

The ECHO



Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 52 Issue 8

2023 Golden Quill Winner

October 2024

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White sidewall tires and chrome wheel discs optional in all models at extra cost.

Father-and-son teams
build long life
into every Studebaker



Unique father-and-son teams like Harold F. and Harold E. Ditsch, pictured above, are a common sight in the great modern Studebaker factories. Since Studebaker started business, over 102 years ago, friendly fellow townspeople of competence and conscience have been proudly perpetuating Studebaker's high quality.

Get a thrifty '54 Studebaker

America's No.1 economy car

STUDEBAKER'S EXCITING new styling is only one of the extra values you get for your money.

This sensational car is motoring's greatest combination of gasoline saving and upkeep saving.

Gas-eating excess bulk is eliminated from Studebaker's modern design. The car is so soundly built it seldom needs a serious repair.

Get ahead of the parade

All automobile styling is likely to change considerably before very long. So be sure you don't settle for an old-fashioned "new" car.

Get ahead of the parade with an out-ahead '54 Studebaker—a sedan, sports model or station wagon—a Champion

in the lowest price field or a brilliantly powered Commander V-8.

Get more when you trade

You get more than the most advanced automobile in America when you buy yourself a 1954 Studebaker.

You get styling that will be outstanding when many 1954 cars are outmoded. Studebaker's pace-setting smartness is like money in the bank for you as insurance of top trade-in value.

Stop in at a nearby Studebaker dealer's and arrange to go out for a trial drive.

STUDEBAKER

THE GREAT INDEPENDENT . . .
PIONEER AND PACEMAKER



A Studebaker station wagon of new distinction!

This spacious new Studebaker Coronoga is the world's most beautiful station wagon, yet it sells at a surprisingly moderate price. All 1954 Studebakers offer Power Steering—and your choice of Automatic Drive or Overdrive—at extra cost.



See the far-advanced '54 Studebaker trucks!

The new 1954 Studebaker truck line is now ready at all Studebaker dealers—rugged, powerful, handsome new models from 3 1/2 ton pick-ups to husky 2 tonners. A new V-8 engine!

From the Editor's Pen

In the October *Turning Wheels* (which is available now digitally on the SDC website) there is a Call for Nominations for various SDC positions including Arizona Regional Manager for a two year term. If you are interested in serving in this position please contact the nominating chairman listed in the article. You'll see I am listed as the incumbent; however, Bob Miles is the current Regional Manager and has been for two years and is doing a good job.

The Chapter is holding elections, too, and Michell talks about nominations in her message. Please consider helping out by running for an office or the Board.

Please continue to make submissions for upcoming newsletters. Your new editor will appreciate having material at hand as he/she gets started.

Thanks to this issue's contributors - Michell Eastburn, Dan Kuhl, Scott Grainger, Steve Fein, Jim Carlin, Jerry Blount and Sue Urch.

**Happy Studebaker Driving
and
Happy Halloween!**



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 \$46.00 for one year, \$132.00 for three years or \$220.00 for five years. If you no longer wish to receive *Turning Wheels*, there is a membership option without the magazine at \$15.00 per year.

Additionally, you can now get a membership with the digital *Turning Wheels* only for \$29.00 per year. If you haven't read a digital version of *Turning Wheels*, give it a try at the Member Area of the SDC website. Just login, enter your membership ID and password and select View Digital Magazine. Try it, you'll like it!

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 2025. Just ask the new member to mention your name on the application where it asks "Referred By".

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 2024

President

Michell Eastburn
6314 W. Fillmore St.
Phoenix, AZ 85043
602-803-1359
yearbootwendy@yahoo.com

Vice President

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

Secretary

**Contact Michell
if you would like
to join the team and serve
as Chapter secretary.**

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
professorkm1@gmail.com

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
602-995-2146/602-803-6849
ccollinsaz@cox.net

Editor Needed

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

Webmaster: Kent Musgrave professorkm1@gmail.com Chapter Website: <https://www.grandcanyonsdc.com>

Facebook: Studebakers Grand Canyon State Chapter Administrator: Linda Smith lindagsmith43@gmail.com

Pacific Southwest Zone

Regional Manager/Ariz. Bob Miles
Zone Coordinator Dan Scott
National Director Ed Smith

895 E. McNeil Rd. #15, Benson, AZ 85602
25731 Palermo Ct., Murrieta, CA 92563
P.O. Box 90763, White Mountain Lake, AZ 85912

rnc61coupe@aol.com
dansct@sbcglobal.net
edcollects@gmail.com

SDC National Officers 2023-2025

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

studeguy54@gmail.com
keydetsdj@aol.com
cfoust1966@gmail.com
jestinson@aol.com

STATE OF THE CHAPTER

By Michell Eastburn, President

When the dog days of summer are almost behind you, all you can think about is ushering in the cooler weather. You're more than ready to finally trade out those sandals for boots and go for a brisk walk among the changing leaves, or maybe you prefer to hop in your Studebaker, roll the windows down and take a drive through Arizona to see those leaves. Tis the season of car driving and showing; it is finally cool enough to get our Studebakers out of the garages and dust off those cobwebs. Also, the cooler months means our seasonal members fly south for the 'winter' and join us here in Arizona, can't wait to see you.



