Gearheads8

One Last Attempt9

ECHO Advertisers10

Classifieds9, 11

2021 Chapter Dues are Due



NEW YEAR'S RESOLUTIONS

On this New Year's day of '21
We'll do the same as we've always done;
We'll make some resolutions fine,
E'en though we break them all in time.

Each New Year's day is another grant,
To again renew the old covenant.
The old year now is dead and gone,
We begin the new with shout and song.

We'll carry our cares with more of ease,
We'll harder try each one to please,
We'll open our heart for the sun to shine,
Throughout the year we'll just keep tryin'.

We know not what the year will bring
Of joy or peace or sorrowing,
But we resolve as days and weeks go by,
For a worthier course of life to try.

New duties and conflicts and new trials,
We'll have and try to meet with smiles.
New opportunities will, too, come around
To make Phoenix a Studebaker town.

~ Elsbery W. Reynolds

From the Editor's Pen.....

As we start a new year, I want to recall the contributions in 2020 from the many members who sent articles, photos, tech tips, classified and business card ads and suggestions for content and to thank them. The past year was challenging with little to report outside of the chapter activities and I hope their contributions and the material I included in each issue were of interest and informative.

Now in 2021, my hope is that you continue to submit material for each issue and I want to start by saying Thank You to those who contributed to our January edition. They are Michell Eastburn, Richie Fein, Dan Kuhl, Steve Fein, Pete Yuen and George Martens.

On page 8 is Richie Fein's contribution telling of an honor he received recently. In addition to articles like Riche's plus Michell's Who's Who submissions, your stories about events attended, awards received, Studebakers owned or the one that got away and other tales are a great way to get to know each other better. Please consider taking a minute to send me your story.

Thanks to two advertisers who renewed their business card ads: Russ and Sharon Ware (Studebaker Parts.com) and Streetside Classics. There are available spots for additional business cards. Please inquire.

The poem on the front cover was edited from a longer version written by Elsbury W. Reynolds in 1924. Mr. Reynolds was a publisher and the founder of The Book Supply Company in Chicago. Through his publishing business he learned he had a genius for advertising and broke publishing records at the time for the novels of Harold Bell Wright.

Due to health issues, he moved from Chicago to Southern California and there joined a group of other young men in the distribution of Studebaker automobiles. It was at this time he wrote a volume of poetry entitled "Autoline o'Type" in which each of the nearly 250 poems includes in the last line a reference to Studebaker.

In the original poem Mr. Reynolds' wish was to make the city where he lived, Pomona, California, the Studebaker town; however, your editor took the liberty of substituting Phoenix. There were other minor edits made to the original poem.

At the top of the front page is an illustration from a 1912 New Year postcard mailed to customers advertising one of Studebaker's wagons.

Best wishes for a Happy and Healthy New Year! Keep driving those Studebakers.

Chris



The ECHO is the official newsletter of the Grand Canyon State Chapter, SDC and is published 11 times per year. Contributions are welcome and encouraged. Please submit articles, tech tips, etc. by the 20th of the month preceding publication. Other newsletter editors are welcome to use any material with proper credit given.

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STATE OF THE CHAPTER

By Michell Eastburn, President



I am ready for 2021 because we are in this year together. A happy new year and hope that this bond remains intact. Here we go on another trip around the sun and hopefully it is a bit brighter and friendlier than the last. The board will continue to strive to keep events as normal, fun, and interesting as we have in the past., There are a few events lined up for the beginning of the year to get us all started and soaking up our wonderful Arizona vitamin D.

Our Modified Winter Gathering on January 16th at the Martin Auto Museum should be a nice strong start to our new year. Please keep in mind that it will be different from past Winter Gatherings; see the calendar section for more details. February will bring our annual participation in the Wickenburg Gold Rush Parade themed "All The Gold". We are currently working on getting all the details together for our All Studebaker Gathering March Madness event in March. Keep an eye on your emails for updates, as we are continually working on our events and often times aren't always able to get all the details printed in the ECHO.

Please ensure that you are doing your best to keep healthy through these cold and flu months. Remember to monitor yourself and if you are not feeling well, please stay in and make sure that you are not only taking care of yourself but also protecting those around you.



Happy New Year!

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.



WELCOME NEW MEMBERS!

