



# The Copper Starlight

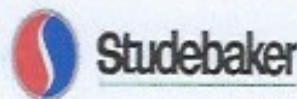
Bi-Monthly Newsletter of the Southern Arizona Chapter of the Studebaker Drivers Club

SEPTEMBER/OCTOBER 2020

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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 Scooros

## Toto is not in Kansas Anymore

by Bob Miles

We all have stories about getting a new Studebaker added to our collection. This is my latest and interesting story. Hope you like it. Those that know me, it seems typical of what happens to me when getting the next car.

It started in late March, just as I was laid off from my hotel job. Having free time is not always the best, as I have found that I can go down a path that I did not anticipate. I found an ad while searching on Craigslist under Studebaker around the country, a model that I had once owned and was similar to the model that my father bought new when I was a four-year-old boy. This was a 1956 Studebaker President Classic, the top 4-door sedan offered that year. This was different as it had a 3-speed overdrive upgraded manual transmission. The standard models had a T-86, but the 1956 Golden Hawk and President Classic had a heavy duty T-85.

Contacting by Craigslist was only through the email as there was no contact phone number. After a few days of back and forth emails, I discovered that the sale was being conducted by a third party. This should have rung an alarm bell, but the pictures looked good and I did really want that model. Most 1956 President Classics came with Flight O' Matic, but I prefer an overdrive Studebaker. Remember, this was late March/early April. The ups and downs of this transaction are too numerous to list in this story. Suffice to say, this transaction was the most frustrating I have ever undertaken.

Finally the title problem was solved. The third party seemed to have trouble understanding my concern and was always talking about their animals and other things when I called. Finally, I said contact me when the title was resolved. That call came on June 25. I made airline reservations. I had hopes of flying in



1956 Right Side



1956 Left Side

and driving back, but made a round trip reservation. I arrived in Wichita at my hotel around 9:00 p.m. The next day, I made the trip to out in the middle of nowhere. The car was in a round barn. On first sight, I could see the pictures and description were not quite honest. The hood had flown up and was tied down. When I opened the hood, I saw the latch in the lower air dam was completely missing.

(Continued on page 8)

**Birthday Wishes****September**

- 6 Steven Fine
- 6 Jim Hill
- 8 Jenny Miles
- 8 Diana Naugle Carson
- 9 Chuck Collins
- 9 Terry Lewis
- 10 Barbara Olsen
- 21 Barbara Angerhofer
- 22 Chuck Stanford
- 30 Gail Ault
- 30 Archer Rankin

**October**

- 1 Bob Loshbough
- 1 Suzanne Fort
- 2 Gloria Schmetzer
- 3 Edwin Nelson
- 4 Dee Northington
- 4 Joe McKee
- 10 Keith Ambs
- 10 Violet Borens
- 15 Larry Northington
- 16 Barry Hackney
- 18 Colin Fort
- 22 Gloria Bodle

**Anniversaries****September**

- 9 Chuck & Louise Stanford
- 9 Mike & Violet Borens

**October**

- 13 Bruce & Gilda Eneboe
- 31 Gary and Pamela Pryor

**MESSAGE FROM OUR PRESIDENT:**

Just arrived home from the Hungry Fox Restaurant where we actually finished a nice lunch and the Business meeting in the allowed time frame. I never heard so much talk about crispy fries. Thanks to everyone for coming prepared and having the meeting go so smoothly. Thank you to our Webmistress, Marj Scooros for bringing home-baked cookies to the meeting for dessert. (See her recipe in this issue.) Also, thank you to our Treasurer, Chuck Stanford for the new membership roster.

Upcoming events such as Drive Your Studebaker Day have been outlined in the newsletter calendar, so please check out any changes that have been made. With all the places that are still closed down, John L. has worked so hard to find us some things to do.

Stay cool and healthy!

*Randy*



Randy Goble

**From the Editor:**

Dear Members:

I am so lucky to have been able to go to the last two Board Meetings at the Hungry Fox. It was fun visiting with everyone. I am looking so forward to going on our drive to Sonoita on September 12, 2020 for Drive Your Studebaker Day. I hope to have my Hawk up and running. Randy and John L. have been working on it.

