

The ECHO



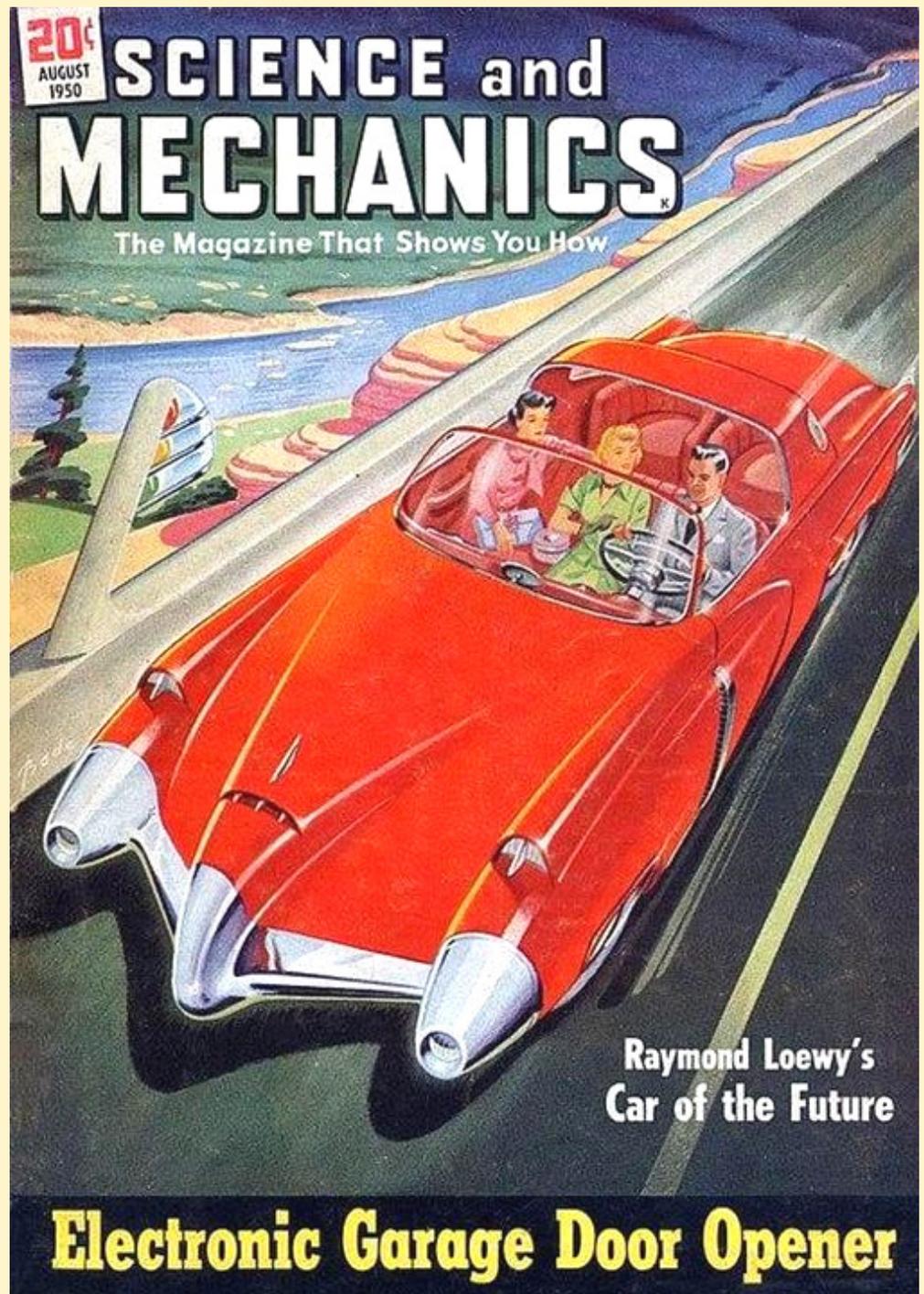
Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 51 Issue 3

March 2023

Inside This Issue

Officers and Board	2
State of the Chapter	3
Welcome New Members ...	3
Streetside Spring Show	4
Upcoming Events	5,6
Birthdays, Anniversaries ...	7
Chapter Dues are Due	7
Bob Palma Scholarship	8
Feather in His Cap	9
ECHO Advertisers	10
Classifieds	8, 11
Photos	13
Car of the Future	14-16



Electronic Garage Door Opener

From the Editor's Pen

In this issue we share the news about the passing of Bob Palma who was admired for his technical knowledge and his ability to be a friend to everyone he met. To honor Bob a scholarship fund has been created by the Studebaker National Foundation. See page 8 to learn about the scholarship and how you can contribute to Bob's legacy.

Have you had a Stude sighting lately in a book, movie or on social media? Two members sent examples this month of Studebakers in the media. The first was from Judy Barker who found the iconic photo of a 1916 Studebaker parked on Glacier Point in Yosemite interesting (and likely frightening, too). Another example came from Mary Powell-McConnell who found instances of Studebakers mentioned in two new books she read recently. Both are noted elsewhere in the newsletter. You can share your "sightings", too, - just drop a note to the editor.

Please note Michell's request to let us know when you attend an all makes show and any prize you may have won. People do love our Studes, so get them out.

Thank you for this month's submissions to Michell Eastburn, Dan Kuhl, James Bell, Judy Barker, Mary Powell-McConnell, Randy Goble and Jon Carter.

See you soon, *Chris*



On The Cover .. From Wikimedia

"Car of the Future" as conceived by Studebaker's Director of Styling, Raymond Loewy, in the August 1950 issue of *Science and Mechanics*. Loewy wrote about the new styling for "tomorrow's rocket age population" but dismissed the idea of clear plastic tops and turbine engines. The three point front end was a design feature on the 1950-51 Studebakers. Some of the other elements of this concept model influenced the 1953 Studebaker Starliner.

See pages 14-16 for the three page article from *Science and Mechanics*.

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 2024. Just ask the new member to mention your name on the application where it asks "Referred By".

Studebaker — Builder of Champions

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.

