



The Copper Starlight

Bi-Monthly Newsletter of the Southern Arizona Chapter of the Studebaker Driver's Club

JULY/AUGUST 2020

VOLUME 47, ISSUE IV

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2019–2020 Officers:

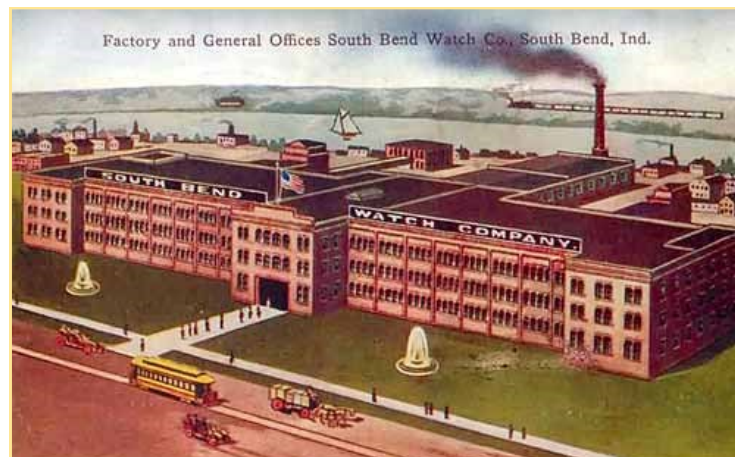
President - Randy Goble
 VP/Tourmaster - John L. Lewis
 Treasurer - Chuck Stanford
 Acting Secretary - Donna Goble
 Past President - Maggie Wheeler
 Membership & Circulation -
 Chuck & Louise Stanford
 Historian - Fred Gooch
 Newsletter Editor - Ann Pearson
 Appointed Webmaster -
 Marj Scoros

Brief History: South Bend Watch Company

Including South Bend Watch Serial Numbers and Production Dates

South Bend, Indiana

1903 - 1929



The South Bend Watch Company was formed by **three brothers, George, Clement and John M. Studebaker** subsequent to their purchase of the Columbus Watch Company. The company produced watches in the style of the Columbus Watch Company. South Bend movements were identified as model 1, 2, or 3, with grades numbering 100 to 431. Even number grades denoted hunter-case movements, and odd number grades were intended for open face cases.

Through the first two decades of the twentieth century the company grew and prospered. During its peak years, the company produced 60,000 watches annually and employed nearly 600 employees. Ambitious nationwide advertising was largely responsible for this early prosperity. Full-page ads showing the South Bend watch running in a block of ice were particularly effective. Later this was discarded and watch illustrations were shown with a purple



ribbon across the watch face. Numerous styles and models were available with a price range from \$16.00 to \$125.00. All watches carried an "insured for a lifetime guarantee." In fact, there are thousands of South Bend watches still running today. (Continued on page 4)

Birthday Wishes**July**

- 5 Maggie Crowdes
- 6 Gene Schreiner
- 11 Curtis Lee
- 13 Mary Powell McConnell
- 13 Ann Pearson
- 16 Helen O'Brien
- 16 Sharon Ware
- 18 Eileen Loshbough
- 28 Claudia Robinette

August

- 2 Keith & Marie Amb
- 4 Maggie Wheeler
- 9 Chris Collins
- 12 Dusty Ray Arizona Rivers
- 13 Fred Gooch
- 13 Gary Pryor
- 15 Charlotte Luczycki
- 21 Michael Hodges
- 26 Mary Jane Schreiner
- 30 Ed Smith

Anniversary Wishes**August**

- 11 Steven & Susan Gilsdorf
- 23 Randy & Donna Goble
- 29 Charles and Pam Kenney
- 30 Larry and Dee Northington

