



*New Year? Yes!
Please!!*



Stude Flyer

Bid goodbye to '21 with positive hope & a smile wishing all a Great NewYear!

A Word From The President

Melvin McGee

On Thursday, November 11, six members of our chapter met at OK Country Café for our monthly “Second Thursday of the Month” meeting and it was good to see new members Andy Reich and his wife, Tiffany join us there.

Peter brought us up to date on Clifton’s condition, informing us that at this time he couldn’t get the heart valve installment because his foot was not healed, so the heart surgeon would not allow the procedure. But it was good news that Clifton was doing fine, feeling much better.

Ken informed us of the progress on the “59” Silver Hawk that he is restoring for the family of former member, the late Richard Nelson. The engine is running nicely, and the car is actually drivable. Insulation is in place on floor and headliner, dual exhaust system completed, and brakes rebuilt. Ken is now waiting for color selection by Vaughn Nelson, Richard’s son. It is difficult to settle on color when the distance between client and restoration shop are so great.

The following Saturday, 13 November, a number of the club members were at Midwest City’s “Cruise-In-For-Coffee”. It was a cool and windy morning, and the gathering broke up early. Some went to Panera’s for more coffee and visiting and a bite to eat. The conversation soon turned to club business and it was deemed that we had enough there for a quota and could conduct a club meeting. It was then that we asked Glenn Masopust to consider accepting the duties of the position of secretary of our

club and he agreed to think about it. We also cancelled the Thursday breakfast meeting for December 9 because the Christmas Lunch would be two days later on the 11th. We voted to cancel the traditional November Chili Dinner And Election of Officers ad take up that matter at the Christmas Lunch.

At the lunch, on which Glenn reports in this issue of “The Flyer”, we had a very nice attendance. After the meal it was decided that we will retain the same lineup, exception being that Glenn Masopust will replace my wife. As secretary of the club.

I hope everyone had a safe and great holiday, and that the coming year is less stressful for all.

Mel



OK Country Café 12 November 2021



In this issue:

- Page 1 President’s Message
- Page 2-3.....Members Pages
- 4 Tour Master coming Events
- 5 Glenn’s History With Studes
- 6-..... C O C Christmas Lunch





COC Chapter Officers

Melvin McGee

President

405-789-7029

Clifton Hill

Vice President

405-214-8812

Elmer Davis

Treasurer

405-634-3033

Glenn Masopust

Secretary

405-763-8567

Peter Rodrigues

Tour Master

405-651-7717

***Elmer is ready to accept
Membership DUES for '22***

January Birthdays**Anniversaries***Jeri-Alynn McGee***February Birthdays****Anniversaries***Kelsey Roland**Don & Jeri Cox*

The Halls are "On The Road Again" ! Be it known, Charles Hall, having completed the 8 weeks treatment of his cancer and being pronounced free of any indication of remaining elements thereof, having passed numerous COVID tests (hours of study involved there, I'm told) and having re-modeled and re-tired and otherwise fully prepared the RV, was last seen, wife following in the Subaru, leaving Tinker and headed east.

Charles will be sorely missed at COC meetings 2022, promises updates as b-4

STUDIE PETE (AKA PETER RODRIGUES) ASKS FOR HELP ON THIS GREAT PROJECT WHICH WOULD GREATLY BENEFIT MANY OF US.

*Central Oklahoma Chapter
of the Studebaker Drivers Club*

Introducing our ***COC-SDC Resources Sharing Page.***

Many of us have some information about where to go in our area for help with our classic Studebakers. Many of us (especially if you are a transplanted Yankee) don't know these contacts. StudiePete needs your help. He will soon be sending an E-Mail asking you who you have used or would recommend for work on our projects. For instance, radiator repair, front end alignment, upholstery, glass, chrome, paint, body work, etc. When you reply, this information will be put on our Facebook Page, our club Web-site, and in our newsletters (as space permits). We can all benefit..