Jim and Gerry Carr
13087 E. Musket Rd.
Prescott Valley, AZ 86315
928-515-3819
gerrycarr@earthlink.net
1963 Avanti R2

ALERT TO DRIVERS

Submitted by Michell Eastburn

As of January 1, 2021, drivers can only access and use their phones if they are in hands-free mode instead of phones in hand, fingers tapping away, eyes darting up and down or drivers stopping at green lights, weaving, rapidly self-correcting or worse.

"We've had an instance where we've lost a trooper that was killed, because a commercial driver was driving distracted," Raul Garcia of the Department of Public Safety said.

In the aftermath of Officer Clay Townsend's death, who died conducting a traffic stop in January 2019, his family pushed for change. "I wouldn't want any family to go through what our family has gone through," Toni Townsend, Clay's mom said.

The state listened, passing a new texting and driving law. As of Jan. 1, 2021, drivers can only access and use their phones if they are in hands-free mode. Two exceptions: Drivers can use their hands to access their device at stoplights and call 911.

"We really want to impress upon drivers common sense," Garcia said. "What do I need to do to keep myself and passengers safe and healthy."

Violators will be fined \$75 to \$149. And repeat offenders face \$150 to \$250 in fines. Right now troopers are warning drivers. "Troopers here at DPS have stopped and warned and educated more than 15,000 drivers," Garcia said.

Source: <https://www.12news.com/article/news/local/arizona/texting-driving-cell-phone-fine-law-new-year-arizona>

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".



GCSC HOLIDAY PARTY

By Michell Eastburn



On December 5th, 2020 members of the Grand Canyon State Chapter of the SDC gathered at the Museum of member Larry Polhill in Glendale, Arizona for the annual Holiday Party. For those who attended, I don't need to say any more, but for those who were unable to make it, wow, you missed out. Larry's Museum offered a little bit of everything for everyone. The large amount of Studebaker memorabilia was combined with Ford, Chevy, Porsche, and even an airplane. A very big thank you to Larry for hosting our Holiday Party and we look forward to coming back soon.

Along with all the memorabilia, cars, planes, publications and photos to see in the museum, members also enjoyed 16 additional Studebakers driven to the event and the custom City of Phoenix Police DRAGG (Drag Racing Against Gangs & Graffiti) Ford Mustang built by local High School kids as part of a youth automotive after-school program that encourages kids to stay in high school and work toward graduation by providing an incentive in the automotive industry through career exploration.

Nearly 53 members met in the large garage area where "catching-up" with everyone on the past year was the main goal of most. Members were greeted with fully dressed tables and chairs and the smell of barbeque. Lunch was



donated by Larry and provided to us by the PC Prayer Group lead by Paul Vanhofwegen. Members enjoyed smoked brisket, bbq chicken and beef tri-tip with a loaded baked potato and fresh salad, followed with a large assortment of sweet treats. Thank you to Ken Michael and Bobi Beveridge for assisting with the setting-up, breaking-down, assisting and maintaining our coffee room.

Instead of the usual auction the chapter hosted a can raffle that generated \$300 that was donated to the local United Food Bank. Thank you to the supporters of the raffle: Russ and Sharon Ware, Frank & Elizabeth van Doorn, Bill and Peggy Eastburn, Neil & Ruth Bell and Gwen Eastburn. The 50/50 raffle was won by Sharon Ware. Drivers Awards were won by Paul & Phyllis Setaro and Charley & Judy Haverstick; thank you to Studebakerparts.com for donating a gift certificate for our Drivers Award. A quick shout-out goes to our younger members who assisted with the smooth-running success of all the raffles: Domenica, Gwen, Felicia, Aubrey and Chloe Eastburn.

A quick general meeting was held discussing upcoming events. Ed Smith gave an update on the PSW Zone and the potential of a hybrid La Palma / Zone Meet. The 2021 board was announced, and the 2020 board will continue. Members also enjoyed looking at



L to R: Paulette Fein, Linda Saar and Phyllis Setaro

Photos courtesy of Steve Fein.

the new 2021 calendars that were put together by Linda Smith - thank you, Linda! The intent of the event was that members were able to come and enjoy a fun filled day at a new location and by the looks of the faces of the members at the end of day, I must admit that I think the intent was met.