INTERESTING WEBSITES AND VIDEOS

SAC website: <http://soazsdc.org/>
 The Grand Canyon Chapter of the SDC:
www.grandcanyonsdc.com
 Chapter email: so.arizona.sdc@aol.com
 The Studebaker Museum
www.studebakermuseum.org/
Studebaker Spotlight
info@studebakermuseum.org
 Classic Enterprises <https://tinyurl.com/y6jactlo>
 '53 Studebaker
<https://www.youtube.com/watch?v=rnq7uJcgJug>
 Clean your Engine <https://tinyurl.com/yxzwfzv>
 Antique Automotive Club of America
<https://tinyurl.com/y5ponoe6>
 GEAR HEAD TUESDAY – 1964: THE
 HAWK'S LAST FLIGHT
<https://tinyurl.com/y6czbn8b>
 The Wheels that Bond, Jonathan Wong and
 Grandpa, Pete Yuen
<https://tinyurl.com/y4kudd9w>
 Ninth Annual All American Originals Car Show
<https://tinyurl.com/y38sq3vm>
 Ted and the Tomato:1967 Pontiac GTO vs 1963
 Studebaker Lark, Pure Stock Drag Race
<https://www.youtube.com/watch?v=rnq7uJcgJug>

MESSAGE FROM OUR PRESIDENT:

I hope you are all doing okay and surviving the social distancing guidelines. I haven't been counting but it seems like months. My wife and I have been working hard around the properties and getting projects done that we've talked about for years.

Thanks to John L. Lewis for his wellness checks on our members. With all the car shows and meets being cancelled, John has been busy trying to get a few things set up for us to do. The outings so far are only breakfasts and lunches. Please join us if you feel comfortable doing so.

We will survive this pandemic. The SAC chapter has several vacant officer positions for the coming years. If you have any suggestions, contact a current Board member.

As a kid growing up in Tucson, I loved it when the first day of summer arrived. Between the heat lately and this current situation, I am re-thinking my enthusiasm of those days. Looking forward to a little rain.

Thanks,
Randy



Randy Goble

From the Editor:

Dear Members:

In these trying times of quarantine and social distancing, I have found that I am so appreciative of any time that I get to spend with SAC members. I enjoyed going to the June Board Meeting and having lunch at The Hungry Fox.

Thanks to June Kaiser and Donna Goble for proofreading. Thanks also to Steven Gilsdorf, Terry Lewis, Gloria Schmetzer and Chuck Stanford for help with photos, articles and submissions.

Ann Pearson, SAC/SDC Newsletter Editor

**A reminder, the deadline for publishing newsletter contributions is the 20th of the month.



Ann Pearson

THOUGHTS AND PRAYERS

Lance Angerhofer
 Keith Muske
 Mary Powell-McConnell
 Rosalie Torske

NEW MEMBERS

Carl and Kelly Holmburg
 Larry and Dee Northington
 Arric S. Rankin and Son, Archer Rankin
 Jim and Audrey Thompson
 Dusty Ray Arizona Rivers

**UPCOMING EVENTS/SOUTHERN AZ CHAPTER OTHER AUTO RELATED EVENTS AND
A LETTER FROM THE PACIFIC SOUTHWEST ZONE DIRECTOR**

Mondays, July 20, August 17, September 21, October 19, November 16 and December 21, 2020

Board Meetings: 11:30 a.m., Hungry Fox Restaurant, 4637 E. Broadway, Tucson, AZ. 520-326-2835.

Thursday, July 16, 2020

Lunch at Kappy's Bar & Sandwich Place: 11:30 a.m., 2190 N. Wilmot Rd., Tucson, AZ, 520-296-9500. We met there last October and had some great food. It is located south of Mercedes Benz of Tucson and Costco off of Grant Rd. Please RSVP John L. Lewis @ lewishoot@cox.net or call 520-954-0904.

Thursday, August 20, 2020

Breakfast at KG's West Side Café: 9:00 a.m., 1951 W. Grant Rd., Suite 120, Tucson, AZ, 520-388-9241. It is two blocks east of Silverbell, on the south side of Grant. Please RSVP John L. Lewis @ lewishoot@cox.net or call 520-954-0904.

Saturday, September 12, 2020

Drive your Studebaker Day and Membership Appreciation Day: Our Treasurer, Chuck Stanford, will pick up the tab, minus any alcohol. At this time, we are waiting on input from our members. Please contact John L. Lewis at lewishoot@cox.net or call 520-954-0904.

