

The ECHO



Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 50 Issue 10

2021 Golden Quill Winner

November 2022

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*Happy
Thanksgiving*




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AND POCKETBOOK PERFECT

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Other models: 2-Door Sedan, Hardtop, Station Wagon  Prices start under \$2000

New Compact for 1959

From the Editor's Pen

Per the bylaws, the Chapter election is held in November and you will find a ballot for this year's on page 8. Please note there is a competitive race for board members. Thank you to the members who have agreed to vie for a position on the board - please vote for three of the four candidates. Thanks, also, to the officers for running again. Write-ins are welcome but be sure you have the consent of the person you write in.

On pages 13 and 14 there is additional content written by Richard Quinn, Studebaker historian, entitled, "Politics And Studebaker Were a Flammable Combination". He begins the story thusly, "The Studebaker Brothers were very active in the political circles, and it was inevitable that their politics would eventually spill over into the wagon making business." It takes place in 1884 and is a very timely and entertaining bit of Studebaker history.

Thanks to this month's contributors: Michell Eastburn, Peggy Eastburn, Steve Fein, Dennis Lynde, Dan Kuhl, Mark Carson, Pete Yuen and Jerry Blount.

Hope you have Wonderful Thanksgiving!

Chris



Reminder: To be a member of the GCSC you must be a member of the Studebaker Drivers Club.

If your SDC dues are not current, please visit <https://sdc.cornerstonereg.com/> to renew. Dues are \$36.00 for one year, \$99.00 for three years or \$161.00 for five years. If you no longer wish to receive *Turning Wheels*, there is a membership option without the magazine at \$12.00 per year.

From Peshtigo Times, Thursday, July 5, 1917, page 1. A 26 ft long Thompson boat was shipped to the John Studebaker retreat. Courtesy of Wisconsin Region Chapter.

Motor Boat for Auto Manufacturer.

Thompson Bros. Boat Mfg. Co. on Friday shipped a trunk cabin gasoline launch to Reserve, Wis., where John Studebaker, for whom the boat was built, will use it as a pleasure craft at his summer home there. The dimensions of the boat are twenty-six feet long and eight feet wide.

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

November 11th is a very important day where we remember the veterans we have lost in past wars and thank the military of today for protecting our country. In the U.S., November 11th is known as Veterans Day. In the UK, Armistice Day. And in Canada, Remembrance Day. So wear your poppy proud in November!



It seems that the best thing to do in November is eat! Did you know November is home to many delicious special days? November 3rd is Sandwich Day. November 6th is Nacho Day. The 14th is Pickle Day. And the 28th is French Toast Day. And the most random of all, November 29th is Lemon Cream Pie Day. (Source: 21 FUN Facts About November That Will Amaze You -2022 Facts)

Don't forget, November 8th is Election Day; No matter how you vote, your vote counts. Also, the back of the ECHO contains our Chapter ballot, please take a few minutes and be sure to vote!

It finally cooled down enough where is it fun to be outdoors and even get a chance to enjoy the brisk mornings and evenings. This time of year we tend to look back at all the great times and hard times over the past 10 months and then we turn back around to see the next 2 months of holidays, even cooler weather, and hopes of a bright and prosperous New Year.

Though we did not Stude Trunk-or-Treat this past October, twenty three Studebakers and nearly 40 members joined the Hudson Essex Terraplane (HET) Club for their 30th annual Orphan Car Show on Sunday Oct 23rd. Members enjoyed shade, thanks to Carl Reid, subs, pizza, chips, cookies, pastries and, of course, some Halloween candy. Thank you to all those that drove a Stude, Ford, Chrysler, Cadillac, and those that participated in the festivities, helped set-up/break-down, and helped to promote Studebakers.

December 10th will be here before we know it. We will all be celebrating our 50th Anniversary Holiday Party Membership Appreciation Extravaganza in Glendale at Larry Polhill's Private Collection. Dinner, drinks and dessert will be provided. Come enjoy the fellowship, memorabilia and 50th Anniversary freebies! If you have memories to share, bring them and/or be prepared to share them.