Thanks to June Kaiser and Donna Goble for proofreading. Thanks also to Jay Bodle, Fred Gooch, Bob Miles, Mary Powell McConnell, Gloria Schmetzer, and Marj Scooros 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

**IN MEMORIAM**

Pam Hackney  
wife of Barry Hackney

Dean Carson  
father of Terry Carson

**THOUGHTS AND PRAYERS**

Lance Angerhofer  
Keith Muske  
Mary Powell-McConnell  
Rosalie Torske

**NEW MEMBERS**

Jay Bodle  
Brock Cureton  
Edwin and Joshua Nelson

## UPCOMING EVENTS/SOUTHERN AZ CHAPTER OTHER AUTO RELATED EVENTS

Mondays, September 21, October 19,  
November 16 and December 21, 2020

Saturday, September 12, 2020

Thursday, September 24, 2020

Tuesday, October 6, 2020

Saturday, October 31, 2020

Sunday, November 15, 2020

Saturday, December 5, 2020

**Board Meetings:** 11:30 a.m., Hungry Fox Restaurant, 4637 E. Broadway, Tucson, AZ. 520-325-2635

**Drive your Studebaker Day and Membership Appreciation Day:** This year we will have our lunch at The Steakout Restaurant and Saloon in Sonoita, AZ, 3200 S. Sonoita Highway, 520-572-1300. Lunch will be at 11:30 a.m., and plan to be there about 11:00 a.m. for some fire kicking before we head inside for lunch. Those of you that want to caravan, we will meet at I-10 and Highway 83, south of the off ramp and on the west side of the road. Meet there at 9:45 a.m. and depart at 10:00 a.m. Those of you folks that want to meet us in Sonoita, take I-10 East from Houghton Rd. to mile marker 281 and go South on Highway 83 to Sonoita, 25 miles. The Steakout is on the southeast corner at the crossroads of Highways 82 and 83. Pack some water for the trip is usually up on this special day. Guy Atchley, our trusty photographer, will be our guest for picture taking, and hope to get them published in The Turning Wheels this year. The meeting room in The Steakout holds 60 people, so we can spread out if we are still fighting the COVID-19, so we can be rather safe. We have a number of new members, so let's welcome them to our Chapter. Let's get them Studebakers cranked up, and waxed up for a nice ride on the 12th. This year we are doing something a little different from years past, to free up Chuck Stanford, who always pays our tab. This year, we will give out \$20.00 to each attendee as you arrive, so you can order and pay on your own for what ever you want to eat for the day. The menu that John L. Lewis e-mailed out to you on August 18th is a little costly; however, they have burgers and other items that are less expensive. Just Google [www.steakout.com](http://www.steakout.com) and check out their website. Please RSVP John L. Lewis [lwishool@cox.net](mailto:lwishool@cox.net) or call 520-954-2044 if you plan to attend this event.

**Lunch at Kappy's Bar and Sandwich Place:** 11:30 a.m., 2190 North Wilmot Road, Tucson, AZ, 520-295-9500. It is located south of Mercedes Benz of Tucson and Costco, south of Grant Road. Please RSVP John L. Lewis @ [lwishool@cox.net](mailto:lwishool@cox.net) or call 520-954-0604.

**Lunch at VFW Post #549:** 11:30 p.m., 8424 E. Old Spanish Trail, at the corner of Broadway where it comes to the T. Two tacos, rice and beans for \$5.00, and can order a drink from the bar. RSVP John L. Lewis [lwishool@cox.net](mailto:lwishool@cox.net), 520-954-0904.

**Halloween!**

**Thanksgiving Pot Luck:** Arrive before 12:00 p.m. at the home of John L. Lewis, 210 N. Eastern 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 520-465-9673. Please call Bob by November 10th to discuss what you would like to bring.

**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, 520-885-9248. The same rows have been booked as last year. 60 seats are available. Seniors, military and students are \$23.00, adults are \$25.00, and kids are \$15.00. Please contact Chuck Stanford at 520-888-1563 or [csstanford@cox.net](mailto:csstanford@cox.net).