Isn't it amazing that the Studebaker family is so large, we are not just cars and trucks (and wagons), we are airplane engines and tractors. We must all remember that we are part of a very unique family, a family of Studebakers. Not everyone knows what a Studebaker is, not everyone has driven or been driven in a Studebaker...we are not a Ford, Chevy, Dodge, Harley Davidson Club...we are a Studebaker Club and we shouldn't take that for granted. Thank you all for participating in International Drive Your Studebaker Day on Septembers 14th. A total of 24 Studebakers and nearly 45 attendees gathering at the Martin Auto Museum and Event Center and Pullano's Pizza was amazing!

Fall is upon us and we are still waiting for that cool-down. Don't forget to bring your Stude out to our October Chapter meeting at the Orphan Car Show hosted by the HET Club at Los Olivos Park on the 27th. Come out and join other unique car clubs while enjoying sandwiches provided by the Chapter. In November the Chapter hosts a tour from Mesa ultimately ending at Tortilla Flat; plan to put on your *driving* gloves and join the Chapter. Last but not least on December 14th we will all be celebrating our Annual Holiday Party in Glendale at Larry Polhill's Private Collection. The remainder of events for the year are planned, don't miss out, update your calendars now. Be sure to check out our website and Facebook pages for more info and invitation information.

Please keep in mind this month we are taking nominations for Chapter Officers and Board Members. Contact myself or another current board member if you would like to join the Board or would like to nominate someone to join the Board. (Editor's note: The ballot for the election will be included in the November newsletter.)



WELCOME

Rick Paitl & Sharon Trapp
 11237 N. Inca Ave.
 Fountain Hills, AZ 85268
 602-309-8474
 rocket1lf@cox.net
 1962 GT Hawk

Thoughts and Well Wishes to

- | | |
|----------------|-----------------------|
| Paulette Fein | Sue King |
| Jim Nereau | Mary Powell-McConnell |
| Phyllis Setaro | Chuck Stanford |
| Carl Thompson | Rosalie Torske |

ARIZONA MEMBERS AT THE SDC INTERNATIONAL MEET

Congratulations to Arizona SDC members whose Studebakers were shown at the SDC International Meet in Dubuque and received awards in concours judging. **Deanna and Harold Manley** showed their 1932 Commander and tied for Best Of Show in Division 1 with a perfect 400 points. **Scott and Marie Grainger** earned a 1st place in Division 2 with 393 points. Also in Division 2, **Frank and Elizabeth van Doorn's** 1952 Commander HT received a 2nd place with 356 points. **Paul Storm**, an SAC member showing his 1962 Lark received a 1st in Division 3 with 386 points. All of these winning cars can be seen in the September *Turning Wheels*.

Displaying their 1951 Stake Bed were **Ed and Linda Smith**, and a 1958 Packard Hawk, a car many of us are not familiar with, was displayed by **Wayne Dawson** of Payson. Other Arizona members with Studebakers at the meet were mentioned last month in the newsletter: **Stuart Tritt** drove his 1984 Avanti and **Bob and Mimi Halgren** brought their 1924 Light Six Touring for The Antique Studebaker Meet and their touring activities.

In the list of Arizona members attending the meet last month some were missed including **Scott and Marie Grainger**, GCSC members from Vail, **Aaron and Belinda Scott** and SAC members **Jerry Pope** and **Ralph Stuart**.

Different by Design

INTERNATIONAL DRIVE YOUR STUDEBAKER DAY

Forty four GCSC members and guests driving or displaying 25 Studebakers celebrated International Drive Your Studebaker Day with a visit to the Martin Auto Museum in Glendale on a very pleasant Saturday, the 14th. They drove from all corners of the Valley including Fountain Hills, Sun Lakes, Glendale, Sun City, Sun City West, Prescott, Mesa, Surprise, Scottsdale, Phoenix, Chandler, Waddell and Apache Junction to meet up for a look at 170+ vehicles in the Museum followed by lunch at nearby Pullano's Pizza. During a meeting at the Museum, President Michell welcomed everyone and thanked them for attending. Two driver's prizes were awarded: Mangus Johnson received a \$30 QT gift card and Adam DeRosa was comp'd his 2025 Chapter dues. Congratulations to both. She also reviewed upcoming Chapter events for October, November and December and asked members to weigh in on whether to hold the Winter Gathering in January at the Martin Auto Museum or elsewhere and suggested a survey will be sent for input. She also reminded members that the Chapter is need of an editor to replace Chris who is retiring from the position. She asked for input as to what members expect for content. The meeting was adjourned and most drove the mile on Thunderbird Rd. to Pullano's for pizza and other good food. ~ Chris Collins



Thank you to all for your participation!