Thank You! ***Studie Pete***

From Susan Lusted, *Turning Wheels Magazine* :

Attached, is the newsletter for the BC Coastal chapter. Pete Yuen is taking it over for a time from Mark Carson. It is both Pete and my hope that we can begin sharing newsletters and so articles for chapters. Hence this newsletter is in both pdf format and Word format. If you use anything from newsletters, please be sure to give credit.

Thank you to all of the newsletter and events persons. Have a Merry Christmas and stay safe and be well.

**Respectfully,
Susan Lusted**

"What's Happening" Turning Wheels Magazine

studenews@outlook.com

***...and tech-help articles, humorous writing, cartoons and jokes.**

Surely our readers have noticed the numerous Pete Yuens "Odds 'N Ends" articles included in past issues of this publication. Some, very helpful advice to a Stude owner, another a tongue-in-cheek comment on some current event or perhaps an amusing tale to help us all laugh. Contributions from other chapters' newsletters as well.

With the encouragement of Susan and Pete we will in this issue and, hopefully in many following, offer a couple of these articles and a link to some of the very well done newsletters of the other chapters. We hope you enjoy them and profit from the process.*Sincerely, your editor, dqsud*

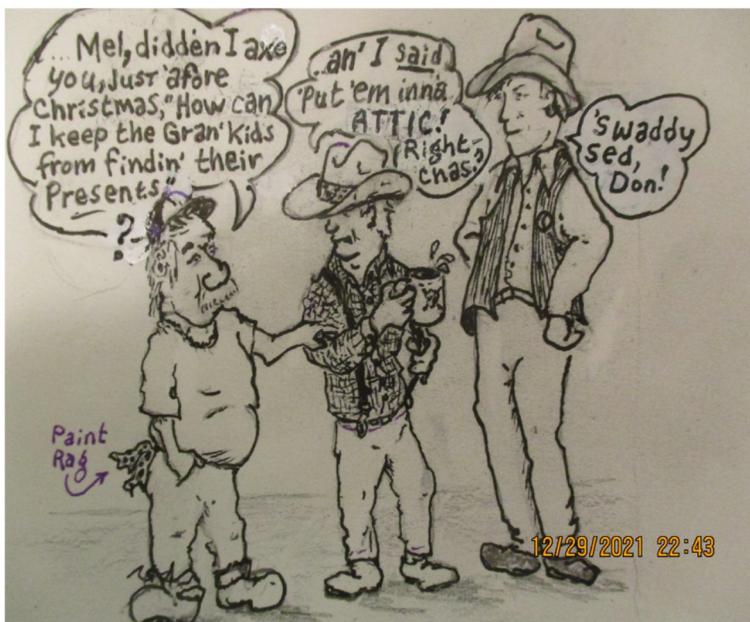
Following are links to greater Studebaker knowledge and enjoyment:

Use this link to [Studebaker-Packard Post](#) (good article about "freeze plugs" in this one)

The Book is called "Opportunity" and it's first chapter is New Year's Day.

Edith Lovejoy Pierce

Charles and Mel try to help Donald





Stodie Pete's Page

Tourmaster report by Peter Rodrigues

Let me first state, "Kudos to Garland Terry!". It was a treat to see you on KFOR 'Paying it Forward' to your retiring Mail Carrier..

Attaboy, Garland..and Happy New Year.

Peter - StodiePete - Rodrigues

Now a post of Cruisemaster Events: (and, please, read my notice on Page 2 re: "sources")

Central Oklahoma Chapter of the Studebaker Drivers Club **2022 Tourmaster Planning Activities**

January 13, 2022 Central Oklahoma Chapter of the Studebaker Drivers Club

SDC Thursday Breakfast at the: **OK Country Cafe** 6072 S Western Ave. OKC

February 4,5, 2022 OK Classic Cars AUCTION

Firelake Arena on Hardesty Road in Shawnee, Oklahoma

Feb. 4th & 5th, 2022 Oklahoma City, OK Swap Meet

Pavilion Building at OKC fairgrounds. All booth spaces are \$35 each until Jan. 20th then they go up to \$45 each. Spaces are 10X10. Set up day is Thursday February 3rd. Noon to 9 PM.

