



# The Copper Starlight

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

MARCH/APRIL 2021

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## 2021-2022 Officers:

President - Randy Goble  
 VP/Tourmaster - John L. Lewis  
 Treasurer - Bob Miles  
 Secretary - Marj Scooros  
 Membership & Circulation - Bob Miles  
 Historian - Bruce Sandburg  
 Newsletter Editor - Ann Pearson  
 Appointed Webmaster - Marj Scooros

## The Southern Arizona Chapter's Annual Banquet at Tanque Verde Ranch by Ann Pearson

January 17, 2021, was a pleasant, sunny Sunday morning for twenty-two members and family to get together. In spite of the 'Social Distancing' rules, all had a wonderful time and ate delicious food. It was a little harder to hear everyone than it has been in the past due to our far apart seating arrangements! Dusty Rivers and my son, Maxwell Wegner, kept our table occupied with their lively chatter. Lou Fencel modeled the designer coveralls that will be raffled. The other items for our future raffle were also on display. See page six for the photos and information. Thank you to the Phoenix Chapter for bringing many Studebaker T-shirts and key fobs, etc. as door prizes.



Dusty Ray Arizona Rivers with his 1951 Packard alongside Randy Goble's 1956 Commander



Dusty Rivers and John L. Lewis inspecting under the Packard's hood

John L. Lewis, 1961 Hawk; Bob and Eileen Loshbough, 1962 Champ Pick-up; Bob Miles, 1956 President Classic; Ann Pearson and son, Maxwell Wegner, 1962 GT Hawk; Dusty Ray Arizona Rivers, (Packard); Larry and Pat Robinson; 1957 Hawk; Bruce Sandburg and Delores Schurtz; Gloria Schmetzer, 1963 GT Hawk (for only the show), and Russ and Sharon Ware. Duane Cowan won the 50/50 for \$120. and the remaining \$120. went to our club.



L-R John L. Lewis, Russ Ware, Lou Fencel and Bill Eastburn and John L. Lewis's 1961 Hawk to the left

(Additional photos on page three)

**Birthday Wishes**

**March**

- 2 Michael Hodges
- 7 Jay Bodle
- 19 Debra Crooks
- 28 Bruce Eneboe

**April**

- 5 Louise Stanford
- 5 Marj Scooros
- 7 Norma Jensen
- 24 Delores Fein
- 27 Marie Ambs
- 28 Craig Harm
- 30 Mike Suba



**Anniversaries**

**March**

- 4 Tom & Joann Ollar
- 10 Terry and Diana Carson
- 16 Warren & Virginia Acton
- 17 Paulus Musters & Janet Miller
- 18 Gene & Mary Jane Schreiner

**April**

- 8 Steven & Paulette Fein
- 10 Gary & Pamela Pryor
- 12 Bill & Peggy Eastburn



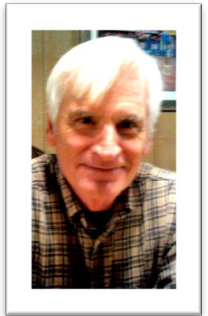
**THOUGHTS AND PRAYERS**

Lance Angerhofer  
Pat Naugle Daniels  
Keith Muske  
Mary Powell-McConnell  
Jim Nereau  
Rosalie Torske

**MESSAGE FROM OUR PRESIDENT:**

Greetings,

I hope that everyone is doing well. We have survived two more months and it's time for another letter from your President. There's not a whole lot to talk about. I sent out a reminder about dues, and I also would like to mention that we are still selling tickets for the five raffle items that were donated (see descriptions and photos in the newsletter). Our raffles have gotten off to a slow start, but there is still time. Anyone wanting tickets can send payment to Bob Miles, Treasurer. Please make the payments to SAC/SDC and mail to PO Box 12913, Tucson, AZ 85732 and request which item you choose. The Treasurer will send ticket stubs back to you. The usual \$1. per chance or six chances for \$5. As soon as we can start meeting again in a group, we will draw the winners. I feel it's always more exciting to do drawings in front of a crowd. Thanks to everyone for their support.



Randy Goble

At the last Business Meeting, I passed out copies of our Chapter's current By-laws. I did this because it's been a long time since they have been reviewed, about 15 years. The By-laws are a road map, so to speak, as to how the Chapter operates. I will try to have copies available for anyone that would like to have them at upcoming meetings and get-togethers.

Please stay safe in the coming months and I project that our group can come back stronger and better than before.