Thank you to all those who joined in person and in spirit, to all those who donated/participated, all those who were able to drive their Studebaker and those, including Board Members, who lent a helping hand to make sure this event was a success.

Participants included: Paul and Phyllis Setaro (1962 GT Hawk), Charley and Judy Haverstick (1958 Golden Hawk), Steve and Paulette Fein, John Rodhouse, Ken Michaels and Bobi Beveridge, Malcolm Stinson, John L. Lewis (1961 Hawk), Lenny and Barb Olsen, Dennis Lynde and Linda Saar (1963 GT Hawk), Ted and Jan Widhalm, Gary & Sandie Keating (1934 Commander street rod), Ed and Linda Smith, Adam DeRosa (1972 Avanti II), Bill and Judy Barker (1949 Pickup), Scott Grainger with Curly and Shorty (LC - 1951 Land Cruiser), Will, Maryanne, Domenica, Gwenyth and Felicia Eastburn (1963 GT Hawk), Norm and Janice Marineau, Denny Lockman and Maryann Lemley (1964 Avanti), Elizabeth and Frank van Doorn (1941 Champion), Tim and Joen Painter, Paul Miller and Camille Miles (1962 GT Hawk), John Kroulik and Jaclyn Miller, Mike and Sue King (1957 Silver Hawk), Larry Pohill with guests (10+ Studebakers), Ike Quigley, Kent Musgrave and Jerry Day, Chris, Rachel, Aubrey, Chloe and Preston Eastburn (1963 Lark), Russ and Sharon Ware, Michell Eastburn (1900 Studebaker Jr. Goat Wagon X 2 and 1964 Champ Pickup), Bill and Peggy Eastburn (1964 Wagon), Bob Miles.

GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- JANUARY 10** 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** GCSC HOSTS A MODIFIED WINTER GATHERING AT MARTIN AUTO MUSEUM, 17641 N. BLACK CANYON HWY, PHOENIX (ON EAST FRONTAGE ROAD NORTH OF BELL RD.) FROM 10AM-12PM WITH A CAR SHOW, SWAP MEET, PRIZES, AWARDS, FOOD AND MEETING. ALL ACTIVITIES WILL TAKE PLACE IN PARKING LOT. IF TAKING SELF TOUR OF MUSEUM A DONATION OF \$10.00 IS APPRECIATED AND MASKS AND DISTANCING ARE REQUIRED. VISIT www.martinautomuseum.com FOR GENERAL INFORMATION. READ THE MUSEUM NEWSLETTER FOR SAFETY PRECAUTIONS AT <https://files.constantcontact.com/4fdce693601/94a648da-9f0a-441a-9b26-3745f9980635.pdf> INFO: SEE PG 6 OR CONTACT PEGGY AT peggyeastburn@hotmail.com / 623-936-6116
- JANUARY 17** SOUTHERN ARIZONA CHAPTER WILL HOST ANNUAL BANQUET AT TANQUE VERDE GUEST RANCH, 14301 E. SPEEDWAY, TUCSON (EXIT SPEEDWAY AND GO EAST UNTIL IT ENDS AT THE GUEST RANCH). TIRE KICKING FROM 10:00-11:30 AM, LUNCH FROM 12:00 TIL 1:30PM. ADULTS \$33.00, CHILDREN 4-11, \$14.50. RAFFLE PLUS 50/50 DRAWING. MAKE RESERVATIONS AND PAYMENT TO BOB MILES, SAC TREASURER, 6838 E KIAM I ST., TUCSON 85715. INFO: BOB AT rmc61coupe@aol.com or 520-465-9873.
- FEBRUARY 13** 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** ARIZONA AII STUDEBAKER GATHERING, "MARCH MADNESS", IN PLANNING STAGES. INFO: PEGGY AT 623-936-6116 or peggyeastburn@hotmail.com
- MARCH 18-21** ANTIQUE STUDEBAKER CLUB SOUTHERN CALIFORNIA CHAPTER HOSTS 2021 PALM SPRINGS MEET. HOST HOTEL IS TRAVELODGE, 1269 E PALM CANYON DR, PALM SPRINGS. \$105/NIGHT. PET FRIENDLY. CALL 760-323-2775 OR 800-472-4339 BY FEB. 18, MENTION ASC. EVENT FEATURES TIRE KICKING, MEET & GREET, GROUP MEALS, DRIVE TOURS AND EVENTS. \$25/PERSON PAYABLE ON ARRIVAL. RSVP TO FRANK BY MARCH 14 AT 760-774-3377.