Friday, Saturday and Sunday, October 9 through 11, 2020

The 2020 Pacific Southwest Zone Meet: Hosted by the Grand Canyon State Chapter of the Studebaker Drivers Club has been officially cancelled as of June 26, 2020. If you have any questions, please contact Larry Vahe, Meet Chairman at 480/694-3899 or 58pkhawk@cableone.net

Sunday, November 15, 2020

Thanksgiving Pot Luck: Arrive before 12:00 p.m. at the home of John L. Lewis, 210 Northeastern Slope Loop, Tucson, AZ. The crossroads are Broadway and Ridgeside on the eastside of Tucson. John will cook the turkey in a pot of oil. This year, we will do the desserts and the side dishes in a different way. Bob Miles will be the coordinator. He can be reached at 520-465-9873. Please call Bob by November 10th to discuss what you would like to bring.

Saturday, December 5, 2020

Gaslight Theatre Play, Titled: A Small Town Christmas: Doors open at 2:30 p.m., play starts at 3:00 p.m. Gaslight Theatre, 7010 East Broadway Blvd, Tucson, AZ, 520-886-9248. The same rows have been booked as last year. 60 seats are available. Seniors, military and students are \$23.86, adults are \$26.03, and kids are \$15.16. Please contact Chuck Stanford at: 520-888-1563 or cstanford2@cox.net

Pacific Southwest Zone News

Jon Stalnaker Sr/Director

I would like to take this opportunity to get to know the membership in our zone. Let me start by telling you a little bit about myself. I am a member of the Karel Staple Chapter/SDC in Northern California and have been a member since 2006. I have served my Chapter as newsletter editor since 2008 and have also served the SDC as a newsletter judge for about 6 years. I enjoy writing stories and have had many published in Turning Wheels. In 2016 I was awarded the first Art Unger award for best article describing adventures in a Studebaker. Maybe you have read some of my work.

I bought my first Studebaker in 2002, although I have lusted after one since I was a child. I now own two and have documented them both in Turning Wheels. I retired from the Postal Service in 2006 and became a docent at the California Automobile Museum. I have been teaching Avanti and Studebaker segments to new docent classes since 2007. I haven't been a member of the SDC for a long time compared to most, but I got heavily involved quickly. I was surprised when I was asked to consider being nominated to the Zone Director position.

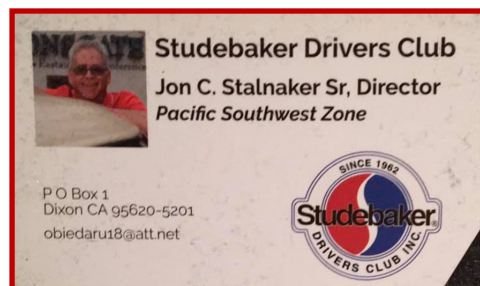
I would like to be added to your email list to receive your chapter newsletters. If you only do hard copy, I would like to be on the mailing list for those. I have a lot to learn about my duties and responsibilities as director and I would like to have a comprehensive knowledge of what is happening out there where you meet.

I see the biggest need for the SDC is the recruitment and retention of a younger generation that does not know what it was like to go to their Studebaker dealership to see the new models back when they were younger. Our cars are exciting, different, sometimes quirky, but usually the focus of attention at multi-car events. Any successes your chapter has had in making this happen is something I am interested in knowing more about.

Unfortunately, we had to cancel the International Meet this year, but I plan to attend as many zone meets as I can. If I do attend, I would like to make myself available to meet and greet. So, if you see me, please introduce yourself. I would love to talk with you and hear your ideas for the future of this club.

I am not a purist by any means, but I appreciate purists and all the knowledge they bring to this club. I believe there is room for all Studebaker owners, and we call this club the Studebaker Drivers Club because having our cars out on the road where they can be seen is the most important part. We don't need to argue about putting modern running gear in your Studebaker or modifying your car in any way. Instead we should be appreciating your vision of how you want to present your vehicle to the world.

Feel free to email me or write me if you have something you want to share. I can also be reached via the SDC web site.



A BRIEF HISTORY OF THE SOUTH BEND WATCH COMPANY—CONTINUED

A Studebaker in the Mail

In the 1920s the company offered a "Studebaker" watch on a mail order basis. The Studebaker watches were identical to the South Bend line and were made on the same production line. The Studebaker watch ads of this era did not indicate any connection between the two watches, but instead gave the impression of a separate company. The naming of the watch, however, was an obvious attempt to capitalize on the good name of the famous brothers of Studebaker automobile fame. Most ads carried the following line:

"Directed by members of the Studebaker family—known for three-quarters of a century for fair dealing."