GRAND CANYON STATE CHAPTER
Celebrates 50th Anniversary
1972 - 2022

*Keep America Beautiful,
Drive a Studebaker!*



Welcome New Members!

Roy Cirincione
9152 W. Redfield Rd.
Peoria, AZ 85381
480-242-1133
roycirin@gmail.com

Referred by Denny Lockmon

Thomas Pollard
8148 W. Avenida del Sol
Peoria, AZ 85383
tpollard1955@gmail.com

Chapter membership is 145 families.

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 2023.

Just ask the new member to mention your name on the application where it asks "Referred By".

2023 CHAPTER DUES

Grand Canyon State Chapter dues are due in December and for 2023 dues for all members will be \$20.00 yearly. Among the many benefits of Chapter membership is the newsletter and you will still have the choice of receiving it through the mail or electronically via an email. Please consider having your newsletter sent by email only. This will help contain the increasing costs of printing and stamps (which will increase from 60¢ to 63¢ in 2023) as well as cut down on the labor involved in mailing. Your consent to receive an email copy only would be appreciated.

Dues can be paid by cash, check or via Pay Pal (see web site for link.) Please complete the application on page 12 if paying by mail or send the information by email if paying via Pay Pal. Your up-to-date information keeps the Chapter roster current.

Thoughts and Well Wishes to

Paulette Fein
Ike Quigley

ORPHAN CAR SHOW

Sunday, October 23rd started out cloudy for the Orphan Car show at Los Olivos Park in Phoenix, but the rain stayed at bay and the day turned out to be dry and mostly sunny, perfect for both the cars and the participants. Twenty three Studebakers, two Studebaker Junior wagons and 4 brand X collector cars were driven to the show by GCS Chapter members and friends for display along with Hudsons, Kaisers, Frazers, Packards, Metropolitans and several other orphan and non-orphan car oldies. The show began at 9:00 and by noon lunch from nearby pizza and sub shops was being enjoyed by hungry show-goers along with chips, drinks, cookies and Halloween treats.

During the morning hours, a "judging" team of three teenagers were looking at the vehicles and asking the owners questions about their cars for the fun judging awards which were awarded around 1:00pm by the hosts, the Grand Canyon Chapter Hudson Essex Terraplane Club. Studebaker drivers receiving two of the fun awards were Garry Klinger - "It's A Hit" and Peggy Stinson - "Diamond in the Rough". Congratulations to both. The Chapter won the Club Participation award for the best representation by an orphan car club.

Thanks to all who brought out their Studes and to those who came to visit. And, a thank you to Carl Reid for reserving a nice spot in the parking lot (after sweeping up the piles of olives littering the parking spaces) with shade and grass close by and to Peggy and Michell for the fun Halloween display with a skeleton and treats.



1960 Champ-Will Eastburn
1947 M Pickup-Scott Grainger

Participating were: Larry Polhill and guests Lawrence Silvas & Family, 1963 Wagonaire, and driven by friends, a 1963 Avanti and a 1955 President; Denny Lockmon with Norman Marineau, 1959 Larkamino; Tim Phillips, 1955 Commander; Dennis Lynde

& Linda Saar, 1963 GT Hawk; Garry Klinger, 1952 Commander SLC; Will Eastburn, 1960 Champ pickup; Rick Melms, 1988 Avanti Convertible; Carl & Esther Reid, 1963 GT Hawk; Butch Summers, 1964 Daytona HT; Scott Grainger and Maria, 1947 M Pickup; Eddie Caviar, 1964 GT Hawk; John Kroulik, 1958 Transtar Pickup; Jack & Kathy Rodhouse, Callan and Ainsley, 1950 Champion SLC; Gary & Sandie Keating, 1934 Commander street rod; Paul Miller & Camille Mills, Bullet Nose Custom; Patrick & Brischell Eastburn and family, 1951 Champion 2 dr sedan; Chuck & Chris Collins, 1963 GT Hawk; Bill & Peggy Eastburn, 1964 Wagonaire; Michell Eastburn, 1964 Champ Pickup and two Studebaker Junior goat wagons; Peggy & Paul Stinson, 1964 Wagonaire; and Gene Strickland (from North Carolina), Coupe Express.