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.

CHAPTER FUNDRAISING PROJECTS

- 2020 Zone Meet t-shirts (M, L, XL, XXL) and caps. \$15.00 each
- Raffle tickets for a beautiful lamp and a colorful Studebaker quilt. \$5.00 per ticket or 6 for \$20.00
- T-shirts featuring the Studebaker script, saguaros and a buzzard. \$15.00 each

To purchase raffle tickets, shirts or caps contact Chris at 602-995-2146 / ccollinsaz@cox.net or Peggy at 623-936-6116 / peggyeastburn@hotmail.com The items will also be available at upcoming Chapter events.



UPCOMING EVENTS

Modified Winter Gathering

Location: Martin Auto Museum

Date: January 16, 2021

Time: 10am-12pm

Submitted by Michell Eastburn

Please join us for our “Modified” Winter Gathering at the Martin Auto Museum, 17641 N. Black Canyon Hwy, Phoenix (on east frontage road north of Bell Rd.), January 16th from 10am – 12pm. Things will be a bit different than year’s past but will be a great gathering nonetheless. We will be hosting an outdoor parking lot car show and swap meet. We will have prizes, awards, and food. We will not be gathering indoors, rather an outdoor general meeting will be held.

Guests are welcome to take self-tours of the museum throughout the day. Please keep in mind that the Martin Auto Museum has strict guidelines for entering; please respect the facility.

Contact Peggy Eastburn at 623-936-6116 / peggyeastburn@hotmail.com with any questions. Visit www.martinautomuseum.com to preview museum and for safety information read the Museum newsletter here: <https://files.constantcontact.com/4fdce693601/94a648da-9f0a-441a-9b26-3745f9980635.pdf>



2021 CHAPTER DUES ARE DUE









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

- 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 your dues with 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 the dues to your check (see back page for the amount) or visit <https://sdc.cornerstonereg.com/>

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

*Thank you to all who have renewed
their Chapter Membership.*

January 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Questions? Call Chris at 602-995-2146					Happy New Year!	2
3	4	5	6	7	8	
10 GCSC Board Meets	11	12	13 	14	15	16 Chapter Event
17	18 MLK Birthday Observed	19	20	21 	22	23
24 31	25	26	27	28	29 	30

OLD MEMBER'S RIDE

BY Dan Kuhl

I recently sent Paul Siervers a Christmas card. He sent back photos of his M Series trucks. Paul is an old member of our Chapter who I have stayed in contact over the last 30 years.



Pictured is the 1942 M15 one ton that I found in a scrap yard down on Broadway some time in the late '80s. The truck was originally from North Dakota. At the time Paul purchased the truck no one in the club knew anything about its history.

As most of us know 1942 was a short production year, with many similarities to the '41, like the cast wheels on Paul's 1 ton. There were only 770 M15s manufactured in 1942.

It appears that Paul is still using his M15 to haul wood on his acreage near Libby, Montana. He always enjoyed his Studebakers, driving his M5 all over Phoenix, and then some, when he was a member of our Chapter.

THANKS, PETE!

Your editor received a call from long-time member Pete Mensing shortly after the December issue went out. He told me he reads the *ECHO* very thoroughly every month and noticed something in the 1951 Studebaker truck advertisement on the front cover which piqued his interest. Below the main illustration and advertising copy are four smaller illustrations with text and a sentence in the third one reads, "Tail-gate is securely hinged at center and each end." This mystified him as he was not aware of a Studebaker truck tail gate with three hinges. Chuck (my husband) looked through the R series truck parts manual and could find nothing in reference to a middle hinge.

So, we're asking if anyone reading this is aware of a three-hinged tail gate on a R series truck? If you have information about this feature, please give me a call. Dan Kuhl is looking into it, as well.

I want to thank Pete for being such a discerning reader of our Chapter newsletter.

CELEBRATE!