GRAND CANYON STATE CHAPTER OFFICERS AND BOARD 2023

President

Michell Eastburn
6314 W. Fillmore St.
Phoenix, AZ 85043
602-803-1359
michell.eastburn@asu.edu

Vice President

Peggy Eastburn
6314 W. Fillmore St.
Phoenix, AZ 85043
623-936-6116
peggyeastburn@hotmail.com

Secretary

Richard Dormois
PO Box 596
Mesa, AZ 85211
702-461-3679
1938studeman@earthlink.net

Treasurer

John Rodhouse
1816 N. Dakota St.
Chandler, AZ 85251
480-244-3763
jrodhou@hotmail.com

Board Members

Dennis Lynde
304 E. Hackamore
Mesa, AZ 85201
480-898-3425
dlynde012@aol.com

Kent Musgrave
3850 E. Huber St. #3
Mesa, AZ 85205
480-250-1223
professor_km@cox.net

Tim Phillips
20060 N. Organ Pipe Drive
Surprise, AZ 85374
206-799-4118
trphillips4@gmail.com

ECHO Editor/Membership

Chris Collins
2410 W. Freeway Lane
Phoenix, AZ 85021
602-995-2146
ccollinsaz@cox.net

Chapter Historian: Peggy Eastburn 623-936-6116 peggyeastburn@hotmail.com

Webmaster: Kent Musgrave professor_km@cox.net Chapter Website: <https://www.grandcanyonsdc.com>

Facebook: Studebakers Grand Canyon State Chapter Administrators: Linda Smith, Sharon Ware

Pacific Southwest Zone

Regional Manager/Ariz.	Chris Collins	2410 W. Freeway Ln., Phoenix, AZ 85021	ccollinsaz@cox.net
Zone Coordinator	Dan Scott	25731 Palermo Ct., Murrieta, CA 92563	dansct@sbcglobal.net
National Director	Ed Smith	P.O. Box 90763, White Mountain Lake, AZ 85912	edcollects@gmail.com

SDC National Officers 2021-2023

President	Denny Foust	143 Studebaker Rd., Spring Mills, PA 16875	studeguy54@gmail.com
Vice President	Don Jones	P.O. Box 299, Concord, VA 24516	keydetsdj@aol.com
Secretary	Cindy Foust	143 Studebaker Rd., Spring Mills, PA 16875	cfoust1966@gmail.com
Treasurer	Jane Stinson	5800 Stanley Rd., Columbiaville, MI 48421	jstinson@aol.com

STATE OF THE CHAPTER

By Michell Eastburn, President

Last month the Valley was as busy for car events as this month will be. Get out, drive your cars and enjoy the warmer cooler months before some of our Studes are parked for the summer. Remember if you do attend and/or win awards at any event, share your experience and brag about your winnings with the Chapter, we always love a good story.



March Madness is right around the corner and it is anticipated that it will be nothing less than the best. Please drive, pull, push, drag, or even borrow my goat to bring your Studebaker out to South Mountain Park on March 4th! The board and several chapter members have been planning and coordinating for an awesome day of car showing, swapping, raffling and laughing so be sure not to miss all the fun.

Looking forward into April we will be gathering at McCormick-Stillman Railroad Park with your Studebaker family and friends for a Bring Your Own Lunch (BYOL) picnic. We have a Ramada reserved, prepare to drive your Studebaker out for spring picnic and enjoy your morning/afternoon.

March Fun Facts:

March 8 is International Women's Day, which is a day that not only celebrates the achievements of women and the progress made toward women's rights, but also brings attention to ongoing struggles for equality around the world.

March 12 is the start of Daylight Saving Time, which begins at 2:00 A.M. that day. If your area observes it, don't forget to "spring forward" and set the clocks one hour ahead, or you may find yourself an hour late to everything!

March 15 is the Ides of March! Legend surrounds this ill-fated day. Beware the Ides of March!

March 17 is St. Patrick's Day. According to folklore, folks wear a shamrock on St. Patrick's Day because the saint used its three leaves to explain the Trinity. The last Studebaker automobile rolled off the Hamilton, Ontario, Canada, assembly line on March 17, 1966 when Studebaker shut its doors for the final time after 114 years in business.

March 20 brings about the March equinox—also called the vernal or spring equinox in the Northern Hemisphere—marking the beginning of spring. In the Southern Hemisphere, this date marks the autumnal equinox and the beginning of fall. On this day, the Sun stands directly over Earth's equator.

March 22 marks the start of Ramadan, which begins at sundown on that day. In Islam, Ramadan is considered a holy month when a month-long, sunrise-to-sunset fast is observed.

March 29-31 are known as the Borrowing Days. According to lore, the last three days of March have a reputation for being stormy.

In Memory: Ruth Naugle 1931 - 2023

Ruth passed peacefully at home on February 11, 2023. Ruth was born in South Bend, Indiana, and used to drive a 1929 Studebaker. She worked at St. Joseph Hospital in Tucson for 30 years until her retirement. Ruth is preceded in death by her husband, Chuck Naugle, and is mourned by many friends and family members.

Courtesy of *The Copper Starlight*, Larry & Dee Northington, editors.

Thoughts and Well Wishes to

Richard Dormois
Jim Nereau
Frank Wenzel

Bob Halgren
Rosalie Torske



Artist **Michael Feather** sketched a drawing of Scott Grainger's M5 at the Streetside show. If you are interested in a custom water color line drawing of your Stude, contact Michael at 252-258-8101 / <https://13colorsart.com/>

SPRING CAR SHOW AT STREETSIDE CLASSICS

By Michell Eastburn

“Wow, I’ve never seen so many Studebakers in one place.”
“Studebaker made trucks?”
“Is that wagon one of a kind?”



These were common comments we heard at Streetside Classics’ Spring Car Show to benefit the United Food Bank the Chapter participated in on February 18th. It was so neat to “teach” such receptive patrons about our Studebakers and learn new myths that those patrons have about our Studebakers. So many people were amazed to see our sixteen Studes and frankly most had never seen so many.

Several Grand Canyon State Chapter members and their Studes gathered on the west side of the building amongst the Corvette and Mustang clubs; We may not have won the club participation award but we did win the ‘Most Talked About’ club award. Our Studebakers were presented along almost every make and model from extreme modified to stock even including a Rolls Royce and Cadillac Limousine. We had one Stude featured in the judged area and one Avanti II additionally be presented by Streetside Classics. With plenty to look at inside and outside, members stayed busy all morning and enjoyed free coffee & donuts, an event silent auction, freebies and food vendors.