Thanks,  
Randy

**From the Editor:**

Dear Members:

Happy Springtime to everyone! (almost!) I have made it through a case of Covid. I feel fortunate. My case would have been a lot worse if I hadn't already received one vaccine. I did wonder if the newsletter would make it out on time.

As another note, for Gloria Schmetzer's corn casserole recipe as written in the last newsletter, she does not bake as long as 45 minutes when using the smaller pan. She uses the toothpick and golden brown method!

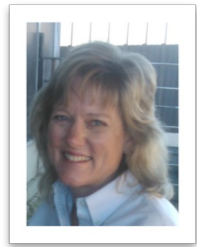
Also, with more research, I found out that my large Manure Truck is a 1957, the only year the two-ton truck was produced.

I am happy to find out more about the Studebaker belt buckles. I have one that I purchased from the Naugle Estate. My buckle is number 48.

Thank you to June Kaiser and Donna Goble for proofreading and to Fred Gooch, June and Jerry Kaiser, John L. Lewis, Bob Miles, Pat and Larry Robinson, Bruce Sandburg and Gloria Schmetzer for submissions and photos for the newsletter.

*Ann Pearson, SAC/SDC Newsletter Editor*

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



Ann Pearson

**SAC/SDC Contact:** John L. Lewis, Vice-President, 520-954-0904 or [lewishoot@cox.net](mailto:lewishoot@cox.net)



UPCOMING EVENTS/SOUTHERN AZ CHAPTER OTHER AUTO RELATED

Mondays, March 15, April 19, May 17, June 21, and July 19, 2021

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

Saturday, March 13, 2021

**Classic Cars Off Main Car Show:** 8:00 a.m. to 2:00 p.m., Benson, Arizona. For information and application, Google [cruisinarizona.com](http://cruisinarizona.com). We have three Studebaker members from the Chapter that are planning on being there with their Studebakers. Shine your car up and get it on the road for a short ride to Benson!

Saturday, March 27, 2021

**Picnic/Potluck at Ft. Lowell Park:** 2998 North Craycroft, Tucson, AZ. The entrance to the park is just south of Ft. Lowell Road by one block. Turn east into the park and go to the big swimming pool lot. We will be at Ramada #3, just to the left of the parking lot. The Studebaker flag will be displayed, so you won't miss us. We will meet at 10:00 a.m. and plan on eating hamburgers and hot dogs at 11:30 a.m. Bob Miles will be the chef and he is looking for someone to assist. The Chapter is supplying the meat and buns, coffee, water and utensils. Please RSVP to John L. Lewis at his email: [lewishoot@cox.net](mailto:lewishoot@cox.net) or call 520-954-0904 so he knows how much to buy. When you RSVP John, let him know what you plan to bring for the pot luck dish, so adjustments can be made as needed and avoid having too much of the same dish. Get them Studebakers out for a little exercise! See you there!

Saturday, April 3, 2021

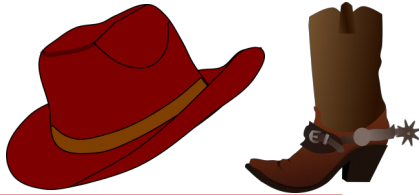
**Kars for Kids Car Show:** 8:00 a.m. to 2:30 p.m., Sierra Vista, Arizona. For information and application, Google [www.bqcsvaz.org](http://www.bqcsvaz.org) and click on events, and then click on Kars for Kids. We have three Studebaker members bring their cars for the show. Shine your Studebaker up, and get it on the road for a relaxing drive to Sierra Vista.

Saturday, April 24, 2021

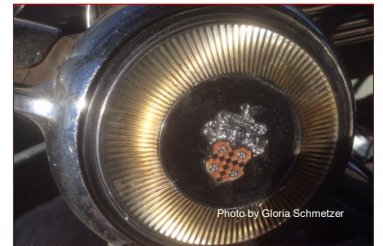
**TSRA 46th Annual Rodders Days Car Show:** 9:00 a.m. to 3:00 p.m., Downtown Pima College Campus, 1255 N. Stone Avenue, Tucson, AZ. Free to the public, plenty of parking. To register to show a car, [tucsonstreetrodassociation.net](http://tucsonstreetrodassociation.net). Sponsors and vendors, contact Ken Burke, 520-282-3494.