February 10, 2022 Central Oklahoma Chapter of the Studebaker Drivers Club

SDC Thursday Breakfast at the: **OK Country Cafe** - 6072 S Western Ave. OKC

Feb 18, 19, 20, 2022 -- Annual Darryl Starbird National Rod and Custom Car Show

River Spirit Expo at Expo Square, Tulsa, OK Adults:16 & above-\$25,

Friday: 12pm - 11pm, Saturday: 10am - 11pm, Sunday: 10am - 6pm

March 5, 2022 – Saturday Almost Ready to Cruise Swap Meet 7:00am-11:30pm

Heart of Oklahoma Expo Center] Fred Humphrey F and Fred Humphrey G

Aisles of over 150 vendors from Oklahoma and surrounding states selling car parts and other auto related accessories

Event: <https://heartofoklahomaexpoctr.com/events/19870872>

March 4, 5, 6, 2022 OKC Dealers Car Show & The OKC Auto Show

State Fair Park, 3001 General Pershing Blvd. OKC, OK

March, 10, 2022 Central Oklahoma Chapter of the Studebaker Drivers Club

SDC Thursday Breakfast at the: **OK Country Cafe** -- 6072 S Western Ave. OKC

March 18 & 19, 2022 Chickasha Pre-War Swap Meet

Grady County Fairgrounds, Chickasha

(Continued on Page 7)

Glenn Masopust Relates His Studebaker Story

It has been requested of me to give a history of my involvement with Studebakers. Most occurred before I was born so my memory is limited. But here's what I have been able to piece together.

My dad was always a fan of Studebakers. I have found photo evidence of at least 2 before I was born. A '52 4 door, model unknown. (Fig. 1 & 2) and possible a '50 or '51 that he had use of during his time in Hawaii when he was drafted for Korea. (Fig. 3)

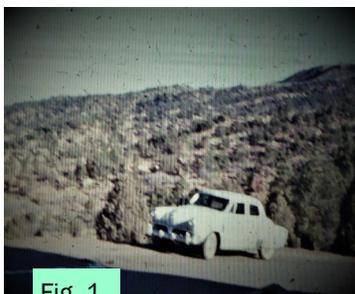


Fig. 1



Fig. 2



Fig.3 (HAWAII TAG)

Fast forward to likely 1956 and a 1955 President sedan demonstrator was purchased in Kingfisher, OK. This is the car I mostly remember as a child. (Fig.4 -5-6)

I'm fairly sure it was kept until 62 or 63. Dad sold the car to an AT&T coworker. It was severely damaged not too long after that sitting at the curb in its new neighborhood. Total loss.



Fig.4

Dad wanted my first car to be a Studebaker, but when nothing seemed readily available, dad jumped into Corvairs with both feet and took me with him. But that's another story for another time.

Fast forward again. This time to late 1999 early 2000 and dad wanted another Studebaker. He

wanted another President to replace the original. By April 2000 he had located a President in Houston. The deal was made and \$5000 later The Prez was driven from Houston to Noble. Dad bought the seller a plane ticket home. The seller was a gentleman named Ronnie Bailey. The history he provided on the car was that it was built in the Los Angeles plant and originally sold in Fullerton, CA. I suspect the car was solid white from the factory. Mr. Bailey bought the car in late '98 or early '99. Found a Silver Hawk that was calling his name and didn't keep The Prez for long at all.

Dad proceeded to recreate the first President on this car. Two tone paint, PS, back up lights, wheel covers, and several replacement parts to de-California the car. Naturally with the Studebaker in the stable, the Corvairs now took a back seat. He drove it quite a bit and put over 10,000 miles on it by probably 2009 or 2010. Due to needing a brake job and failing health The Prez then sat for several years.

