



The Copper Starlight

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

JULY/AUGUST 2021

VOLUME 48, ISSUE IV

Inside this Issue:

From the President	2
Thoughts and Prayers	2
Calendar of Events	3
Stude-Baker Recipes	3
Tech Tip	2
Interesting Websites & Videos	4
Past Events	1,3,4,5,12
Member Contributions	1,3,4,5,6,9,12
Ads	9
Cruise Nites and Shows	10
Sponsors	10
New Member Application	11



2021-2022 Officers:

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



Lunch at Bubb's Grub by Ann Pearson



The weather cooperated for us with our travels up to Catalina, Arizona with a bright and breezy day. Bubb's Grub has become a regular destination for our Southern Arizona Chapter. A delicious meal can always be found with the excellent menu and widely known barbecue. A drive to Bubb's was my official first outing with the Club. The outing was nearly five years ago in September for Drive Your Studebaker Day. My how time flies!



The line up! L-R, Marj Scooros' '50 Champion Starlight, Lou Fencil's '56 Power Hawk, Ann Pearson's '62 GT Hawk, John L. Lewis' '61 Hawk, and Dan Enwright's '50 Starlight Coupe



The men having a good time at our caravan spot!



Hugh and Cynthia Adam's '60 Lark

Twenty-five members and family attended the luncheon. Members and Studebakers driven included: Hugh and Cynthia Adam and cousin, '60 Lark convertible; Keith and Marie Amb; Duane Cowan; Tory Cowan; Dan Enwright, '50 Starlight Coupe; Lou Fencil, '56 Power Hawk; Michael E. Hodges; John L. Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Don and Bonnie McGraw, '63 GT Hawk; Bob Miles, rode with Marj; Edwin Nelson and granddaughter, Bre Parkinson; John Noble, '53 Commander Coupe; Larry Northington; Ann Pearson, '62 GT Hawk; Bruce Sandburg and Delores Shurtz; Marj Scooros, '50 Champion Starlight; and Paul Storm with his '62 Lark. In all, ten Studebakers were driven, a very good turnout! (More photos on page four)



John Noble's '53 Commander Coupe

Birthday Wishes

July

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

August

- 4 Maggie Wheeler
- 9 Chris Collins
- 12 Dusty Ray Arizona Rivers
- 13 Fred Gooch
- 13 Gary Pryor
- 14 Pamela Pryor
- 15 Charlotte Luczycki
- 17 Tory Cowan
- 21 Michael Hodges
- 26 Mary Jane Schreiner
- 30 Ed Smith



Anniversary Wishes

July

Jim and Audrey Thompson

August

- 2 Keith and Marie Ambs
- 10 Carl and Kelly Holmberg
- 23 Randy & Donna Goble
- 29 Charles and Pam Kenney
- 30 Larry and Dee Northington



MESSAGE FROM OUR PRESIDENT AND TECH TIP

Hello everyone,

The excessive heat over the last couple of months has been keeping us from doing much. Now that the season has changed a little and Covid restrictions have eased, John L. Lewis has been busy finding us some things to do. We have a couple of lunches in the works, and Drive Your Studebaker Day (DYSD) will be in September. Thanks John.

At the last business meeting we decided as an incentive to sell more raffle tickets on items for the drawings on DYSD that you can now get two for one. Just send in the money for the items that you would like to Bob Miles at the Chapter PO Box.

I had a chance to work on my '56 sedan recently. The deck lid was closing very hard and sounded awful. It looked to me like the springs were pulling so hard on the hinges that it was actually bending them out of alignment. A neat fix was to run a brace from the inside of the hinge on one side to the inside of the hinge on the other. Making the brace was easier than hooking the springs back up after finishing. All I can say is if you ever remove the trunk springs on a sedan, you had better have eaten your Wheaties for breakfast!!

If you are going to drive your Studebaker, check those wiper blades.

Randy



Randy Goble

From the Editor:

Dear Members:

It has been a busy two months for the Club. I am happy to say that I have been able to go to several get-togethers. The Board meetings have been well attended, with record numbers! The Breakfast in the Park, Breakfast at The Happy Rooster and lunch at Bubb's Grub were all enjoyable. It was great to get together with everyone. I finally got to see John Noble's car at Bubb's Grub.

Thank you to June Kaiser and Donna Goble for proofreading and to Mike Hodges, June Kaiser, and Bob Miles for submissions and photos for the newsletter.