Attending were Rick Melms, 1988 Avanti; Walt Jazwinski, 1964 Daytona; Denny Lockmon, 1964 Avanti; Fred Schlegel, 1953 Street Rod; Adam DeRosa, 1972 Avanti; John Kroulik & Christine, 1958 Transtar; Dan Kuhl, 1958 Scotsman PU; Ed Caviar, 1964 GT Hawk; John Rodhouse, 1950 Champion SLC; Larry Polhil, 1963 Avanti and Guests: Mangus Johnson, 1962 GT Hawk; Brian Silvas, 1963 Wagonaire; Conny Silvas, 1959 Lark; Paul Sanchez, Sr, 1963 Lark; Paul Sanchez, Jr, 1963 Avanti; Luis & Debbie Cruz. Bob Gasson, 1963 Avanti; Will Eastburn, 1963 GT Hawk; Kent Musgrave & Jerry Day, 1924 EM Roadster; Butch Summers, 1948 Champion; Buddy & Elaine Wright, 1953 2R5;



Chris Eastburn, 1964 Champ 4x4 and 1963 Larkette; Tim Hendrickson, 1949 C Cab 4x4; Bill & Peggy Eastburn, 1964 Champ; Michell Eastburn, 1962 Champ 4x4; Kregg & Kimberly Lea; Dan Crosby; Steve Fein; Don Parkey; Keith Graham & guest; Carol Westfall; Tim Phillips; Rick Paitl; Jim Fischbach & Gloria Erdos; Chuck & Chris Collins.



The view from Michell's windshield of Kent & Jerry's '24 and Adam's 1972 Avanti on the road.



The photos of Fred's car and these two are courtesy of Steve Fein.



Visit the Chapter Facebook page for more photos at Studebakers Grand Canyon State Chapter. Also visit the Martin Auto Museum Facebook page: <https://www.facebook.com/martinautomuseum/> Search for Sept. 14th

GRAND CANYON STATE CHAPTER CALENDAR OF EVENTS

OCTOBER 20
Sunday

GCSC BOARD AND OFFICERS WILL MEET AT 1:00 PM VIA ZOOM CALL OR VIDEO. MEMBERS ARE WELCOME TO ATTEND. TO JOIN IN THE MEETING CONTACT PEGGY AT 623-936-6116 or peggyeastburn@hotmail.com TO BE INCLUDED IN NOTIFICATION LIST FOR MEETING DETAILS.

OCTOBER 27
Sunday

ANNUAL ORPHAN CAR SHOW HOSTED BY HUDSON ESSEX TERAPLANE CLUB GRAND CANYON CHAPTER AT LOS OLIVOS PARK, 2802 DEVONSHIRE AVE., PHOENIX 9AM-2PM. FUN JUDGING, DOOR PRIZES, DONUTS AND COFFEE WITH REGISTRATION. LUNCH AND MEETING FOR CHAPTER MEMBERS AT 11:30. DRIVE ANY ORPHAN OR COLLECTOR CAR. BRING CHAIRS. INFO: PEGGY AT peggyeastburn@hotmail.com / 623-936-6116. MORE INFO & REGISTRATION FORM ON PAGE 6.

OCTOBER 27

CARS & CANDY EVENT AT RED MOUNTAIN COMMUNITY CHURCH, 6101 E. VIRGINIA ST., MESA (OFF THE 202 AND RECKER RD. NEAR FALCON FIELD ROAD). BY INVITATION OF MEMBER JIM MCDONALD. MEMBERS CAN DRIVE THEIR STUDEBAKERS OR OTHER COLLECTOR CARS TO DISPLAY FROM 5-7:30PM; ARRIVE BY 4:15PM TO GET PARKED. PLEASE BRING BAGS OF CANDY FOR TRUNK OR TREAT. REGISTER IN ADVANCE AT mcchurch.org/carsandcandy OR DAY OF SHOW, FIRST COME, FIRST SERVED. LET JIM KNOW AT 480-467-9136 AND HE CAN HAVE STUDES PARK TOGETHER. FOOD TRUCKS ARE AVAILABE FOR DINNER. MANY ACTIVITIES PLANNED. THIS IS A GOOD AFTER-THE-ORPHAN-CAR-SHOW EVENT. PLAN TO DO BOTH!

