



The Copper Starlight

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

MARCH / APRIL 2025

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Studebaker

2025-2026 Officers:

- President - Ann Pearson
- VP/Tourmaster - Open
Randy Goble (Acting)
- Treasurer - Paul Storm
- Membership - Dee Northington
- Secretary - Marj Scooros
- Past President - Randy Goble
- Historian - Fred Gooch
- Newsletter Editors -
Larry & Dee Northington



Website QR Code

Annual Banquet and Business Meeting

By Larry Northington

Our Chapter's banquet and business meeting was held on January 15th at the White Stallion Ranch on a picture-perfect day. It was filled with good food, great conversation, and just pure fun.

Thirty members came to enjoy the festivities, with many arriving in their beautiful Studebakers. Seven Studebakers in all. The ranch set us up in a private room which was perfect for the occasion. We enjoyed a buffet of salads, grilled chicken, and hamburgers with all the fix'ns. And for those with a sweet tooth, a nice selection of cookies. Everything was delicious. Some thought the price was a little high, but venues for this type of event are expensive. Any suggestions for next year?

Part of the festivities included the giveaway of two Door Prizes of the Chapter covering the cost of the event, the prizes of numerous Studebaker and Classic Car memorabilia items, and Randy Goble doing the live auction as a fundraiser for the chapter. A variety of donated items from generous members fetched a pretty penny. Delores Shurtz was the big winner of a nice 50/50. Thanks to all for everyone's generosity.

The Chapter's officers were elected as follows: President – Ann Pearson, Treasurer – Paul Storm, Membership – Dee Northington, Secretary – Marj Scooros, Historian – Fred Gooch, Newsletter Editor – Larry Northington, and Webmaster – Marj Scooros.

Randy Goble stepped down as the VP / Tourmaster, but is continuing to help until someone volunteers for the position. The Chapter will seek volunteers to plan events for the chapter throughout the year.

The Studebakers at the event were Randy and Donna Goble's '50 Champion, Lou FencI's '56 Transtar, Paul Storm's '62 Lark, John L Lewis' '64 Hawk, Bob Loshbough's '61 Champ, Chuck and Louise Stanford's '89 Avanti, and, Aaron and Belinda Scott's '63 Champ.



Pictures provided by Belinda Scott

See the back page for additional pictures

Birthday Wishes



March

- 2 Duane Cowan
- 7 Jay Bodle
- 10 Clay Nallin
- 20 Alice Alianza

April

- 5 Louise Stanford
- 5 Marjorie Scooros
- 18 Mike Nallin
- 19 Jerry Kaiser
- 28 Craig Harm



Anniversary Wishes

March

- 18 Gene & Mary Jane Schreiner

April

- 10 Gary & Pamela Pryor
- 12 Bill & Peggy Eastburn
- 24 Paul & Leann Storm

Message from Our President:

Dear Studebaker Members:

It is time again for writing. I hope this letter finds you all well. The Chapter had a wonderful time at The White Stallion Guest Ranch for the Annual SAC/SDC Banquet. John L. Lewis let me drive his Studebaker over to the Ranch. It was so fun! We had an election of officers during the meeting. Randy Goble is again Vice - President and we are re-designing the Tourmaster position so that individual members will take over the group's fun activities, such as tours and dining. Paul Storm is continuing as our Treasurer. Bruce Sandburg resigned as Historian and Fred Gooch is taking over the position. Dee Northington is remaining as the Membership Director and Larry Northington is remaining as the Newsletter Editor. We had a successful auction with many items that were donated. See the article by Randy Goble on page 4.

We are looking forward to the Southern Arizona Chapter 50th Anniversary party. It will be at the new home of the Tucson Auto Museum on Saturday, March 15. There will be plenty of parking and the new venue will accommodate everyone very well. The lunch will be catered by El Molinito Restaurant. Dee has been busy with her crafts and making centerpieces and key chains. She was even nice enough to teach me how to make the centerpieces, she is way too fast for me! Check the newsletter for the party's time and address.

I hope to see all of you at the Anniversary party. Get those cars cleaned up!

Ann Pearson



Ann Pearson

From the Editors:

Can you believe the weather we've had the last couple of months? I drive the Studebaker at least once a week even if it's just around the neighborhood. Dee, Ann Pearson and I attended the Grand Canyon Chapter's Winter Gathering (driving our Brand-X car). We really enjoyed it.