Have a happy Fourth of July!

Ann Pearson, SAC/SDC Newsletter Editor

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



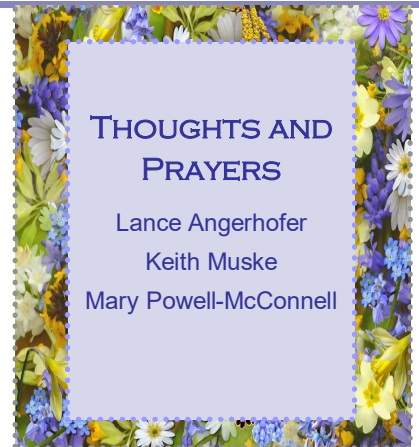
Ann Pearson

SAC/SDC Contact:

John L. Lewis,
Vice-President
520-954-0904 or
lewishoot@cox.net

THOUGHTS AND PRAYERS

Lance Angerhofer
Keith Muske
Mary Powell-McConnell



**UPCOMING EVENTS/SOUTHERN AZ CHAPTER OTHER AUTO RELATED,
AND STUDE-BAKER RECIPES**

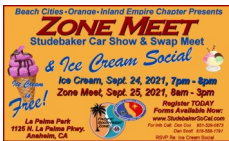
**Mondays, July 19, August 16, Sep-
tember 20, October 18, November 15
and December 20, 2021**

Friday, July 16, 2021

Friday, August 20, 2021

**Wednesday to Saturday, September
8-11, 2021**

**Friday and
Saturday,
September
24 & 25,
2021**



Saturday, September 25, 2021

Saturday, December 4, 2021

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

Lunch at The Sky Rider Coffee Shop at The Avra Valley Airport: Meet at 11:30 a.m., 11750 W. Avra Valley Rd., 520-682-3046. Take exit 236 from I-10 on Avra Valley Rd., and go West to the airport, about three miles on the right, you can't miss the airport. Get your Studebaker out for a ride if it isn't too hot for you! And, get out for a great lunch. RSVP John L. Lewis, 520-954-0904, or lewishoot@cox.net if you plan to attend.

Lunch at Jeff's Pub: Meet at 12:00 p.m., 112 S. Camino Seco, just South of Broadway on the Eastside, 520-886-1001. Time to enjoy Friday fish or any of the other good food on the menu. RSVP John L. Lewis 520-954-0904, or lewishoot@cox.net if you plan to attend.

57th international SDC Meet: Hosted by Indy Chapter in Indianapolis, IN. At the Marion County Fairgrounds. See hotel listing in December 2020 **Turning Wheels**. Visit <http://sdcmeet.com/> for information and registration.

Pacific Southwest Zone Meet 2021: 8:00 a.m. to 3:00 p.m. La Palma Park, Anaheim, CA. For information call: Don Cox 951-529-0873 or Dan Scott 818-558-1791. Registration: www.StudebakerSoCal.com

An ice cream social will be held the day prior to the Zone Meet. See the flier to the left.

The Southern Arizona Chapter Drive Your Studebaker Day and Membership Appreciation Day: Meet at 12:00 p.m., Triangle "T" Guest Ranch, 4190 East Dragoon Road, Dragoon, AZ, 520-586-7533. The Ranch is 60 miles south-east of Tucson on I-10 at Exit #318, just before the rest stop at Texas Canyon. We will have lunch and the raffle that is advertised on page five in the Newsletter. We can arrive about 11:30 a.m. to have a little tire kicking. It should be a little cooler this year for it is late in September, so get those Studebakers out for a ride. We will do a caravan from Tucson, and will meet at Exit #279 at the Vail Road/Wentworth exit. Meet at the big parking lot on the East side of I-10 at the Old Vail Steakhouse at 10:15 a.m. and depart at 10:30 a.m. for Triangle T. The Chapter will give \$20 per person towards your meal again this year. We need to decide on one of the following menus for the whole group; either the Taco Bar at \$18.99 per person or the BBQ Chicken or Pulled Pork at \$19.50 per person. Both meals include sides, soft drinks, tea, coffee or lemonade. Tax and 20% gratuity will be added. Please RSVP John L. Lewis by September 18, 2021 at 520-954-0904 or lewishoot@cox.net to let him know what your menu choice would be, or if you have any questions. The majority of preferences will determine which menu the whole group will have. During our stay at the Triangle "T" Guest Ranch, feel free to walk around the Ranch and take in the sites of the rock formations. A little trivia for you. The movie "310 To Yuma" was filmed there years ago. Earlier in the morning or after our lunch, you can visit the nearby Amerind Museum, 2100 N. Amerind Rd., Dragoon, AZ. Google the Museum for more information.