Thank you to Streetside Classics for hosting and thank you to all those who drove their Studebakers and enjoyed a morning of cars and trucks.

Joining in our February festivities was: Garry Klinger, 1952 Commander SLC; Will Eastburn and Gwen Eastburn, 1963 GT Hawk; Dennis Lynde & Linda Saar, 1963 GT Hawk; George Gezelius, 1951 Champion; Scott Grainger & Maria, 1946 M16 Toto and 1947 M5 Eddie; Butch Summers, 1948 Champion; Tim Phillips, 1955 Commander; Russ Ware and Jessica Ware, 1951 Land Cruiser; Jim & Kim McDonald, 1951 Commander; Ervin & Robyn Souder, 1955 Speedster; Jim Pruitt, 1956 Transtar; Drew Peterson, 1960 Hawk; Bill and Peggy Eastburn, 1964 Wagonaire; Michell Eastburn, 1965 Commander, 1900 Goat Wagon; Carl & Esther Reid with 2 granddaughters, Richard Dormois and Claudia Robinette.



Photos courtesy of Michell Eastburn and Scott Grainger.



“The Classic Car show was huge! Maria and I attended with Toto and her little brother Eddy. There were 15 Studes parked in the designated area and one in the area for judging, a '55 hardtop coupe as I recall. We had a good time with the Stude folks. There were the typical Mustangs and Corvettes and Chevy SS’s but nothing as good looking as Russ and Sharon Ware’s 1951 Land Cruiser aka LC! And certainly no trucks with the character or style of Toto or Eddy.

Thanks to Michell and Peggy for getting us a good area to park! Check out the picture of the painted sketch of Eddy

that Mike Feather did during the show (see page 3). We could invite him to the March Madness!”

~ Scott Grainger

For more photos, visit the Chapter’s Facebook page Studebakers Grand Canyon State Chapter



GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

- MARCH 4** **ALL-ARIZONA STUDEBAKER GATHERING AT SOUTH MOUNTAIN PARK, 10919 S. CENTRAL AVE., PHOENIX. 10AM - 3PM. FUN JUDGING AWARDS AND DONATIONS FOR CAN RAFFLE ARE WELCOME. INFO: CONTACT PEGGY AT 623-936-6116 OR peggyeastburn@hotmail.com**
DIRECTIONS TO EVENT VENUE: THE PARK IS AT SOUTH END OF CENTRAL AVE., PHOENIX. AFTER PASSING THROUGH ENTRANCE TO PARK, TAKE THE FIRST LEFT TO THE HOLBERT TRAIL PICNIC AREA. WATCH FOR SIGNAGE AND FEATHER BANNERS.
- MARCH 10** **TOUR OF PRIVATE CAR COLLECTION HOSTED BY PAUL MILLER AND ALAN TRAVIS. AT 10 AM. VIEW ALAN'S COLLECTION OF EARLY 1900'S VINTAGE VEHICLES AT HIS HOME IN NORTH SCOTTSDALE. TO VISIT THIS UNIQUE COLLECTION OF VINTAGE RACERS AND CARS PLEASE RSVP TO PAUL AT 970-901-9582 FOR GATE ACCESS CODE. ADDRESS AND OTHER INFORMATION ON PAGE 6.**
(Friday)
- MARCH 18** CATCH-A-WAVE CAR SHOW PRESENTED BY TEMPE NUEVO KIWANIS CLUB CELEBRATES TOPLESS CARS AT KIWANIS PARK, MILL AND BASELINE RDS. 7:30 TO 9:00 AM ENTRY, CAR SHOW FROM 9 AM TO 1 PM. MUSIC, FOOD, RAFFLES. FOR INFORMATION AND REGISTRATION FORM VISIT www.kiwanisnuevo.org OR CALL 480-263-9711
- MARCH 19** **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.**
- MARCH 23-25** ASC SPRING MEET IN PALM SPRINGS HOSTED BY SOUTHERN CALIFORNIA CHAPTER. HOST HOTEL: VAGABOND INN, 1699 E. PALM CANYON DR., PALM SPRINGS \$145 KING, \$155 2 DOUBLES BY FEB. 24. 760-325-7211, MENTION ASC. MEET & GREETINGS, GROUP MEALS, DRIVE TOURS. \$30PP PAYABLE ON ARRIVAL. RSVP TO FRANK: 760-774-3377.
- APRIL 15** **MCCORMICK-STILLMAN RAILROAD PARK CHAPTER PICNIC, 7301 E. INDIAN BEND RD., SCOTTSDALE, 10AM TO 2PM. A RAMADA HAS BEEN RESERVED AND THERE WILL BE A SHORT MEETING. BRING YOUR OWN PICNIC LUNCH. GENERAL STORE AT PARK SELLS HOT DOGS AND ICE CREAM CONES. NO ADMISSION FEE TO RAILROAD MUSEUM OR MODEL TRAIN BUILDING. TRAIN AND CAROUSEL RIDES ARE \$3. VISIT PARK AT <https://www.therailroadpark.com/> OR CONTACT PEGGY AT 623-936-6116 / peggyeastburn@hotmail.com**
- APRIL 23** CLASSIC STUDEBAKER CAR SHOW HOSTED BY LOS ANGELES CHAPTER AT BOB'S BIG BOY, 8876 CORBIN AVE., NORTHRIDGE, CALIF FROM 9 AM TO 2 PM. \$20 EACH FOR PRE-REGISTERED CAR SHOW ENTRY OR VENDOR SPACE. \$25 DAY OF SHOW. DOWNLOAD REGISTRATION FORM AT www.studebakersla.com INFO: 818-398-6055
- MAY 28** 49TH ANNUAL LA PALMA CAR SHOW & SWAP MEET AT LA PALMA PARK, 1125 N. LA PALMA PKWY., ANAHEIM, CALIF. 8AM TO 3PM \$25 ENTRY FOR DISPLAY CAR, \$30 IF JUDGED. SWAP SPACE, \$25. VISIT <http://studebakersocal.com/> FOR REGISTRATION FORM. INFO: DAN AT 818-558-1791
- SEPTEMBER 12-16** INTERNATIONAL SDC MEET HOSTED BY THE WISCONSIN REGION CHAPTER IN MANITOWOC, WIS. SEE REGISTRATION FORM AND SCHEDULE 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 AT 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.