I had hand surgery in early January, so I decided not to drive the Studebaker to our January banquet.

Cranking a big steering wheel on my car without power steering can be a workout, even with healthy hands. I so much wanted my car parked next to the other beautiful Studebakers. I definitely plan to drive the Studebaker to our Chapter's 50th anniversary celebration. By the way, my hand is healing well.

As always, we welcome suggestions, pictures and story submissions. Email is the best way to submit contributions, but even a hand written article works great. Thank you to Randy Goble, Fred Gooch and Bob Miles for the contributions, and to Donna Goble for proofreading.

*Dee and Larry Northington,
SAC/SDC Newsletter Editors
LD54Studebaker@gmail.com*



Larry and Dee Northington

THOUGHTS, PRAYERS, AND GET WELL WISHES

Mike Borens
Michael Hodges
Ken Keller
Steve Lanz
Stan Luczycki
Mary Powell-McConnell
Jim Nereau
Chuck Stanford
Rosalie Torske

Reminder:

Chapter Dues are due

See page 11 for membership information

****A reminder, the deadline for publishing newsletter contributions is the 20th of the even numbered months.**

UPCOMING EVENTS

Upcoming Mondays on:
March 10, April 14, and
May 12.

Board Meetings: 11:30 am, Hungry Fox Restaurant, 4637 E. Broadway, Tucson, AZ.
520-326-2835.
(Second Monday of the month, skipping December and January)

**Saturday, March 15,
2025**
10:00 am - 3:00 pm;
(eat at 12:00 pm)

50th Anniversary of SAC and March Gathering Fiesta at the new Tucson Auto Museum, 4825 N Sabino Canyon Rd. \$10 registration and Museum entry fee per person, and if you would like to join us for a catered lunch from El Molinito, add an additional \$10 per person. In addition, to the Studebaker Car Show, we will have the usual mens and ladies door prizes, 50/50 cash raffle, multiple raffle items, and People's Choice award. Bring your Valve Cover Car to display (plan for racing events at a future date). Pre-registration (520) 749-4484 or dgrg0823@comcast.net to let Randy know you are coming. You can pay on the day. Also, register day of fiesta at 10:00 am.

Itinerary for upcoming 50th Anniversary

- 10:00 AM:** Studebaker staging and registration, purchasing of raffle tickets, included in registration will be your sticker for entry to the Museum.
- 10:00-10:30 AM:** Should have all raffle items on display on tables in the Meeting Room. As usual just deposit your tickets in container for item you are interested in. All the 50th Anniversary memorabilia will be set up for viewing, also in the Meeting Room.
- 11:30 AM:** All ballots should be in for People's Choice Award.
- 12:00 PM:** Begin serving lunch in Meeting Room.
- 1:00 PM:** End serving lunch.
- 2:00 PM:** Announcement of door prizes, 50/50 drawing and raffle prize winners in the Meeting Room.
- 3:00 PM:** Breakdown

From 10:00 am to 4:00 pm, the Museum will be open for your viewing pleasure. Restrooms are inside Museum located in the back. The entire Museum property in a nonsmoking and nondrinking facility.

WE NEED HELP

- Registration table
- Staging cars
- Selling drawing tickets
- Setup of dining area
- Setup of raffle items & memorabilia in Meeting Room
- Cleanup of dining area
- Breakdown of canopy
- It's always appreciated that we get raffle/door prize items

Future events are in the works. Breakfast at the Happy Rooster Cafe. Pancake breakfast in the park.

SAC/SDC Contact:

Randy Goble,
Vice-Pres / Tourmaster
520-749-4484 or
dgrg0823@comcast.net

***Notice: A reminder that everyone should have an approved fire extinguisher displayed at your left front wheel during all meets. 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.



RECENT EVENTS**Tourmaster's Thoughts on the Upcoming 50th Celebration
Saturday, March 15, 2025**

By Randy Goble

The 50th Anniversary committee has been working very hard behind the scenes making our celebration memorable. They started by moving the March Gathering, which would have been in Phoenix this year, to Tucson where it could coincide with the Southern Arizona Chapter's 50th. The venue that was chosen is the Tucson Auto Museum. To my knowledge, we will be one of the first car shows at TAM's newly renovated location. The parking area is perfect for displaying our Studebakers. The museum will be open during the time we are there, so we may use the indoor meeting room for our purposes. The 50th planning committee has collected pictures and memorabilia from our last 50 years for your pleasure. With all the pomp and circumstance surrounding our 50th, it was decided we needed food, so we chose El Molinito to furnish said meal at a modest cost. The lunch will also be in the indoor meeting room where we can have our drawings, thanks and accolades.