The Studebaker watches were sold on a credit basis and could be purchased with a down payment of only one dollar. With the onset of the Depression, the company found itself with many delinquent accounts and the banks were unwilling to cooperate in those unstable times. This, and the fact the company never switched to production of men's wristwatches was responsible for their eventual demise. On Thanksgiving Eve, Wednesday, November 27, 1929, the nearly 300 employees of the company were notified the plant would be closed until January 1, 1930. The company never reopened.



South Bend Watch Company, maker of Studebaker watches

After the closing, the machinery was eventually sold and liquidation completed in 1933 with creditors being paid off fifty-cents on the dollar. In later years, the old factory building at 1720 Mishawaka Avenue was used for a warehouse, a soft drink bottling plant, an Army reserve center and various other businesses. On July 8, 1957, a fire started in the old factory and destroyed the last evidence of a once world famous factory.

South Bend Watch Grade Numbers

South Bend followed a fairly predictable pattern in the designation of their numbered watch grades. Movement models were assigned a grade number which ranged from 100 to 431. The first digit denotes the size of the watch as follows: 1 - 0s or 6s, 2 - 16s, 3 - 18s, 4 - 12s. The third digit denotes the type of movement: even digit for hunting case movement, and odd digit for open-face movement. So a grade 347, for example, would be an 18-size, open face movement.

	Year	S/N	Year	S/N	Year	S/N
South Bend Watch Company South Bend Watch Serial Numbers and Production Dates Total Production: Approx. 1.2 Million Watches Year and S/N	1903	380,501	1912	715,000	1921	975,000
	1904	390,000	1913	765,000	1922	1,000,000
	1905	405,000	1914	800,000	1923	1,035,000
	1906	425,000	1915	820,000	1924	1,070,000
	1907	460,000	1916	840,000	1925	1,105,000
	1908	500,000	1917	860,000	1926	1,140,000
	1909	550,000	1918	880,000	1927	1,175,000
	1910	600,000	1919	905,000	1928	1,210,000
	1911	660,000	1920	935,000	1929	1,240,000

Re-printing of this article was granted by the Renaissance Watch Repair Co. in Bellevue, WA .

MEMBER SUBMISSIONS—TERRY LEWIS, HIS GIFT OF A STUDEBAKER WATCH, AND CHUCK STANFORD, ARIZONA DAILY STAR ADVERTISEMENT WITH A PAST EVENT WITH THE SAC DINER'S CLUB!

My Christmas Gift by Terry Lewis

On my birthday in 1968 I enlisted in the Marine Corp. I started boot camp October 31, 1968, so I was in boot camp over Christmas. I had written my parents and told them not to send me anything for Christmas because the drill instructors did not like it. So, because my Dad was into Studebakers as well as myself, they bought me this Studebaker watch for Christmas and saved it for me until I could take it.

From the Editor: The idea for the Studebaker Watch publication and asking Terry to give me pictures of his Studebaker watch came from a conversation that I had with Terry when we were sitting together at The Spotted Bull in Vail, Arizona. We were dining at the Spotted Bull for Drive your Studebaker Day almost two years ago. Unfortunately, the restaurant has since closed. Terry mentioned to me that he had been given a Studebaker watch by his family. At the time, I wasn't aware that Studebaker also made a watch. Now I am on the hunt for my very own Studebaker watch!



Photo by Terry Lewis



Photo by Terry Lewis



Photo by Terry Lewis

Studebaker Mechanisms at Work!

The Beautiful 1968 Christmas Gift

Terry Lewis's Studebaker Watch Collection

The Luncheon at Casa del Rio May 28, 2020

Thirteen members attended the luncheon at Casa del Rio, a very well known, Mexican Restaurant on Tucson's Eastside. The meals were very good! Members and Studebaker cars driven included: Randy Goble; Michael Hodges; John L. Lewis, 1961 Hawk; Bob Miles with brother, Tim Miles; Arrie and Archer Rankin, 1963 Champ; Dusty Rivers, 1950 Land Cruiser; Bruce Sandburg and Delores Shurtz; Gloria Schmetzer; and Chuck and Louise Stanford. Thank you John L. Lewis for arranging another fabulous get-together!