UPCOMING CHAPTER EVENTS

ARIZONA STUDEBAKER GATHERING AT SOUTH MOUNTAIN PARK
10919 S. CENTRAL AVE., PHOENIX
SATURDAY, MARCH 4TH
10:00AM TO 3:00 PM

CAR SHOW~~FUN JUDGING~~SWAP MEET
VALVE COVER RACING~~RAFFLES
FOOD VENDOR

All Studebakers and related makes welcome.
 Not pre-registration or entry fee.

The park is at the south end of Central Ave., Phoenix.
 After passing through entrance, take the first left to the Holbert Trail Picnic Area.
 Watch for signage and feather banners.

There will be a food vendor, Desert Dawgs Hot Dogs (hot dogs, burgers, sides, add-ons, combos) or bring your own food and drinks. Don't forget chairs, sunscreen, water, a raffle item or fun judging award, if you have one and your Studie.

Please make plans to attend and enjoy the day with your Studebaker friends.

See page 7 of February *ECHO* for more information or contact Peggy at 623-936-6116 / peggyeastburn@hotmail.com

MARCH 10 TOUR OF PRIVATE CAR COLLECTION

Chapter member Paul Miller hosts a tour of the Alan Travis Vintage Car Collection on Friday, March 10 beginning at 10:00 am. Alan's collection is housed at his home in the Los Gatos community at 8618 E. Los Gatos Dr., Scottsdale 85255, off Pima Rd., north of Thompson Peak Pkwy. Coming from the south turn left onto Los Gatos Dr. and stop at gate. Drive your Studebaker, if you can.

You are asked to RSVP to Paul at 970-901-9582 for a head count. He'll also give you a gate code for entry on the day of the tour. Arriving 15 minutes early will help in having the tour begin at 10 which should last slightly more than hour with time afterwards for tire kicking.

Alan's collection, which includes a 1931 Studebaker President Roadster, is primarily vintage race cars from the early 1900s. They include the two cars he drove to win the Great Race twice, the first time in a 1916 Maxwell and then in a 1908 Knox. He also has a 1913 Bugatti; however his oldest car is an 1898 Jeanperrin Voiterette Vis-à-vis. The collection is unique with many rare cars.

Alan with his Bugatti at Pebble Beach.

Photo courtesy of Bob Golfen. Bob is a local automotive writer.



March 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Questions? Call Chris at 602-995-2146			1	2	3	4 Meet at S. Mountain Park
5	6	7	8	9	10 Vintage Car Tour	11
12 DST Begins	13	14	15	16	17 	18 Catch-a- Wave Car Show
19 GCSC Board Meets	20 Vernal Equinox: Spring	21	22	23	24	25 ASC Meet in Palm Springs 23-26
26	27	28	29	30	31	



Photographer Arthur Clarence Pillsbury sits on the hood of his Studebaker Six about a foot away from the edge at Glacier Point in Yosemite.

Thirteen others on the precipice can be seen in the vehicle. Local carpenters built a trestle so that the car could be positioned.

Pillsbury photographed extensively in Yosemite.

Thanks to Judy Barker for sharing this heart pounding photo.



Studebaker ambulance on display in the lobby of the Cancer Center building (Building 3) on the Mayo Hospital campus in Phoenix. Courtesy of Jon Carter.

CELEBRATE!

March Birthdays



- | | | | |
|----|---------------------|----|------------------|
| 2 | Jim Humphreys | 23 | Kellie Lepore |
| 3 | Laurie Sumner | 23 | Dana Tietz |
| 9 | Richard Gomez | 24 | Norman Marineau |
| 11 | Joen Painter | 25 | Shawn Miller |
| 16 | Brian Dersh | 28 | Mike Lynch |
| 21 | Lisa Humphreys | 31 | Deanna Honsinger |
| 22 | Donald Grobengieser | 31 | Linda Zimmerman |

March Anniversaries



- | | |
|----|-------------------------|
| 4 | Harold & Deanna Manley |
| 16 | Larry & Ruth Cushing |
| 18 | Richard & Suzanne Riley |

Children's Birthdays

- 29 Aaron Rasmussen
(son of Ron & Stephanie)



2023 CHAPTER DUES

Grand Canyon State Chapter dues are due and for 2023 dues for all members are \$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 but **please consider having your newsletter sent by email only. This will help contain the increasing costs of printing and stamps 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.

PAY PAL USERS: When the Chapter first set up Pay Pal to accept dues it had a subscription feature which a few members used. Subscriptions are no longer offered and those who have not cancelled their subscriptions, please do so, then pay your dues using the normal Pay Pal check out. Thank you for your assistance with taking care of this issue.



Visit the Studebaker National Museum at
www.studebakermuseum.org

BOB PALMA, TURNING WHEELS TECHNICAL EDITOR, DIES

Long-time Turning Wheels Technical Editor Bob Palma passed away February 16th after a short illness. Bob was an icon in the club, helping many members over the years with technical information and his knowledge and wisdom will be missed. In his honor the Studebaker National Foundation (SNF) has established a scholarship to be given to a student enrolled in an automotive related program at a college or trade school. James Bell, the SNF's Scholarship Committee Chairman, writes about the scholarship in the article below.

STUDEBAKER NATIONAL FOUNDATION CREATES BOB PALMA SCHOLARSHIP



By James Bell, SNF Board Member student@comcast.net / 360-738-0103

The Studebaker National Foundation (SNF) has an important mission – to preserve the legacy of the Studebaker Marque, while also enhancing the knowledge and appreciation of Studebaker's history and to preserve/restore vehicles to convey the story. The SNF provides funds, vehicles and information for various charitable and educational purposes that are related to all aspects of Studebaker.

The SNF will present a Scholarship in honor of the late Bob Palma. Bob Palma lived a life filled with Studebaker delight, history and satisfaction while helping others needing technical advice, encouragement and reasons to enjoy everything Studebaker!

Bob was a Technical Editor for *Turning Wheels* Magazine and a writer for many other automotive magazines, where he always wrote about Studebaker with alluring appeal.

He was one of the biggest contributors on the Studebaker Forum Group and also had great joy supporting Studebaker performance and racing.

While constantly helping people troubleshoot technical issues, he always became friends with everyone along the way and set a good example of someone who will be missed, but not forgotten!

Bob's Studebaker research and technical advice helped put or keep many Studebakers alive and rolling down the roadways.