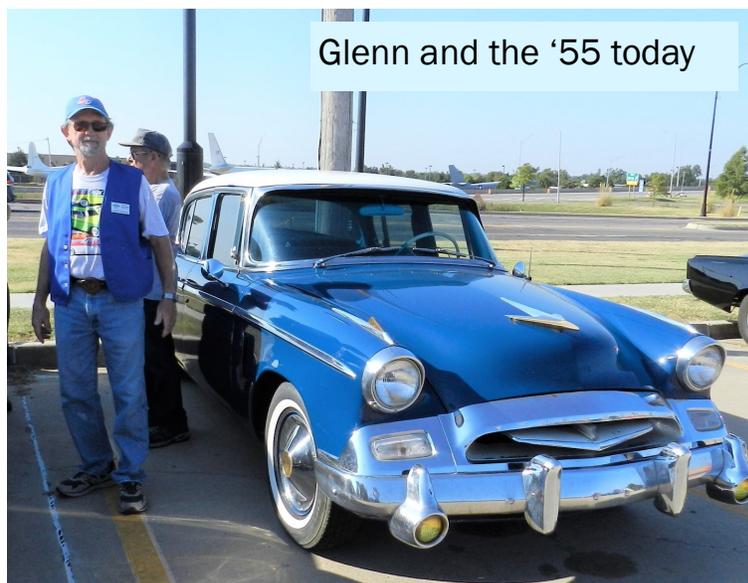
As of October 2020. I inherited the car and have spent the last year or better cleaning, reassembling the brakes, and just general repair and maintenance. I plan to continue to dress The Prez out to get even closer to what it should look like in some of the smaller details, the interior in particular. To this day it still has all original Studebaker running gear. 259 c.i Carter 4bbl, Borg-Warner 3 spd automatic and rear end. Overall it is a good running, very drivable car. It still needs some attention to the brakes (right front), but is still a pleasant driver. It has also been converted to 12V neg. I'm really enjoying this car and let the saga continue.

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Tucson, AZ



Glenn and the '55 today

Secretary's Report on Christmas Lunch of Saturday, 11 December 2021

Pleasant temperatures and sunny skies on Saturday afternoon of 11 December 2021 found a lively and friendly group gathering for our Christmas Lunch at Charleston's. As club President Mel McGee welcomed all he seized the opportunity to accomplish some unfinished club business, to wit, the election of officers to serve in the coming year.

With everyone eager to continue laughing back and forth with new members John and Toni Chism as well as with fellow members not seen for a while and, perhaps to get to the dining as well, the new slate of officers was quickly voted in.

Those unanimously chosen to guide the club in the following months of 2022 will be:

Melvin McGee—President
Clifton Hill—Vice President
Emer Davis—Treasurer
Glenn Masopust –Secretary
Peter Rodrigues—Tourmaster



The 2021 Christmas Lunch



There were (counter-clockwise from lower left corner) Ken Sumwalt, Ray & Marci Utter, Toni & John Chism, Clifton Hill, Pat & Don Sutherland, Glenn Masopust, John & Connie Harris, Elmer & Evadean Davis, and Mel & Jeri-Alynn McGee. If you weren't there you missed a chance to gossip about, well, those who weren't there.

Pictures by Patty Sutherland & Glenn Masopust, Sec.

(Cruise Master events cont'd from page 4)

March 25, 2022 Studebaker Club "Shop Tour" -stay tuned

April 14, 2022 Central Oklahoma Chapter of the Studebaker Drivers Club
SDC Thursday Breakfast at the: [OK Country Cafe](#) - 6072 S Western Ave. OKC

Apr 16, 2022 Cruise in for Coffee,
 Sat, 8 – 11 AM -Santa Fe Cattle Co., 7101 SE 29th St. Midwest City, OK
 Third Saturday from April to October Midwest City hosts a [Cruise in for Coffee](#)

April 16, 2022 Guthrie 89er Days Celebration, Guthrie, OK

April ??? [Annual Tri-City Cruisers Car Show](#) Newcastle

Annual Tri-City Cruisers Open Car Show, April _____. In Newcastle, OK behind Braums
 414 NW 32nd Street (Hwy 37 & Tri-City Drive). Registration (\$30) - 8am to 11am

April 28, 29, 30, 2022 The 51st **Pate Swap Meet** will be held April 22 through April 24, **2021**. The move-in date will be Wednesday, April 27th.