Photo by Gloria Schmetzer

Arrie Rankin's '63 Champ Pick-up



Photo by Gloria Schmetzer

Dusty Ray Arizona Rivers with his '50 Land Cruiser and John Lewis's '61 Hawk

The Arizona Daily Star.

Advertisement for C. T. Etchells, Sole Agent for the Celebrated Studebaker Wagon. Shop, Cor. Pearl and Congress Sts. Wholesale and Retail Dealer in all kinds of Wagon Material. Wagon and Carriage Repository, Congress Street, one Door East of Hudson & Co.'s Bank.



An interesting submission from our Treasurer, Chuck Stanford.

MEMBER SUBMISSIONS BY STEVE GILSDORF AND GLORIA SCHMETZER AND ODDS 'N' ENDS

**RARE ARIZONA HAWK SPOTTED IN COLORADO
HIGH MOUNTAIN VALLEY
by Steve Gilsdorf**

A rare silver hawk from Arizona (hawkus silverus studebakerus) has been spotted several times in Colorado's Wet Mountain Valley.

Local residents and bird watchers have been thrilled to see this colorful hawk flying around various locations in the valley.

Local bird-watching guru that although Arnie Thaaloejist stated that although the hawk has been tagged in Arizona, it is a welcome summer visitor to Colorado's Wet Mountain Valley. He commented, "we have some of the best scenery in the west, but this rarely seen hawk, especially with it's bright red and white plumage, adds another colorful sight to our beautiful valley."



ODDS 'N' ENDS BY PETE YUEN

FIRE EXTINGUISHERS

FIRE EXTINGUISHERS There are recommendations that each house, garage or workshop and cars be equipped with a fire extinguisher. Many people will have a fire extinguisher in their homes and some will have it in their cars but they should not overlook in having one in the garage/workshop too. Most of the fire extinguishers will have "A B C" ratings that are used in our homes. These fire extinguishers are effective for extinguishing fires in paper, liquids and electrical. The most popular domestic fire extinguishers are the dry powder type, effective, but leaves a flour-like or baking soda-like residue. There are CO2 and Halon in some fire extinguishers which does not leave a residue, but they cost more than the dry powder type. At one time, I believe that the Halon fire extinguishers were banned due to belief that the halon when directed at a fire would cause a toxic gas. This may not be, so as presently, they are an available item on the internet. The CO2 and Halon units could likely be stored vertically or horizontally, but the dry powder type, I believe should be stowed in the upright position. As time goes by, it may be a good idea to invert the dry powder unit and strike it a few times with a plastic hammer, wooden mallet or with the wooden handle of a hammer to loosen the powder. Vibration and time causes the powder to pack so any dry powder as used in a car or especially on a forklift truck will potentially have this problem. If the powder is packed in the fire extinguisher, only little of the powder is expelled along with the propellant when it is used. It is the powder that extinguishes the fire so you do not want to hear just a "WHOOSH" without much powder. The down side of using a dry powder fire extinguisher in a car is that it is messy and some even say that the powder causes corrosion on the wiring connections over a period of time.

**My Quarantine Time Working on the '63 Hawk
By Gloria Schmetzer**



Started cutting floor pans. Then the shaping, welding and grinding. Heat and sound barriers come next....

SUSAN LUSTED, OF "WHAT'S HAPPENING" IN TURNING WHEELS MAGAZINE, FORWARDED AN ARTICLE ABOUT PACKAGING STUDEBAKERS**Packaging air is a waste of money!**

Packaging technique is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000 square foot dockside plant in Hamilton, Ontario, where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content "cube" to anyone in or around the shipping business. And the reason is elementary, the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping Model Y sedans to Israel, South Africa and Australia.

Studebaker in the U.S. has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

The economics of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lbs.

Parts are delivered to the dockside operation from Studebaker's Hamilton plant and from the latter company's suppliers, working to a schedule formulated by the packing company and Studebaker.



As much space as possible is being used here by packing between frames. Items, such as, springs, tubing, hubs and drums with bags of components.