To support the Bob Palma Scholarship you can make your tax deductible donation at the SNF website: <https://www.studebakernationalfoundation.org/> (select the Donate button at the top of the page) or by mailing your donation to the SNF Treasurer Linda Derbidge at P.O. Box 151854, Ely, NV 89315 Thank you for your support.

If you know a student who could benefit from this scholarship please ask the student to reach out to James at his contact information above. An application can also be downloaded from www.studebakernationalfoundation.org Qualifications for the scholarship are listed on the application. Printed below are two qualifications for a scholarship.

1. The applicant should be pursuing automotive fields of study, including but not limited to preservation, restoration, auto body, maintenance/repair, design, automotive history, etc. or pursuing higher education and preserving the Studebaker legacy by being actively involved in Studebakers as a hobbyist.
2. It is preferable the applicant be a member of the Studebaker Drivers Club, Inc. (SDC), Antique Studebaker Club (ASC), Avanti Owners Association International (AOAI) or Studebaker Family National Association (SFNA) or a member's son/daughter, grandson/granddaughter or other close relative or friend.

IN THE MEDIA



<https://www.youtube.com/watch?v=upD7Lbh-9a4> Homer Hinchliff talks about his 200+ mph run at Bonneville Salt Flats in his 1953 Commander (Commander Cody).

<https://journal.classiccars.com/2019/09/06/pebble-beach-encounter-bugatti/> Article by Bob Golfen from classiccars.com about Alan Travis' Bugatti at Pebble Beach in 2019. Includes information about his collection.

The Jan/Feb issue of *Vintage Truck* magazine's cover story is about a 1937 Coupe-Express. You can order the issue here: <https://ertelgiftshop.com/vintage-truck-magazine/vintage-truck-jan-feb-2023> Thanks to Paul Storm for the tip.

ANOTHER FEATHER IN HIS CAP

By Dan Kuhl

We in the Studebaker world are celebrating the 60th Anniversary of the Avanti debut. I believe this celebration should include all aspects of this car's great history, including a little known achievement by Raymond Loewy.

In my search for material concerning the anniversary, I chose a subject that was in its infancy in the 1950s and became one of the dominate features on the cars manufactured today. This feature is automobile safety.

With the rising death toll from auto accidents the Liberty Mutual Insurance Company and Cornell University embarked on a joint project in 1957, the first "research based" safety car.

Ford was responsible for the engineering and Raymond Loewy, the esthetic design aspects of the safety car. According to media hype the car would allow its occupants to walk away unharmed from a 50 mph collision.

Features of the Cornell-Liberty safety car included a rollover bar, shock absorbing bumpers, and side protection to protect the occupants during a side crash. Other features included seat belts that would protect the occupants from the "second collision" with the dash/steering wheel or the windshield.



For those who are interested the original 13 page manual describing the features of this car is available at the Henry Ford Museum web site. This car clearly demonstrated that safety can be achieved without destroying the car's aesthetic aspects.

Somebody at Studebaker was paying attention. The Avanti designed by Raymond Loewy's team in Palm Springs just four years later clearly demonstrates that safety and design can go hand-in-hand. The Avanti came with a padded dash, roll bar, seat belts, bucket seats, and special door locks, all of which were to keep the driver and occupants secure in the Avanti. And, to prevent accidents the Avanti came with disc brakes, very much ahead of other manufacturers at the time of its debut. The Avanti was truly ahead of its time, and a real example of the Cornell-Liberty safety car. In closing, the Cornell-Liberty safety car is on display at the Henry Ford Museum.

References:

Jacobus, John L. and Evelyn Jacobus, Contributor (Spring 2022). U.S. Automobile Safety Principles and Strategies of the 1950s and 1960s. *Automotive History Review*, No. 63, pp. 24-43.

The Henry Ford Museum at:

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/368754#slide=gs-226103>

This N That

Studebaker trivia from **Mary Powell-McConnell** - "I just read two books that had Studebakers in them. *Fairy Tale* by Stephen King, a 1959 Studebaker and *In the Dark of Night* by Dean Kontz, a 1955 E7 Pickup and another Studebaker Pickup. I always think it so cool to find Studebakers and where they pop up."

If other members see Studebakers in books, films, etc drop a note to the editor to share with other members.

Randy Goble reported the Southern Arizona Chapter "had a nice time at the get together at Canoa Ranch."

Thirteen Chapter Studebakers were displayed and enjoyed by members and the public. John L. Lewis won the People's Choice award for his 1961 Hawk" (see photo. The car is for sale and is listed on page 11.)

Randy added, "I can only hope that all attending had as much fun as myself. The volunteers at the Ranch were so nice and helpful. My thanks to all those that came out and helped with the event."



Studebaker Parts

Need Glass and Rubber? Call Russ for a quote.

Russ & Sharon Ware
2700 E. Magnolia Dr.
Gilbert, AZ 85298
602-995-5311
E-mail: Russ@studebakerparts.com



Visit the store at <http://www.studebakerparts.com> 12/23



Junkyard Jonny LLC

Jonathan Carter
Proprietor
Studebaker, Fiat, AMC
Car and Parts Sales

480-577-5764
joncarter@cox.net

1/24

Phoenix Showroom
614 East Auto Center Drive
Mesa, AZ 85204

DALLAS RAMIREZ
Consignment Manager

Work: 480-926-1344
Cell: 480-258-7452
dallas.ramirez@streetsideclassics.com

Other Showrooms:
Charlotte, NC: 704-598-2130
Atlanta, GA: 678-279-1609
Dallas-FW, TX: 817-764-8000
Tampa, FL: 813-501-1630
Nashville, TN: 615-930-0600

StreetsideClassics.com

3/23

www.studebakertoys.com

Call for Birthday gifts.



Chuck Collins
602-995-2146
cstude1@cox.net

**ASSORTED OLDER STUDEBAKER TOYS,
STUDEBAKER AND SOUTH BEND POCKET
WATCHES, MEMORABILIA**

4/23

In three words, I can sum up everything I've
learned about life: It goes on.
~ Robert Frost

TO SEE YOUR
BUSINESS
CARD AD
HERE
CONTACT THE
EDITOR AT
ccollinsaz@cox.net

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



Premier Irrigation
Flood Irrigation Specialists

www.premierirrigationaz.com

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

1/23
ROC# 211483



PLEASE SUPPORT OUR ADVERTISERS!