Other members attending with a Brand X collector car were Carol & Bob Westfall, 1950 Ford; Steve Fein, Chrysler Maserati; Frank Levin, 1970 Cadillac El Dorado; and Roy Ciriacione riding with friend Jim Ott in a 1973 AMC Hornet.



The Kuhls walk among the show cars: a Coupe Express-Gene Strickland, 1963 Wagonaire-Larry Polhill, 1959 Larkamino -Denny Lockmon.

Gordon Kuhl, Dan & Corlean Kuhl and Sid Rosen along with former Chapter members Ron Dryden, who showed his Model A, and Matt Green were on hand to enjoy the show and to visit. ~ Chris Collins

Top photo courtesy of Michell Eastburn; the others courtesy of Steve Fein.

For more photos of the Chapter's Drive Your Studebaker Day event visit Facebook at Studebakers Grand Canyon State Chapter.

GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- NOVEMBER 13** GCSC BOARD AND OFFICERS WILL MEET AT 2:00 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.
- DECEMBER 10** SAVE THE DATE FOR CHAPTER HOLIDAY PARTY, MEMBER APPRECIATION AND 50TH ANNIVERSARY CELEBRATION AT LARRY POLHILL'S PRIVATE COLLECTION, 7856 N. GLEN HARBOR BLVD., GLENDALE FROM 11:00AM TO 3:00PM, WITH A YUMMY ITALIAN DINNER WITH THE FIXINGS SERVED AT NOON. IT WILL BE AN INDOOR/ OUTDOOR EVENT/PLAN ACCORDINGLY. MAKE PLANS TO COME ENJOY THE VENUE, A CAR SHOW AND THE REMINISCENCES OF CHAPTER HISTORY, EVENTS AND FRIENDSHIPS. 50/50 RAFFLE. FOOD BANK DONATIONS ARE WELCOME. DRIVE YOUR STUDEBAKER, IF YOU CAN. CONTACT PEGGY AT peggyeastburn@hotmail.com / 623-936-6116 FOR MORE INFORMATION AND TO RSVP BY DECEMBER 3RD.
- DIRECTIONS:** FROM THE LOOP 101, EXIT NORTHERN AVE., PROCEED WEST ABOUT 1.5 MILES TO THE TRAFFIC LIGHT AT GLEN HARBOR BLVD./103RD AVE., PROCEED SOUTH (LEFT); LOOK FOR THE STUDEBAKER FEATHERS IN THE MEDIAN. THE ROAD WILL WIND SOUTHWEST, FOLLOW IT TO JUST PAST THE COCA COLA SIGN ON THE RIGHT TO 7856 N. GLEN HARBOR BLVD. ON THE RIGHT. FROM THE EAST ON NORTHERN AVE. PROCEED AS ABOVE TO GLEN HARBOR BLVD.
- JANUARY 15, 2023** SOUTHERN ARIZONA CHAPTER'S ANNUAL BANQUET TO BE HELD AT WHITE STALLION RANCH, 9251 W. TWIN PEAKS RD., TUCSON WITH DOORS OPEN AT NOON AND LUNCH AT 12:30. HAMBURGERS, GRILLED CHICKEN, BEANS, MAC & CHEESE, BREADS AND COOKIES AT \$26.53 PP INCLUDES TAX. MUST RSVP BY JANUARY 9. PREPAY BY THAT DATE TO SAC, PO BOX 12913, TUCSON 85732. INFO: BOB AT 520-465-9873
- SEPTEMBER 12-16, 2023** INTERNATIONAL SDC MEET TO BE HOSTED BY THE WISCONSIN REGION CHAPTER IN MANTOWOC, WIS. WATCH FOR MORE INFORMATION SOON IN *TURNING WHEELS*.