## STUDE BAKER RECIPES

From the Recipes of  
The Champ Stude-Baker  
Marj Scooros

Chocolate, Chocolate Chip Cookies

1 cup Soft Butter ) cream  
1-1-2 cups White Sugar ) together  
2 eggs add one at a time  
2 tsp Vanilla Extract add

Combine then add:

1-2/3 cups All Purpose Flour  
2/3 cup Cocoa  
3/4 tsp Baking Soda  
1/4 tsp Salt



Add 2 cups of Chocolate Chips, Peanut Butter Chips or White Chocolate Chips or any combination of the above and chopped walnuts or pecans or macadamia nuts.

You are the awesome driver of these versatile cookies. I've even been known to substitute Peanut Butter Powder for the cocoa. (See photo)

Using a medium scoop, place on un-greased, silicone matted cookie sheet. I get 1 dozen to a sheet on 2 cookie sheets. No need to flatten, they flatten nicely on their own. Bake in pre-heated 350 degree oven for 15 minutes or until the top is not shiny. For a Convection oven: pre-heated 235 degree oven for 10 minutes or until the top is not shiny. Cool for 10 minutes, then place on a cooling rack until cold. These freeze well.



The peanut butter cookies spread a bit more than the chocolate using the same scoop. Anywhere from 2-1/2" to 3+."

## NEW MEMBERS, NEW CARS AND INTERESTING WEBSITES AND VIDEOS

## Gary Pryor

It was 66 years ago that my parents purchased this brand new 1954 Studebaker Champion in Richmond, California. I know it was the first new car my parents had ever owned and over the next almost eight years, we made many family trips. By my father's records, it had 100,682 miles on it when a bill of sale shows that my father purchased a 1962 Lark engine on July 26, 1962 from a wrecking yard for \$234, which he then put in to replace the original. I had just graduated from high school the month before and was going off to college in September and they were going to drive me to school some 2,000 miles away in Missouri.

Two years later, I was back in California, going to school at Berkeley and I remember driving the car to get my license and driving it to football games, but the car wasn't driven much during these times. My parents had other cars, and in 1966, I got my first car, a '64 Mustang. The Stude was garaged and just not driven. The last registration I have found was for 1971, so it definitely wasn't driven after that. It became the family heirloom. After sitting in a shop from 2008, where some work was done on it, until last year, I finally got it over here to Arizona, where I got a mechanic experienced with Studebakers to get it running. He was amazed that it started right up. Of course, he had to first clean out the rat's nest from the gas tank that I had had reconditioned just a few years before. And, I told him, why wouldn't it start up and sound so good? It hasn't been run in about 50 years. So that is the story behind my '54 Stude.

My own story after college was a motorcycle tour of Europe, getting drafted into the Marines, delivering mail for 31 years, and retiring twice during which I've been married twice for a total of 40 years, and now find myself in the best place I've ever lived. (Makes me exhausted just thinking about it!)



Gary Pryor and his 1954 Champion

## New Members and New Cars and New Parts of Old Cars in the SAC

by Ann Pearson

As Seen in the Parking Lot of the Hungry Fox, the Board Meeting Site.



Sub Miles' new 1956 President Classic parked in front of the Hungry Fox, See page 1



Edwin Nelson and Grandpa's Golden Hawk and a new hood for Gloria Schreiner's '53 GT Hawk.

## INTERESTING WEBSITES AND VIDEOS

SAC website: <http://soazsdc.org/>The Grand Canyon Chapter of the SDC: [www.grandcanyonsdc.com](http://www.grandcanyonsdc.com)Chapter email: [so.arizona.sdc@aol.com](mailto:so.arizona.sdc@aol.com)

The Studebaker Museum

[www.studebakermuseum.org/](http://www.studebakermuseum.org/)**Studebaker Spotlight**[info@studebakermuseum.org](mailto:info@studebakermuseum.org)Classic Enterprises <https://tinyurl.com/y6jactlo>'53 Studebaker <https://www.youtube.com/watch?v=mg7uJcgJug>Clean your Engine <https://tinyurl.com/yxzwfzv>Antique Automotive Club of America <https://tinyurl.com/y5ponoef>

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=mg7uJcgJug>

"1958 Buick Limited Convertible "The Chrome King" in Black &amp; Ride - My Car Story with Lou Costabile"