January Birthdays

1	Delores Shurtz	16	Lenny Olsen
3	Phyllis Setaro	20	Garry Klinger
4	Adam DeRosa	28	John Akin
5	Michelle DeRosa	28	Bill Simmons
5	Nora Gooch	29	Carl Thompson
6	Lenka Hospodka	30	Evelyn Verrill
7	Frank van Doorn	31	Sherry Watson
12	Judith Barker		
12	Hugh McDowell		

January Anniversaries

1	Douglas & Bobbi Nall
1	Alan & Jere Tudor
5	Tim & Joen Painter
8	Charley & Judy Haverstick
12	Jim & Kimberly McDonald
14	Richie & Dolores Fein
19	Ed & Linda Smith
25	Fred & Nora Gooch
28	Rosalie Torske & Jim Nereau
28	Klaus & Maryann Wever
31	Chris & Rachel Eastburn



Children's Birthdays

13	Gwen Eastburn (daughter of Will & Maryanne)
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TECHNICAL INFORMATION....

SPARK PLUGS FOR R SERIES V8s

By George Martens

If you are an owner of an R series Studebaker V-8 engine, chances are you are running a "J" series spark plug (J10Y, J12Y or higher number J plug). It may not have occurred to you that this "J" series is only a 3/8 inch reach rather than the standard 7/16 inch reach of the H14Y usually run in the V-8s. Because 3/8 inch plugs do not go in as deep, this leaves about two cast iron cylinder head threads sticking down into the combustion chamber to act as a glow plug to pre-ignite the charge when the engine gets hot.

If you are having serious problems with pre-ignition, try a set of the regular H14Y plugs to see if this clears up the problem. If you have a R-1 and switched back to the thicker head gaskets, it should be especially easy to switch back to the H14Y plugs without any side effects.

Reprinted from *The Hawkeye Headliner*, Bob Ray, editor.

*Keep America Beautiful,
Drive a Studebaker!*



Richie Fein

Grand Canyon State Chapter, SDC Executive Board Member

On December 5th, the same day as our Holiday Gathering, I was initiated into Forty and Eight (explained below). The ceremony started at 1000 hrs and ended at approximately 1300 hrs. The ceremony was held in Wickenburg. I was the only initiate, and there was one transfer. After being sworn in I was given my Forty and Eight Chapeau, my hat, (a good part of their meetings, ceremonies, and Officer titles are in French, including the hand salute, except when saluting the American Flag), all the manuals, the secret code words, etc.

I originally was invited to apply in May, and was sponsored by the District 11 Commander, Bobbie Kimelton, Department of Arizona, of The American Legion.

I have been a member of The American Legion for 32 years, and in 2018 became the Commander of Post 144, Arrowhead-North Glendale (after being the Senior Vice Commander) and I still hold this position. I am very proud to be a Forty and Eight Member, a Post Commander in The American Legion, AND a member, and Executive Board member, of the Grand Canyon State Chapter, SDC.

In January I will start attending The American Legion College.

~ Richie Fein

Congratulations, Richie!



What is The Forty and Eight? La Société des Quarante Hommes et Huit Chevaux

The Society of Forty Men and Eight Horses is an independent, invitation only, honor society of American veterans and service members; more commonly known as The Forty and Eight.

The Forty and Eight is committed to charitable and patriotic aims. Our purpose is to uphold and defend the Constitution of the United States, to promote the well-being of veterans, their widows, widowers and orphans, and to actively participate in selected charitable endeavors, which include programs that promote child welfare and nurses training.

The titles and symbols of The Forty and Eight are derived from the experiences of U.S. troops during World War I. American soldiers were transported to the front on the French rail system. Cramped into narrow gauge boxcars, each stenciled with "40 Hommes/8 Chevaux", denoting its capacity to hold either 40 men or 8 horses. This uncomfortable mode of transportation was a familiar, common experience for every Doughboy that fought in the trenches; a mutual small misery among American soldiers. Thereafter, they found "40/8" a lighthearted symbol of the deeper service, unspoken horrors and shared sacrifice that bind all who have endured combat.

The Forty & Eight was founded in 1920 by American veterans returning from France. Originally an arm of The American Legion, the Forty & Eight became an independent and separately incorporated veteran's organization in 1960.

Membership is by invitation only, of honorably discharged veterans and honorably serving members of the United States Armed Forces.