FOR ALL UNDERLINED EVENTS LISTED ABOVE VISIT THE CHAPTER FACEBOOK PAGE STUDEBAKERS GRAND CANYON STATE CHAPTER TO ADD THE EVENTS TO YOUR CALENDAR. OR CONTACT PEGGY 623-936-6116 or peggyeastburn@hotmail.com FOR INFORMATION.

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://sites.google.com/view/cruisinaz> or www.arizonacarshows.com/carshows.htm for more car events in your area.

MIDWEEK MOTORHEAD MEETUP - The Kaiser Frazer Owners Club - Desert Region, invites orphan car club members and other classic car owners to participate in a new cruise-in the 1st and 3rd Wednesday of each month in the fall, winter and spring at the Arizona Golf Resort (AZGR), 424 S. Power Rd., Mesa (Power & Broadway Rds.) from 4pm to 8pm. The hosts hope to attract the large 55+ community in the East Valley to come out to see the cars. DJ Music, AZGR will sell food.

For additional information contact Greg Jessen at greg@midweekmotorheadmeetups.com or 602-312-3394.



Drive Your Studebaker!

UPCOMING EVENT

DECEMBER 10 CHAPTER CELEBRATION

When: Saturday, Dec. 10th
 Time: 11:00am with lunch at 12:00pm
 Location: Larry Polhill's private collection; 7856 North Glen Harbor Blvd, Glendale

50th Anniversary Holiday Party Membership Appreciation Extravaganza. Members will be able to enjoy 50 years of GCSC memorabilia while admiring the venue and chapter car show. If you have any memorabilia, please be prepared to share it so that members can appreciate. Chapter members will be served a yummy Italian dinner with all the fixings. Please contact Peggy if you would like to bring a dessert. This event will be an indoor/outdoor event, plan accordingly. See directions to the party on page 5.

The venue is the location of the private Studebaker collection of Larry Polhill so please plan to attend to view his cars and memorabilia while enjoying the festivities planned by the Chapter board.

There will be a 50/50 raffle but no other raffle or auction will be held. Food bank donations are welcome and will benefit the Lakeview United Methodist Church food bank program.

Please RSVP by December 3rd to Peggy Eastburn at peggyeastburn@hotmail.com or 623-936-6116.

Visit the Chapter Facebook page (Studebakers Grand Canyon State Chapter) to add this event to your calendar.

This N That

Participating in September's Run To The Pines were Chapter members **Carol and Bob Westfall** who were among the 500+ car lovers who enjoyed all the activities. They drove their 1950 2dr Ford sedan.

Some of the many all-makes shows around the state in October were listed in the September newsletter. **Karen Mensing** reported **Doug Nall** with his 1949 Champion SLC attended the October 1st show at Chino Valley United Methodist Church.

A popular out-of-town show members enjoy is the Beeline Cruise-In Car Show in Payson, held this year October 7-8 and **Gary and Sandie Keating** were there with their 1934 Commander street rod. The car was the winner of the Best Orphan. Congrats! Also showing their Studes were **Ed and Linda Smith**, 1951 Stake Bed, **Bob and Mimi Halgren**, 1937 Dictator Coupe and 1923 Touring and San Diego Chapter friend **Ken St. Clair** displayed a 1950 Champion.

On the 30th, four members and their Studebakers participated in the Cars & Candy Fall Festival at Red Mountain Community Church, Mesa. **Jim McDonald**, invited Chapter members to participate in the Trunk and Treat event and displayed his 1951 Commander SLC. **Dennis Lynde and Linda Saar** brought their 1963 GT Hawk and the **Keatings** their 1934 Commander street rod. The **Rodhouse family** showed their 1950 Champion SLC. Thanks to all for representing the Chapter.