Gaslight Theater: 3:00 p.m., 7010 E Broadway Blvd, Tucson, 520-886-9428. Forty people are allowed @ \$23.86 each senior with discount. If any students or under 12, it is \$15.16. Regular adults are \$26.03. More updates will follow. Please RSVP Bob Miles at mc61coupe@aol.com

Stude-Baker Recipes

Chocolate Nut Clusters

(As made for the Ft. Lowell Picnic in March)

by Mike Hodges



Ingredients:

- 1-1/2 lbs Almond Bark Chocolate
- 1 jar Peanuts (your choice)



Use your choice of chocolates, such as bark, or bags of flavored chocolate.

This recipe is based on 1-1/2 lbs of almond bark (Walmart) chocolate, and honey roasted peanuts.

Melt chocolate in the microwave for about 2-1/2 to 3 minutes (until completely melted.)

Mix in peanuts. Lay out parchment paper.

Use a teaspoon or tablespoon and dip mix on paper.

Let cool until firm.



PAST EVENT PHOTOS FROM LUNCH AT BUBB'S GRUB, THE SAC BOARD MEETING AND INTERESTING WEBSITES AND VIDEOS

Bubb's Grub Photos



L-R: Hugh Adam, Bob Miles, Hugh Adam's cousin, John L. Lewis, Cynthia Adam and Larry Northington



L-R: John Noble, Dan Enwright, John L. Lewis, Duane Cowan and Paul Storm



Don and Bonnie McGraw's '63 GT Hawk and Paul Storm's '62 Lark



Bob and Eileen Loshbough's '61 Champ

Board Meeting, May 17, 2021 a Large Group!



Photo by the Hungry Fox Waitress

Breakfast at the Happy Rooster



Photo by the Happy Rooster Waitress

Eighteen Members and Friends attended the breakfast at the Happy Rooster on Monday, June 14

INTERESTING WEBSITES AND VIDEOS

SAC website: <http://soazsdc.org/>
The Grand Canyon Chapter of the SDC: www.grandcanyonsdc.com
Chapter email: sozonasdc@yahoo.com
International Studebaker Museum www.studebakermuseum.org
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>
South Bend's Studebaker Legacy
<https://tinyurl.com/yxqlhvhv>

Full list of Studebaker Models
ranker.com/list/full-list-of-studebaker-models/reference
The most insane muscle car collection
<https://youtu.be/6clDqAfOpwA>
"Baby Boomers Tribute "The Echoes of My Mind" 1950's 60's Hollywood Lost Los Angeles SFV"
<https://youtu.be/Okq3FNgt6oo>
Studebakers and the secret to winning a premier vintage road race
<https://www.hagerty.com/media/events/studebakers-winning/>

PAST EVENT AND PREVIEW OF FUTURE RAFFLE ITEMS

Breakfast at Agua Caliente Park

by Ann Pearson

A fun time was had by all at the Agua Caliente Park on Saturday, May 1, 2021. Twenty-six members and friends attended the breakfast. Attendees and Studebaker cars driven included: Steve and Gail Ault; Deb Crooks; Lou Fencil, '56 Transtar Pick-up; Randy Goble; Fred and Nora Gooch, '37 Dictator; Craig Harm, '51 2R6 Pick-up; Bill Herbert, friend of Lou Fencil, '55 President; Michael Hodges; John L. Lewis, '61 Hawk; Terry Lewis, '61 Hawk; Bob and Eileen Loshbough, '61 Champ Pick-up; Stan and Charlotte Luczycki, '63 Avanti; Don McGraw, '63 Hawk; Bob Miles; Ann Pearson, '62 GT Hawk; Arric Rankin, '63 Champ Pick-up; Bruce Sandburg and Delores Schurtz; Chuck and Louise Stanford; Paul Storm, '62 Lark; and Sand Zaspel, Sr, friend of Lou Fencil.

A special raffle of Studebaker items, donated by Bob Miles, was drawn. Terry Lewis won a framed black and white poster of Studebaker cars. He was so thoughtful and gave the poster to me. I had mentioned to Bob Miles how much I liked the poster and when Terry won it, he gave it to me. Thank you so much Terry, you are so thoughtful! I love it!