Saturday, May 1, 2021

**Breakfast at Agua Caliente Park:** 7:30 a.m., 12325 E. Roger Road. Bring your own meat, such as sausage or bacon to share. Bring your own chairs. The Chapter supplies pancakes, eggs, orange juice, utensils, charcoal and griddle. John L. will bring the coffee. Randy Goble and John L. will tend to the grill. Come on out with your prized Studebaker and have a great breakfast.



Additional Photos from the Banquet at Tanque Verde Ranch



Steering Wheel of Dusty River's Packard



L-R Bruce Sandburg, Eileen Loshbough, Bob Loshbough, Michael Hodges, Lou Fencil and Delores Schurtz



L-R Pat Robinson, Maxwell Wegner, Dusty Ray Arizona Rivers and Larry Robinson



L-R Deb Crooks, Duane Cowan, Bob Miles and Tory Cowan



L-R Randy Goble, Bill, Peggy and Michelle Eastburn, and Sharon and Russ Ware

## MEMBER CONTRIBUTION, NAMES IN THE NEWS AND VIDEOS

**Studebaker Shop Belt Buckle(s)**by **Bruce Sandburg****Southern Arizona Chapter SDC Club Historian**

This belt buckle came about by a suggestion by Chuck Naugle in the spring of 1988. He brought up the idea of using the image of the first Studebaker blacksmith shop, which at the time was published in Turning Wheels for one of the featured columns. The money was to be used to provide funds for the chapter and for the upcoming International Meet held in South Bend later that year. The idea was brought up at a membership meeting held at a bank at Swan and Sunrise.

Initially the chapter was somewhat hesitant to approve the motion. It was to be a limited edition to 300 belt buckles. There was a concern that 300 belt buckles seemed to be a high number to be sold, but the motion was approved.

Chuck had contacted Hoover's Manufacture Company in Peru, Illinois to stamp and number the 300 belt buckles. The chapter membership had first choice to get a number for their personal belt buckle.

The buckles were advertised as limited edition to the 300 to be made. Several buckles went to Australia with Lloyd Watts coordinating that effort. To everyone's surprise, the belt buckles were a great hit and sold out quickly. The motion was made to manufacture more buckles, and was not passed.

Later, the buckle was made again, but without the number stamped on the back. So, if you have a numbered buckle, that is one of the originals.

**NAMES IN THE NEWS****Larry and Pat Robinson's Trip to "Cruisin the Coast"**by **Pat Robinson**

"Cruisin the Coast " is held in Biloxi, Mississippi, along Highway 90 on the Gulf Coast, every October from Sunday to Sunday. Every day is a different location to park and show your car in various places from town to town for several miles.

Classic car enthusiasts come from every direction. Last year's estimate was over 8,000 cars of all models. Quite a show! We took our 1957 Golden Hawk Studebaker. The cars are usually not judged, it is just a show and tell type of show. However, we did get a "Pick of the Day" award in a beautiful park in Pascagula, Mississippi.

There is never a lack of things to do. Everyday is filled with cruising, parking, eating, talking, meeting new friends and plenty of entertainment. Highway 90 is loaded with beautiful casinos, snowy white, sandy beaches, and warm water. A hurricane was slated for us, but never hit. Even that threat didn't discourage the classic car owners.

Come and join us next October!



The Robinson's 1957 Golden Hawk  
Sierra gold metallic and arctic white

**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: [soarizonasdc@aol.com](mailto:soarizonasdc@aol.com)

International Studebaker Museum

[www.studebakermuseum.org](http://www.studebakermuseum.org)

Antique Automobile Club of America <http://www.aaca.org/>

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=rng7uJcgJug>

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>

How the U.S. Studebaker became the Soviet 'victory truck'

<https://tinyurl.com/yca9ao8>

South Bend's Studebaker Legacy

## TECH TIPS

## Odds 'N' Ends

By Pete Yuen

### Head Start on Studebaker/Avanti Spring Check-Up

The year, 2020, had not been a great year for car club activities due to the Covid Virus. With optimistic views, we can look forward to things getting back to normal and we can enjoy the club functions once again.

To get the maximum enjoyment from your Studebaker or the original Studebaker Avanti which is at least 54 years old, a spring check-up would not be out of order as things can deteriorate with time, usage and in some cases, neglect. The spring check-up may be the difference of getting to your destination safely or being stranded in route to your destination, so let's do it! A check-up does not, however, guarantee that you will not have a problem with the car, but it should reduce that possibility.