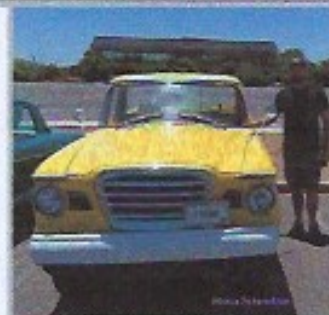
<https://youtu.be/Q10yNkJ8FK0>

PAST EVENT AND MEMBER CONTRIBUTION

**A Luncheon at Coco's Restaurant**

by Ann Pearson

Ten SAC members attended breakfast at Coco's Restaurant in Tucson on June 25, 2020. Members and Studebakers driven included: Jay Bodle; Michael Hodges; John L. Lewis, '61 Hawk; Bob Miles; Arrie and Archer Rankin, '63 Champ; Bruce Sandburg and Delores Shurtz; Marj Scoroos; and Paul Storm, '62 Lark. A good time was had by all. Thank you John L. Lewis for arranging this luncheon.



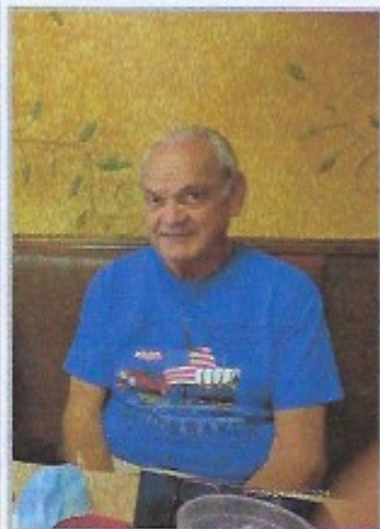
Arrie Rankin and his '63



L-R John L. Lewis and Bob Miles



L-R Paul Storm's '62 Lark, Arrie Rankin's '63 Champ and John L. Lewis's '61 Hawk



John L. Lewis

**Breakfast at KG's Cafe  
August 20, 2020**



L-R Bruce Sandburg, Delores Shurtz, Michael Hodges and Bob Miles



Fred and Nora Gooch

## MEMBER SUBMISSION: FRED GOOCH AND ARTICLE WRITTEN BY WOODSON ALLEN

### The Beginning Career of the 1923 Sheriff's Special by Fred Gooch



Fred Gooch  
Historian

In 1923, the Pima County Sheriff's Department was one of the first Arizona counties to discover the benefits of the Studebaker (speed, durability, ease of repair, gas mileage and price, etc.) and purchased one to catch criminals with. They were so successful at this that Pima County had to put a 24 hour guard on the car as criminals tried to steal it and possibly tried to burn it one time.

Walter Bailey, Ed Echoles, Tom Mix and Will Rogers were friends and made hunting and fishing trips to Mexico in the '23 after the car was retired from Public Service and Walter Bailey owned the car.

Woodson Allen (Woody) purchased the car after Walter Bailey passed away. Woody Allen probably loved the '23 more than any other Studebaker he had and before he died, Woody had a picture of the '23 engraved on his headstone.

When rebuilding the '23 for use as a work vehicle, there were no top covers. A top was essential to keep the intense Arizona heat off the driver and interior, plus Woody intended to transport timber for the construction of his mansion on the top.

### NO ORDINARY SHERIFF'S CAR

by Woodson Allen

The 1923 Studebaker "Big Six Sheriff's Special," now on display at the Arizona Historical Society, 949 E. Second St., was beautifully photographed by Bruce McClelland of the Arizona Daily Star and appeared in the Sunday edition January 19, 1987. The following is a resume of the history of the car over the past thirty-nine years. I feel qualified in writing this since I owned, restored, and drove it for some thirty-three years.

I purchased the Studebaker from the L & M used car lot at 1046 East Broadway in the summer of 1948. I paid \$197.16 for the car, which I thought was too much considering its condition, but being a Studebaker, I couldn't resist! Although mechanically sound with fair, but original leather upholstery, it was quite evident that the car had been used and abused. The owner of the used car lot, one Therman Folgate, told me he purchased it from the widow of the former Pima County Sheriff, Walter Bailey. It did not take long to confirm this as old registration certificates were found in one of the door pockets along with empty 30-30 cartridges and some miscellaneous deep sea fish hooks, etc. Thanks to the help of Yndia Moore at the Historical Society we located some old photo albums with pictures of Walter Bailey and Harold Bell Wright standing beside the Studebaker, thus confirming its heritage.