The food was delicious. Randy Goble was busy with the grill when I arrived. He was making sausages and bacon. John L. Lewis was busy with the pancakes and scrambled eggs. While the grilling was taking place, there was an interesting conversation with Craig Harm and Paul Storm about changing gas tanks and gas caps. It was very interesting and did I ever learn a lot! I was eavesdropping!

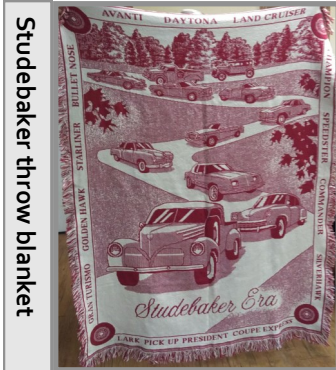
Lou Fencil brought a wooden model of a car that was raced at the Salt Flats and signed by Ron Hall.

John, thanks again for arranging a wonderful time!

(See photos on the last page)

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 and six gold rimmed drinking glasses by Bob Miles, a Studebaker throw blanket (won in the raffle 1-1/2 years ago) by Don and Bonnie McGraw and the Studebaker stock certificates by Keith and Marie Amb. The Club is now having a special with 2 for 1 raffle tickets, or 12 for five dollars.

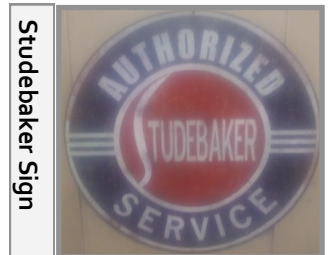


Studebaker throw blanket



Set of six Studebaker Glasses

Hee Haw Coveralls modeled by John L. Lewis



Studebaker Sign



Studebaker Cream and Saucer Set, and Salt and Pepper Shakers



Model Car Kit



Beautifully framed Studebaker Stock Certificates

MEMBER CONTRIBUTION

Studebaker History Survey Part Two

by Bob Miles

In Part One, we detailed the history of the Studebaker family from their arrival to the British Colonies in 1736, to becoming one of the 19th Century's largest manufacturers of four wheel vehicles. The last Studebaker brother, John M Studebaker, died on March 16, 1917, in South Bend at the age of 83.

The back story prior to that event and afterward will be covered in Part Two.

South Bend, Indiana

The **Studebaker Electric** was an automobile produced by the **Studebaker Brothers Manufacturing Company** of South Bend, Indiana, a forerunner of the Studebaker Corporation. The battery-powered cars were sold from 1902 to 1912.

Studebaker entered into the automobile manufacturing field in 1898, when Frederick S Fish, son-in law of John M Studebaker, as Chairman of the Executive Committee, persuaded the board to supply \$4,000, or \$119,646 today, for the development of an electric vehicle. However, lacking the board's full support, the project yielded one car. The company did, however, enter into the field of producing bodies for electric taxis through Albert Augustus Pope's Electric Vehicle Company.



1902 Studebaker Electric

Studebaker formally began production in earnest in 1902, and the company chose battery-powered electric vehicles because they were clean, easily recharged, and worked well in urban centers without need of refueling depots (gas stations).

Studebaker Electrics were available in a variety of body styles, many of which mimicked the bodies that it had long produced for its lucrative passenger carriage line. These included the Stanhope, Victoria, and Surrey. A four-passenger model was introduced in 1904.

Fish realized early on that Studebaker's future did not rest in the limited electric car, but in the gasoline-powered automobile. Studebaker's field of expertise was in body building and product distribution, not engine building. This realization led to the creation of the Studebaker-Garford automobile in 1904. The joint agreement worked well until 1909-1910 when Garford attempted to divert chassis to its own brand of automobile, and Studebaker, looking for an affordable car to sell entered into an agreement with the E-M-F Company of Detroit. E-M-F would build the entire car, which would then be distributed through Studebaker wagon dealers.

Still, Studebaker continued to build electric vehicles until Fish decided to begin the process of seizing control of E-M-F in 1909, which Studebaker completed by 1910.

By 1912, it became conventional wisdom that the future lay in gasoline-powered engines rather than heavy, sluggish electrics, and the limited production of electric cars stopped. An official announcement from the newly re-incorporated Studebaker Corporation stated:

The production of electric automobiles at South Bend has ended. . . It has been conducted for nine years without much success, and ultimately the superiority of the gasoline car (is) apparent.

