



The Copper Starlight

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

NOVEMBER/DECEMBER 2020

VOLUME 47, ISSUE VI

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- Historian - Fred Gooch
- Newsletter Editor - Ann Pearson
- Appointed Webmaster - Marj Scooros

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by Fred Gooch

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Fred and Nora Gooch



Gary and Pam Pryor and their 1954 Champion



Dusty Ray Arizona Rivers and his 1950 Land Cruiser



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Jerry and June Kaiser in their Deluxe Pick-up

Birthday Wishes

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Covid plus 10 months or something?

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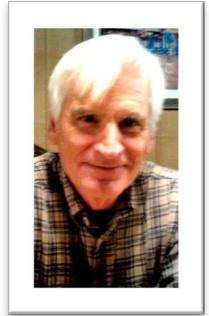
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Well, my coffee is cold and I better get my day started.

Thanks,
Randy



Randy Goble

From the Editor:

Dear Members:

I hope all of you are staying safe and healthy. I am so hopeful that everything will get back to normal soon. I miss seeing so many people. I enjoyed the Breakfast in the Park last week at Agua Caliente Park. We had a good turn out.

Our Board meetings have also been quite lively. We do get a lot of work done as well as visiting with everyone.

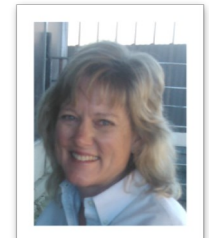
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Thank you to June Kaiser and Donna Goble for proofreading and to Steve and Gail Ault, Fred Gooch, Bob Miles, and Gloria Schmetzer for submissions and photos for the newsletter.

Have a Happy Thanksgiving and Merry Christmas!

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
Sue Aslin
Keith Muske
Mary Powell-McConnell
Rosalie Torske

WELCOME BACK!

Emily Acevedo
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Happy Thanksgiving!

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**From the Recipes of the Champ
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SCONES

- Single batch:
 2 cups + 1 heaping TBSP All Purpose Flour
 3 TBSP Granulated Sugar
 1 rounded TBSP Baking Powder
 1/2 tsp Salt
 5 TBSP Grated Butter
 1/2 cup Dried Blueberries
 1 cup Milk
 1 tsp Vanilla



Combine the flour, salt and baking powder.
 Grate the butter into the flour mixture a little at a time, combining each time until all the butter is incorporated.
 Add the blueberries and disperse throughout.
 Add the vanilla to the milk and then add to the dry mixture.
 Mix with the handle of a kitchen spoon until all the flour is moistened
 Turn out onto floured surface and knead lightly until it is easy to handle, incorporating more flour as necessary. If mixed too long, gluten will form and cause the scones to be tough.
 Drop or roll 3/4 - 1" thick or form into desired shape.
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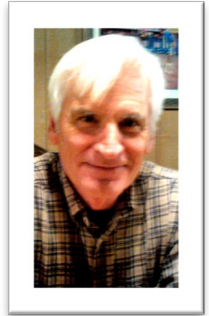
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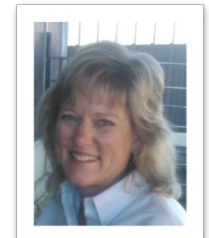
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TECH TIP, MEMBER CONTRIBUTION AND INTERESTING WEBSITES AND VIDEOS

The Oil Breather Cap

by Bob Miles

An **oil breather** system allows this build up of pressure to escape. If this pressure is allowed to build up and is not vented efficiently it can result in **oil** leaks from around the gaskets, crank seals, dipstick tube, and any other engine **oil** seal as the **oil** is effectively blown out by the increased crankcase pressure. Since we don't need to add to any leaks in our **Studebakers**, maintaining a clear oil breather cap is one of the maintenance items to check off.

When I got my '56 home, the first thing I checked was the oil breather cap. The underside with the vent holes was a black completely dirty filter mesh. This is very easy to clean. In a shallow pan, soak part in either gasoline or solvent. Solvent is not as flammable as gasoline but may cost a bit more.

Replacement caps are available at your local **FLAPS** (friendly local auto parts store). You can also find them online as well.



Oil Breather Cap

Our Annual Labor Day Meet

Monday, September 7, 2020

by Steve and Gail Ault

The Annual Studebaker Labor Day Meet has always been a favorite of ours since our first in the late '80s. After crossing Wyoming, northern Minnesota, North Dakota, and arriving in South Dakota, it's been great to see smiling faces. We've got to congratulate the SD Governor who endorsed personal responsibility and freedom in her state.

The meet included a pancake breakfast one day, and coffee and muffins the next plus a bag lunch and, of course, the awards banquet. The Black Hills are a great place for scooters, topless sports cars like our "toad", and Studebakers. We always enjoy the Saturday cruise chasing corners and this was no exception.

We missed our Canadian friends, but enjoyed folks from 10 states: Arizona, Colorado, Iowa, Missouri, Montana, Nebraska, New Mexico, North Dakota, South Dakota, and Wyoming. And then, Sunday's car show brought out 36 Studebakers/Packards. Thanks Dakota Chapter and all the volunteers!!