November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Questions? Call Chris at 602-995-2146		1	2	3	4	5
6 DST Ends	7	8 PLEASE VOTE!	9	10	11  Veterans Day	12
13 GCSC Board Meets	14	15	16 	17	18	19
20	21	22	23	24	25  Happy Thanksgiving!	26
27	28	29 Giving Tuesday	30			

NON CHAPTER CAR EVENT OF INTEREST

NOVEMBER 18-20 GOODGUYS

The Goodguys shows are for all Hot Rod and Classic Car fans alike. Westworld of Scottsdale, 16601 N. Pima Rd. hosts the fall Southwest Goodguys Nationals. Visit www.good-guys.com for information and tickets.

TECHNICAL INFORMATION

B.S. Column ('bout Studebakers) 12" Wiper Blades

Thanks to Jerry Blount for this article, by way of the Northwest Newsletter -Jennifer Arnold, Editor.

Many Studebakers use 12" wiper blades: 1953-1962 all cars (C-K, Hawks, sedans, and Larks) used 12" blades, plus '63-'64 Hawks and '60-'64 Champ pickups. We can also note '57 - '58 Packards.

In the 1950s many cars, in addition to Studebakers, used 12" blades: Chevrolet, Ford, bigger GM cars, many Chrysler cars, and many trucks, also. This shows that the 12" blade was very common. However, when windshields started getting larger, then longer blades were used. For example, 1963 and later Larks and Avantis, used 15" blades.

The original blades used on Studebakers were the Trico brand. Of the two common aftermarket wiper blade suppliers, I have always preferred Anco. The later Trico replacement blades were somewhat larger in the middle area than the original Trico design, but the Anco style was a little better looking.

Wiper blades (and arms) made after 1966 had a non-reflective finish - as opposed to shiny stainless steel - due to a new regulation.

For years, I sold nothing but Anco 20-12 blades to my Studebaker customers. However, in recent times, Anco has quit supplying the 20-12 blades that we use, (which I suppose was a marketing decision). Ironically, the 12" Trico blades (33-122) are still available, but still have the larger than necessary feature where the arm attaches. I bought a pair for reference for this article. Maybe it's just me - they're fine from a practical sense, but they could look better.

Fortunately, a 12" blade has been reproduced. They are patterned after the Anco design, except the outer pieces are permanently attached instead of being removable to replace the rubber blade inserts. (Another reason I liked Anco - replaceable rubber inserts were available and easy to do. Of course, they quit offering the replacement inserts quite a while back.)

Bottom line is that these new 1314810B blades are shiny stainless steel for a more authentic look on our Studebakers, and the price is a reasonable \$19.95 list.

Editor's note: The 12" blades are available from most Studebaker vendors who advertise in *Turning Wheels*.

CELEBRATE! November Birthdays



2	Scott Grainger	18	Mike Barany
2	Sam Powell	20	Dave Kirkel
2	Dennis Roeper	23	Denny Lockmon
4	Deb Baker	23	Paulus Musters
7	Dave Thompson	24	Bob Baker
8	Mary Barany	26	Bob Halgren
8	George Stout	29	Mark Beavin
16	Don Engstrom	-	Eric Willis

November Anniversaries

1	Brian & Julie Serbin
4	Bob & Deb Baker
5	Brian & Aleta Millette
19	Ed & Linda Costell
25	Roger & Terri Main
26	George & Judy Stout
27	Jim & Gerry Carr



Children's Birthdays

Maddie Willis
(daughter of Eric & Amanda)

PROTECTION IN THE SHOP

Mark Carson, editor of the *Studebaker Packard Post*, newsletter of the BC Coastal Chapter, has a regular feature he calls "What's in Your Toolbox" and he will talk about a tool or other shop item of interest. In a recent column he mentions protecting himself when he encounters liquids and aerosol products while he works on his Studebaker and other projects and suggests, that in addition to safety glasses and a mask, wearing a good pair of protective gloves. While he doesn't endorse this product he notes it received a lot of "thumbs up".