NOVEMBER 16
Saturday

ROAD TRIP TO TORTILLA FLAT. THE HISTORIC FORMER STAGECOACH STOP OFFERS A SCENIC ESCAPE FROM THE CITY AND AN AUTHENTIC TASTE OF THE OLD WEST. MEET AT 9:45AM AT THE BURGER KING, 353 E. BROWN RD. (BROWN RD. AND MESA DR.) AND PLAN TO LEAVE BY 10AM FOR DRIVE WITH STOPS AT LOST DUTCHMAN MUSEUM, 4087 E. APACHE TRAIL WHERE THERE WILL BE A SHORT MEETING WITH PRIZES, THEN ON TO GOLDFIELD GOHST TOWN AND MINE TOURS, 4650 N. MAMMOTH MINE RD. THEN CONTINUE ON TO TORTILLA FLAT AT 1 MAIN ST. FOR SIGHTSEEING. THERE ARE LUNCH SPOTS ALONG THE WAY. IF YOU HAVE QUESTIONS CONTACT DENNIS LYNDE, THE TOURMASTER, AT 480-203-0560 OR PEGGY AT 623-936-6116 peggyeastburn@hotmail.com /

DECEMBER 14
Saturday

CHAPTER HOLIDAY PARTY AT LARRY POLHILL PRIVATE COLLECTION, 7856 N. GLEN HARBOR BLVD., GLENDALE. GATHER AT 11AM, LUNCH AT NOON. DINNER OF HAM, TURKEY, POTATOES, STUFFING, GRAVY AND ROLLS WILL BE PROVIDED BY CHAPTER ALONG WITH WATER, TEA, COFFEE AND LEMONADE. PLEASE BRING TO SHARE YOUR FAVORITE SIDE DISH OR DESSERT. 50/50 RAFFLE. IF YOU WOULD LIKE TO SPONSOR A TABLE BY PROVIDING A CENTERPIECE, PLEASE LET PEGGY KNOW WHEN YOU RSVP BY DECEMBER 8TH AT 623-636-6116 / peggyeastburn@hotmail.com

FOR ALL UNDERLINED EVENTS LISTED ABOVE VISIT THE CHAPTER FACEBOOK PAGE STUDEBAKERS GRAND CANYON STATE CHAPTER TO ADD THE EVENTS TO YOUR CALENDAR.

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.



ANNOUNCING!

Operating Since
1973,
SDC Chartered
1977



55 Active
Members

**61st International Meet, September 16-20, 2025
Watch Turning Wheels for more information.**

Washington County, Pennsylvania

UPCOMING CHAPTER EVENT

ORPHAN CAR SHOW

When: Sunday Oct 27th 2024
 Time: 09:00am – 2:00pm
 Lunch: approx. 11:30am
 Location: Los Olivos Park 2802 E. Devonshire Ave.,
 Phoenix (28th Street just north of Indian School Road)

Please plan on joining us on Sunday, October 27th, at the 32nd Annual Orphan Car Show hosted by the Grand Canyon Chapter Hudson Essex Terraplane (HET) Club at Los Olivos Park. HET will be hosting fun judging and door prizes. Donuts and coffee are included with registration. The GCSC will provide lunch and drinks. Please feel free to bring any orphan or collector car as this is a Charity event for Sunshine Acres Children's Home.

If you are unable to bring your vehicle, please plan on joining the chapter for lunch under the cabana near the southwest corner of the parking lot. We will host a short general meeting to discuss upcoming events and board nominations. Bring your chairs as there is no park seating available.

Print and complete the form below to register for the event. For more information contact Peggy at 623-936-6116 or peggyeastburn@hotmail.com

HELP REQUESTED AT ORPHAN CAR SHOW

HET President, Errol Heimlich is seeking help with registration and the fun judging during the Orphan Car Show on Sunday, October 27th. If ou could lend a hand to help out contact Errol at 602-297-7013 / errolgh@gmail.com or look him up at the show.

CHAPTER ELECTIONS

The election for 2025 Chapter officers and board members is upcoming and members who are willing to serve are invited to volunteer now for a position. Let a current member of the board or an officer know your desire to serve as an officer or board position and help shape the direction of the Chapter and plan activities. Thank you!

Visit the Chapter Facebook page Studebakers Grand Canyon State Chapter to add Chapter events to your calendar.