Steve 'n Gail Ault

(With Jim Hill and Virginia Stuart)



L-R Jim Hill, Steve Ault, Virginia Stuart and Gail Ault

INTERESTING WEBSITES AND VIDEOS

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

International Studebaker Museum

www.studebakermuseum.org**Studebaker Spotlight**info@studebakermuseum.orgAntique Automobile Club of America <http://www.aaca.org/>

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>

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

<https://youtu.be/Ql0yNkJ8FK0>

7 brake system basics you should know

<https://tinyurl.com/y5ky2pf4>5 tips to stay organized in the garage **Hagerty Media**<https://tinyurl.com/y5md5ru2>

PAST EVENTS

Lunch at Kappy's Bar and Sandwich Shop



The Group Filling Two Tables

Fifteen members attended our luncheon at Kappy's on Thursday, September 24, 2020. Members in attendance and Studebakers driven included: Jay Bodle, '49 2R5; Deb Crooks; Lou Fencl, '56 Transtar; Randy Goble, '56 Commander; Mike Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough; Bob Miles; Bruce Sandburg and Delores Shurtz; Gloria Schmetzer, '63 Hawk; Marj Scooros, '50 Champion; and Chuck and Louise Stanford.

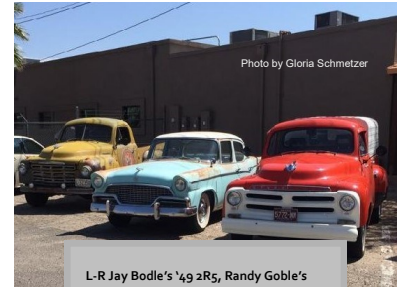
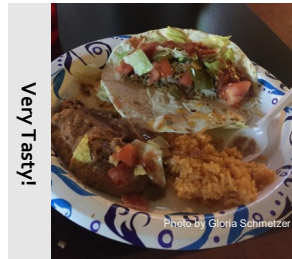


Photo by Gloria Schmetzer

L-R Jay Bodle's '49 2R5, Randy Goble's '56 Commander and Lou Fencl's '56

Lunch at VFW Post 459, Taco Tuesday

On Tuesday, October 6, 2020, thirteen members attended the Taco Tuesday luncheon at the VFW Post 459 in Tucson. Five Studebakers were driven. Members in attendance and Studebakers driven included: Randy and Donna Goble; Michael Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Bob Miles; Dusty Ray Arizona Rivers, '50 Land Cruiser; Gloria Schmetzer, '63 Hawk; Chuck and Louise Stanford; and Paul and Leann Storm, '62 Lark.



Very Tasty!

Photo by Gloria Schmetzer



L-R Bob Miles, John L. Lewis, Jay Bodle, Bob Loshough, and Michael Hodges

Photo by Gloria Schmetzer

Drive your Studebaker Day and Membership Appreciation Day

By Fred Gooch (Continued)

The meeting place for caravanning was way out of our way, so we decided to leave Green Valley and travel south on I-19. Our GPS led us down the Primrose Path to Land of The Lost, but we lucked out and ran into the intersection where a whole bunch of Studebakers were found. It was great seeing all the Fabulous Studes and all our friends. We met some new young members and enjoyed good conversation, or as Nora said "Old men nonsense talking!" The food was great, and prices were hard to beat as the Club paid the tab.

When we started the club 45 years ago, we never had any idea it would last this long. Studebakers are GREAT. Studebaker people are the GREATEST! Our Club is at a crossroads now. Many of our officers are entering middle age and would like to take a well-deserved break. SO, if any of you-all would like to help our Club keep going strong another 45 years, please step up to the plate. Speaking of the plate (as in baseball), Whitey Ford passed the other day. What a Great Guy! Now we need some of you Great Guys.

Nora and I are hoping to get away for a while and head up to the cool Grand Canyon. We want to go to Williams where The Antique Studebaker Club had a good meet (70 people and 19 cars). In addition to the fabulous train ride, there is a Great aeronautical museum in Valle just north of Williams, which has a 1963 Hawk with factory Hallibrand mag wheels.

That's all folks!

Fred Gooch, Historian



Photo by Guy Atchley

The Girls Having a Good Time! L-R June Kaiser, Delores Shurtz, and Eileen Loshbough in Bob and Eileen's 1961 Champ Pick-up

Twenty-eight members and guests attended and 12 Studebakers were driven for Drive Your Studebaker Day on Saturday, September 12, 2020. Members and guests attending and Studebakers driven included: Emily Acevedo and son Lucas; Guy Atchley, The Photo Man!; Lou Fencl, 1956 Power Hawk; Randy and Donna Goble; Fred and Nora Gooch, 1937 Dictator; Michael Hodges; Jerry and June Kaiser, 1959 Deluxe Pick-up; John L. Lewis, 1961 Hawk; Bob and Eileen Loshbough, 1961 Champion Pick-up; Bob Miles, 1956 President Classic; Larry and Dee Northington; Gary and Pam Pryor, 1954 Champion; Arric Rankin, 1963 Champ; Dusty Rivers, 1950 Land Cruiser; Bruce Sandburg and Delores Shurtz; Gene H and Mary Jane Schreiner, 1990 4-door Avanti; Marj Scooros and Gloria Schmetzer, 1950 Champion; and Paul Storm, 1962 Lark. Thank you to John L. Lewis, our Vice-President and Tourmaster for all of the time and phone calls spent on arranging this activity and to Guy Atchley for his photography skills!



Photo by Guy Atchley

John L. Lewis and his 1961 Hawk



Photo by Guy Atchley

Paul Storm with his 1962 Lark



Photo by Guy Atchley

The line-up at the Steakout

MEMBER CONTRIBUTION

**My Purchase of a 1956 3E40 Two Ton Transtar Manure Spreader
by Ann Pearson**

In the spring of 2017, I found myself visiting the estate of Chuck Naugle more than one time. I could not stay away. There were so many Studebakers to see and much more. Chuck had collected many different models and types of cars and trucks. I found myself very connected with a 1956 Transtar Two Ton Manure Spreader. It may be my agricultural background or the fact that I drove a manure spreader many times throughout my life that I was so attracted to the truck. I did purchase the truck from Patricia Naugle Daniels, Chuck's daughter. I got to know Pat with my six times of visiting and purchasing many items of Studebaker interest. I felt like I was totally immersed in the Studebaker culture. John L. Lewis and Randy Goble helped with finding another door for the truck and figuring out the logistics of moving the truck.