"Designed for long-term use and durability, the Finish Line Mechanic Grip Gloves™ provide the ultimate in grip, protection, and dexterity. Mechanic Grip Gloves are latex-free and feature a tactile-enhancing polyurethane coating that seals out grease, oil and grime. A textured surface on the palm-side of the glove provides enhanced grip, making it easier to work on small parts. Finish Line Grip Gloves feature a breathable upper fabric, which helps keep hands cool and dry. Mechanic Grip Gloves are easy to take on and off, so gearing up and down for mechanical repairs has never been easier. Unlike costly single use gloves, one pair of Grip Gloves can last for many weeks. Available from Amazon at -16% \$10.45 (\$3.48 /Pack of 3) www.finishlineusa.com/ "



STUDEBAKER CARS FOR SALE

1964 Daytona Hardtop. On frame restoration, 289 bored .30 over, half dished pistons, R2 rebuilt heads with stainless valves, R3 headers, new Edelbrock carb 650, electronic ignition, new vintage air/heat, radio converted to am/fm, rebuilt 700r, TT 3:73, 3 core aluminium radiator with shroud, disc&drum brakes, rebuilt frtend & steering box, new frt springs & rearched rear with added leaf, heavy duty sway bars front&rear, Erb cam & rebuilt supercharger, R2 water pump, fuel pump plus and electric fuel pump, exhaust system, redone interior and paint. Less than 1200 miles. Built to be a driver but wouldn't take much to be show. \$27,500. Walt 602-885-2216 (3)



1955 Champion Deluxe 2 door. Black and Grey metallic, 350 crate SBC, 700R4 automatic, Ford rear end, 12 volt conversion, Vintage Air A/C, Classic instruments, QA-1 performance rear suspension, tinted windows. \$19,000 Don Aden 602-762-0009 parkadenwine6@gmail.com More pictures on myrideisme.com - look for DonandVicky or 1955 Studebaker. (2)

1964 Gran Turismo Hawk. Strato Blue with White Vinyl Sports Roof. Blue Vinyl Interior with A/C PS TT Power Shift AT. 74,760 miles. Final Assembly date on production order is 12/17/63 and sold 1/3/64 in Coral Gables. Florida. From estate it needs some storage related tinkering. \$19,750 or BO or trade for an equally nice 1941 Champion Double Dater. Bruce Sandburg, Benson 520-586-9173 (1)



More ads on page 11.

Ballot for 2023 Chapter Officers and Board

Vote for **one** of the candidates for each office and **three** for board member. Write-ins welcome (please have his/her permission).

Office	Candidate	Yourself	Spouse
President	Michell Eastburn	_____	_____
Vice-President	Peggy Eastburn	_____	_____
Secretary	Richard Dormois	_____	_____
Treasurer	John Rodhouse	_____	_____
Board Members (Vote for 3)	Dennis Lynde	_____	_____
	Kent Musgrave	_____	_____
	Tim Phillips	_____	_____
	Sharon Ware	_____	_____

Mail by December 7th to Jim Clever
1718 E. Gold Dust Ave., Phoenix, AZ 85020
or e-mail your ballot to jclever2@q.com

DO YOU KNOW?...

From the 1945 edition of *Care and Maintenance of Your Farm Truck*, published by the Studebaker Corporation. **TIRES ARE SCARCE - MAKE YOURS LAST**

17,000 or 30,000 Tire Miles

- ◆ Under identical conditions of road, load and inflation pressures a tire will deliver 70% more mileage when operated at 40 miles an hour than when driven at 60 miles an hour. Slow down and prolong the useful life of your tires
- ◆ Speed is the greatest thief of tire mileage - it is like a grindstone on your tires. Reducing speed just 33 1/3% can increase tire mileage 73%.
- ◆ Reduced speed is necessary when roads are rough. Striking a rock at 30 mph may not damage a tire - but hitting the same rock at 50 mph may ruin it.

Tire Rotation

- ◆ Rear tires wear approximately twice as fast as the front ones and tires on the right side wear faster than the left tires. Rotate them at least every 3,000 miles.