#### Checks:

- Specified fluids should be maintained to the proper level in the engine, transmission, radiator, brake master cylinder and the rear axle unit.
- Check for any sign(s) of leakage on the radiator core and hoses, and repair or replace as necessary. Claims are that there are more cooling related problems than any other problems to spoil a road trip on the car. Water hoses that have soft, bulgy spots on them, thereby showing signs of weakness should be replaced as they may rupture, causing loss of coolant.
- Brake Hose check: Check for signs of dampness on the brake hoses. Dampness indicates leakage and weakness in the hose. Unlike coolant hoses that are weak when they get soft, the brake hoses can be soft or they can harden after years of use. If the hoses seem to be hard and rigid, they should be replaced. The hoses should normally flex easily.
- Fan Check: Check for flexing. If there is any flexing, fore and aft, that is towards the radiator and then towards the engine, then further inspection is necessary, especially if the fan has rivets that are centered on the blades and on a ridge. The fan blade on this type is more prone to cracking at the rivet than fans that have rivets near the edge of the blade.
- Flexible Oil Hose Coupling: This is the short hose that is between the engine and the oil pressure gauge that is shown on 1959 – 1964 Parts Catalogue, page #4, item 0116-39. Description: Coupling- Gage pipe flexible and has several parts numbers that depend on the years and models that the hose is used on. This hose should be flexible. If there is any sign of oil wetness on the coupling (hose), it is time for a replacement. Rupture of this hose will have oil, under pressure spewing in the engine compartment. Not sure if the oil that lands on the exhaust manifold will reach the flash point or not to create a fire, it may. A ruptured coupling (hose) will spew oil as long as the engine is operating and it will make a mess in the engine compartment.
- Spare Tire check: This is easy. Take a moment to check the pressure in the spare tire as sometimes it is the case of neglecting to check the spare periodically. The tire may be found to be low on pressure to a point that it is useless. If this is the case, a person can have two "Flat" tires on the car. A flat tire on a car is no fun. A car with a flat tire and an unusable spare is no fun, 100 times over at least if you are on the highway, and far away from home and a shop that will repair tires. Remember, most, if not all gas stations do not fix flat tires anymore.
- Wiper Blades: If they do not wipe clean, change them.
- Lighting: If the lights are not as bright as they should be, it may have a poor ground.
- Engine ground: Make sure that the ground cable is in good condition and that it is well secured to the engine. The battery posts and cable connections on the battery should be clean.
- Batteries and tires: These have a life span of about six or seven years. Beyond that, one is taking a chance. Driving around town or close to home might be okay, but they may give you trouble on the highway far from home.
- Clean Windshields: For better visibility clean inside as well as the outside.
- Drive Line: If there is any squeak, rattle or thunk noise coming from the drive line when the gear is engaged and the car is in motion, the universal may need to be changed. Many universals do not have grease fittings now.
- Wheel Check: The wheels do flex a bit while the car is driven. Over time, the flexing takes a toll on the steel and it crystalizes and cracks. If cracks do appear, it likely will be at the holes where the wheel nuts are. Remove hub cap, check to see if there is any rust spot(s) in the wheel nut area. If there is, the wheel may have a crack or the wheel nut is loose. Wheel nuts should be tightened to 75-80 Ft pounds of torque on Studebakers and Avantis. A car, driven with loose wheel nuts will wreck the wheel as the holes will wear and the nuts will no longer secure the wheel. Loose wheel nuts on a car will have noise being emitted when driven. The noise can be heard by someone out side of the car but it may not be audible to the person inside of the car. If a wheel had previously been tightened by someone using an impact wrench, check to see it is not over-tightened to a point that you cannot remove it. Better to know this when you are at home than finding out on the highway and you need to change a tire.
- Studebakers and Studebaker Avantis used the Dana differential units. These units, while being sturdy, are not like the differentials used in the Avantis that have GM/Chevrolet differential units. The Dana rear axle units require cleaning, greasing and repacking of the bearings at 25,000 mile intervals according to the 1959-1964 Studebaker shop manual, pages 4, 4A and 4D, Fig 2 in the Lubrication section. I suspect that many Studebakers do not get this servicing done. Wheel bearing grease is to be used. I believe that it has a higher melting point than the chassis grease. The difference between the Dana differential units and the GM units is that the GM units are self-lubricating with the differential gear lube. Dana differential units may have been used on Avanti's until the late 1980's. The Avanti's that used wheels with the Studebaker/Ford/Chrysler/AMC wheel patterns used Dana rear axles. The Avantis in the late 1980's that used the Chevrolet/GM pattern wheels have the GM rear axle unit that likely was made by Eaton.