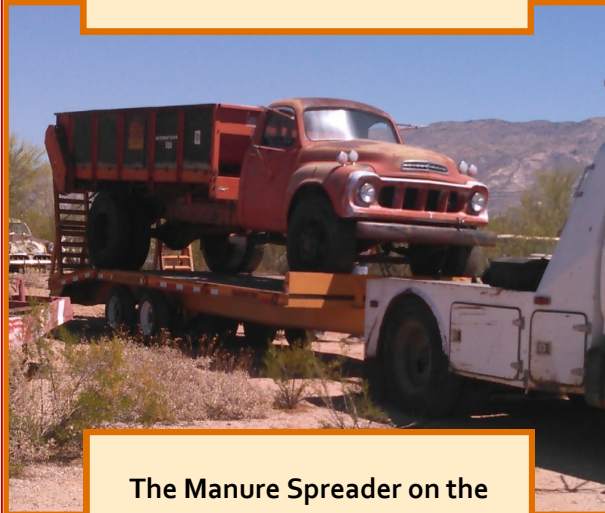


Feeling Right at Home!

Since that time, I have started paying attention to other Studebaker trucks from the period of time of which my truck was made. It has been interesting to find more photos and information that explains the different types of trucks that were made and their purposes. The photo of a red Studebaker farm vehicle was on a newsprint within a frame that I brought home from the Naugle Estate.



The Newspaper Clipping from the Naugle Estate



The Manure Spreader on the way to a new home

The article below and on the following page is by Skip Lackie and is an excerpt from a history of Studebaker Trucks. The excerpt refers to the 3E Series of Studebaker Trucks that were built in 1957 (a few were built in 1956). My truck was one of the earlier built in the series.



An addition of directional signal lamps to the front fenders were developed and were side by side with 3E parking lamps.

The information in **bold** refers to the 3E40 trucks.

A Brief History of Studebaker Trucks: by Skip Lackie (Excerpt regarding the 3E Series)

Studebaker was hemorrhaging money on both its car and truck lines in 1956, and chose to spend what little restyling dollars it had on its cars. Nevertheless, something had to be done to refresh its truck styling for the 1957 3E series, and stylist Robert Doehler of Studebaker's in-house studio was given the job. Doehler came up with an aggressive-looking, full-width fiberglass grille that attempted (largely successfully) to make Studebaker's outdated cab design look fresh and new. **What this new grille did not include was any place to put parking lights, so free-standing round lamps with clear lenses were mounted atop the front fenders, like an extra set of directional signal lamps. Directional signals were still separate, optional equipment in many states and provinces in 1957, though most truck-buyers ordered them.** (Effective with the 2E-series, models with pickup beds could be ordered with "class B" directional signals that operated through the parking lights and existing tail/brake lamps; however, many buyers continued to opt for the traditional, separate class A signal lights, both front and rear.) The addition of directional signal lamps to the front fenders made the 3E parking lamps look like an afterthought. Fortunately, this design flaw was corrected (quite nicely) in 1959. **The extra set of free-standing lamps on the front fenders is the easiest way to identify most 3E-series trucks.**

(Continued on page 7)

MEMBER CONTRIBUTION AND PAST EVENT

A Brief History of Studebaker Trucks: by Skip Lackie (Excerpt regarding the 3E Series) Continued

There was also a new, more integrated two-tone scheme that used the natural breaks between the hood, fenders, and grille, and extended them into the doors and cab via thin stainless moldings. The large front bumper, previously only attached to the bigger models, was now standard equipment on all models as well.

The dashboard was redesigned, and did away with the cut-out panel for a radio. As a result, Studebaker was forced to offer a truck-only radio that had to be hung, aftermarket-like, under the dashboard. This change is difficult to understand, as it was contrary to the trend at the time, which was to make truck interiors more integrated and more car-like. The instrument cluster was new, and followed a common mid-1950s trend: the ammeter and oil pressure gauges were gone and replaced with indicator ("idiot") lights. **One model was added to the lineup for 1957 -- a new heavy-duty 2-ton model designated 3E40. The 3E40 was the sales surprise of the 3E series, almost matching the production of its slightly lighter-duty sister 3E38, and also outselling all other 3E models except 1/2-ton pickups. Wheelbase availability remained the same, except the 195-inch frame returned on the 3E40.**

The 259-ci Power Star V8, now with 170 hp, was now the standard engine on all V8-powered models except the 3E40, which came with the heavy-duty truck version of the 182-hp, 289-ci "Torque Star" V8. A new HD-version of the 259-ci was now optionally available in the 1/2-ton 3E7, 3/4-ton 3E12, and 1-ton 3E13. The HD 259, the standard 289, and the HD 289 were all optionally available in the larger trucks. Studebaker had long had a reputation for being willing to make exceptions from their catalog in order to make a sale, and it is likely that both the standard 289 and the HD 289 were installed in pickups as well. Engine numbers for newly available power plants began with the following prefixes: standard 289: 7E, HD 289: 6E, HD 259: 5E. Heavy-duty engines were further identified by a stamped cloverleaf symbol on the engine number boss. The Champion and Commander 6 engines remained available in the 1/2, 3/4, and 1-ton models. The Studebaker New 1957 Transtar Confidential Price List printed on November 8, 1956 showed a factory list price of \$1562 for a 3E5 pickup and \$1683 for a 3E7 pickup.

Permission was granted to re-publish the excerpt from the above article by Ann Turner, Editor of Turning Wheels.