Correct Tire Pressure

- ◆ Only 20% under-inflation causes 30% loss of tire mileage.
- ◆ Excessive air pressure causes faster tread wear and is an expensive substitute for a tire large enough to carry the load.
- ◆ Check your tire pressure regularly.

Still good advice 77 years later!

FROM FREE WHEELING TO OVERDRIVE

By Dan Kuhl

Everyone has ridden a tricycle, right? Well if you have, the only way to free wheel is to take your feet off the pedals while coasting down a hill.



With its invention in 1817 the bicycle recently celebrated its 200th Anniversary. Fifty-two years after its invention, free wheeling became an integral part of the bicycle we know today. In 1869 in Poughkeepsie, N.Y., William Van Arden invented the freewheeling bicycle. His design placed a ratchet device in the hub of the front wheel where the pedals were located. A bicycle of this type was called a “velocipede”, which allowed the rider to ride without constantly pedaling as we did on our tricycles (See Photo).

In 1931 Studebaker incorporated a similar gismo into their line of automobiles. It was manufactured by Warner Gear Company that was established in Muncie, Indiana in 1901.

According to the March 1931 *Studebaker Wheel*, no innovation in all automobile history has so captured the interest of motorists.

Features of free wheeling are many. A few of the most important include: When activated, at no time does the car drive the engine. Benefits include ease of gear shifting with and without the clutch and with the helical gears used in the transmission with free wheeling, second gear is quieter and more able to take advantage of “breaks” in heavy traffic situations.

Free wheeling was used by Studebaker until 1935 when it was incorporated into the new Borg-Warner overdrive system. Borg-Warner was part of the Warner Gear Company and was established in 1928. As a side note, my 1969 Ford pickup had overdrive/free wheeling; it was quite the hoot to drive during my move to the Southwest in 1975.

Why was the addition of overdrive so important? Studebaker had low revving engines that were not suitable to drive at high speed for long periods of time. Not only did it permit the engine to propel the car down the road at a higher rate of speed, it improved gas mileage while saving the engine from unnecessary wear-and-tear.

What makes overdrive so special? It is ease of operation. The overdrive system has two controls. The first is a “T” handle mounted on the dash that is pushed in by the driver to engage the overdrive action. The second control is an electrically operated solenoid that initiates operation.

A car with overdrive would have to be traveling down a road at a minimum of 35 mph to imitate operation with the “T” handle. The car first goes into a free wheeling mode so that a governor in the overdrive will close a switch that will power the solenoid which puts the car in overdrive.

A Borg-Warner overdrive has an overdrive speed ratio of 33.3%, which means a car in overdrive will travel 33.3% faster for the same engine rpm. However, to pass another car (accelerate rapidly) a kick-down switch under the accelerator temporarily takes the car out of overdrive so the car can easily accelerate. After passing is completed the driver eases up on the gas pedal allowing the car to automatically go back into overdrive.

In closing it is important to know that overdrive does not function in reverse— not many of us have a need to travel 35 mph in reverse, unless one is driving in the Joie Chitwood Thrill Show.

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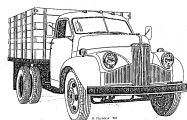
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The *ECHO*

Newsletter of the Grand Canyon State Chapter, SDC
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REMINDERS FOR NOV./DEC.

- 11-13 GCSC Board Meeting
- 12-3 RSVP for 12/10 Party Deadline
- 12-10 Celebration Party

See pages 5 & 6 for details.



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Politics And Studebaker Were a Flammable Combination

Written by and Thanks to Richard Quinn for permission to share.

Business and politics can be a volatile mix. The Studebaker Brothers were very active in the political circles, and it was inevitable that their politics would eventually spill over into the wagon making business. No better illustration of the perils of political endorsement can be made than that of a singular event in 1884 involving the Studebaker Brothers and their political affiliation.

Peter Studebaker was an ardent Republican, and so was his elder brother, Clement. Clement was a delegate to the Republican National Convention in 1880 and 1888 and was an oft-rumored candidate for the office of governor of Indiana. Younger brother, John M Studebaker had always sided with the Democrats, but in 1884, at the urging of Peter, he switched parties. Peter was by far the most vocal proponent of Republican principles, and he spoke repeatedly during the campaigns of 1880 and '84 on behalf of the Republican candidate.