SCHOLARSHIPS AVAILABLE

The Studebaker National Foundation has \$2,000.00
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.

CHAPTER NAME BADGE

Order your Chapter name badge with a pin back by
contacting Chris Collins at ccollinsaz@cox.net or
602-995-2146. The price is \$5.00 each.

If you wish to have a magnet back on your
badge, the price is \$6.00 each.

The name badges are available in the traditional
brass and black with the SDC logo or a blue plastic with
the Chapter logo.

**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.

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 not updated every 4 issues will be dropped. Ads for members are free. Business card ads are \$25 per year.

STUDEBAKERS FOR SALE

1961 Hawk. Had a ground up restoration 10,000 miles ago and has 77650 miles on it. Has the 289 cu. in. V8 and first year for the 4 speed transmission. It has a good set of Coker white wide side wall tires with about 6,000 miles on them. The car has the latest up-graded cold air conditioning. A great handling car. Has received numerous awards thru the years including at the Studebaker Meet in Nashville, Tenn. \$29,950 OBO. John L. Lewis Call anytime. 520-954-0904 (3)

1951 Champion Starlight, good windows, no rust, no driveline, roof pushed down; \$2,000 OBO; **1962 Cruiser,** no rust, good upholstery, paint, glass, transmission, engine worn out, \$2,500 OBO. **1957 or newer C-Cab with doors,** very little rust, \$1,600 OBO; big truck fenders, \$250, many other parts and pieces. Pete Mensing 928-776-7979 (3)

1955 Champion Deluxe. 2 dr. Black & grey metallic, 350 crate SBC, 700R4 Automatic, Ford rear end, 12 volt conversion Vintage Air AC, Classic instruments, QA-1 performance rear suspension, tinted windows. \$17,000 OBO Don Aden parkadenwine6@gmailcom 602-762-0009 More pics on myrideisme.com Look for DonandVicky or 1955 Studebaker (2)

1940 Commander. Original, 2 dr., complete, unrestored. Not currently running but engine was rebuilt 15 yrs ago. Straight body, needs electrical. Chandler. Thomas at 928-205-1205 thomasjthomasaz@gmail.com (2)

1964 Daytona HT. On frame restoration. 289 bored .30 over, half dished pistons, R2 rebuilt heads with stainless valves, R3 head, new

Edelbrock carb 650, electronic ignition, new Vintage Air/heat, rebuilt 700R, TT 3:73, 3 core aluminum radiator with shroud, disc & drum brakes, rebuilt front end & steering box. New front springs & re-arched rear with added leaf, heavy duty sway bars front & rear, Erb cam & rebuilt supercharger, R2 water pump, fuel pump plus 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 (0)

1959 Silver Hawk. 305 engine, auto trans, new brakes, leather seats, burgundy exterior, burgundy & black interior. Runs great. \$17,000 310-487-5502 Manuel Jimenez, Yuma (1)

See page 13 for photos of cars for sale.

1949 Studebaker PU with 1986 Chevy 1/2 ton PU frame and running gear, a 350 crate motor, Edelbrock four barrel headers, power steering, disk front brakes, air conditioning, Cragar wheels, new gas tank and wiring replaced, much more. Real nice truck. \$24,000 or offer. Bill Barker 623-561-1012 (0)

STUDEBAKER PARTS FOR SALE

Left front fender for 1938 President 4C part # 269080. 245 cu 6 cyl motor complete from 1953 truck. 1939 transmission, 3 spd w/OD. Call Don Parkey 602-395-3965 or email kparkey1254@msn.com (2)

Set of R2 Heads, \$500. **Heater unit** for '64 Lark w/ new radiator core \$300. Avanti windshield seal, \$100. New R2 super-charger to air cleaner hose 1557350, \$30, **new supercharger to chamber hose** 1557751 \$30. Crank

pulley, 3 grooves \$125. Avanti water pulley, 3 grooves \$75. Avanti vibration damper, new \$195. Auto trans flex & reinforce plates, new \$5. Set of 4 full wheel covers \$80. 232, 259 & 289 aluminum (billet) cam gear \$100. **R-1 carb and rebuild kit \$275.** Avanti front sway bar \$50. Avanti power antenna (rebuilt by Genstar) never used \$150. Lark console and base (console needs to be re-covered) \$100. '64-'66 Lark V-8 doghouse \$50. Prices do not include packaging, shipping and insurance. Call/text 602-885-2216 or wjazwin@hotmail.com (1)

V8 cylinder heads bare \$20 ea. 2 reground V8 cams \$50 ea. Several used V8 cams \$20 ea. Several Fiber cam gears \$10 ea. V8 exhaust manifolds \$20 left side \$30 right side. 259 Crankshafts \$20 ea. V8 water pump manifolds \$15 ea. Truck V8 water pump manifold \$25. V8 intake 2 bbl manifolds \$15 ea. Hawk rocker moldings \$20 ea. Champ truck grill painted \$30. M5 Transmission top cover floor shift used to convert T86 to floor shift \$50. '56 truck grill \$100. '54 sedan grill bars and surrounds, \$20 each side. GT Hawk headliner bows, very nice \$30 for full set. '56 1/2 ton C-Cab truck back glass \$30. '56 1/2 ton C-Cab truck glove box door \$20. Studebaker V8 Valley pans \$5.00 ea. '51 Commander left front door \$45. '51 Commander right rear door \$45. '56 - '61 Hawk grill excellent chrome \$40. '62 Lark grill \$20. very nice. '53 sedan trunk lid \$20. '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 \$20. '59-'60 Lark or '60-'64 Champ truck hood \$40. '59-'60 Lark trunk lid, \$35. good condition. '60-'64 Champ truck front fenders, '62 Lark rear quarters \$55. for both or \$30. each no rust. '63 Lark 4 door front doors \$30 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 (2)



PRESIDENT CHAMPION STARLIGHT HAWK DAYTONA SKINNER SILVERHAWK

C RUISER 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 MARCH

- 4 Studebaker Gathering (March Madness)
- 10 Tour of Vintage Car Collection
- 19 Board Meets

See pages 5 & 6 for details.