[May 4,5,6,7, 2022 The 58th annual SDC International Meet](#), in South Bend, Indiana.

[Studebaker Museum Store](#)

May 7, 2022 Rose Rock Car Show in Noble - 8am-3pm 4th & Cherry Street, Noble OK
 Registration: 8am-12pm; Entry Fee: \$20 There are 30 Classes 1st & 2nd trophies+ Best of Show
 Email for Car Show: rlan228732@aol.com ; crccarclub@aol.com

May 12, 2022 Central Oklahoma Chapter of the Studebaker Drivers Club
 SDC Thursday Breakfast at the: OK Country Café - 6072 S Western Ave. OKC

MAY 12, 13, 14, 2022 Chickasha Auto Swap Meet 3-day event
 Chickasha Swap Meet, 712 E Choctaw Ave. Chickasha, OK

May 21, 2022 -Cruise in for Coffee, Sat, 8 – 11 AM –
 Santa Fe Cattle Co., 7101 SE 29th St. Midwest City, OK
 Third Saturday from April to October Midwest City hosts a [Cruise in for Coffee](#).



May ????? Northeast Oklahoma SDC - 47th Annual Spring Meet Crowne Plaza – Southern Hills
 7902 S Lewis Ave, Tulsa, OK 74136 (918) 492-5000

"Keep some room in your heart for the unimaginable"

..... Mary Oliver, Poet

Ask Studie Pete

For Studebaker help of any technical nature— *any nature*
 Address your question to studiepete@gmail.com

Bill, In Beaver Bottoms asks:

"Pete, I just purchased a 1958 Studebaker Silver Hawk with a 289 motor that is supposed to be re-built. Should I run premium fuel in it or regular 87 Octane that is ethanol free. I know that the older engines required lead in the fuel to maintain the valve seats."

Thanks for your question, Bill. I know you're going to love that Hawk.

The 8.0 : 1 Compression Ratio in a 1958 Studebaker V8 does NOT NEED premium fuel; 87 to 89 octane gasolines are just fine. Lead was used in gasoline to help protect valve guides and seats until 1975 (totally banned in 1996 in the USA). We do not drive our V8 powered Studebakers enough miles to worry about the lack of lead in modern fuels. However, since modern gasolines include Ethanol which often badly affects rubber items in the fuel system, most owners of older cars prefer to use Ethanol-free (100%) gasolines.

StudiePete



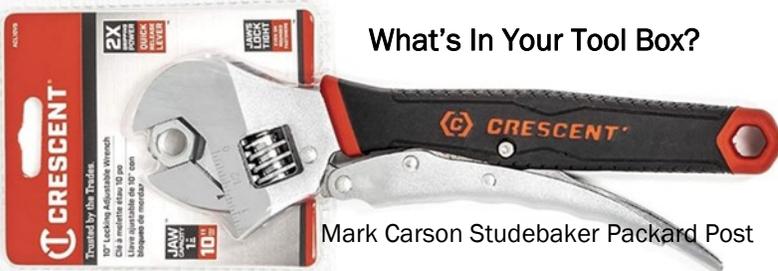
SILVER HAWK

NOTE: Some auto parts stores do carry lead substitutes for extreme use- high performance engines. We do not need them.

"1957 & 1958 Studebaker's V8, 289 and 259 engines' compression ratio is 8.0 to 1; which increased the HP to 210 and 180 respectively. The four-barrel carburetor option would increase the HP to 225 and 195."

"Generally, engines with compression ratios of 9.3 : 1 or less will safely operate with unleaded 87 octane fuel."