(Continued on page six)



TECH TIPS AND PREVIEW OF FUTURE RAFFLE ITEMS

ODDS N ENDS BY PETE YUEN (CONTINUED)

- Uneven wear on Tires: Wheel alignment needs to be checked.
- Vibration: Check tires/wheels for balance. Vibration can also be caused by a bent driveshaft.
- Steering: Check for excessive slack on the steering wheel while driving. The excessive slack may possibly be reduced with adjustment on the steering box. Also check ball joints/ tie-rods for wear.
- An effective cooling system on a car is essential. If overheating occurs, it may be a simple thing like the tightening of the water pump drive belt to solve the problem. On some newer model cars, (Not Studebakers) the plastic water pump impeller may become loose on the shaft. When this happens, the impeller that should be rotating with the shaft is not doing so, and therefore, not pumping the hot water out of the motor into the radiator resulting in the motor running hot. A visual inspection will not reveal the problem with the water pump as the shaft is rotating as the motor is running. The impeller on water pumps cannot be seen until the water pump has been taken off the car. After much usage, the water pump on Studebakers or Avantis may have water seepage past the seal, but I do not know of any pump impeller ever coming loose on the water pumps.

On the second, third and fourth generation Avanti's that have the GM/Chevrolet drive that have air conditioners, there is about a one inch-gap between the air conditioning condenser and the radiator. During the fall, I had noticed that there was slight dampness on the top left corner of the radiator, so it was removed for a new core. This was when I had noticed that some maple leaves had been drawn in between the radiator and the air conditioner condenser. These leaves were effectively limiting the air flow through the radiator. Since these leaves were caught between the air conditioning condenser and the radiator, they could not be seen, but seen or unseen they were reducing the amount of heat to be emitted and, therefore an overheating could occur on a relatively hot day. The thing to do is to eliminate the chance that the leaves be drawn in between the radiator and the condenser. As a suggestion, some door screen could be placed and secured in front of the condenser that is closest to the front of the car. Wrap the screen under the condenser and the radiator and secure it. Check the screen periodically and if it looks laden with leaves or bugs on it, remove the screen to clean it or blow compressed air through it from the motor side of the radiator. If this does not clean the screen enough, then it will have to be taken off to clean. When the screen has been cleaned, secure it back on to the car.

I do not know how the proximity of the radiator to the air conditioning condenser is spaced on Studebaker made Avantis. It is likely a good idea to have screen placed in front and below the radiator anyway.

To remove the radiator on a non-Studebaker Avanti, it is a fairly big job. The fan shroud has to be removed. To be able to do that, the fan has to be removed and the bolts that secure the radiator have to be removed. After that, it needs two people to lift the radiator out so as not to scratch the paint on the car. Removal of the fan is not as difficult as putting it back on due to limited working space.

Preview of Future Raffle Items

Raffle tickets will be available for purchase at our Club get-togethers until Drive your Studebaker Day in September 2021. The items donated for raffle include: the replica Studebaker sign by Jay Bodle, the Studebaker cream and saucer set from the Studebaker factory cafeteria along with the Hee Haw coveralls by Bruce Sandburg and Delores Schurtz, the Duesenberg metal model kit by Bob Miles and the Studebaker stock certificates by Keith and Marie Amb's. The price of the raffle tickets will be six for five dollars.



Studebaker Sign



Model Car Kit



Beautifully framed Studebaker Stock Certificates



Studebaker Cream and Saucer Set, and Salt and Pepper Shakers



Hee Haw Coveralls modeled by John L. Lewis

Photo by Aljo Pearson

MEMBER CONTRIBUTION

**Studebakers In Tin Town OR the Circus Is in Town?!**  
by Fred Gooch

Once again, our (SAC-SDC) illustrious Vice President and Tour Master, John L Lewis, has set up a marvelous Studebaker gathering on Saturday, February 13, 2021. Studebakers are Great, Studebaker People are the Greatest! This time, we met at Tin Town in Tucson for a hosted tour (by Pat Holman) of one of the most interesting and unique collections in Arizona. Members who took the tour included: Fred Gooch (minus Nora, who was helping her sister get ready to move) and his 1937 Dictator Coupe; Mike Hodges, John L Lewis with his 1961 Hawk (formerly of the Bruce Sandburg collection); Bob Miles; and Bruce Sandburg and Delores Schurtz. Speaking of the '37, it had not started or run well for a long time and had been on the back burner during a five-year moving process. Fred called Randy Goble for suggestions on who to fix it and Randy offered to look at it. Randy, with Donna's help, put it back to good starting and running condition. Thanks Randy and Donna!