Registration Form: 32nd Annual Orphan Car Show

Sunday, October 27, 2024

Club Assigns #

Name: _____

City: _____ AZ

Email: _____

Year: _____

Make: _____

Model: _____

Send \$\$: Check (**payable to) * Zelle or Paypal (**in memo)

****Grand Canyon Chapter, H.E.T**

Before October 20, 2024 \$15.00

Day of Show \$20.00 Donation

Email Registration to: (**in subject)

ddlemk@gmail.com

Mail to : Donna Lemke

2357 E Alpine Ave

Mesa, AZ 85204

Please Return Registration Form No Later then OCT 20th To Ensure we have packets ready for the Show.

STUDEBAKER QUIZ

The answers to the quiz printed in last month's newsletter are

1. What Studebaker model had arm rests outside of the doors? A: Packard Hawk
2. What was unique about the two vehicles Studebaker made in 1909 to carry Senators from Senate to offices via a tunnel? A: They could be driven in either direction - backward and forward.
3. What model pushed the Loewy name into the spotlight? A: 1953
4. What model in the late 1950s was advertised as full-size on the inside and compact on the outside? A: Lark
5. Who bought the first Light Six produced? A: No one. It was sent to the company museum

Sorry, there is no winner as no one submitted answers.

Here are 5 more questions about Studebaker, just for fun and perhaps to expand your knowledge of our beloved marque through research.

1. Who designed the 1934 Hupmobile before coming to Studebaker?
2. Studebakers for what year featured dash board crash pads?
3. What did Studebaker call the wide pickup box introduced in 1961?
4. What was established in 1852 in South Bend with \$68 and two forges?
5. Name the four Hawk models produced in 1956.

Quiz questions courtesy of Sue Ulrich.

WANTED: EDITOR

The Chapter has an opening for a member who wishes to become involved by serving as the editor of the Chapter newsletter, *The ECHO*. You'll need a computer, software such as Word or a publishing program and a some spare hours during the month.

Contact Chris for more information at ccollinsaz@cox.net Michell will also answer any questions you have at yearbootwendy@yahoo.com

CELEBRATE



October Birthdays

3	John Kroulik	19	Ted Widhalm
4	Joe McKee	20	Rick Melms
4	Stuart Tritt	21	Gerry Carr
5	Bev Gasson	25	Diane Plevich
5	Warren Webb	28	Paul Setaro
13	Lola Horvath	29	Eddie Caviar
13	Janice Marineau	29	Cheryl Simmons
13	Steve Mills	31	Tony Lepore
16	Brischell Eastburn		

October Anniversaries

7	Scott & Maria Grainger
19	Jim & Lisa Humphreys
22	Scott & Belinda Scott
24	Tim & Cynthia Phillips



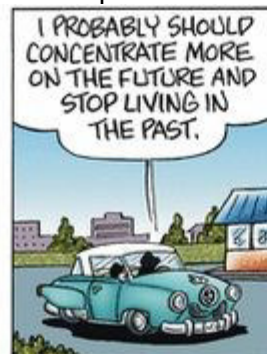
GOODY BAG/ DOOR PRIZE/SILENT AUCTION ITEMS WANTED

The Chapter board is asking members who have on hand some of the items typically found in car show goody bags for your donation of those items for creating goody bags or to give as door prizes at Chapter events. Other Studebaker or car-oriented items are also welcome.

Also, items are needed for a silent auction at an upcoming event, items such as a nice piece of Studebaker memorabilia or a new or good used but unneeded part or goodies for a gift basket .

Bring items you wish to donate to any upcoming Chapter event. Peggy Eastburn will be happy to answer any questions about quantities or appropriateness. Contact her at peggyeastburn@hotmail.com or 623-936-6116.

*Keep America Beautiful,
Drive a Studebaker!*



STUDEBAKER V-8 SPARK PLUG CABLES AND BRACKETS

By and Thanks to Jerry Blount

The harnessing and routing of the spark plug cables on a Studebaker V-8 is important, so they can perform reliably, safely and look good at the same time!

The 1951 through 1954 232 cu.in. V-8s and the 1955 224/259 cu.in. used large steel brackets to guide the set of 4 cables neatly over the valve covers on each side. Various parts numbers of brackets were used over the above model years, but the brackets left little doubt as to their purpose.

Starting in 1956, and through 1964, a less elaborate (setup) was used to route the spark plug cables. A pair of brackets, #153892, were mounted using the rear-most bolt on the intake manifold, one on each side. These were used as intermediate brackets to capture the four cables leading to each side. From here, the wires were routed to 533007 clips, which held 2 cables each and were mounted using the valve cover stud and nut. The four stud covers used through the very early 1960s used a total of four # 533007 clips, two for each side. Most of the 1960 production through 1964 used "two stud" valve covers which had a spot-welded cable clip attached midway between the stud holes, and thus, only used one 533007 clip per side, at the rear valve cover stud.