**Breakfast in Agua Caliente Park
by Ann Pearson**

It was a bright, Saturday morning on the 17th of October. Twenty-one members attended and six Studebakers were driven. Members in attendance and Studebakers driven included: Steve and Gail Ault; Lou Fencil, '56 Transtar Pick-up; Randy Goble; Fred and Nora Gooch; Michael Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Bob Miles; Edwin Nelson with grandson, Josh Nelson, '58



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson

Golden Hawk; Ann Pearson, '62 GT Hawk; Bruce Sandburg and Delores Shurtz; Gloria Schmetzer and Alice de Buhr, '63 GT Hawk; and Chuck Stanford.



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson

Eileen Loshbough won the 50/50 of \$47.00 and donated \$20.00 back to the Club. The food was delicious! The menu consisted of a variety of breakfast meats, pancakes, scrambled eggs, cornbread (I made), donuts, juice and, of course, coffee! It was a great get-together with a good turnout and wonderful conversation. The weather could not have been better. Randy and John L. manned the grills. Steve Ault and Randy made pancakes and Nora and John L. worked on the scrambled eggs. It was a joint effort. And well worth it! Thank you John L. for arranging our outing!

MEMBER CONTRIBUTION AND PREVIEW OF FUTURE RAFFLE ITEMS

The Desert Ark and Desert Lark
By Bob Miles

Founded in 1952, the Arizona-Sonora Desert Museum is widely recognized throughout the world as a model institution for innovative presentation and interpretation of native plants and animals featured together in ecological exhibits. The Museum is regularly listed as one of the top ten zoological parks in the world due to its unique approach in interpreting the complete natural history of a single region (in our case this is the Sonoran Desert and adjacent ecosystems).

The Museum's other education programs have also developed over the years, most notably by Hal Gras who created a program to take live animals to schools and other venues. His program, begun in 1955, dubbed "The Desert Ark" by Joseph Wood Krutch, touched tens of thousands of people. The first car that was used was a 1953 Plymouth 2 door Station Wagon. Even though Gras retired from the Museum in 1985, many people today recall being inspired to learn about the desert from Gras. Through the generous support of the Red Acre Farm and Bert W. Martin Foundations the "Desert Ark" program has been reimplemented and is visiting children and schools throughout southern Arizona.

The Desert Lark came about in conjunction with the Desert Ark program. Due to the efforts of Mary McConnell Powell, and the late Chuck Naugle plus members of the Southern Arizona Chapter, a 1960 Studebaker Lark 4 Door Station Wagon was refurbished, and donated to the Museum. It is prominently displayed under a new ramada at the Arizona-Sonora Desert Museum. It serves in semi-retirement at the museum as a reminder of the education programs the Museum provides and is also pressed into service to continue education programs. The Desert Lark has been displayed at some Studebaker Gatherings.

My thanks to the Arizona Sonora Desert Museum and the Arizona Daily Star.

Bob Miles



Hal Gras in 1956 doing a school presentation



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



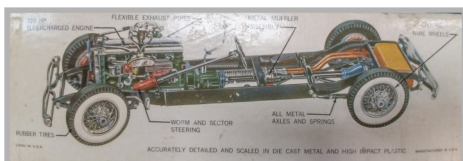
The Desert "Lark" today at the Museum.

Preview of Future Raffle Items

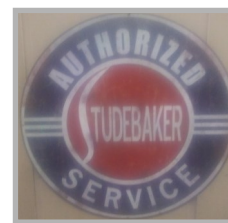


Studebaker Cream and Saucer Set, and Salt and Pepper Shakers

Raffle tickets will be available for purchase at our Thanksgiving Dinner at John L. Lewis' Home, our Christmas Dinner at Ann Pearson's Home and at the sign-in table at the SAC Annual Banquet in January. The price of the raffle tickets will be six for five dollars.



Model Car Kit



Studebaker Sign

Hee Haw Coveralls modeled by John L. Lewis

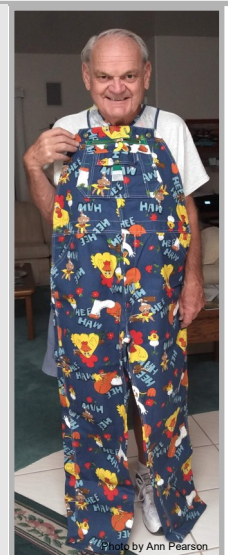


Photo by Ann Pearson



STUDEBAKER ADS ~ WANTED AND FOR SALE OR TRADE



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

Wanted: I need to hire someone to convert our 1937 Dictator from 6 volt to 12 volt. Fred Gooch 520-883-7418, email nora.gooch@yahoo.com

Parts Wanted: 1956 sedan front clip. Hood grille upper and lower air dams hood hinges. Let me know what you have. Bob Miles 520-465-9873.

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 and '62 GT Hawk. Chuck Stanford 520-888-1563 or cstanford2@cox.net

For Sale: 1953 Studebaker Commander 232 CID engine long block. Bell housing, clutch disc, pressure plate and fly wheel are attached to the block and included. The bell housing fits a 3-speed manual transmission. This engine was a running engine when purchased some years ago. The engine turns over freely. The block serial No. is V263234. \$300.00. Call John Noble at 505-670-4180 or email: slowbull1868@gmail.com

For Sale: '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 Sale:

245 Commander 6 \$150.00
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 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
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 '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 console \$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, 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.

For Beautiful Studebaker
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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.



***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.



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10/21

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01/21

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.

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

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 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.