Jonathan Wong

“Emerson Wong is only three years old. But he can name just about any car and can look at a newly released model and tell his parents it looks like a Range Rover, BMW, Ferrari or an Aston Martin. His favourite outing is to tour new car dealerships with his parents. He loves to talk to the sales staff about the cars, collect brochures and look at the expensive die-cast miniature models.” So says a quote from an article on MSN.com about Emerson’s father Jonathan who has written a children’s book, *Gearheads*, based on Emerson’s love of cars.

Jonathan is Pete Yuen’s grandson and Emerson his great-grandson. Pete writes car related articles for SDC Chapter editors and there is one in this issue on pages 13 and 14. At 92 years old; he enjoys working on and driving his 1988 Avanti.

Read the complete article here: <https://tinyurl.com/y9klh4tx> The book is available at Amazon and would be a great gift for a young enthusiast..

ONE LAST ATTEMPT

By Dan Kuhl

As we all know Studebaker tried to make a go of it on their own. The automotive industry was extremely competitive over the entire time of their existence. Over and over again they tried to offer a product line that would contain something to suit everyone's fancy.

In the late 1920s they brought in the Pierce Arrow to expand into the luxury line that was so popular just before the Great Depression. World War II filled their pockets with loot after they almost went out of business in the mid-thirties. After the War you could make anything and it would sell to a starved buying market.

In the early 1950s the shrinking list of manufacturers created a market that continued to be very competitive. The remaining manufacturers became more innovative in their search for the most desirable product line. Studebaker was looking at multiple options. First, join forces with Hudson and Nash to be a part of a new American Motors that could better compete against the remaining Big Three, and secondly, a joint venture with Porsche of Germany. However, reality began to slap them in the face; the company was again on the verge of losing the battle. They were forced to join forces with another great marque, Packard. But this partnership did not solve their problems and they did not fully take advantage of the Packard's stellar reputation. It was at this time that Mercedes stepped into the picture to offer their solution but again to no avail.

Studebaker soon learned that in corporate America the answer to longevity was diversification, and that it would take a flexible and innovative product line to succeed in the rapidly growing international automotive industry.

In December 1963, the situation was again dire, even with the exciting new products like the Avanti and Lark-type styling created for 1964. Car production was suffering because the factory was extremely old and the engineering in the cars was outdated, and more importantly the diversification projects had been very successful. The decision was made to close the doors at the South Bend plant and move to the much smaller site in Hamilton Canada and produce automobiles on a limited scale.

The Hamilton move may not have been the best idea, but it definitely was temporary, as it could not survive without its big brother in South Bend. In short order Studebaker of Canada was looking for a new partner and they found a potential suitor in the Japanese company Isuzu, manufacturer of the Bellett. Isuzu was one of the many foreign companies trying to make inroads into the US and Canada market. The partnership fell through when one of the investors got cold feet. The rest is history as the Hamilton factory was closed in March, 1966. Today Isuzu no longer makes cars, either. It is noted for its diesel engine factory in Plymouth, Mich.

The question a Studebaker Affection-ado needs to ask: If Studebaker had continued, could I be happy with a front-wheel drive, plastic ridden Studebaker manufactured in a modern facility totally committed to computer operated robots? I say no; I am happy with the Studebakers we have, frozen in time and memory; Studebakers that have not been tarnished by the demands of our modern economy but will always retain their place in the richness of our beloved transportation history.

Reference: Foster, Pat. (April 2020). "The Studebaker Bellett." *Classic Car*, Vol 16 No 7 p.p. 46.



~ ~ 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. (0)

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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.



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 studenut@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)



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 WANTED

Pre-war Studebaker wanted. Two door preferred. Price range open. Contact Matt Green 928-636-0356 nashmgr@live.com (3)

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 (1)

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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 (1)

AVANTI parts for sale. Many NOS and used parts for 1963/1964 Avanti. Please email Bill Cervini at wcervini1@gmail.com for list. (0)

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)



16s 17J South Bend The Studebaker 223 RR Grade Pocket Watch, c1912

The South Bend Watch company made approximately 71 grades of watches but only 12 grades were approved as Railroad Grade watches.

Approved Railroad Grade watches had to meet a set of standards referred to as "Railroad Time Inspection Rules". Each watch must have 21 jewels, they must maintain an accuracy to + or - 30 seconds a week, they had to be adjusted for temperature, heat and cold, and at least 5 more positions. It had to keep accurate time if it was laid on its face, back or was carried on its edges with the pendant up or down, or the three up or the nine up. The dials needed to be plain, simple and functional.