As you have read, a lot of planning has gone into this celebration, so please come out and support us. I personally would like our 50th Anniversary to be talked about for years to come.

Nostalgia and Chapter History

By Fred Gooch

Being **842** years young and feeling every minute of it, I must admit to memory losses from time to time. I started work at the Post Office in 1969 in the Helen Street Annex, possibly owned by Joe Bonnano. I mentioned to a co-worker that I drove Studebakers, so he took me to the Outgoing Dispatch area and introduced me to Bruce Sandburg. Bruce has been stuck with me ever since. My wife and I bought our first 1952 Commander Starliner V8 2-door hardtop from Bruce, did some work on it to include 6-volt air conditioning, two-tone green paint and fender skirts, and then off we went to Texas for the 1975 International Studebaker Meet. Afterwards we went to Iowa to visit friends. We had some mechanical problems, and someone mentioned a Studebaker Parts Dealer who might still be in business. I think his name was Howard Olsen and he was in Atlantic. Not only did he have a NOS 1952 V8 2-barrel carb on the shelf, but he sold it to us for \$25 and installed and adjusted it for free!

Back to Bruce Sandburg, who I think introduced me to Chuck Naugle, the Southern Az Studebaker legend who had a 1962 GT Hawk for sale which we bought and liked so much that we ended up with four '62 GT's and then a '63 GT from Glen and Rosalie Torske. At some point in time Chuck introduced me to Ralph who liked Studebakers and wintered in Tucson. Ralph had his eye on Chuck's '63 GT which he eventually bought after Chuck agreed to fix everything on Ralph's mile long list! Then every time something went wrong with the car he would bring it back to the dealer (Chuck) and ask him to fix it free. At some point in time we began to refer to him as Lifetime Guarantee Ralph! Chuck probably regretted selling a car to Ralph!

As most of you know the Eastburn family are MOVERS & SHAKERS in our Great Studebaker hobby. They have a lot of experience, knowledge and some of the most interesting cars and trucks and it has always been my pleasure to be friends with them. The car that I liked best and always coveted was the 1964 Daytona hardtop bought new by Peggy's father just before Studebaker closed. Peggy reminded me the other day that the original Chapter charter from The International Studebaker Driver's Club was for the entire state of Arizona in 1972 and headquartered in Phoenix. Then some new young upstarts came along and wanted a second Chapter in Tucson so in 1975 all the papers were signed and we had two Chapters in Az for SDC.

(Continued next page)

RECENT EVENTS**Nostalgia and Chapter History (Continued)**

So in 1975 Chuck who was tired of driving to Phoenix for Studebaker Club meetings tested the water for local Studebaker interest with a couple meetings at Chuck & Ruth's house. That worked out well, so a meeting was advertised for Randolph Park on Sept 7th. According to Marian Haswell the following officers were elected:

President - Chuck Naugle

Vice President - Bill Treuman

Secretary Marian - B Haswell

Editor - Steve Stoner (or as he later became known as Stu-D-Baker!)

The Vice President's job must have been highly coveted as we had 3 VPs in 1975. First came Bill, then Chris Teiple took his place and then Bruce Sandburg finished up the year.

When I sent my dues in for the Phoenix chapter in 1975, I must have been feeling flush as I included the fee for Lifetime Membership and so I became member #36. Not long after that SDC cancelled the Lifetime option as they were losing money. I became the local treasurer and lasted 19 years probably NOT due to skills but because no one else wanted the job. I remember a member approached me and asked what had happened to the large sum of money which came from the astronomical dues (\$6 a year starting in 1975) that I was responsible for. Here is my story on that (Fred has a story for everything).

Many years ago, I met a man who had worked for Studebaker in the photographic department, and he had lots of Factory Original Photographs which he might be willing to sell. As I had \$, I would purchase pics from the lists he would send me. The listing of a 1958 Packard truck really caught my interest. So, the story goes-a group of Packard dealers in Argentina had no vehicles to sell because Packard stopped making cars in 1956. The dealers had an import license to sell Packard trucks, but Packard's last truck was a 1923 C-Cab. (I think Don King had a 1923 C-Cab Packard truck at his King Gold Mine tourist attraction). Anyway, the dealers approached Studebaker management in 1957? with the idea of building Packard trucks for them. This idea is not as far-fetched as you might think. I have heard for many years that Studebaker was always interested in agreeing to a customer's request for something different. A potential Studebaker customer in 1955 approached the dealership in Brownsville, Texas with a request for a color not in the color chip book. Of course, Studebaker said yes and if I remember correctly the price was \$35! What a GANGA as Austin would say in his TV ad for his furniture store.