2023 Chapter Dues are Due!



Visit the Chapter web site at
<https://www.grandcanyonsdc.com>



Visit the Chapter on Facebook at
Studebakers Grand Canyon
State Chapter



Scan a QR code with your smart phone to visit
the Chapter web site or Facebook page.

GRAND CANYON STATE CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

All memberships are for one year beginning on January 1.

Chapter dues are \$20.00

- I want to receive the newsletter by mail or
 I want to receive the newsletter electronically

Dues are prorated at \$1.50 per month for new members,
if joining during the year.

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 include *Turning Wheels*
magazine. Or \$12.00 for membership without the magazine.

Any questions can be directed to the address below or
to Chris Collins at 602-995-2146 or ccollinsaz@cox.net
Please make check payable to the Grand Canyon State
Chapter, SDC and send with this form to: GCSC, P. O.
Box 37464 Phoenix, AZ 85069-7464.

Name _____ Spouse _____

Address _____

City _____

State _____ Zip _____

Telephone # _____

Cell # _____

E-mail address _____

SDC Membership # (Required) _____

Expiration date _____
(May be found on your SDC membership card.)

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

Birthday (Month & Day) Self _____

Spouse _____ Anniversary _____

Studebakers You Own: _____

New Member? _____ Referred by _____

STUDEBAKERS FOR SALE

See ads on page 11 for details.



1964 Daytona Hardtop
For Sale By: Walt Jazwinski 602-885-2216



1955 Champion Deluxe
For Sale By: Don Aden 602-762-0009



1949 2R5 Pickup
For Sale By: Bill Barker 623-561-1012



1959 Silver Hawk
For Sale By: Manuel Jimenez 310-487-5502



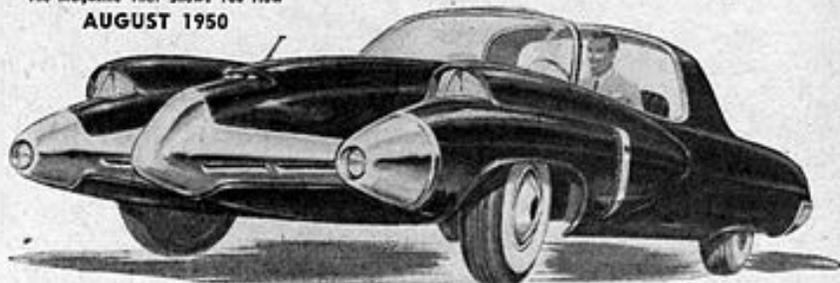
1961 Hawk
For Sale By: John L. Lewis
520-954-0904



STREETSIDE CLASSICS SPRING CAR SHOW



1956 Transtar-Jim Pruitt
1951 Commander-Jim & Kim McDonald
1960 Hawk-Drew Peterson
1963 GT Hawk-Dennis Lynde & Linda Saar
1955 Commander-Tim Phillips



Car of the Future

By RAYMOND LOEWY

Director of Styling, Studebaker Corporation

WHAT the automobile will look like 10 or 15 years hence isn't "just anybody's guess," as the public sometimes is led to believe. Almost every designer responsible for the shape of tomorrow's car has a fairly definite idea of what its appearance will be. That is true because he already is working on his plans for 1954 or 1955. And the intervening models between now and then undoubtedly will incorporate certain changes that will accomplish the ultimate design. There is unlikely to be any sudden or sharp alteration of line.

What we, in the styling department of Studebaker and the workrooms of Raymond Loewy Associates, have in mind is automotive design that expresses motion, even when the vehicle is at a standstill, with lines suggesting the eagerness of the machine to travel fast and far. That is the basic thought behind the car appearing on the cover of this magazine, and in the drawing above. This particular design would have a special appeal for the sportsman, the youthful-minded, the fresh air enthusiast—each representing a segment of tomorrow's "rocket age" population—because it invites the individual to get behind the wheel and head for the broad, high-speed highways for which construction

Probably best known for his work in styling the Studebaker, Raymond Loewy is head of one of the world's largest industrial design organizations, Raymond Loewy Associates of New York. In his 23 years in this profession, he has contributed materially to the present design of Pennsylvania Railroad trains, Matson and A.P.E. ocean liners, Greyhound buses, International Harvester farm machinery and buildings, Frigidaire appliances and other well-known products.

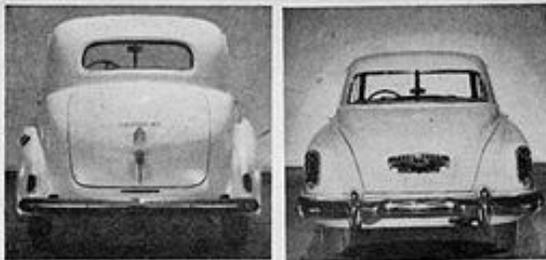
plans already are drawn. True, this car—a semi-convertible with a hard, sliding top—includes many features that might be considered deluxe, therefore not intended for mass-manufactured cars. But it represents a trend toward the type of auto-

mobile that will replace the four or two-door sedan.

Noticeable in the cover drawing is the "car in motion" design of the front—a triple "torpedo" effect. The ends of the front fenders are torpedo-shaped, similar to the engine housing, with the headlamps recessed to prevent damage. Air intakes are provided, for cooling both power plant and the car's interior, atop each of the three air foil-shaped structures. Rear portions of the fenders—or shall we call them wheel guards—blend gradually into the body lines. The whole design is intended to get away from bulbiferous styling which hides wheels and every other subtle body line under unrelieved curved sheets of metal. Several makes of cars now on the



Loewy car of the future viewed from above.



Comparison between 1960 Studebaker (left) and 1950 Studebaker (right) shows the dramatic increase in rear window viewing area.

market apparently are products of what I regard as the "jelly mold school of design."

Tomorrow's car may or may not incorporate ideas that are receiving much attention today. For example, it seems to me that plastic tops are impractical, so far as the foreseeable future is concerned. Two personal cars fitted with plastic tops have provided the basis for my conclusions: the first top was a clear plastic which transmitted the sun's heat to an uncomfortable degree and the second, a tinted plastic, cast an unpleasant light interiorly. However, a development by the Pittsburgh Plate Glass Company, 2200-A Grant St., Pittsburgh, Pa., is being tested by several companies. It is known as Golden Glass, and may prove to be the solution.