"Leaded gasoline damages catalytic converters. By 1975, unleaded gasoline was universally available. Effective January 1, 1996, leaded gasoline was banned by the Clean Air Act for use in new vehicles other than aircraft, racing cars, farm equipment, and marine engines."



What's In Your Tool Box?

Mark Carson Studebaker Packard Post

Crescent 10" Locking Adjustable Dual Material Wrench - ACL10VS
 Versatility of an adjustable wrench and gripping power of a locking pliers. Delivers 2x gripping power on rounded fastener. Crescent Innovation then and Now. 100 year performance, quality, and innovation. Cost \$\$29.72

Iroquois Chapter Newsletter, 2021–Vol.11, Nov, *The Hawk*

Here is an article on fixing steering wheels from Iroquois editor Steve Mangione. He has given permission to use it in your newsletters. Please be sure to credit Steve and the Iroquois Chapter. Thank you Steve.

Respectfully,
Susan Lusted

From: Steve Mangione <mangioss@gmail.com>

Repairing a Steering Wheel by Steve Mangione

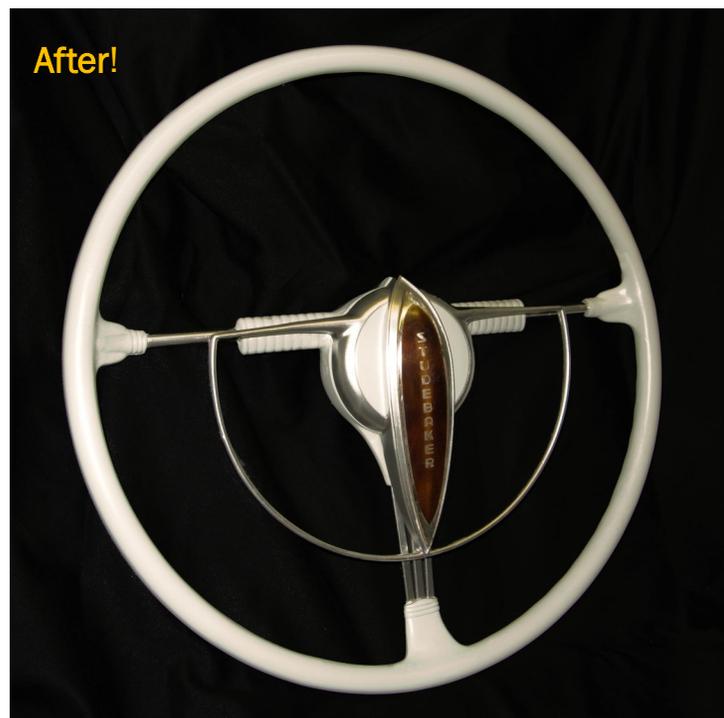
About fifteen years ago I visited Bob Kaptyn in Joliet Illinois. I had already made a few purchases from Bob including all four NOS fenders for my 42 Commander. Not only did he have the fenders but he also had an aisle marked “1942 Studebakers”. The shelves had been picked clean of all the best parts, but there was a rare steering wheel that was an optional fancy wheel in 1942. The problem was that it was in rough shape. Cracks and stains took away a lot of its value. I bought the wheel for



\$45.00 hoping to have it restored someday. After some research I found that that Schrock Brothers were highly recommended. (They have since retired). The price at the time was about four hundred dollars for a restoration. I felt that that was a little to rich for me, I wasn't sure my car would ever

be done and I didn't want to throw good money after bad. A little research today yielded this information Pricing for Steering Wheel Restoration:

A wheel with multiple cracks, severe checking or deterioration, and/or a partially exposed core will usually run between \$700-750. A wheel that must be reconstructed (large pieces missing, damaged core, etc.) may be between \$750-\$900.” Most of the professional rebuilders make a mold and restore the plastic over your wheel's steel frame. My wheel was intact with a lot of cracks, so I decided to attempt a repair using PC-7, two-part epoxy. As you can see it went on very rough. Slightly heating helped a little followed by filing and then sanding with fine sandpaper. It came out ready for paint and



looking pretty good. Two years later have picked up some fine hair line cracks where the widest cracks were located, but you must look for them to find them.