It was my understanding that Walter Bailey purchased the car from the Sheriff's Dept. when they retired it in 1937. In its official capac-

ity, the "Big Six" was used by the Pima County Sheriff's Dept. from 1923 through 1937, principally from Tucson to the Mount Lemmon Prison Camp.

In the Fall of 1948, I was parked in front of the Southern Arizona Bank, now the First Interstate, and as I left the bank, an elderly gentleman in Western attire approached me and asked "Where did you get Walter Bailey's Studebaker?" I was surprised at the question. He introduced himself as Ed Echoles, former Sheriff of Pima County. He proceeded to tell me of the many trips he and Walter Bailey made together hunting and fishing in Old Mexico in the Studebaker. The roads then, and now, left much to be desired.

He said although they carried plenty of supplies and a few parts, they never had any trouble, except for tires. I asked him if he had an idea as to the mileage on the car as the odometer was working and showed some 98,000 miles. He replied, "It most likely has more than 198,000 miles as we used it daily back and forth to the Mount Lemmon Prison Camp." This I well believed as the brake pedal cross hatchings were worn smooth and the aluminum throttle was worn down to the post. I later replaced both.

My idea of purchasing the car was essentially to take the burden off my 1942 President Skyway, which I was using daily between Tucson and Cortaro, where we were involved in building a ranch house and four small adobe guest houses. At that time, there were no roads west of Silverbell Road except for a private road to the Lazy K Bar Guest Ranch, so I had to build my own road mostly by hand. I used the "Big Six" for hauling building materials to the job site, cement in the back seat, doors, lumber, etc. on the roof. I don't recall how many miles I drove the car, but I used it daily for more than six months until I blew my last 33 x 4-1/2 tire.

The front disc wheels were cut down to 19" to fit the ever popular tire used on Model "A" Fords. One side mount was for a 33 x 4-1/2 tire, the other for the Model "A" tire. After this, I "retired" the car to an old adobe shed and it wasn't long before the desert heat, rodents, etc. took their toll. In 1963, tires became available, so I decided to restore it. We had no garage, so I did most of the work outside. Nothing was done to the engine. All the time I drove the car it was absolutely trouble-free! The "restoration" culminated in a beautiful lacquer paint job by the renowned Charlie Hall. Lack of funds prevented me from replacing the original leather, so I settled for Naughyde.



(Continued on page 7)

## MEMBER CONTRIBUTION: THE 1923 STUDEBAKER BIG SIX CONTINUED, NAMES IN THE NEWS AND THE DESERT ARK

In 1964, my wife, Kitty, and I drove the car to Colorado Springs, Colorado where we met life long friends, Dr. and Mrs. Robert Cummings from La Jolla, California, who joined us on the Glidden tour. There were some 265 cars from all parts of the country. Our headquarters were in the famous Broadmoor Hotel. We made a number of short tours in the area of Denver, but the ultimate test was "Pike's Peak or Bust!" Although I had great confidence in the Studebaker, I was somewhat apprehensive about "Pike's Peak" because I was not much of a mechanic. The evening before the infamous climb, I went to a local old-time garage to adjust my brakes. There was a great diversity of opinion about climbing the "Peak." Many proud owners of such gorgeous cars, such as, Pierce Arrows, Locomobiles, Packards, Lincolns, and Dusenburgs declined. Since the objective of the Glidden Tour was Pikes Peak, with a special plaque awarded to those who made it, we decided to give it a try. I'll never forget the owner of the garage, a man in his late seventies. He said, "Young fellow, it's a funny thing about that old mountain. If your car 'balks' during the first part of the trek, forget it! You'll never make it!" The next morning Kitty and I left with about twenty-five dedicated mountain climbers for the greatest of all endurance tests.

We got as far as the toll gate and the "Big Six" said No. I pulled off to one side and headed down hill. She didn't want to start. I checked the vacuum tank, timing, and carburetor. All seemed to be in working order, but she refused to start. I said to Kitty, "Let's take the old man's advice and give it up." She agreed and with the help of some on-lookers who gave us a push, we headed back downhill to the Hotel. I put her in high gear and after several backfires, she roared into action. I pulled out the cut-out and turned around and drove all the way to the top, 14,128', stopping only to tie the hood open for more fresh mountain air. During the final mile or so, we were slowed down by Bill Harrah and his Thomas Flyer, which was backing up the mountain. While driving, I took many pictures, including movies. Few cars of any vintage reached the top. The descent was more innervating, having only two wheel brakes, but we made it.