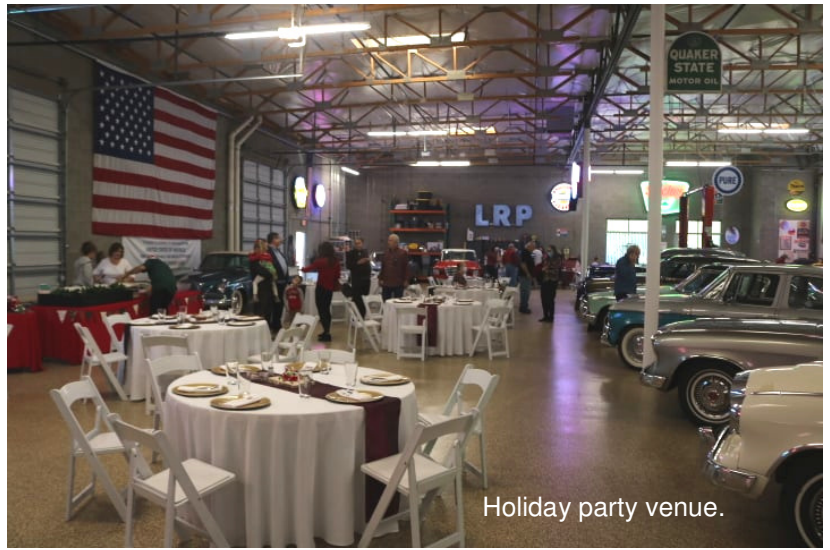
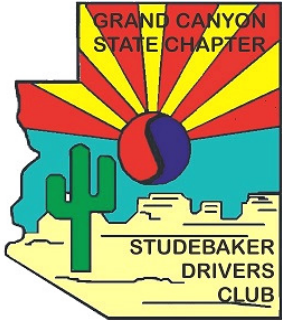
Excerpted from *South Bend & Studebaker Watches* by Ernie Loga. Photo courtesy of Etsy.

PRESIDENTIAL CHAMPIONESTOGAISTARLINERIGHT HAWK DAYTONA IERSKINE SILVERHAWK

CRUISER AVANTI COMMANDER ROCKNE EMF PHAETON STARLIGHT SKYWAY WAGONAIRE

The *ECHO*

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



REMINDERS FOR JANUARY

- 10 Board and Officers Meet
- 16 Modified Winter Gathering,
Martin Auto Museum

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

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Studebakers You Own: _____

New Member? _____ Referred by _____

Unplanned Switch From Carb System to Fuel Injection System

by Pete Yuen

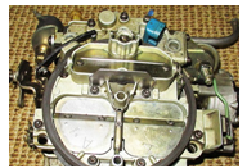
The Problem: Gasoline flooding of engine cylinders and oil sump



The car: 1988 Avanti Silver Anniversary Model

The Culprits: The presumed cause:

1. - Fuel pump valve failure
2. - Carburetor float valve failure
3. - Sufficient amount of fuel in tank to allow gravity feed of fuel through fuel pump and carburetor



In most cars, the fuel tank is lower than the carburetor so flooding of the engine would not happen.

At the age of 92, one sees and experiences many things in life, some good, some bad and some in between. Life, it seems is not unlike a course of pros and cons or ups and downs. We all have these moments, when at times we win and at other times, we lose.

Personally, I feel very blessed in having a wonderful mother and siblings as I grew up. More blessings came as I met my future wife in my late teen years. We married and have a wonderful daughter who in turn gave us grandchildren and they, in turn gave me Great-Grandchildren. Unfortunately, my wife passed on before the arrival of the Great-Grandchildren. Together, Mary and I adopted a son, Craig, and he gave us a lovely granddaughter, too. These are normal things in life but now and then something quite unusual and unexpected happens and, in this case, it happened to the Avanti.