Some restoration shops that were recommended on the Studebaker Addicts Facebook Page and

the Studebaker Forum were:

Steering Wheel Bob

<https://www.steeringwheelbob.com>

D&D Automobilia

<http://danddautomobilia.com/Welcome.html> Eastwood also sells a kit.

Door Screw Removal... The Easy Way!! (By Jack Gregory, Foothills Chapter)

(I initially wanted to title this article "Door Nuts" because it sounded like "Doughnuts", but they aren't nuts, so nuts to that)

I've gotten to the point of dismantling my latest project, the part where the doors need to come off before I take the body off the frame and I hit the brick wall we've all probably hit at one time or another....those %\$#^& Phillips headed screws that Studebaker in their mean, twisted, logic decided to inflict on the world. Don't even get me started on the entire concept of a Phillips screw, why on earth would have Henry Phillips ever invented the Phillips screw in 1933 is one of the great mysteries ever. I, personally, think he was extremely upset with the auto industry and had invented the best joke ever on Detroit.

Anyway, I root through the back corners of my toolbox and come up with the tool I used last time, the hammer driver thingy. It didn't work last time, and it didn't not work any better this time (I know, a double negative, but those screws deserve all the negatives they get.). All these things do, is make you cry and strip the cursed Phillips door screw.

Off to the interweb and a search through the wonderful SDC Forum and after a few rewordings in the search bar (who knew search bars don't like swear words??) I arrive at a link that sends me to a video made by a wonderful Studebakerer who solved the problem. Unfortunately, I don't remember his name or have the address of the YouTube video, so you're on your own. However, I took pictures of the tool I made, and the following is a description of what you need to do and how well it actually works.



1. First, if you don't have one of these, waste your money and buy one. Then throw away the red thing on the left and keep the two pieces on the right.

2. Find a nice long socket extension that you don't really like and cut off the part on the right that holds the socket.



3. Go find one of your bits from your air chisel and cut the sharp end off. Throw the sharp end away, you're just going to lose it anyway.

4. Next you weld it all together something like above. Except, be a better welder than me so you won't have to grind all your welds off and start over because you didn't use the right heat settings and you're a crappy welder that works under the theory "pile enough on and it should stick".

5. Lastly hit that screw with your new tool plugged into the air chisel and start working it. All my screws that were frozen to the body came out easily, and no, they would not have come out any other way, because I tried for a few days before I looked up how to do it on the interweb.
Continued on Page 11



(Door-Nuts..skoos'em wah, Door- Screws continued from pg 10)

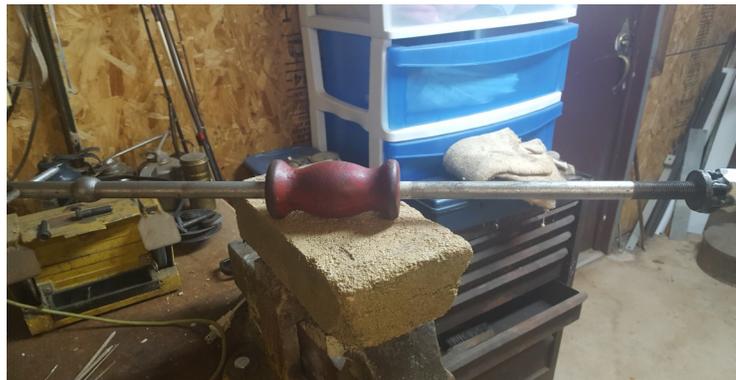
A note on the door hinges: start a couple of days ahead and spray it with you favorite penetrating oil. I used Gibbs, **wow**, is that stuff great. I was gifted a bottle of that miracle juice, and I've since ordered two more and have "paid it forward" by giving one to a friend of mine. Almost all the nuts, bolts, screws (yes even the crappy Phillips) benefited from a treatment of Gibbs. If you have a source of heat, like a cutting torch, go for it (no, 5 gallons of gas and a match will not work, so please don't try). It takes one whole can of Gibbs to do your average Studebaker.