Photo by Fred Gooch

Tin Town was the previous H&W Asian Market, located in the Pie Allen neighborhood in the 1970's and owned by Ham and Julie Wong. So, the story goes: Ham went downtown to the Post Office in late 1980 to mail a Christmas present to their daughter in San Francisco. Returning home, he found the market full of police and his wife Julie had been murdered by a burglar. Ham boarded the market up and never worked there again.

Pat and Gary Holman had been looking for a market to purchase and found H&W. They bought it in 1982 for a home and museum. After purchasing additional land, they created a western mining town. The museum features many metal sculptures by Pat and Gary's son, Adam Holman. Also, on site, is a Bed & Breakfast featuring a bedroom in the saloon. My kind of bedroom!

The tour was incredible. Pat not only lives in Tin Town, but also acquired, reconditioned, and set up all of the displays with help from Gary, who recently passed. As I passed down Memory Lane, I saw several pieces of Ringling Bros. Barnum & Bailey circus memorabilia. Before the turn of the most recent century, Diana, my late wife, Greg, my son, and I would go to an area between Congress and 22<sup>nd</sup>, where the circus train would park on the old El Paso and Southwestern railroad tracks. Complete with Brass Band, the circus would parade through the streets of Tucson to the circus grounds. It was spectacular to see the mighty elephants pulling animal cages full of lions and monkeys, etc. Along the way, spectators were treated to sights of acrobats, dancing ladies, trapeze artists, clowns, jugglers and horses with riders. After the parade, you could watch the elephants raise the Big Top (tent). Unbelievable how much fun a family could have for free (my favorite word).



Photo by Fred Gooch



Photo by Fred Gooch

L-R Pat Holman, John L. Lewis, Michael Hodges, Bob Miles, Jay Bodle, Delores Schurtz, Bruce Sandburg, Larry and Pat Robinson and Fred Gooch



Photo by Fred Gooch

After the tour we caravanned to Opa's, a Greek restaurant, found by John L. for our dining enjoyment. Joining us there were Jay Bodle with his recently acquired 1950 Commander (Jay tells me he has put 3,000 miles on the Commander and has all the bugs worked out). I am envious! (See photo page eleven.) Also, joining us for lunch were Larry and Pat Robinson from Ohio. They have three Studebakers.



Hotel Lewis with Studebaker Sign

While driving on Broadway, I noticed the Hotel Lewis was under remodeling. The Lewis, built around 1917, had a Studebaker Dealership in the lobby in the 1920's. See photo to the right. A friend of mine, who worked with me on the graveyard at the Post Office in the Joseph Bonanno building at Speedway and Stone (across from Gerson's Demolition) in 1969, told me about the Studebaker connection. Later, he would travel to Arkansas to visit his Mom and find a 4' round Studebaker sign buried in a snowdrift. He dug it out and brought it back and gave it to me and my wife. During remodeling of the Hotel Lewis to the Lewis Hotel Historic Apartments, the Studebaker sign on the second floor, west wall was painted over. Sad! That's my story, and I think I'm sticking to it.

(See additional photos on page 12)

Demolition) in 1969, told me about the Studebaker connection. Later, he would travel to Arkansas to visit his Mom and find a 4' round Studebaker sign buried in a snowdrift. He dug it out and brought it back and gave it to me and my wife. During remodeling of the Hotel Lewis to the Lewis Hotel Historic Apartments, the Studebaker sign on the second floor, west wall was painted over. Sad! That's my story, and I think I'm sticking to it.



MEMBER CONTRIBUTION

## Did you Know about The Studebaker South Bend Watch Company? by Fred Gooch



Fred Gooch

In 1876, Dietrich Gruen set up a watch making company in Columbus, Ohio, staffed largely by German speaking immigrants from Switzerland. After 25 years, the company was declared bankrupt and sold. Gruen then started The Gruen Watch Co. South Bend citizens and merchants raised \$135,000 to search for, find and procure new industry for the city. They discovered the Columbus Watch Co. and purchased the remains. Shortly thereafter, it became apparent that the hasty purchase had little actual value, so everyone deserted the sinking ship, leaving Studebaker Brothers as major stockholders. In order to salvage the initial investment, they had to start from scratch building a large special building and fitting it with mass production equipment (not yet designed) and retraining the workers. Originally incorporated as American National Watch Co., but in two weeks changed the name to South Bend Watch Co. The plant finally started producing timepieces in 1905.