Just 2 days prior to the International Drive Your Studebaker Day that was scheduled for September 12th, I was driving in my Avanti and taking flowers to the cemetery for my wife as she loved flowers. The car was performing beautifully and it had 1/4 tank of fuel. On route to the cemetery I bought gas and continued on to "visit" Mary. Car was still running fine but about 7 or 8 miles out, on the way home, the engine suddenly quit. Cranked it over a few times but no luck to start it. This necessitated a tow for the car. I phoned the garage that I deal with to ask if they had room for the car to be in their shop overnight, they did not. The car was towed to my place and I tried to start it on the following morning. It did start but it ran terribly and I shut the engine off after a couple of seconds. Even for the very short time that the engine ran, it filled the garage with smoke and gas fumes. Another day goes by and upon entering the garage, I noticed that there was a pool of raw gas on the floor coming out from under the engine. At this time, I decided to make an appointment at the garage and have the car towed for servicing.

The mechanic asked for the key and then he tried to start the engine but it would not crank so he thought that the battery needed charging. After that, the engine still would not crank. The reason was that so much gas had entered the cylinders and being a liquid, it would not compress. Not only was the engine flooded with gas but upon further inspection, it was noted that the oil sump (pan) had also filled with gas.

This is something that I never saw before in my life and hope never to see again on any of my vehicles. So we wonder, why and how did this happen and we come to a conclusion that in order for it to happen, the fuel pump that was installed just prior to the Avanti International Meet in Tacoma in 2018 and having only about 4,000 miles on it, failed. That alone would not be the reason that the engine and the oil sump got flooded as the float valve on the carburetor should have stopped the gas flow had it been working properly. In spite of the failure of the fuel pump and the carburetor, there had to be another factor : Gravity.

In most cars, the gas tank is lower than the carburetor and therefore the gravity feed of the gas would not exist if the float valve on the unit malfunctioned. How could I be so unlucky to have everything mentioned to cause so much trouble? Oh well, I was lucky at love as my wife and I had over 60 happy years together so one can't feel too badly about a malfunction in the car. It's just a tiny, little bump on the road of life.

Continued on next page.

Continued from previous page.

After several hours of work by the mechanic, the mess that was created got cleaned up, fresh oil was put into the sump. With the spark plug being out of the engine so that the trapped gasoline could be expelled, the engine was cranked over so that the oil would go to the bearings for lubrication prior to when the engine would once again be started. This is important! If it isn't done, the engine bearings could be damaged.

By now, I have lost faith in the fuel pump and the carburetor. Decision had to be made as to what we would do to prevent another occurrence. The mechanic suggests that one way would be to go to the fuel injection system. The gas could not gravity feed through the injectors as they require 65 PSI pressure to function.

Age considered, I decided that it was not the thing that I wanted to tackle with in the late stage of my life so I told the mechanic to find a good unit and install it. After working on the car for 5 days, the fuel injection system was completed and I am happy with it. The unit that was chosen is the **Holley Sniper EFI**. It just fits where the 4 barrel carb was. There were a few parts that was needed but not supplied with the kit and a few slight modifications had to be made. One being that a gas return line had to be installed. There is quite a bit of time spent working under the car so, if anyone is contemplating the conversion, he should have a hoist so that the work could be done easier by being able to stand up rather than trying to work while laying on the back. This is the main reason that I did not want to do the conversion myself.

One of the things that can be discarded from the car is the air pump. It is not needed for the conversion. Keep in mind that the gas return line from the fuel injector system needs enough flexible hose to allow for the engine's rocking movement that happens every time that the engine is accelerated or decelerated. On the Avanti, you may need to buy a new air filter unit. Be sure to buy one that is not too high so that it obstructs the closing of the hood. The difference in starting the engine: Carb system -- Push the accelerator to prime the engine and set the choke. For fuel injection: -- Do not touch the accelerator. Turn key to activate the fuel pump, wait for it to stop running then turn key to start position.



Mechanic's Note:

- 1 - There also must be sufficient flex on the incoming fuel line to allow for the rocking of the engine as well as well as the flex for the fuel return line.
- 2- An oil pressure switch is not needed to stop the fuel pump from operating if the engine is not in operation in the event of an accident. Apparently, the system shuts down if the distributor is not energized and rotating if wired properly.
- 3- Most of the time during the conversion is spent under the car. Keep that in mind if you are planning on installing the system in your Avanti.
- 4- Carefully select a spot for the fuel pump so that it is not too close to high heat source and that it is in a spot that things can't strike it while driving. Seek a location where it remains dry.