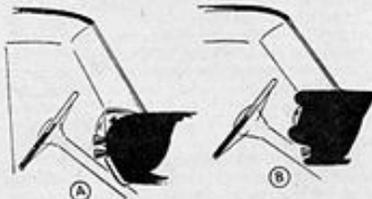
Then there is the matter of whether the engine should be in the rear or retained in its present location. Placement of the power plant is not my problem except that we must design the automobile around the engine wherever it is placed. Actually the advantages for either front or rear placement are not conspicuously grouped on either side of the argument that has been waged for a number of years. The automobile probably will retain forward engines for as long as the public prefers them there. Some manufacturer may find the answer—by offering a rear-engine model—before 1960. But it may cost him a lot of money if the buyers refuse to accept it. Gas turbine power plants for the private vehicle do not seem likely to come before 1960, although there are a few turbines undergoing tests for that purpose. Our thinking is that the trend is toward a more efficient gasoline engine—simple, compact, economical—instead of replacement by any other type of plant.

Another point of controversy is lighting. There seems to be no doubt about polarized light being desirable because a headlamp system of that type would provide much brighter and more efficient illumination than the present system. The problem has been the matter of converting, economically, to polarized lights. The driver of a car not equipped with a special visor to reduce the glare from the brighter polarized lights would be almost blinded. However, the answer may lie

in a patent issued recently to David S. Grey and assigned to Polaroid Corp., Cambridge 21, Mass. Under this patent, the standard headlamps would be left intact and an auxiliary unit, with polarized light, added. This unit would be mounted on bumper or crossbar. Used only while meeting another car, the auxiliary lamp would be switched on and the regular headlights switched off, by the driver of the car so

equipped. The switch control is a polarized visor which the driver would swing before his eyes when another car approached either with or without the auxiliary unit. The visor is intended to reduce glare for the driver of the polarized system car about 50%. If both cars had the equipment, the unit lamps would appear as mere pinpoints of light, yet illumination would be adequate for both. Returning the visor to normal open-road position—upward against the top of the car—would switch off the auxiliary lamp and turn on the regular headlights. This system offers an inexpensive means of converting from the present system to the new. The unit-and-visor are not yet on the market, but may be expected within a reasonable time.

As shown on the cover, our car of the future would accommodate three persons forward and



Designer Loewy sees a trend toward recessing driving instruments (B) to cut accident injuries from protruding knobs (A).

two in the rear. This makes for a more streamlined shape, as well as takes recognition of the fact that the rear seat of most automobiles gets little use. The rear seats would be comfortable, wide and of the adjustable, airplane-type. Instrument panel controls would be recessed for safety's sake, with a definite effort to avoid "juke box" treatment that tends to over-ornamentation.

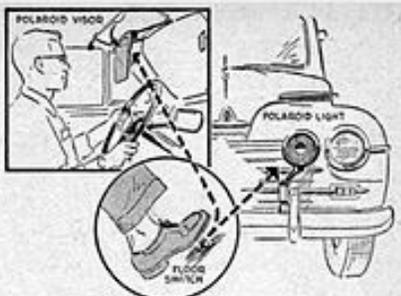
One unusual point about this car is the absence of the bumper as such. At the front, the conventional bumper has "grown" into the design, with bumper stock being employed to protect the ends of both fenders and the engine housing. This

treatment simplifies the design and can be done without increasing the weight of the vehicle. Similar protection of the rear end can be achieved through use of metal shielding plates.

Wheelbase is frequently a point for argument. It seems to us that wheelbase need not be shortened to obtain a length that makes for easy parking and maneuverability. Instead, the change would be in the body structure to achieve less overhang on the wheelbase best suited to the design. Improved springing will come hand-in-hand with this change. As for center of gravity and height above the road, the more compact the car the lower it can be designed up to the point where further reduction of road clearance would introduce hazards from objects six or more inches above the road surface. Chrome areas of tomorrow's car will be reduced, but probably never will be eliminated entirely. Nor is this absolutely desirable in all instances, since time and time again the public has proved that it wants chromium. If it isn't on the car, buyers will add chromium in the form of accessories and extra gadgets of poor design. So it is better for the designer to handle the chrome himself, and do it well. He can reduce the number of meshes, openings, lacework patterns, rods and cross hatches, grilles and bars. Chrome will be used in simpler, plainer masses, not overstyled with gingerbread or, in designer's language, "schmalz."

Hoods and window sills will be lower, a design method in the direction of lightness and improved visibility. On some cars today, the hoods are so high many drivers cannot see the road for some distance in front of the car. Even greater areas of glass may be expected, to achieve this improved visibility, than are now used. And the latest types of glass can be produced in compound curves and unusual shapes to help the designer produce almost any kind of styling desired. One special glass, through which an electric current may be passed without the use of wires, makes possible a windshield on which ice and snow cannot collect.

One feature that seems to be in the picture is an improved form of braking. This may be the



Experimental installation of new foot-controlled polaroid visor and headlight points up feasibility of such gloveless lighting systems.

disk type, one version of which is being used successfully on an expensive car. At present its cost is prohibitive for the car in the popular-price class, but the increased safety offered, and mass production methods may reduce manufacturing prices to the point where more owners may enjoy its advantages.

Some of the new devices or necessary improvements in existing equipment that appear to be in the cards are, in our opinion: (1)—Inexpensive air conditioning; some manufacturers in the refrigeration field are already working on this problem. (2)—Hydraulic or electrical systems could be reduced in cost and simplified in design to provide reliable means of raising or lowering windows, to move seats forward or backward. (3)—A car door might be equipped with a booster which would pull the door halfway closed so that a passenger could reach the inside handle easily to pull it closed without leaning far out of the car. (4)—Sliding doors may come eventually and these may be electrically or hydraulically-controlled, at least in the more expensive automobiles. (5)—More simplified gadgets, and possibly a reduction in the number because there probably are too many at present. This would tend to halt a trend toward larger, more powerful batteries.

Door openings eventually may extend high into the roof for easier access and egress. Here the big problem is the seal. Until the door gap can be made waterproof, especially at the top, such doors are not practical. Another point is that if water collects and then freezes, the door of larger area would be difficult, or impossible to open. But here also, the problem undoubtedly will be solved.



Twin kerosene-fed jet turbines propel this British Rover Motor Co. turbine-powered car. Driver uses only two pedals—accelerator and brake.