Elyria, Ohio (Studebaker-Garford)

400 Clark St, Elyria, OH

Under the agreement with Studebaker, Garford would receive completed chassis and drivetrains from Ohio and then make them with Studebaker-built bodies, which were sold under the Studebaker-Garford brand name at premium prices. Prices listed for the Model G were \$3,700 to \$5,000 based on the body style used, equal to (\$106,574 in 2020 dollars) to (\$144,019 in 2020 dollars). Eventually, vehicles with Garford-built engines began to carry the Studebaker name. Garford also built cars under its own name, and by 1907, attempted to increase production at the expense of Studebaker. Once the Studebakers discovered this, John Mohler Studebaker enforced a primacy clause, forcing Garford back on to the scheduled production quotas. The decision to drop the Garford name was made and the final product rolled off the assembly line by 1911, leaving Garford alone until it was acquired by John North Willys in 1913.



1908 Studebaker-Garford Limousine

Detroit, Michigan

4333 W Fort St, Detroit, MI
461 Piquette Street, Detroit, MI
6230 John R St, Detroit, MI (E-M-F)

The beginning of the manufacturing of Studebaker gasoline powered cars did not originate in South Bend, but in Detroit. Most early Studebaker gas powered cars were made in Detroit with agreements with other manufacturers listed in the previous paragraphs. This continued as the South Bend Factory was primarily concerned with wagons and other horse drawn vehicles. (Continued on page 7)

MEMBER CONTRIBUTION: STUDEBAKER HISTORY PART TWO BY BOB MILES

E-M-F and Flanders: Studebaker's agreement with the E-M-F Company, made in September 1908, was a different relationship, one John Studebaker had hoped would give Studebaker a quality product without the entanglements found in the Garford relationship, but this was not to be. Under the terms of the agreement, E-M-F would manufacture vehicles and Studebaker would distribute them exclusively through its wagon dealers.

The E-M-F gasoline-powered cars proved disastrously unreliable. This was due to the transmission placed on the rear axle. This set up was not tried again until 1961, with the Pontiac Tempest with just the same bad results. The problems caused the jokesters to say that E-M-F stood for *Every Morning Fix-it*, *Every Mechanics Friend*, *Easy Mark's Favorite*, and the like. Compounding the problems was the infighting between E-M-F's principal partners, Everitt, Flanders and Metzger. Eventually in mid-1909, Everitt and Metzger left to start a new enterprise. Flanders also quit and joined them in 1912, but the Metzger Motor Car Co could not be saved from failure by renaming it the Flanders Automobile Company.

Studebaker's president, Fred Fish, had purchased one-third of the E-M-F stock in 1908, and followed up by acquiring all the remainder from J.P. Morgan & Co. in 1910, and buying E-M-F's manufacturing plants at Walkerville, Ontario, Canada, and across the river in Detroit. The former Ford Piquette Avenue Plant located across Brush Street from the old E-M-F plant in the Milwaukee Junction area of Detroit, was purchased from Ford in January 1911, to become Studebaker Plant 10, used for assembly work until 1933. The Erskine and Rockne were the final cars produced in Detroit. During 1913, Studebaker became the third largest producer of automobiles in America, behind Ford and Overland (known as Jeep today). That year, all Studebaker cars were produced in Detroit, but in 1920, all horse-drawn vehicles were stopped and eventually all production was transferred to South Bend. On June 20, 2005, the E-M-F (and previously Wayne Automobile) Detroit plant on Piquette Avenue and John R. Street caught fire and within a few hours it was gone.



1912 EMF



1930 Erskine



1932 Rockne in the Studebaker Museum

South Bend, Indiana

635 S Lafayette Blvd. South Bend, IN



Studebaker Factory circa 1910

John M Studebaker had always viewed the automobile as complementary to the horse-drawn wagon, pointing out that the expense of maintaining an automobile might be beyond the resources of the small farmer. In 1918, the annual capacity of the seven Studebaker plants was 100,000 automobiles, 75,000 horse-drawn vehicles, and about \$10,000,000 worth of automobile and vehicle spare parts (\$172,057,522 in 2020 dollars). In the preceding seven years, 466,962 horse-drawn vehicles had been sold, as against 277,035 automobiles, but the trend was all too clear. The regular manufacture of horse-drawn vehicles ended when Erskine ordered removal of the last wagon gear in 1919. To its range of cars, Studebaker would now add a truck line to replace the horse-drawn wagons. Buses, fire engines, and even small rail kits were produced using the same powerful six-cylinder engines.