**FORWARDED ARTICLE ABOUT PACKAGING STUDEBAKERS:
REPRINTED FROM CANADIAN PACKAGING, MARCH 1965**

Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

All crates used by the company have plywood facing and tops, with bottom construction of 7/8 x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using 1-1/4 in. plain and perforated and 3/8 in. banding supplied by Acme Steel co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant, but to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate — eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

For framing components, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

For critical components — clocks, speedometers, voltage regulators, etc. — added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes, which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted, but weighed, using a Toledo over-and-under scale.

When a shipment is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

Illustrating the efficiency of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. and total delivery during the period amounted to 2,500 vehicles.



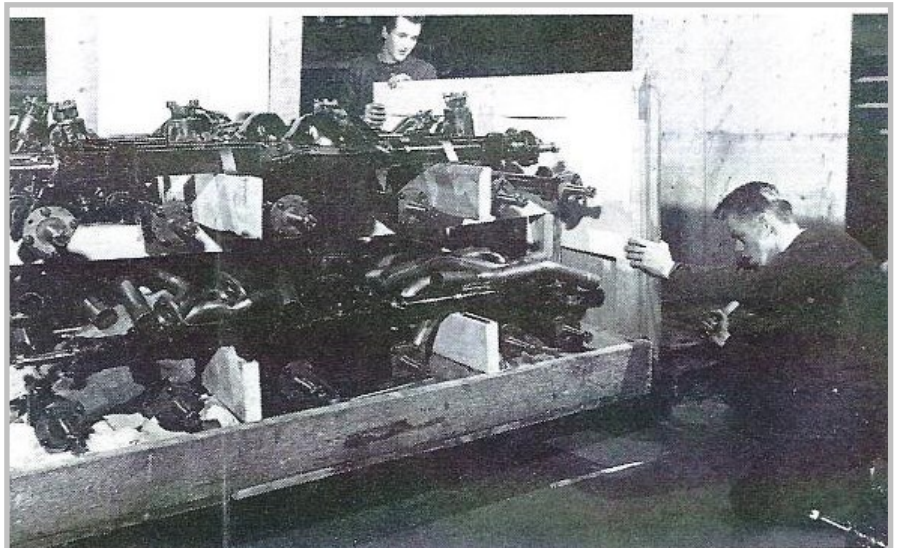
Panels share crate with cables, other parts



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.



Here's another example of how various car parts are packed to conserve space in crates.



STUDEBAKER ADS ~ WANTED AND FOR SALE OR TRADE



Wanted: For a 1951 Starlight Coupe: good steel grill bullet (50), good radio, wheel covers and spotlight. Call Lowell Jensen: 928-965-3104, ljensentuna@gmail.com

Wanted: 1957- 1959 Silver Hawk. Contact Connie Olsen: 702-540-6218, house@go-olsen.com

SALE!! SAC/SDC Men's Polo Shirts (two each small only) and Ladies' style in mint green and one in blue (seven large and seven small) polo shirts \$10.00 each. I will bring extra rosters and newsletters to all club events. Chapter name tags in either pin or magnetic type are \$10.87 for one or \$18.48 for two. Chuck Stanford at 520-888-1563 or cstanford2@cox.net

For Sale: Studebaker models: beautiful '57 Studebaker Golden Hawk model in original box like new and a Studebaker transport truck, \$60.00 each. Call Joyce Mooney at 520-977-7864

For Sale: 1938 Commander State Sedan and 1960 Champ PU. Chuck Stanford 520-888-1563 or cstanford2@cox.net

For Sale: '50 Commander Starlight coupe, good builder, '52 Commander, '51 Commander parts cars. Parts cars and builders price depends on condition. **Parts cars would consider free if you move!** Call Marilyn 520-237-1442.

For Sale: Two Hawks in Show Low, AZ. The black one is a V8 with auto, the blue one is a six with a stick. Both turned over today, but did not start. They are advertised on Craig's List. Call Arvel Adams, 928-205-8445.



**For Beautiful Studebaker
Steering Wheel Covers**

Contact

Marj Scooros

marjsbaubles@yahoo.com

One for \$20.00, two or more \$15.00 each.