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 the amount for one of the categories below if you are a returning member. 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.
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Other family members: _____
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I am willing to help my club in the following ways:
 Call people with club information
 Bring cookies or snacks
 Host a gathering
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<input type="checkbox"/> Regular Member renewal w/1st class mail	\$62	\$183	\$300
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old)	\$29	\$87	\$145
<input type="checkbox"/> SDC Membership WITHOUT <i>Turning Wheels</i>	\$12	\$36	\$60
<input type="checkbox"/> <i>Turning Wheels</i> subscription WITHOUT SDC membership (Libraries, etc.)	\$29	\$87	\$145

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<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$52	\$144	\$236
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Overseas Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$46	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail..	\$52	\$144	\$236
<input type="checkbox"/> Overseas Member renewal w/1st class mail	\$66	\$186	\$306

Other SDC Items

- Donation to SDC Museum Fund\$ _____
 - Donation to SDC Restoration Fund.....\$ _____
 - Donation to National Museum Endowment Fund*\$ _____
 - Donation to Studebaker National Foundation*\$ _____
- (*Tax deductible donation)
- Membership Pin - (specify year-pin) Prices in *Turning Wheels*
(10,15,20,25,30,35,40,45,50 years) _____ years
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To join SDC, complete the application, send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use **VISA** or **Master Card**, call 763-420-7829,
or

Fax 763-420-7849 or Email: sdc@cornerstonereg.com for information. Or visit:
www.studebakerdrivesclub.com

Call or write with change of address.

- **DO NOT** send ads with your membership;
- **ALL** members of local SDC chapters must also be national SDC members.

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Happy Thanksgiving

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TECH TIP, MEMBER CONTRIBUTION AND INTERESTING WEBSITES AND VIDEOS

The Oil Breather Cap

by Bob Miles

An **oil breather** system allows this build up of pressure to escape. If this pressure is allowed to build up and is not vented efficiently it can result in **oil** leaks from around the gaskets, crank seals, dipstick tube, and any other engine **oil** seal as the **oil** is effectively blown out by the increased crankcase pressure. Since we don't need to add to any leaks in our **Studebakers**, maintaining a clear oil breather cap is one of the maintenance items to check off.

When I got my '56 home, the first thing I checked was the oil breather cap. The underside with the vent holes was a black completely dirty filter mesh. This is very easy to clean. In a shallow pan, soak part in either gasoline or solvent. Solvent is not as flammable as gasoline but may cost a bit more.

Replacement caps are available at your local **FLAPS** (friendly local auto parts store). You can also find them online as well.



Oil Breather Cap

Our Annual Labor Day Meet

Monday, September 7, 2020

by Steve and Gail Ault

The Annual Studebaker Labor Day Meet has always been a favorite of ours since our first in the late '80s. After crossing Wyoming, northern Minnesota, North Dakota, and arriving in South Dakota, it's been great to see smiling faces. We've got to congratulate the SD Governor who endorsed personal responsibility and freedom in her state.

The meet included a pancake breakfast one day, and coffee and muffins the next plus a bag lunch and, of course, the awards banquet. The Black Hills are a great place for scooters, topless sports cars like our "toad", and Studebakers. We always enjoy the Saturday cruise chasing corners and this was no exception.

We missed our Canadian friends, but enjoyed folks from 10 states: Arizona, Colorado, Iowa, Missouri, Montana, Nebraska, New Mexico, North Dakota, South Dakota, and Wyoming. And then, Sunday's car show brought out 36 Studebakers/Packards. Thanks Dakota Chapter and all the volunteers!!

Steve 'n Gail Ault

(With Jim Hill and Virginia Stuart)



L-R Jim Hill, Steve Ault, Virginia Stuart and Gail Ault

INTERESTING WEBSITES AND VIDEOS

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

International Studebaker Museum

www.studebakermuseum.org**Studebaker Spotlight**info@studebakermuseum.orgAntique Automobile Club of America <http://www.aaca.org/>

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>

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

<https://youtu.be/Ql0yNkJ8FK0>

7 brake system basics you should know

<https://tinyurl.com/y5ky2pf4>5 tips to stay organized in the garage **Hagerty Media**<https://tinyurl.com/y5md5ru2>

PAST EVENTS

Lunch at Kappy's Bar and Sandwich Shop



The Group Filling Two Tables

Fifteen members attended our luncheon at Kappy's on Thursday, September 24, 2020. Members in attendance and Studebakers driven included: Jay Bodle, '49 2R5; Deb Crooks; Lou Fencl, '56 Transtar; Randy Goble, '56 Commander; Mike Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough; Bob Miles; Bruce Sandburg and Delores Shurtz; Gloria Schmetzer, '63 Hawk; Marj Scooros, '50 Champion; and Chuck and Louise Stanford.

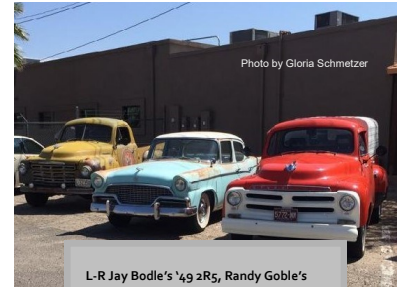
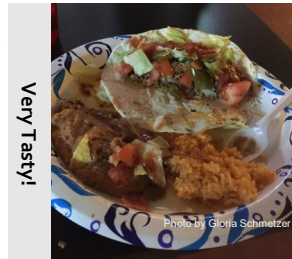


Photo by Gloria Schmetzer

L-R Jay Bodle's '49 2R5, Randy Goble's '56 Commander and Lou Fencl's '56

Lunch at VFW Post 459, Taco Tuesday

On Tuesday, October 6, 2020, thirteen members attended the Taco Tuesday luncheon at the VFW Post 459 in Tucson. Five Studebakers were driven. Members in attendance and Studebakers driven included: Randy and Donna Goble; Michael Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Bob Miles; Dusty Ray Arizona Rivers, '50 Land Cruiser; Gloria Schmetzer, '63 Hawk; Chuck and Louise Stanford; and Paul and Leann Storm, '62 Lark.