Many cars are seen with their 153892 brackets missing. Apparently, if a car is being worked on, the mechanic just neglected to re-install them. It is important to have them in place. Beyond eliminating an unsightly tangle of spark plug cables, there is a real possibility of the cables getting caught in the throttle linkage and holding the throttle wide open. If your 1956-1964 V-8 does not have these brackets at the rear of the intake manifold, get some soon. They may still be available new and can be found used.

The Studebaker V-8 fires 1-8-4-3-6-5-7-2 as most V-8s. The firing order on the left side is 1-3-5-7 and the firing order of the right, (passenger side) is 2-4-6-8. The problem is that two adjacent cylinders, #5 and #7, fire consecutively on the same side of the engine. To avoid induced-cross-firing, the #5 and #7 cables MUST NOT RUN NEXT TO EACH OTHER! This means, run cables # 1 and #5 though the forward routing and then #3 and #7 through the rear-most routing, then cross the #3 and #5 cable so they reach their respective spark plugs, to make the path more direct for the #3 cable, position the 533007 clip so that the cables are routed forward, relative to the valve cover stud. On the passenger side, the best routing for cables #6 and #8, is the rear-most 533007 clip positioned to the rear, pointing at the firewall.

The exceptions to all of this are the 1963 and the 1964 Avanti(s). They use an elaborate set of brackets with stainless steel covers to shield the ignition system for radio interference, necessitated by the Avanti FRP (Fiberglass Reinforced Plastic) body. The left side cables all run together in a rubber channel within the stainless steel shield, but, again, the cable arrangement needs to be 1-5-3-7 so that cables #5 and #7 are separated.



Photo courtesy of Studebakerparts.com

SCOTT AND MARIE'S 1954 LAND CRUISER AKA LC-2

By Scott Grainger



Photo courtesy of Steve Fein.

Just a quick update on our work on LC-2, our 1954 Land Cruiser that you may have seen at the Christmas Party in December. She ran well on our way back from Albany, NY. By the way, for those of you that read the *Turning Wheels*, there is a photo of her backend on page 40 in the June issue with a sweet story by John Corey, PE. That was Maria and I and the girls that he referred to in his story about us flying to NY to purchase his beautiful '54! I am writing a sequel to John's story that will appear in a future edition of the *ECHO* that recounts our exciting journey from John's farm through Mystic, Boston, Kingston, Whitby, Buffalo, Angelica, Gettysburg, Ruther Glen, Charlottesville, Faber, farm near Centralia, Andover, Lakewood, Moab, Flag and home.

At this time LC-2 has her rebuilt 289 full flow installed with rebuilt 3 spd w/ OD and floor shift. New Aluminum radiator, Auburn limited slip 373 rear axle, disc brakes up front, dual master cyl w/ remote reservoir, new visor (built per Studebaker design drawings, a rare option in '53 and '54). There are a few more items to go including the A/C. She is raring to go! Got lots of places where she will go on our list of destinations.

In case you missed it in the September *Turning Wheels*, the Graingers' '54 earned a 1st place with 393 points in concours judging at the 2024 SDC International Meet in Dubuque.

WHEN HAVING GAS ISN'T A BAD THING

By Dan Kuhl

At the end of June my wife Corlean and I headed for Minnesota to visit family and friends. One of my friends, Wayne, owns a 1924 Studebaker EK Big Six, which should not be confused with the Commander 245 Big Six. It is turning 100 years old this year and I was hoping to get a ride in it. But, Wayne informed me that it was out of commission and that a birthday celebration would have to be postponed.

It is very enjoyable, or a gas (as Charles Dickens would say back in the 1800s), to look at a 1924 Studebaker. As I stood there admiring it and taking photos, I noticed what appeared to be an oil can mounted on the firewall. Wayne informed me that back in the day, this small can was filled with gas and used to prime each cylinder. The priming was accomplished using a "priming cup" located in the cylinder head next to each of the spark plugs. The extra gas provided by the cup is necessary due to the updraft carburetor and the low pulling power of the low compression cylinders. It was learned through experience that leaving the cups slightly open decreased the compression, making the engine easier to turn over using the hand-crank. It was also learned that when using them as designed the engine turned over easier with the starter because of the extra lubricant the gas provided on the cylinder walls. (Side note: the tear drop shaped handle on each cup is made from walnut, adding to the attractiveness of the cylinder head)

The photo provided with this article is of the vacuum tank mounted to the firewall adjacent to the small gas can and above the updraft carburetor. If you look closely you will see copper lines from the vacuum tank to the intake manifold for vacuum, carburetor and one back to the rear mounted gas tank (Note: the fuel from the vacuum tank to the carburetor is gravity fed).