.....*Jack Gregory*, Foothills Chapter

Glenn Masopust Creates Successful Home-grown Slide Hammer

Club secretary Glenn Masopust describes problem and solution in restoring the '55-

As the right rear axle bearing has failed on The Prez, I borrowed the hub puller from Elmer but still needed to get the axle out. In my stash of misc "what's this?" I found the remains of a hub puller (shaft and lock nut, no spider) and along with an axle nut I couldn't use on the car, created an effective axle pulling slide hammer. Kudos to Peter for the welding. This is a loanable tool. Gotta keep the Studes on the road. Bearing is ordered and is due in 12/28.



Glenn

A Quick note to Central Oklahoma Chapter members: I believe you will remember our very own President, Melvin da Vinci McGee reporting on removing screws from the driver-side door of Editor Don's '54 Dutch Girl. Follows an excerpt and pics from that March-April 2017 issue:

Mel McGee Creates One Handy Tool by Mel

While we were talking about cars at the breakfast meeting 16 Feb., Don mentioned a problem he was having getting rusted screws out of the driver's door striker plate. He said his hammer impact ratchet didn't work too well, so I mentioned that I have made just the tool for such situations I described it to him and he said he would drive his car to my home and work on it.

When he got here he pulled up in front of my shop, I had the tool out and ready and started to work on his screws. The tool is very simple and impressive to watch. I had the four screws out, including the two that had the Phillips head rounded out, in less than two minutes.

It worked so good we were both impressed, Don said, "Those stuck screws melted like butter." Then we adjusted the plate where we thought it ought to be, now the door shuts and seals much better. One change I would make in the tool if I made another: the "handle" would be a bit closer to the chuck on the impact driver.



Mel



Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

(Seen on Facebook, submitted by Charles Hall)



I MAY BE A LITTLE GRAYER AND SHORTER THAN I USED TO BE AND I NEED GLASSES TO READ ANYTHING SMALLER THAN A STOP SIGN, BUT THE GOOD NEWS IS ... DAMN, I HAVE NO IDEA WHAT I WAS GOING TO SAY

Thoughts from Tom Aisle

If my body was a car I would trade it in on a newer model. I've got bumps, dents, scratches & my headlight are out of focus. My gearbox is seizing up & it takes me hours to reach maximum speed. I overheat for no reason and every time I cough, sneeze or laugh either my radiator leaks or my exhaust backfires!

Club secretary captures scenes at November Midwest City "Cruise-In-For-Coffee"



Central Oklahoma Chapter

Membership Application

Dues \$15

Qualification for membership in Central Oklahoma Chapter of SDC requires current membership in the National Studebaker Drivers Club. Membership is for one year, includes 6 issues **Stude Flyer** . Residents of the same household may share one membership. Please print or type complete information. Make check payable to Central Oklahoma Chapter of SDC.

Mail to: Elmer Davis, 11828 Autumn Leaves, Okla. City, OK 73170

Name:.....

Spouse:.....

Address:.....

City:.....State:.....Zip.....

Phone: ().....e-mail.....

If New Member, source of referral:.....

SDC Membership #

Please list your Studebaker(s) year & model, etc.(use back of page if necessary!)

1)

2)

3)

We like to mention birthdays and anniversaries in our bi-monthly newsletter (*The Stude Flyer*) therefore, if you approve that tradition, please :

Birthday Self.....Spouse.....Anniversary.....

If time permits would you like to include the story of how your interest in Studebakers came about? This, too, would be included in the newsletter at some time. **Thank you, and Welcome To The SDC!**

Use this link to download [Membership Application for National SDC](#)





Don Sutherland
Editor, The Stude Flyer
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OKC 73118
studebakercoc@gmail.com

First Class

Visit our [Website](#)

Also visit us on Facebook

2022

Happy Studebaker Driving in '22