For orders, the diameter of the steering wheel is needed along with the year, model and color of the car.



Photo by Ann Pearson

For Sale:

245 Commander 6 \$150.00

T86 overdrive transmission. From '50 Commander \$150.00

'56 Golden Hawk left side fiberglass fin \$50.00

GT Hawk headliner bows, very nice \$75.00 for full set

Parting out '56 1/2 ton C-Cab truck. Only thing left is the cab, rolling frame.

Studebaker 1/2 ton brake drums \$50.00 each

Studebaker V8 Valley pans \$5.00 each

2R5 truck Champ 6 bellhousing \$40.00

'51 Commander left front door \$45.00

'51 Commander right rear door \$45.00

GT Hawk front bumper \$40.00

'62 Lark grill \$40.00 very nice

'53 sedan trunk lid \$40.00

'62-'64 GT Hawk complete set good glass in chrome frames: wing windows and side glass

Hawk and coupe center pan for bucket seats and mounting for counsel \$40.00

'59-'60 Lark or '60-'64 Champ truck hood \$50.00

'59-'60 Lark trunk lid, \$35.00 good condition

'60-'64 Champ truck left door \$50.00

'62 Lark Station Wagon upper tailgate \$50.00

'62 Lark rear quarters \$75.00 for both or \$40.00 each no rust

'63 Lark 4 door front doors \$50.00 each

'63 Lark rear doors for a Wagonaire or 4-dr sedan \$35.00 each

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. Call Jerry Kaiser at 520-979-0065 or email studeblu@gmail.com

For Sale: 6 New Tan Studebaker seatbelts with Studebaker emblem, with all hardware. \$30.00 each. Email John L. Lewis at, lewishoot@cox.net or call 520-954-0904

For Sale: 1921 Packard Single Six, 3 Studebaker 2 door Special Six, 1927 Studebaker 4 door and lots of Hawk parts. For more information, call John Nuell, a friend of a member, 289-441-1545.

For Sale: 1951 Studebaker 2R6 Truck. Not running and lots of surface rust. The body is solid for a seventy year-old truck. Minor rust is through spots in the front fenders and floor board. It comes with an extra bed and extra front fenders. In addition, it comes with an S-10 chassis. This truck would be a great project to restore or a hot rod. All of the glass is broken. Located in Tucson, AZ. Call Terry or Debbie at 520-403-9011

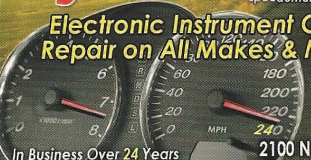
***Notice: John L. Lewis sent around a reminder that everyone should have an approved fire extinguisher displayed a front wheel during all meets in the future. As required 1, 2017, the SDC requires a minimum of a LU type 1-1-A:10-B:C would be much better for added protectio




SPONSORS AND CRUISE NIGHTS

AFR COLLISION and REFINISH CENTER
Excellence guaranteed!
AMERICAN-PRIDE

 530 North 7th Avenue
 Tucson, Arizona 85705
David Cleveland 520-622-5919

Please Don't Drink Then Drive
TJ'S Speedometer Repair
"Tucson's Speed Needs Specialists"
 Have you had your speedometer checked lately?
Electronic Instrument Cluster Repair on All Makes & Models

520.882.2000
520.304.0242
 In Business Over 24 Years 2100 N. Stone Ave. Tucson, AZ 85705


ANDY'S AMERICAN GLASS
Andy Wilson
 Owner
 01/21
 Auto • Residential • Commercial
 3653 N. 1ST AVENUE
 TUCSON AZ 85719
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 For all your printing needs, stop in at Creative Printers, 2729 E. Grant Road, Tucson, or call 520.881.6572. Thanks Randy Goble, SDC member.
 Thanks to Randy Goble, SDC member and printer.

For SAC Member recommended Sales and Services, call our local sponsors first.