The Studebaker/Packard trucks were a regular production Transtar 3/4 ton on Napco 4WD with a 259 cubic inch V8 putting out 170 HP thru a 4 speed trans to a 2 speed transfer case. The Transtar had a fresh air opening on the front of the hood with a 2-piece chrome plated name plate spelling STUDEBAKER which was changed to a flat panel with large PACKARD letters. The tailgate received the same basic treatment only stretched out over a larger area. I also think that the name Packard was on the dash but am not sure of that. Also, the truck had twin rear view mirrors, 2 curved towing hooks and a winch mounted on an extended front bumper. I liked the looks of the extended front bumper so much that when Chuck Naugle helped me find a 1 ton 1963 Transtar in Calif (which I bought), one of the first things we did to it was extend the front bumper by about 8 inches. The limited edition trucks were probably shipped CKD (crated knocked down) and would have been subjected to some interesting(?) local changes.

Back to the club's money. I told the member who wanted to know what I had done with the \$ that I had located one of those rare trucks and needed the club's treasury to finance the deal! All other questions should be referred to my attorney in the Fake News department!

RECENT EVENTS

Studebaker Big Six: The foundation of Studebaker's Legacy

By Bob Miles

Studebaker's Big Six was produced from 1918 to 1928, an automobile produced by Studebaker being designated the Model EG (1918-21), the EK (1922-24) and the EP (1925-26); its name was due to the 127". [1] In 1927 it was renamed the President. In 1928 The President received the 313 Cu in Straight Eight.

In 1918 the price for the Big Six was \$3,000. Today that is equivalent to \$62,788.98. That would be equal to a base Mercedes or Lexus. Studebaker's EK Big Six was popular with rum runners, for its large size and ability to reach up to 80 mph (130 km/h); its \$3000 price was not a deterrent.

I had the opportunity to ride in the back seat of a 1918 Bix Six touring car. It as a hundred year old car still powerful and able to keep up with traffic at the 2018 Palm Springs Zone meet.

In the 1920s, twelve of the fourteen Arizona counties issued Studebakers to their sheriffs, because of their reputation for power, reliability, and ability to withstand hard use and bad roads. In 1925, the company published a pamphlet about the Arizona sheriffs' Studebakers, and named their Big Six Sport Phaeton model the Sheriff. One of the Arizona sheriffs' Big Six cars has been restored by former Southern Arizona chapter member Woodson Allen, and donated by him, and is on display at the Arizona Historical Society museum in Tucson.

Standard Equipment:

New car price included the following items:

- Boyce MotoMeter
- Automatic windshield cleaner
- Shock absorbers
- Inspection lamp and cord
- Bumpers front and rear
- Spare tire
- Rear view mirror
- Headlight dimmer
- Thief-proof lock

1925 Interior

- Clock
- Smoking case
- Vanity case



Boyce MotoMeter

(Continued next page)

RECENT EVENTS

Studebaker Big Six (Continued from previous page)

Optional Equipment - The following were available in new models at an extra cost:

- Hydraulic four-wheel brakes with disc wheels
- Spare wheel

The 1928 GB Commander was a descendant of the Big Six, being powered with the proven 354 cu in (5.8 L) engine, modified to deliver 75 bhp (56 kW; 76 PS) at 2400 rpm. In October 1928, three Commander sixes lined up at the Atlantic City Speedway to challenge the 15,000 mi (24,000 km) speed record (64.25 mph (103.40 km/h)) held by the much higher-priced Auburn straight-eight Speedster.

They not only accomplished that but then went on to establish new records up to 25,000 miles (40,000 km). The two sports roadsters averaged better than 65 mph (105 km/h) and the sedan, which had flipped on the icy boards during one of the night runs and had been hurriedly repaired, averaged almost 62 mph. [1]:p259



(Source: Shannon's Insurance)

After this, the three cars were closely scrutinized, part by part, and it was established that they were strictly stock automobiles, identical in every respect to those available at any Studebaker showroom. [1]:p259

In Australia, a crew of three drivers led by Norman "Wizard" Smith tackled overland records using a Commander roadster. On a 3,000-mile run from Fremantle to Sydney, they smashed the previous record by 12 hours 23 minutes despite traversing 450 miles through blinding rain, and having to ford a river when a bridge had been washed away. The team rested for a little over three hours before attempting another record on the 600-mile track to Brisbane.