As many of the older members of the H.C.C. know, we made numerous trips to the Grand Canyon and attended many local club functions.

We finally concluded the "Sheriff's Special" should be permanently retired. In November 1981, I drove it for the last time to rest in peace at the Arizona Historical Society in Tucson, Arizona.

Woodson H. Allen

P. O. Box 8

Cortaro, AZ 85652

The article from Woodson H. Allen was previously printed in a past copy of The Copper Starlight.

Label at the Arizona Historical Museum:

### 1923 Studebaker Big Six "Sheriff's Special"

Once owned by the Pima County, Arizona sheriff, this 1923 EK Big Six touring won a foremost place for itself among the world's finest motor cars of the period because of its power, responsiveness and rugged dependability with a minimum of repair and maintenance.

Each Big Six was equipped with an L-head motor of Studebaker design and construction, that developed 60 horsepower with a 3 1/4 inch bore, and five-inch stroke. This restored "Sheriff's Special" is in the collection of Woodson Allen, a noted Studebaker collector and authority of Cortaro, Arizona.

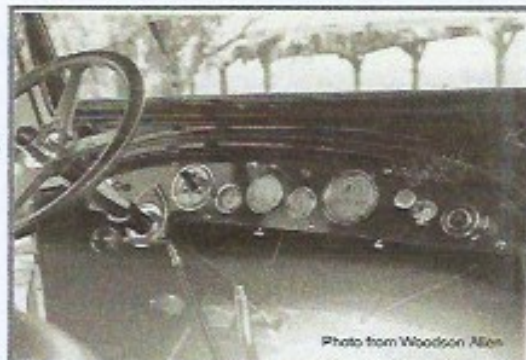


Photo from Woodson Allen

The dash of the 1923 Studebaker Big Six

#### NAMES IN THE NEWS

John L. Lewis

Winner of Little Anthony's  
Best of Show

With his 1961 Hawk  
Saturday, August 15, 2020



#### The Studebaker Desert Ark located under a New Ramada at The Arizona-Sonora Desert Museum



## TECH TIPS PETE YUEN AND MEMBER CONTRIBUTION CONTINUED BY BOB MILES

**ODDS 'N' ENDS by Pete Yuen****Studebaker - First By Far With A Post-War Car**

A new design for the auto industry was introduced to the public by Studebaker for the 1947 market. The design was credited to the Raymond Lowey Design Studios. The design was quite a radical departure from the preceding, conservative models which, had many people at that time suggesting that they did not know which way the car was going. The most likely reason for that statement would be the rear glass of the car. It had nearly as much on the 2 and 4 door sedans and more glass on the rear of the body on the Starlight models than it did on the front windshield. Indeed, there were things within the Studebaker that were coming and going . . .

The '47 Studebaker was a very comfortable riding car for that era. The original plan was for the car to have the torsion-bar front suspension, but due to inadequate supply of the high-quality steel necessary, the front suspension kept the single, transverse wide leaf, multi-layer spring. For the 1950 model, this single leaf front suspension system would be replaced with the more modern independent front suspension. For shock absorbers, it used the now obsolete Houde (brand?), rotary, 2-way with linkage using the longer linkage units for the rear suspension and the shorter linkage for the front suspension. These shock absorbers were adjustable for ride control and repairable, unlike the ones that they gave way to, which is the telescopic type that would be much cheaper to produce than the Houde ones as they were castings and much machine work had to go into their production. The Houde shock absorbers, (Right) would be replaced with the telescopic type in the 1950 model cars which used the independent front wheel suspension with "A" frames. This type of front suspension would be used from the 1950 models right through to the time that last Studebakers were produced in 1966.



Houde shock absorber

Soon to go were the vacuum windshield wipers to be replaced with electric units in the 1951 models. The front grille of the '47-'49 models were made of stainless steel and were the last Studebaker models to have it. Replacements were made of pot metal/chrome or steel/chrome. Even the exterior door handles were made of stainless steel for the '47-'50 Champion models. It seems like Commanders and Land Cruiser models of that period may have used chromed exterior door handles. They were molded, shinier and heavier than the stainless-steel ones that were fabricated.