Already a journeyman watch maker, Mr. Shelton left the Appleton Watch Co. in Wisconsin just before the company's bankruptcy. In Chicago, between trains, he flipped a coin to decide where to seek work. South Bend won over Elgin, Illinois.

Upon arriving in South Bend, he checked into the Oliver Hotel, freshened up, got on a street car (the first street cars in the US), and went to the South Bend Watch Company to apply for work. Not only was he hired in less than an hour, he was made plant supervisor. Initially, this created a problem, as he was the only outsider.



The plant was running full stride, making South Bend and Studebaker watches in several price ranges when clouds of WWI appeared.

Drafted into the building of gun sights and other instruments of war, the company returned to civilian watch making only to discover that pocket watches were becoming obsolete.

It seems strange to me that even though business was good in the 20's, not one single clock was produced for Studebaker's automobile company building on the other side of town.

Indiana's only watch company produced over one million watches in 26 years and twenty million dollars in wages were paid. South Bend watchmakers were paid twice as much as any watch worker in the U.S. They were paid in gold or silver coin in yellow envelopes every two weeks.

South Bend watches were sold only in jewelry stores, while Studebaker watches were sold with mail order, only in 21 jewel and sizes 12, 14, and 16.

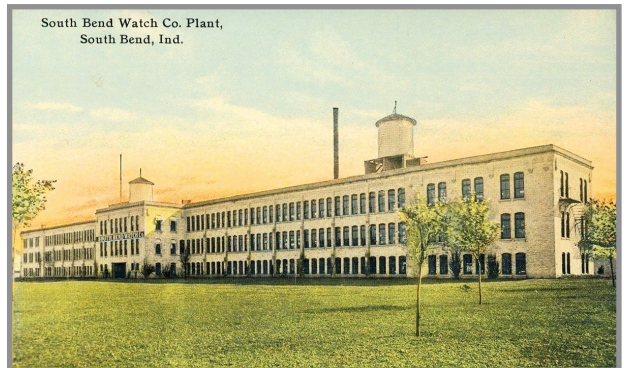
Many watches were purchased by The Studebaker Bros. Manufacturing Co. as retirement gifts. Bulky watches were bestowed on low ranking employees as "Thin was in." Thousands of watches were purchased by Navy sailors. Prices ranged from \$6.25 to \$2,000 with the average being \$95 to \$250 in the 1920's. Between 1926-29, a few wrist watches were produced. They were called bracelet watches for women and strap watches for men.

Jesse Coleman, avid watch collector and repairman decided in 1920, to prove a point on Studebaker watches. He took a size 18 to the local ice company and had a 400 pound block of ice prepared. Just as the center of the ice block was beginning to freeze, he wound the watch and placed it in the center of the block of ice. After the block froze solid, he had it delivered to a local jewelry store window where it drew a lot of attention and ran until the main spring ran down. He was inspired, of course, by the South Bend Watch Co. ads claiming that their watches would run accurately in a block of ice and he proved it. Also, he worked on South Bend watches and had become impressed with their quality and workmanship.



Studebaker Pocket Watch in Skeleton Case  
Permission for publishing the photo given by  
the e-bay seller

Back to Mr. Shelton, who was employed with the company for 18 years and so were his two assistants. Then came the Depression and liquidation which took a year. During that year, Shelton finished 35,000 watches which made money for the creditors. Afterwards, Shelton took over the service department and closed the watch company in 1954. Shelton had 51 years in the South Bend Watch Co. and while he was overseeing the service department, he noted that many watches shipped to him for repair came from the Philippines.



Ted Miloserny was a watchmaker in South Bend. After the closing of the South Bend Watch Co., Ted bought a lot of spare parts. After retiring to Sun City, AZ, he repaired watches for fun and did excellent work on my antique watches. One that I had purchased at a swap meet in Hawaii in 1984, was solid on the inside. Ted was able to resurrect it and make it run accurately. One time, I asked him if he knew about "Salesman Watches." I was referring to the watches with a clear glass back. Ted said that they were called Skeleton Cases and used by the factory to store movements. After salesmen heard about the Skeleton Cases, they used them to show the working movements to potential customers without actually opening a watch back and exposing it to dust. That's my story and I'm sticking to it!!