As the factory was to eventually become the center of production, a large foundry was installed and Studebaker was one of the first manufacturers to place a proving grounds to test automobiles.

Studebaker's total plant area in Indiana was 225 acres (0.91 km²), spread over three locations, with buildings occupying 7.5 million square feet of floor space. Annual production capacity was 180,000 cars, requiring 23,000 employees.

From the 1920s to the 1930s, the South Bend company had originated many style and engineering milestones, including the Light Six, Big Six models, the record-breaking Commander and President followed by the 1939 Champion. During the war, Studebaker produced the Studebaker US6 truck in great quantity and the unique M29 Weasel cargo and personnel carrier. Studebaker ranked 28th among United States corporations in the value of wartime production contracts.

(Continued on page 8)

MEMBER CONTRIBUTION CONTINUED: STUDEBAKER HISTORY PART TWO BY BOB MILES

Chippewa Factory

701 W Chippewa Ave, South Bend, IN

Due to the war effort, and the capacity of the Downtown Facility was dedicated to Studebaker US6 Truck and M29 Weasel production, the Chippewa Factory was built south of the city to initially manufacture Wright R-2600 Twin Cyclone aircraft engines to be installed in the North American B-25 Mitchell. Construction began January of 1941, and completed in June of 1942. Due to logistics challenges, the initial order was cancelled and Studebaker was asked to build Wright R-1820 Cyclone aircraft engines instead. Retooling of the factory commenced and by January of 1944, was the exclusive location of the Wright R-1820 installed in the Boeing B-17 Flying Fortress.

After the war ended, the factory was idled until the Korean War began, and the M35 series 2½-ton 6×6 cargo truck resumed in 1950, and the M54 5-ton 6x6 truck was also manufactured at this location. Ownership of the factory changed hands a few times, but the M35 and M54 stayed in production until they were replaced by the FMTV in 1989.

Vernon, California

4530 Loma Vista Ave, Vernon, CA

In 1938, the company built an assembly location at 4530 Loma Vista Avenue in Vernon, California, which remained in production until 1956. At one time, the facility was averaging 65 cars a day, assembled from knock-down kits shipped by rail from the factory in South Bend, Indiana. The factory manufactured the Champion, the Land Cruiser, and the Starlight. During the war, the factory was in close proximity to Douglas Aircraft and Lockheed Aircraft and built engine assemblies and nacelles for B-17s and PV-2 Harpoons.

Hamilton, Ontario, Canada

391 Victoria Ave N, Hamilton, ON L8L 5G7

On August 18, 1948, surrounded by more than 400 employees and a battery of reporters, the first vehicle, a blue Champion four-door sedan, rolled off of the Studebaker assembly line in Hamilton, Ontario. The company was located in the former Otis-Fenson military weapons factory off Burlington Street on Victoria Avenue North, which was built in 1941. Having previously operated its British Empire export assembly plant at Walkerville, Ontario, Studebaker settled on Hamilton as a postwar Canadian manufacturing site because of the city's proximity to the Canadian steel industry.

Studebaker manufactured cars in Hamilton from 1948 to 1966. After the South Bend plant shut, Hamilton was Studebaker's sole factory.

Studebaker briefly manufactured cars Walkerville, Ontario, from 1912 to 1936. The plant was known as the Walkerville plant.

Melbourne, Victoria, Australia

Studebaker had a long history of selling products in Australia, starting in the 1880s when horse-drawn wagons and carts were imported from the South Bend, Indiana factory, and as the company transitioned to automobiles, they were also brought in.

Studebakers were assembled in Melbourne in RHD configuration from CKD kits manufactured at Hamilton, Ontario, Canada, beginning in 1960. The first location was the Canada Cycle and Car Company in the neighborhood of Tottenham, which assembled Studebaker Lark sedans and station wagons, the Studebaker Champ pickup truck and the Studebaker Silver Hawk. In 1964, after the South Bend, Indiana factory closed, Australian assembly was handed off to Continental & General's factory in West Heidelberg until 1968, when the last car was built. When the factory ceased operations, Renault products were brought in to replace them. Previously, Studebakers were exported to Australia fully assembled beginning in 1948 in limited numbers.