These sixes were the last descendants of rugged cars designed for poor roads in the early 20th century—loaded with torque and strong in construction. They were less well suited to the higher cruising speeds made possible by better roads.

Inside the 1928 Commander: The 1928 model was magnificently finished in the newest color combination accentuated by the contrasting panel. The deep, form-fitting seats were upholstered in mohair, soft as velvet. The car was furnished with an upholstered footrest, armrest, silk assist cards, door panels of two-tone finish, chromium-plated headlamps and cowl lamps, and hydraulic shock absorbers, front, and rear. Each Regal was equipped with a coincidental steering-ignition lock, no-draft ventilating windshield, hydrostatic gasoline gauge and engine thermometer on the dash, and hydraulic shock absorbers.

The interiors of this remarkable car were luxurious and details of the finish were in the latest custom mode of the late 20s. Wide, deeply cushioned seats invited you to relax, and springs with hydraulic shock absorbers provided luxurious riding comfort. The hardware was in Butler silver finish. The instruments were grouped in a rectangular frame of dull silver and indirectly illuminated.

These cars were the solid foundation that served Studebaker's deserved reputation for solid, powerful, and cars that were ahead of their time. During the 1921 model year production, Studebaker placed 5th in production with 65,023 cars. Next year, 105,005 were produced. 1925 was the peak year for all model Studebakers was 133,104.

(Continued next page)

FUN AND FOR SALE

Studebaker Big Six
(Continued from previous page)

In high school, we had a neighbor that came and talked about various things of the time. Mr. Phenagar worked in South Bend during that period of time. He talked about the long days working, taking the street car home then it seemed he was home for a short period of time then it was time to go back to work. He said those were halcyon days for him, Studebaker, and South Bend.

References:

Maurice D. Hendry Studebaker: One can do a lot of remembering at South Bend in Automobile Quarterly, Vol X, No 3, 1972, p 239

Kimes, Beverly (1996). Standard catalog of American Cars 1805–1942 (third ed.). Krause publications. pp. 1409–1440. ISBN 0-87341-478-0.

Maloney, James H. (1994). Studebaker Cars. Crestline Books. ISBN 0-87938-884-6.

Model data: Studebaker Drivers' Club website



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STUDEBAKER ADS ~ WANTED AND FOR SALE OR TRADE



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

Wanted: Dealership license plate frames, such as, Frost & French or Palm Springs Studebaker. Fred Gooch 520-883-7418, email nora.gooch@yahoo.com

For Sale: '54 Champion Coupe. has rebuilt Commander V8 engine, heavy duty OD transmission, master cylinder. New wiring, brake cylinders, and tires. All glass intact, all chrome trim intact. Needs upholstery, paint, minor body work. Asking \$4000 OBO. Call Chuck at 520-591-3652

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: 1963 GT Hawk "Skyhawk" With Steel Sunroof, 289 V8, Flightomatic. Wrecked on Right Front, Repairable, Includes replacement Fender And Hood, Has Local History. \$2500. Keith Graham 602-818-8376, Leave Message. Also Hawk And Lark And 1956 Sheet Metal For Sale

For Sale: '64 GT Hawk
Very late production. Looks and runs great. \$14,000 OBO.
Bruce 520 586-0403

For Sale: '64 Cruiser PS/PB (Disc)/AT, solid , \$4,500 OBO.
Also, a '63 Cruiser (not running).
Superchargers: two good re-built ones, some that need rebuilt - prices vary, two 289 Engines (full flow), manifolds, distributors, transmissions (three OD, and a Five Speed Chevy), several carburetors, 53 Henry J (no engine or transmission). Lots of stuff, just call and I'll see if I have it.
Bruce 520 586-0403

For Sale: '50 Champion 4-door. 49k miles. This car was in the process of being restored when health issues stopped progress. It is in primer. The engine runs. All chrome is original and in great condition. Restored carb, radiator, fuel tank, seats. New rubber for the hood, trunk and doors. Includes many extra parts from a donor car, including hood. Asking for \$8,000 OBO
Call Don Senn at 520-290-5623.