Two remaining items of interest in the photo include a copper line through the firewall from the back of the car and a small bulge just above the running board in the lower right corner of the photo. The copper line went to a whistle mounted on the dash that whistled when three gallons of gas remained in the gas tank (pre-gas gauge) and the bulge lit up the running board area at night. You know, Studebaker thought of just about everything!!

References: Advantages of primer cups came from the web.



DRIVE YOUR STUDEBAKER DAY



Sharon and I drove our '48 Studebaker Champion Regal Deluxe Convertible to Sonic to celebrate the special day. ~ Jim Carlin

Southern Arizona Chapter Drive Your Studebaker Day Celebration

By Bob Miles

We had 31 members and 12 cars ranging from 1937 to a 1989 Avanti Convertible. We gathered at a designated point and drove the access roads to the Longhorn Steakhouse. There was just one waitress with help but we all got fed. In the meantime, there was a 50/50 drawing of \$120 that the entire amount was won by **Chuck Stanford** for driving the 1989 Avanti. It also was the last time that **Fred Gooch** drove his 1937 Dictator Coupe as it will be on the way to Colorado to his son Greg Gooch, the new caretaker. All things considered it was a great outing.



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

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.

I'm an idealist. I don't know where I'm going, but I'm on my way. ~ Carl Sandburg



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



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

1964 GT Hawk. 289, 4spd. Owned 25 years. Over \$40,000 invested. Sell for \$15,000 firm. Eddie 480-407-7978 (3)

1954 Champion 4dr sedan w/ 6 cyl engine from '62 Lark. One family owner, garaged over 65 years and in very good condition. Carmine red/ Sandusky beige. \$6,000 OBO Tucson Gary Pryor, 760-877-4377 (1)

1947 Champion Starlight Coupe. Pretty car in red w/period cloth interior. Runs well. Located near Lake Geneva, Wis. Contact seller or editor for photos. Sam Julien, 847-812-4066 / imsam74@yahoo.com (1)

1932 Studebaker Truck. Body is in pretty good shape, surface rust only. Truck in Pendleton, OR. Photos available from Brett at jbautopendleton@gmail.com (1)

1962 GT Hawk. 289, factory 4spd, Twin Traction, 4 bbl carb, dual exhaust. 99,000+ miles. Gas gauge & radio do not work. Ready for restoration. \$10,000 OBO. Brian 480-532-7983 (0)

1951 Champion Starlight, good windshield & back glass, no rust, no driveline, roof pushed down; No title, \$1,800 OBO. **1957 or newer C-Cab with doors,** very little rust, \$1,500 OBO. Ask about many other parts. Pete Mensing 928-776-7979 (0)

STUDEBAKER PARTS FOR SALE

Studebaker Avanti parts: front bumper with ends and braces; straight, needs rechromed \$475. Hood, early style with brace \$375.

Backglass with moldings \$450. Windshield, no chips, has scratches \$125. Gas tank, \$380. Some tinted sideglass. Solid frame with title, was R2 4-speed car. Other odds and ends; inquire. Pick-up only, Apache Junction. 602-818-8376, leave message. Keith Graham (2)

New Champion aluminum radiator for '53-'54 Studebaker car, \$200. New Silvolite .040 over pistons and rings for 289, \$200. 3 brand new can of correct green engine paint, \$30. New S&W Performance mild steel 8 point roll bar kit for '53-'54 2dr, \$500. New aluminum Mopar licensed high torque starter for when mating Stude V8 to 700R4 trans. \$200. New black billet Holley style 600cfm Jegs carburetor, dual line, \$300. New aluminum 4bbl carb spacer, \$20. New 14" chrome Jegs 4bbl air filter and assembly, unbranded, \$30. New B&M Megashifter, \$400. Bucket seats out of 2019 Infiniti QX30, black and ivory, EXCELLENT condition. Wiring was cut, but includes all switches, \$500. No junk here, may consider reasonable offers, but no fire sale. Parts located in Glendale. Fred Schlegel, 602-315-6092, call or text. (0)

Set of R2 Heads, \$275. Never used aluminum 4 barrel intake, \$400. 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 (2)

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MISC.

Toy Studebaker Cars For Sale. I do not have any room for these anymore so I am planning to sell them at a reduced rate and would like to give members first choice. I must have about 80 or more of these in small and large cars. If any one is interested call or send an e-mail to Malcolm Stinson at 928-368- 7442 swstudebaker@live.com (2)



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The *ECHO*

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



At the Martin Auto Museum: the 1951 SLC formerly owned by the late Jon Follendorf.