References: A Century on Wheels, Sidney Longstreet, 1952: Studebaker: The Complete Story by William Cannon and Fred Fox, Wikipedia: Studebaker-Wikipedia, Studebaker Factories



STUDEBAKER ADS AND STUDEBAKER IDENTIFICATION



Wanted: 1957- 1959 Silver Hawk. Contact Connie Olsen: 702-540-6218, 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

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

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

Reluctantly for Sale: I just sold my home and I am in a pinch to move by July 15, 2021. Finding a place in such short notice means that I cannot take my two Studebakers with me. 1. 1962 Lark 4-door white/blue 3-speed overdrive will start and run with gas down the carburetor. Bargain \$500.00. 2. 1956 President Classic running and driving, but anyone that has seen it knows it needs TLC. Bargain \$1,000. Contact Bob Miles 520-465-9873



Photo by Ann Pearson

For Beautiful Studebaker Steering Wheel Covers
Contact

Marj Scooros

marjsbaubles@yahoo.com

One for \$20.00, two or more \$15.00 each.
For orders, the diameter of the steering wheel is needed along with the year, model and color of the car.

***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.



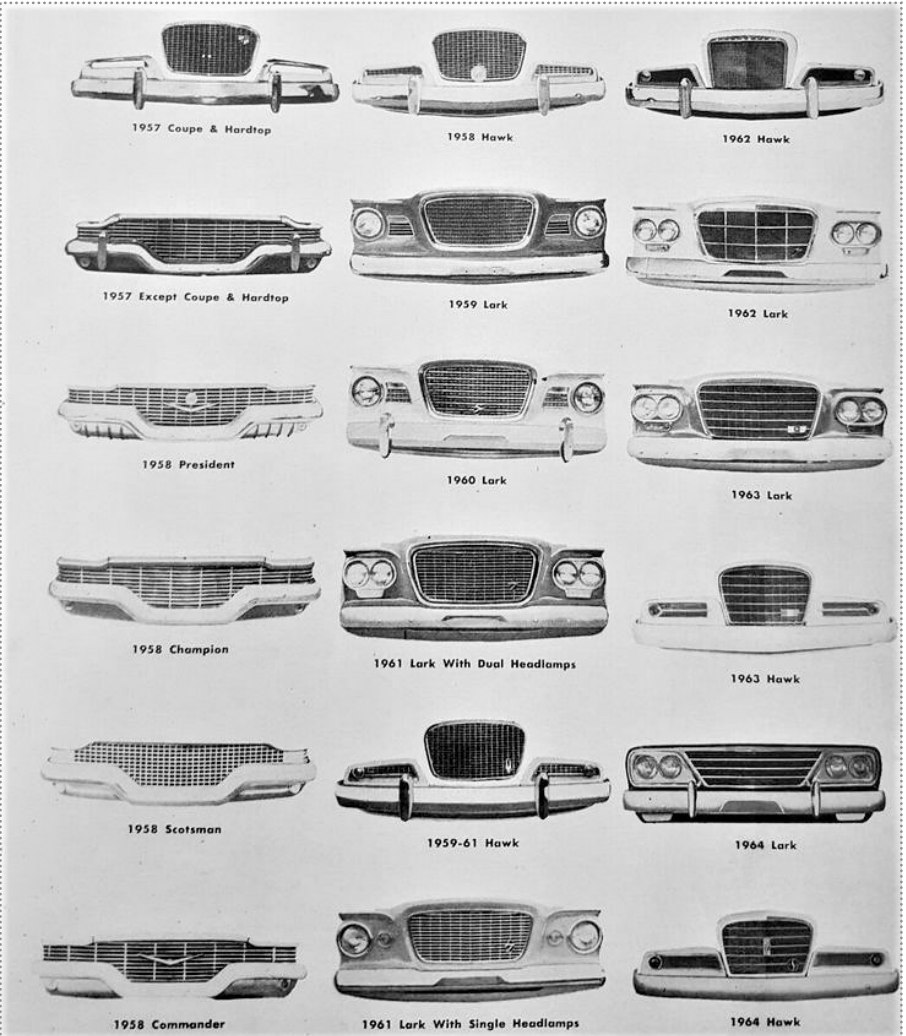
For Sale: Two New Tan Studebaker seatbelts with Studebaker emblem, with all hardware. \$30.00 each. Email John L. Lewis at lewishoot@cox.net or call 520-954-0904