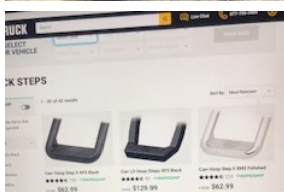


For Sale: Selling body repair tools. Air file, sand paper for same and paper for DA. Misc. Steve Ault 520-603-5342.

For Sale: V8 cylinder heads bare \$20 each
2 reground V8 cams \$50 each
Several used V8 cams \$20 each
Several Fiber cam gears \$10 each
V8 exhaust manifolds - \$20 left side, \$30 right side
259 Crankshafts \$20 each
V8 water pump manifolds \$15 each
Truck V8 water pump manifold \$25
V8 intake 2 bbl manifolds \$15 each
Hawk rocker moldings \$10 each
Champ truck grill painted \$30
GT Hawk headliner bows, very nice \$30 for full set.
'56 1/2 ton C-Cab truck back glass \$30.
Studebaker V8 Valley pans \$5.00 ea.
'62 Lark grill \$20. very nice.
'53 sedan trunk lid \$20.
'62-'64 GT Hawk complete set good glass in chrome frames wing windows, side glass.
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. Contact Jerry 520 979-0065

For Sale: Studebaker 6 bladed cooling fan. Should fit most V8 engines 1951-1964. \$25 OBO
Studebaker door handle finger guards Part # AC-2699. Fit most 1953-1964 cars. Very good condition \$45 pair OBO Also have a single one that has been repaired-make offer.
New in box Magnetic mount towing lights. Wiring harness plugs into your tow vehicle so that you have turn signals & brake lights. \$25 OBO
Buick Skylark script-2 pair for different years-good condition all tabs good \$25 for all 4 pieces OBO
Contact Fred Gooch at 520-883-7418 or nora.gooch@yahoo.com for pics or questions.

For Sale: Fuel pumps, 2 each, fits 1963 Studebaker GT Hawk. Asking \$100 each , OBO.
One brand new set of truck steps, \$50. Gloria, 520-9 77-9287.



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Thanks Randy Goble, SDC member.

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Car Shows and Cruise Nights

May 1 - May 3: The Antique Automobile Club of America announces Dual in the Desert III Western Springs Nationals - Grand Nationals. To be held at the Casino Del Sol Resort & Casino located at 5655 W Valencia Rd., Tucson. From stately pre-war classics to the muscle cars of the 60s and 70s, the AACA Grand Nationals and AACA Western Spring Nationals showcase automotive history in all its glory. Visit the following link for more information: <https://aaca.org/wp-content/uploads/2025/01/2025-Tucson-Dual-brochure.pdf> The deadline to register is April 15.

Wednesdays: Every Wednesday (3-5PM) cars gather at Continental Plaza in Green Valley (exit #63 off I-19). Some winter afternoons up to 40 cars are there. No club, no rules, no board!! It's a little east of the Safeway parking area. Never know what shows up Wednesday!!!

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.

Thursdays: Freddy's Frozen Custard & Steakburger weekly Cruise-In, 10205 East Old Vail Rd., Tucson, AZ, 5:00 p.m. to 8:00 p.m., 520-647-9816.

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, 7010 E Broadway, 520 296-0456. Car shows are usually twice a month: <https://www.littleanthonysdiner.com/> for information.

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.

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

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) Join the Studebaker Drivers Club if not already a member. The application can be found on line at:

https://studebakerdriversclub.com/?page_id=24654

2) Complete the membership application below.

3) Write a check or money order payable to Southern Arizona Chapter, SDC. (The price can be prorated for a partial year) for \$19 for a full year, which includes a mailed copy of The Copper Starlight newsletter. or \$15 for a full year, which includes an e-mailed copy of The Copper Starlight newsletter.

4) Mail to:

Southern Arizona Chapter of the SDC
PO Box 12913
Tucson, AZ 85732

Application Form
Southern Arizona Chapter Studebaker Drivers Club

National SDC Member#: _____ Expires: _____

Name: _____

Spouse: _____

Other family members: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

email: _____

Birthdays (month and day): _____

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
- Mail out newsletters
- Make arrangements for tour/location/meeting place
- Call me & I'll help
- Other _____



**THE COPPER STARLIGHT
OF THE SAC/SDC
8935 S PLACITA PASTURA
VAIL, ARIZONA 85641**