Tucson Cruise Nights and Car Shows

Mondays: Freddy's, 7120 E. Broadway, Tucson, AZ. Please refer to the website: <http://www.cruisinarizona.com/cruisenites.htm> (Not having Cruise Nights now)

Wednesday Night Cruise-In, Cruise In at Hotrods Old Vail, 10500 East Old Vail Road, Tucson, AZ. (Cancelled for the year)

Thursdays: Freddy's Frozen Custard & Steakburger weekly Cruise-In, 3725 West Orange Grove Rd., Marana, AZ, 5:30 p.m. to 8:00 p.m. or longer, 520-989-0314. If you are wearing a Freddy's cap or shirt, you will receive a free ice cream.

Fridays: Freddy's Frozen Custard Cruise-In & Car Show, Free custard, 11143 N. Oracle Road, Oro Valley, AZ, 4:00 p.m. to 9:00 p.m., 520-989-0067. They also have a car show the last Saturday of every month from 6:00 p.m. to 9:00 p.m. It is hosted by Obsessions Car Club and trophies are awarded. There is no Friday show when there is a Saturday show of that week.

Little Anthony's website for future car shows: <https://littleanthonysdiner.com/car-shows>

Arizona Car Shows | AutoCarShow.Events <https://autocarshow.events/car-shows/united-states/arizona/>

For more fun events go to: <http://www.carnuts.org> And in the state of AZ: <http://www.cruisinarizona.com/>

Speedway Antique Mall Cruise-In Nights, 5045 East Speedway Blvd., Tucson, Arizona: Cars usually start showing up at 4:30 p.m. Actual start time is 6:00 p.m. to 9:00 p.m. **Second Saturdays of the month.** Call Ray for information at 520-404-5090.

The Gaslight Music Hall in Oro Valley. Please check the website for future dates, email heather.gaslight@gmail.com. (Nothing scheduled at this time.)

Social Distancing and face masks are requested at those businesses where cruise nights are still occurring.

MEMBERSHIP APPLICATION

The Southern Arizona Chapter Studebaker Drivers Club is dedicated to the preservation, restoration, pride of owning and the joy of driving fine Studebakers; and to providing assistance on a local level to the National Studebaker Drivers Club, Inc. You DO NOT have to be a Studebaker owner to join; however, for insurance purposes, membership is required in the National Studebaker Drivers Club. SDC was founded in 1962 and has approximately 13,000 members worldwide. *Turning Wheels* is the monthly magazine of the SDC. *The Copper Starlight* is the Southern Arizona Chapter's official publication and is published every other month. Subscriptions are included in club membership dues.



Membership Application Studebaker Drivers Club

To join SDC complete application, send with \$29.00 check or money order in US Funds to:

The Studebaker Drivers Club, Inc
PO Box 1715
Maple Grove, MN 55311-6715

Or use VISA or MasterCard and call 763-420-7829 or Fax 763-420-7849 or e-mail: sdccornerstonereg.com for information. Or visit: www.studebakerdriversclub.com Call or write with change of address. Give two months notice. DO NOT Send ADS with your membership; but send ADS to Turning Wheels Editor. All members of local SDC chapters must also be national SDC members.

Name _____

Spouse _____ Birthdates _____

Address _____

City _____ State _____ Zip _____

No. _____ Expires _____

Signature _____

VISA MasterCard

Renewal on subsequent years is \$36.00

How to become a Member: 1) Complete the membership application below. 2) Write a check or money order for \$15 for a full year, payable to Southern Arizona Chapter, SDC. This includes an e-mailed copy of The Copper Starlight. An additional charge of \$3.00 required for a mailed copy of the newsletter. 3) Enclose an additional \$29.00 if you are a new SDC member or \$36.00 if you are a returning member of SDC. 4) Mail to Membership Director:

Southern Arizona Chapter of
The Studebaker Drivers Club
PO Box 12913
Tucson, AZ 85732

Application Form Southern Arizona Chapter Studebaker Drivers Club

National SDC Member # _____ Expires: _____

You must be a member of SDC to join SAC. This application will not be accepted without your Studebaker Drivers Club National Number.

Name: _____ Spouse: _____

Other family members: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____

email: _____

Birthdays: _____

Wedding anniversary: _____

If new member, referred by: _____

Studebakers owned: (Year/Model/Body Style & any comments) _____

I am willing to help my club in the following ways:

- Call people with club information
- Bring cookies or snacks
- Host a gathering
- Call me & I'll help
- Mail out newsletters
- Other
- Make arrangements for tour/location/meeting place