While Studebaker cars had many innovations, they were not as quick to change over from the 6 volt, positive ground electrical system to the currently used, 12 volt, negative ground system as other brands of cars. The year of the changeover was 1956.

Were there design shortcomings? "Yes," in the writers' opinion: The trunk lid has nice appeal but when it rains, the water sitting on this rear deck is dumped into the trunk compartment when the lid is lifted. Also, in some models, the glass in the front doors are too floppy after some use. When opening and closing the doors, the glass should be fully raised or fully lowered and not in between when shutting the door. Regardless, it is a beautiful car.

**Toto is not in Kansas Anymore (Continued)**

After getting the car, and making payment, I went to get gas. This was a trip back in time: the gas pump was the old mechanical type with the rolling pump showing gas gallons and price. I had not seen one of those in operation for over 30 years. The car would not shift from 1st to 2nd without finesse and the overdrive did not engage. I was given directions to get back to the hotel. Much hand waving was included in the instructions and they were not enough.

After four hours of seeing the Kansas countryside, and calling the hotel, I made it back at 9:00 p.m. The next morning, the transport company was supposed to arrive at 12:00 p.m. and I was to leave at 1:30 p.m. At 9:00 a.m. I called the number of the company, only to find that the order had been canceled. After an hour, I went down to the hotel manager and they agreed to keep the car there at no charge. Mind you this was on July 2nd. I left Wichita at 3:00 p.m. on my way to Dallas.

When landing into Dallas, there was a storm, so the airport was closed. We circled until the storm passed and we could land. Slight problem, I missed my connecting flight to Tucson, and I went to the American Airlines counter. I made reservations for a flight the next day and stayed the night in a hotel with a complimentary shuttle service to transport myself and several other people.

After that, the trip was uneventful. There was another transport company that delivered the car on July 9. Would I do this again? Well once I committed, I did have to follow through. When it is a car you want, seems like, at least with me, you try to be patient. Not sure I would do this again. This is going to be my "halo car" that you don't see every day, and I will admit, the price I paid was under what I could have paid.

Those of you that have seen the car, you can understand that the attached pictures are not indicative of the car I got. As I do things to improve the car, I hope you will enjoy the journey with me.



## STUDEBAKER ADS - WANTED AND FOR SALE OR TRADE

**Wanted:** 1957- 1959 Silver Hawk. Contact Connie Olsen: 702-540-6218, [house@gg-olsen.com](mailto:house@gg-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](mailto: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 and '62 GT Hawk. Chuck Stanford 520-888-1563 or [cstanford2@cox.net](mailto:cstanford2@cox.net)

**For Sale:** '52 Commander 4-door restorable. '52 Commander 4-door, '51 Champion 2-door, '51 Starlight Coupe 2-door, parts cars. Parts cars and builders price depends on condition. Call Marilyn 520-237-1442.

**For Beautiful Studebaker  
Steering Wheel Covers**

Contact

Marj Scooros

[marjsbaubles@yahoo.com](mailto: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.



**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](mailto: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](mailto:lewishoot@cox.net) or call 520-954-0904

**For Sale:** 1921 Packard Single Six, 1923 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.

\*\*\*Notice: John L. Lewis sent around a reminder that everyone should have an approved fire extinguisher displayed at your left front wheel during all meets in the future. As required as of January 1, 2017, the SDC requires a minimum of a LU type 1-A:5B:C, but a 1-A:10-B:C would be much better for added protection.



## SPONSORS AND CRUISE NIGHTS

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 Gilbert, AZ 85208  
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 F: 602-635-1921  
 russ@StudebakerParts.com

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Thanks to Creative Printers, for printing this newsletter.  
 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.camuts.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](mailto:heather.gaslight@gmail.com). Nothing scheduled at this time for car shows.) Concerts will be held on selected evenings. Please check the website.

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: [sdcc@cornerstonereg.com](mailto:sdcc@cornerstonereg.com) for information. Or visit: [www.studebakerdriversclub.com](http://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 and includes 12 issues of The Turning Wheels Magazine.

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