REMINDERS FOR OCTOBER

- 20 Chapter Board Meets
- 27 Orphan Car Show

See pages 5 & 6 for details.



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



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the Chapter web site or Facebook page.

GRAND CANYON STATE CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

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Chapter dues are \$20.00

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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 \$37.00 for new members, first year only. To renew your SDC membership, add \$46.00 for 1 year, \$132.00 for 3 years or \$220.00 for 5 years. Both include *Turning Wheels* magazine and the digital *Turning Wheels*. Or \$29.00 for membership and the digital *Turning Wheels* only. Or \$15.00 for membership without any 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.

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Studebaker Concept Cars

By Jack Gregory, Editor, Foothills Chapter



I've been doing a little research on Studebaker with regard to concept cars for an article, so here is what I've found so far: Personally, I get the impression Studebaker wasn't that "engaged" in the idea of putting one out for people to wonder about what could be... they appeared to just do it. That is, come up with a great concept car and then immediately put it into production (the Lowey coupe and the Avanti both come to mind). I started my quest by asking the "Chat GPT" thingy its artificial intelligence's opinion of Studebaker's concept cars was. I firmly believe that someday artificial intelligence will identify humanity as the true destructive virus endangering the earth and then kill us all. If you don't believe me watch a bunch of movies, they never lie (do they?) ... I digress. Here is what that nasty little robot had to say:

Studebaker was an American automobile manufacturer that operated from the mid-19th century until the early 1960s. Although Studebaker is known for its production vehicles, the company also created several concept cars that showcased innovative designs and futuristic ideas. While I can't directly show you pictures as a text-based AI, I can describe some notable Studebaker concept cars that were produced over the years. You can easily find images of these concept cars online.

- 1. Studebaker Starlight Coupe (1953): While not a traditional concept car, the Starlight Coupe featured a unique design with a wraparound rear window. Its sleek and futuristic appearance made it stand out from other vehicles of its time.*
- 2. Studebaker Starliner (1953): This concept car was based on the Studebaker Starlight Coupe and shared its distinctive rear window design. The Starliner had a low, sleek profile and was considered ahead of its time in terms of styling.*
- 3. Studebaker-Packard Astral (1958): The Astral was a concept car designed by Studebaker in collaboration with the Packard Motor Car Company. It featured a bubble-top canopy with a futuristic appearance and a streamlined shape. The car also had a unique rotating front seat that swiveled out to ease passenger entry and exit.*
- 4. Studebaker Avanti (1961): The Avanti was not originally intended as a concept car, but rather as a production vehicle. However, due to financial difficulties faced by Studebaker, it became a limited-production model. The Avanti featured a radical design with a fiberglass body and a sleek, aerodynamic shape. It was one of the first American cars to incorporate a "Coke bottle" waistline and pop-up headlights.*

Continued next page

Studebaker Concept Cars

Continued

By Jack Gregory, Editor, Foothills Chapter

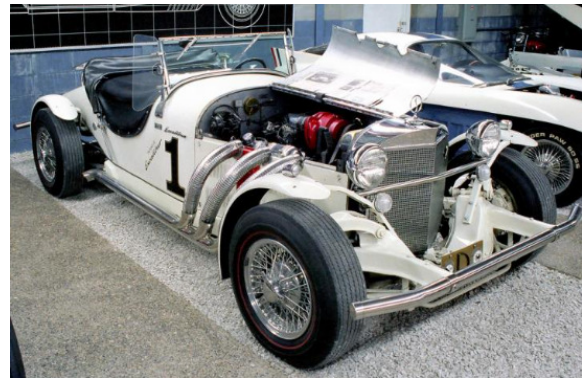
Just to make sure I wasn't completely off track, I thought I would communicate with a real, live human being who actually knew what he was talking about. I sent off a missive to Andrew Beckman, Archivist Studebaker National Museum. Much to my surprise and delight, Andrew responded rapidly (thank you so much Andrew, you are a real treasure!), here is what Andrew had to say:

Studebaker's show cars mostly consisted of production models with some special paint and trim. The Sceptre was not a show car as such in that it was only for internal use and not public showings. The most notable surviving Studebaker-related show cars are the Studebaker SS (Excalibur prototype) which is currently on display here at the Museum, the Packard Predictor and the Astral (both also here).

What did these cars look like? Next time you are anywhere near the Studebaker Museum, take time to seek them out! In the meantime, here are some pictures I pirated from the internet (the source of all truth, according to my grandchildren).



The Sceptre



Studebaker SS (Excalibur Prototype)



Packard Predictor



The Astral (I know it's in twice, but I like it

Thank you, Jack!