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 Sale: 1931 Studebaker Commander Model 70, 8 cylinder, 4-door Regal sedan. It has the 3-speed manual freewheeling transmission. It has six color matched spoked wheels, and two new billet machined rear drive axles. It also has a new custom fuel tank, and has huge ovaloid headlights. Included is also a huge wood-trunk. \$20,000 obo. Contact Annette Young at 951-258-6021, or email: nettie1119@gmail.com



STUDEBAKER IDENTIFICATION, REPRINTED FROM THE "HAWK", THE IRQUIS CHAPTER NEWSLETTER, VOL 3, 2021 (GRILLS, CONTINUED FROM THE MAY/JUNE 2021 EDITION OF THE COPPER STARLIGHT)



PAST EVENTS, SPONSORS AND CRUISE NIGHTS

COLLECTOR CAR SPECIALIST
www.studebakersite.com



Barry Hackney, Owner
 Parts
 Sales - Service



Quality Chrome Plating

17819 Frankton Way • Houston, TX 77073 01/2
 Cell 281-787-6230
barry@studebakersite.com
custompolishchromeplating.com






Please Don't Drink Then Drive

TJ'S Speedometer Repair
 "Tucson's Speed Needs Specialists"
 Have you had your speedometer checked lately?

Electronic Instrument Cluster Repair on All Makes & Models

520.882.2000
 520.304.0242

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

ANDY'S AMERICAN GLASS
 Andy Wilson
 Owner

Auto • Residential • Commercial 01/22

3653 N. 1ST AVENUE
 TUCSON AZ 85719

Over 35 Years Experience
 520.979.3258
AndysAmericanGlass.com
Andy@AndysAmericanGlass.com

Custom & Classic cars
 1-855-U-GO-Glass
 1-855-846-4527

StudebakerParts.com
 The Online Studebaker Parts Store



Russ & Sharon Ware
 2700 E Magnolia Dr.
 Gilbert, AZ 85298

P: 602-995-5311
 F: 602-635-1921
russ@StudebakerParts.com 01/22



Carburetors Fuel Injection Systems
 Marco Aguilar
 Sales Representative



2225 S. 6th Ave
 Tucson, AZ. 85713
 Phone: (520) 917-5050
 Fax: (520) 917-2902
Email:cfisllc@cox.net
 Web: <https://carburetorandfuelinjectionsystems.com/> 01/22



\$10.00 OFF ALL FULL SERVICE OIL CHANGES
 Valid only at Speedway locations listed below. Not valid with any other offers. 01/5/21

3355 E. Speedway Blvd.
 520-323-0779

Only Whatever You Need Guarantee

(See Coupon to the left)



Grease Monkey
 3355 East Speedway Blvd.
 Tucson, AZ 85716
 (520) 323-0779 Telephone
 (520) 323-0784 Fax
tollar65@outlook.com

Tom Ollar General Manager 04/22

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

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.

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, 6:00 p.m. to 9:00 p.m. plus, 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. 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://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](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.

	1 year	3 years	5 years
Membership in US		Total	Total
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$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 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			
Regular Members w/periodicals:			
<input type="checkbox"/> New Members 1st year only	\$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			
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			
<input type="checkbox"/> Donation to SDC Museum Fund	\$ _____		
<input type="checkbox"/> Donation to SDC Restoration Fund.....	\$ _____		
<input type="checkbox"/> Donation to National Museum Endowment Fund*	\$ _____		
<input type="checkbox"/> Donation to Studebaker National Foundation*	\$ _____		
(*Tax deductible donation)			
<input type="checkbox"/> Membership Pin - (specify year-pin) <small>Prices in <i>Turning Wheels</i></small>			
(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 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.

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.



**THE COPPER STARLIGHT
OF THE SAC/SDC
1345 N HOUGHTON RD.
TUCSON, AZ 85749**



Photos from the Breakfast at Agua Caliente Park, May 1, 2021



Craig Harm's '51 2R6 Pick-up



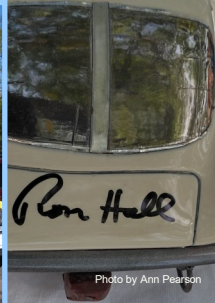
The line up!



Bill Herbert's '55 President



**Don McGraw's, '63 GT Hawk, Paul Storm's '62 Lark and
Arrie Rankin's '63 Champ Pick-up**



Stude Powered Avanti Model Signed by Ron Hall



Wonderful Comraderie!



**Our Industrious Tourmaster,
John L. Lewis**