Very Tasty!

Photo by Gloria Schmetzer



L-R Bob Miles, John L. Lewis, Jay Bodle, Bob Loshough, and Michael Hodges

Photo by Gloria Schmetzer

Drive your Studebaker Day and Membership Appreciation Day

By Fred Gooch (Continued)

The meeting place for caravanning was way out of our way, so we decided to leave Green Valley and travel south on I-19. Our GPS led us down the Primrose Path to Land of The Lost, but we lucked out and ran into the intersection where a whole bunch of Studebakers were found. It was great seeing all the Fabulous Studes and all our friends. We met some new young members and enjoyed good conversation, or as Nora said "Old men nonsense talking!" The food was great, and prices were hard to beat as the Club paid the tab.

When we started the club 45 years ago, we never had any idea it would last this long. Studebakers are GREAT. Studebaker people are the GREATEST! Our Club is at a crossroads now. Many of our officers are entering middle age and would like to take a well-deserved break. SO, if any of you-all would like to help our Club keep going strong another 45 years, please step up to the plate. Speaking of the plate (as in baseball), Whitey Ford passed the other day. What a Great Guy! Now we need some of you Great Guys.

Nora and I are hoping to get away for a while and head up to the cool Grand Canyon. We want to go to Williams where The Antique Studebaker Club had a good meet (70 people and 19 cars). In addition to the fabulous train ride, there is a Great aeronautical museum in Valle just north of Williams, which has a 1963 Hawk with factory Hallibrand mag wheels.

That's all folks!

Fred Gooch, Historian

Twenty-eight members and guests attended and 12 Studebakers were driven for Drive Your Studebaker Day on Saturday, September 12, 2020. Members and guests attending and Studebakers driven included: Emily Acevedo and son Lucas; Guy Atchley, The Photo Man!; Lou Fencl, 1956 Power Hawk; Randy and Donna Goble; Fred and Nora Gooch, 1937 Dictator; Michael Hodges; Jerry and June Kaiser, 1959 Deluxe Pick-up; John L. Lewis, 1961 Hawk; Bob and Eileen Loshbough, 1961 Champion Pick-up; Bob Miles, 1956 President Classic; Larry and Dee Northington; Gary and Pam Pryor, 1954 Champion; Arric Rankin, 1963 Champ; Dusty Rivers, 1950 Land Cruiser; Bruce Sandburg and Delores Shurtz; Gene H and Mary Jane Schreiner, 1990 4-door Avanti; Marj Scooros and Gloria Schmetzer, 1950 Champion; and Paul Storm, 1962 Lark. Thank you to John L. Lewis, our Vice-President and Tourmaster for all of the time and phone calls spent on arranging this activity and to Guy Atchley for his photography skills!



Photo by Guy Atchley

The Girls Having a Good Time! L-R June Kaiser, Delores Shurtz, and Eileen Loshbough in Bob and Eileen's 1961 Champ Pick-up



Photo by Guy Atchley

John L. Lewis and his 1961 Hawk



Photo by Guy Atchley

Paul Storm with his 1962 Lark



Photo by Guy Atchley

The line-up at the Steakout

MEMBER CONTRIBUTION

**My Purchase of a 1956 3E40 Two Ton Transtar Manure Spreader
by Ann Pearson**

In the spring of 2017, I found myself visiting the estate of Chuck Naugle more than one time. I could not stay away. There were so many Studebakers to see and much more. Chuck had collected many different models and types of cars and trucks. I found myself very connected with a 1956 Transtar Two Ton Manure Spreader. It may be my agricultural background or the fact that I drove a manure spreader many times throughout my life that I was so attracted to the truck. I did purchase the truck from Patricia Naugle Daniels, Chuck's daughter. I got to know Pat with my six times of visiting and purchasing many items of Studebaker interest. I felt like I was totally immersed in the Studebaker culture. John L. Lewis and Randy Goble helped with finding another door for the truck and figuring out the logistics of moving the truck.

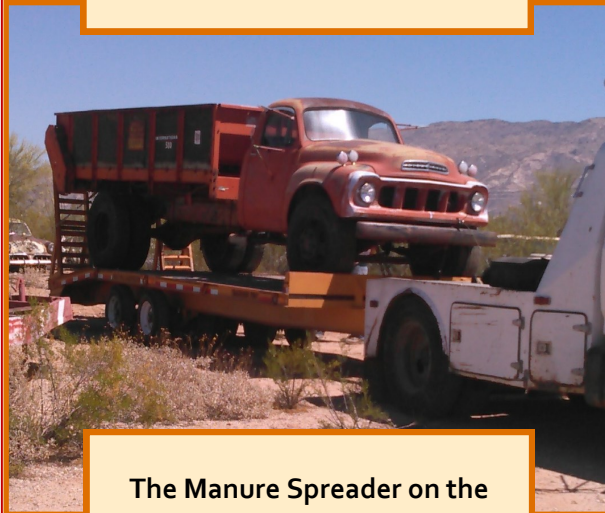


Feeling Right at Home!

Since that time, I have started paying attention to other Studebaker trucks from the period of time of which my truck was made. It has been interesting to find more photos and information that explains the different types of trucks that were made and their purposes. The photo of a red Studebaker farm vehicle was on a newsprint within a frame that I brought home from the Naugle Estate.



The Newspaper Clipping from the Naugle Estate



The Manure Spreader on the way to a new home

The article below and on the following page is by Skip Lackie and is an excerpt from a history of Studebaker Trucks. The excerpt refers to the 3E Series of Studebaker Trucks that were built in 1957 (a few were built in 1956). My truck was one of the earlier built in the series.