Not coincidentally, around this time a rumor began that the Studebaker Brothers would fire any factory worker to have voted for the Democratic candidate. This rumor led to an incident known as the Great Studebaker Im-molation. It is carried in a history of Dodd City, Texas and proceeds as follows:

The first important event in Dodd City's history was the Rayburn family's settling nearby, and the most recent happening of significance was a visit by Borax's 20 mule team. By far the most memorable occurrence was an angry demonstration against certain policies of the Studebaker Corporation of South Bend.

Studebaker --- which was later, an automobile manufacturer – was then a major wagon-maker.

After the news reached Dodd City that the Studebaker Brothers had warned their employees of the dire consequences which might be expected by those who would vote Democratic in the 1884 presidential election, some 200 citizens sent the following letter:

“Sirs: Since the information that you threatened to disenfranchise your employees who failed to vote as you directed, we have, this day made arrangements to purchase one of your wagons, “coal oil” the same and burn it in the presence of the voters in this precinct . . . The event will be duly advertised, that the press of the state (copy the same).

“We burn the ‘Studebaker,’ without knowing who will be the president: We burn it in the same spirit that the tea was thrown overboard in Boston Harbor in 1776, we burn it to commemorate the infamy you have heaped upon the workmen in your factory; we burn it that it may be emblazoned to Texas that you have placed a bulldozing bulletin on the wall of your factory. . that we may condemn your lying cant and anathematize your hypocrisy (sic) and that we may make your vile names odorous (sic) for all time to come, where liberty is known and freemen exist. . . We burn it to let our fellow countrymen of Texas know that we never desire to touch or handle any of your creations or make and that we consider the despicable coercion as treason; we burn it to consume the spokes, hubs axles, etc., that have been made by the blood and sweat of victims whom you have reduced below the standard of manhood.”

The fine people of Dodd City were as good as their word; on the main street, with appropriate ceremony, they reduced a brand-new Studebaker wagon to a pile of ashes. The citizens of Dodd City were wrong on several points, not the least of which was the date of the Boston Tea Party (It was 1773, not 1776). More importantly, they were misled by Democratic newspapers of the south who printed the initial charges.

These charges were later proved false by petitions signed by hundreds of Studebaker workers who still held their jobs after admitting they voted Democratic. Studebaker actually offered a \$1,000 reward to be paid to a Democratic candidate if anyone could prove the charges. The money was never claimed.

Despite this, several southern cities copied the Dodd City example and burned Studebaker Wagons. (I think we can assume they chose cheaper models!)

Continued on next page.

The election was one of the closest popular votes in the U.S. history, with Democrat Grover Cleveland receiving 50.1 percent of the votes to James G. Blaine's 49.9 percent. After the election, John M. Studebaker traveled to New Orleans for an exposition and to do a little peacemaking.

From Louisiana, he wrote an account of his trip for a South Bend newspaper. It contained this interesting account:

“You may scarcely believe me, were I to tell you how many people I met at the Exposition from all parts of the country who asked me about the troubles in South Bend. A party of Texans passed our wagon exhibit today and I overheard one of the broad-brimmed hat fellows say, ‘By God, I helped to burn one of them there-wagons, but I tell you boys, they are the boss wagons in our parts.’ I hailed to the boys and set up cigars and got a full report of how they came to burn the Studebaker wagons. Matters were explained satisfactorily, and they departed: Swearing allegiance to the Studebaker wagons. In conclusion, let me say to the newspapers of South Bend, it is in your power in a great measure, to harmonize and bring about the desired prosperity, do not allow your manhood to enter into personalities, it simply brings ridicule from your patrons, injury to many and good to none.”

*Richard Quinn is a life trustee of the Studebaker National Museum in South Bend.
He lives in Mokena Illinois*

This article was re-typed by Pete Yuen