STUDEBAKER ADS ~ WANTED AND FOR SALE OR TRADE



**Wanted:** 1957- 1959 Silver Hawk. Contact Connie Olsen: 702-540-6218, [house@go-olsen.com](mailto:house@go-olsen.com)

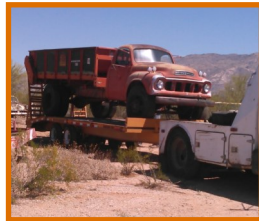
**Wanted:** Dealership license plate frame, such as, Frost & French or Palm Springs Studebaker. Fred Gooch 520-883-7418, email [nora.gooch@yahoo.com](mailto:nora.gooch@yahoo.com)

**For Sale: Studebaker models:** Beautiful '57 Studebaker Golden Hawk model in original box like new, \$60.00. Call Joyce Mooney at 520-977-7864.

**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](mailto:slowbull1868@gmail.com)

**For Sale:** 1950 2 door Champion. Garaged for the last 25 years. \$3,000.00. Call Bill Mc Lerran at 520-400-0522.

**For Sale:** 1957 two-ton Transtar Manure Spreader Truck. See the November/December 2020 Copper Starlight for more information. \$1,300.00 Contact: Ann Pearson, 520-975-0660 or email [annpearson1960@yahoo.com](mailto:annpearson1960@yahoo.com)



**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:** Trailer: 69" x 14'6", new tires, nice leaf springs and the brake light wiring is good. Asking \$300. Call Gloria, 520-325-2282.



**For Sale:** Two 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.



Gloria Schmetzer's 1963 GT Hawk on East Speedway, Tucson, Arizona



Jay Bodle's "New" 1950 Commander

## PAST EVENTS, SPONSORS AND CRUISE NIGHTS

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Thanks to *Creative Printers*, for printing this newsletter.  
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**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.

### Car Shows and Cruise Nights

**Thursdays:** Freddy's Frozen Custard & Steakburger weekly Cruise-In, 3725 West Orange Grove Rd., Marana, AZ, 6:00 p.m. to 8:00 p.m., 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 7:00 p.m. plus, 520-989-0067. They also have a car show the last Saturday of every month from 3:00 p.m. to 7:00 p.m. plus. 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://littleanthonydiner.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](mailto:heather.gaslight@gmail.com). **Nothing scheduled at this time for car shows.** Concerts will be held on selected evenings outdoors at 5:30 p.m. Please check the website. Bring your own blanket.

**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: \_\_\_\_\_  
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

### Membership Application

Memberships are for 1 year and include 12 issues of *Turning Wheels*®. You can now join/renew for up to 5 years.

Membership in US	1 year	3 years	5 years
<b>Regular Members w/periodicals:</b>	..	<b>Total</b>	<b>Total</b>
<input type="checkbox"/> <b>New Members 1st year only</b> .....	\$29	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail	\$36	\$99	\$161
<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 <b>WITHOUT</b> <i>Turning Wheels</i>	\$12	\$36	\$60
<input type="checkbox"/> <i>Turning Wheels</i> subscription <b>WITHOUT SDC membership</b> (Libraries, etc.)	\$29	\$87	\$145

Memberhip in Canada	1 year	3 years	5 years
<b>Regular Members w/periodicals:</b>			
<input type="checkbox"/> <b>New Members 1st year only</b> .....	\$46	na	na
<input type="checkbox"/> Regular Member renewal w/periodical class mail.....	\$52	\$144	\$236
<input type="checkbox"/> Regular Member renewal w/1st class mail .....	\$66	\$186	\$306

Overseas Membership	1 year	3 years	5 years
<b>Overseas Members w/periodicals:</b>			
<input type="checkbox"/> <b>New Members 1st year only</b>	\$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

**Fax 763-420-7849 or Email: [sdc@cornerstonereg.com](mailto:sdc@cornerstonereg.com)**  
for information. Or visit:  
[www.studebakerdrivesclub.com](http://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.

Name (first) \_\_\_\_\_ (last) \_\_\_\_\_  
Spouse \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_ Birth date: \_\_\_\_\_  
E-mail: \_\_\_\_\_

<input type="checkbox"/> VISA	Card # _____
<input type="checkbox"/> MasterCard	Expiration _____
<input type="checkbox"/> Discover	Signature _____

**If new member, source of referral :** \_\_\_\_\_

**If renewal, month due:** \_\_\_\_\_

**Member #** \_\_\_\_\_

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





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