An addition of directional signal lamps to the front fenders were developed and were side by side with 3E parking lamps.

The information in **bold** refers to the 3E40 trucks.

A Brief History of Studebaker Trucks: by Skip Lackie (Excerpt regarding the 3E Series)

Studebaker was hemorrhaging money on both its car and truck lines in 1956, and chose to spend what little restyling dollars it had on its cars. Nevertheless, something had to be done to refresh its truck styling for the 1957 3E series, and stylist Robert Doehler of Studebaker's in-house studio was given the job. Doehler came up with an aggressive-looking, full-width fiberglass grille that attempted (largely successfully) to make Studebaker's outdated cab design look fresh and new. **What this new grille did not include was any place to put parking lights, so free-standing round lamps with clear lenses were mounted atop the front fenders, like an extra set of directional signal lamps. Directional signals were still separate, optional equipment in many states and provinces in 1957, though most truck-buyers ordered them.** (Effective with the 2E-series, models with pickup beds could be ordered with "class B" directional signals that operated through the parking lights and existing tail/brake lamps; however, many buyers continued to opt for the traditional, separate class A signal lights, both front and rear.) The addition of directional signal lamps to the front fenders made the 3E parking lamps look like an afterthought. Fortunately, this design flaw was corrected (quite nicely) in 1959. **The extra set of free-standing lamps on the front fenders is the easiest way to identify most 3E-series trucks.**

(Continued on page 7)

MEMBER CONTRIBUTION AND PAST EVENT

A Brief History of Studebaker Trucks: by Skip Lackie (Excerpt regarding the 3E Series) Continued

There was also a new, more integrated two-tone scheme that used the natural breaks between the hood, fenders, and grille, and extended them into the doors and cab via thin stainless moldings. The large front bumper, previously only attached to the bigger models, was now standard equipment on all models as well.

The dashboard was redesigned, and did away with the cut-out panel for a radio. As a result, Studebaker was forced to offer a truck-only radio that had to be hung, aftermarket-like, under the dashboard. This change is difficult to understand, as it was contrary to the trend at the time, which was to make truck interiors more integrated and more car-like. The instrument cluster was new, and followed a common mid-1950s trend: the ammeter and oil pressure gauges were gone and replaced with indicator ("idiot") lights. **One model was added to the lineup for 1957 -- a new heavy-duty 2-ton model designated 3E40. The 3E40 was the sales surprise of the 3E series, almost matching the production of its slightly lighter-duty sister 3E38, and also outselling all other 3E models except 1/2-ton pickups. Wheelbase availability remained the same, except the 195-inch frame returned on the 3E40.**

The 259-ci Power Star V8, now with 170 hp, was now the standard engine on all V8-powered models except the 3E40, which came with the heavy-duty truck version of the 182-hp, 289-ci "Torque Star" V8. A new HD-version of the 259-ci was now optionally available in the 1/2-ton 3E7, 3/4-ton 3E12, and 1-ton 3E13. The HD 259, the standard 289, and the HD 289 were all optionally available in the larger trucks. Studebaker had long had a reputation for being willing to make exceptions from their catalog in order to make a sale, and it is likely that both the standard 289 and the HD 289 were installed in pickups as well. Engine numbers for newly available power plants began with the following prefixes: standard 289: 7E, HD 289: 6E, HD 259: 5E. Heavy-duty engines were further identified by a stamped cloverleaf symbol on the engine number boss. The Champion and Commander 6 engines remained available in the 1/2, 3/4, and 1-ton models. The Studebaker New 1957 Transtar Confidential Price List printed on November 8, 1956 showed a factory list price of \$1562 for a 3E5 pickup and \$1683 for a 3E7 pickup.

Permission was granted to re-publish the excerpt from the above article by Ann Turner, Editor of Turning Wheels.

**Breakfast in Agua Caliente Park
by Ann Pearson**

It was a bright, Saturday morning on the 17th of October. Twenty-one members attended and six Studebakers were driven. Members in attendance and Studebakers driven included: Steve and Gail Ault; Lou Fencil, '56 Transtar Pick-up; Randy Goble; Fred and Nora Gooch; Michael Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Bob Miles; Edwin Nelson with grandson, Josh Nelson, '58



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson

Golden Hawk; Ann Pearson, '62 GT Hawk; Bruce Sandburg and Delores Shurtz; Gloria Schmetzer and Alice de Buhr, '63 GT Hawk; and Chuck Stanford.



Photo by Ann Pearson



Photo by Ann Pearson



Photo by Ann Pearson

Eileen Loshbough won the 50/50 of \$47.00 and donated \$20.00 back to the Club. The food was delicious! The menu consisted of a variety of breakfast meats, pancakes, scrambled eggs, cornbread (I made), donuts, juice and, of course, coffee! It was a great get-together with a good turnout and wonderful conversation. The weather could not have been better. Randy and John L. manned the grills. Steve Ault and Randy made pancakes and Nora and John L. worked on the scrambled eggs. It was a joint effort. And well worth it! Thank you John L. for arranging our outing!

MEMBER CONTRIBUTION AND PREVIEW OF FUTURE RAFFLE ITEMS

The Desert Ark and Desert Lark
By Bob Miles

Founded in 1952, the Arizona-Sonora Desert Museum is widely recognized throughout the world as a model institution for innovative presentation and interpretation of native plants and animals featured together in ecological exhibits. The Museum is regularly listed as one of the top ten zoological parks in the world due to its unique approach in interpreting the complete natural history of a single region (in our case this is the Sonoran Desert and adjacent ecosystems).

The Museum's other education programs have also developed over the years, most notably by Hal Gras who created a program to take live animals to schools and other venues. His program, begun in 1955, dubbed "The Desert Ark" by Joseph Wood Krutch, touched tens of thousands of people. The first car that was used was a 1953 Plymouth 2 door Station Wagon. Even though Gras retired from the Museum in 1985, many people today recall being inspired to learn about the desert from Gras. Through the generous support of the Red Acre Farm and Bert W. Martin Foundations the "Desert Ark" program has been reimplemented and is visiting children and schools throughout southern Arizona.

The Desert Lark came about in conjunction with the Desert Ark program. Due to the efforts of Mary McConnell Powell, and the late Chuck Naugle plus members of the Southern Arizona Chapter, a 1960 Studebaker Lark 4 Door Station Wagon was refurbished, and donated to the Museum. It is prominently displayed under a new ramada at the Arizona-Sonora Desert Museum. It serves in semi-retirement at the museum as a reminder of the education programs the Museum provides and is also pressed into service to continue education programs. The Desert Lark has been displayed at some Studebaker Gatherings.

My thanks to the Arizona Sonora Desert Museum and the Arizona Daily Star.

Bob Miles



Hal Gras in 1956 doing a school presentation



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



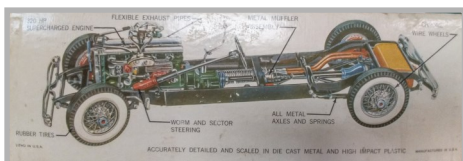
The Desert "Lark" today at the Museum.

Preview of Future Raffle Items

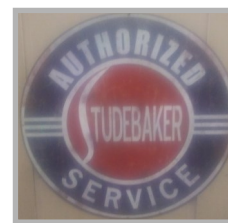


Studebaker Cream and Saucer Set, and Salt and Pepper Shakers

Raffle tickets will be available for purchase at our Thanksgiving Dinner at John L. Lewis' Home, our Christmas Dinner at Ann Pearson's Home and at the sign-in table at the SAC Annual Banquet in January. The price of the raffle tickets will be six for five dollars.



Model Car Kit



Studebaker Sign

Hee Haw Coveralls modeled by John L. Lewis

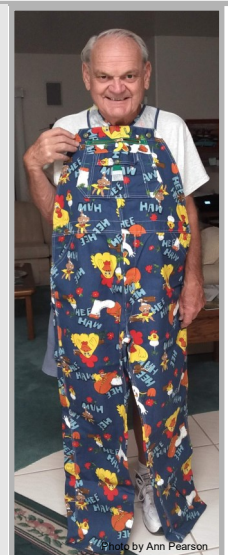


Photo by Ann Pearson



STUDEBAKER ADS ~ WANTED AND FOR SALE OR TRADE



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

Wanted: I need to hire someone to convert our 1937 Dictator from 6 volt to 12 volt. Fred Gooch 520-883-7418, email nora.gooch@yahoo.com

Parts Wanted: 1956 sedan front clip. Hood grille upper and lower air dams hood hinges. Let me know what you have. Bob Miles 520-465-9873.

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 and '62 GT Hawk. Chuck Stanford 520-888-1563 or cstanford2@cox.net

For Sale: 1953 Studebaker Commander 232 CID engine long block. Bell housing, clutch disc, pressure plate and fly wheel are attached to the block and included. The bell housing fits a 3-speed manual transmission. This engine was a running engine when purchased some years ago. The engine turns over freely. The block serial No. is V263234. \$300.00. Call John Noble at 505-670-4180 or email: slowbull1868@gmail.com

For Sale: '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 Sale:

245 Commander 6 \$150.00
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 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 console \$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, 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.

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One for \$20.00, two or more
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For orders, the diameter of the steering wheel is needed along with the year, model and color of the car.



***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.



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01/21

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.

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

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 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.



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 the amount for one of the categories below if you are a returning member. 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: _____
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email: _____
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I am willing to help my club in the following ways:
 Call people with club information
 Bring cookies or snacks
 Host a gathering
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<input type="checkbox"/> Regular Member renewal w/1st class mail	\$62	\$183	\$300
<input type="checkbox"/> Student & Young Adult Membership (To 22 yrs old)	\$29	\$87	\$145
<input type="checkbox"/> SDC Membership WITHOUT <i>Turning Wheels</i>	\$12	\$36	\$60
<input type="checkbox"/> <i>Turning Wheels</i> subscription WITHOUT SDC membership (Libraries, etc.)	\$29	\$87	\$145

Memberhip in Canada

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<input type="checkbox"/> New Members 1st year only	\$46	na	na
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<input type="checkbox"/> Regular Member renewal w/1st class mail	\$66	\$186	\$306

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Overseas Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$46	na	na
<input type="checkbox"/> Overseas Member renewal w/periodical class mail..	\$52	\$144	\$236
<input type="checkbox"/> Overseas Member renewal w/1st class mail	\$66	\$186	\$306

Other SDC Items

- Donation to SDC Museum Fund\$ _____
- Donation to SDC Restoration Fund.....\$ _____
- Donation to National Museum Endowment Fund*\$ _____
- Donation to Studebaker National Foundation*\$ _____
(*Tax deductible donation)
- Membership Pin - (specify year-pin) Prices in *Turning Wheels*
(10,15,20,25,30,35,40,45,50 years) _____ years
Number of pins (1 or 2).....\$ _____

TOTAL AMOUNT ENCLOSED:\$ _____

To join SDC, complete the application, send with check or money order in US funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use **VISA** or **Master Card**, call 763-420-7829,
or

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for information. Or visit:
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- **ALL** members of local SDC chapters must also be national SDC members.

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If renewal, month due: _____

Member # _____

- Please list your Studebakers, including year, model, body style, serial numbers, on a separate page.



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