



**\*Serving the exceptionally au courant Studebaker enthusiasts of Central Oklahoma\***

**A Word From The President** **Melvin McGee**

Greetings to all you members of the best local chapter of Studebaker Drivers Club in the Southwest US Region

Club activities have really been sizzling since last I addressed the club. On July 15, 2001, we met at Grandy’s, the latest issue of TW was passed around, we discussed some club business, and talked about who might be attending The International in Indianapolis or the CARSEUM Adventure at Tom Douglass’s collection on 28 August, and it sure felt good to get out and drive the ’58 Hawk again (Jeri-Alynn was driving the ’53 sedan).

After the big [Rains and Storms](#) of late June and early July it was good to get it “on the road again”. At our house we recorded 12.5 inches of rain and my yard totally got away from me with the weeds overtaking the planters at an alarming rate and having to mow every 2 – 3 days, plus large holes opening in the strangest places. So much work and clean-up I had to hire some help.

Enough of this. Let’s talk about something more interesting, that being the new members and prospects for new members. Elmer announced some time back that we have a new member, Mike Jones. The bad part is he lives in Texas, but we’ll take him, the exciting part is that he contributes a great deal to our favorite magazine “Turning Wheels”, being a recently-installed associate editor there. He is also with the North Texas chapter and was the editor of

their newsletter, so actually we already know and appreciate him and his wife, Audrey.

Then on Saturday, 17 July we met at the Midwest City Cruise-In-For-Coffee where we discussed our cars and their problems. I must hand it to Pete as he signed up another club member at the Cruise-In by the name Floyd A. Eason. Floyd showed pictures of a ’61 Lark and ’61 Hawk he owns, which looked very nice. Said he got the Lark all cleaned up and ready for the cruise and coffee, then his fuel pump went out. Such are the joys and challenges of older vehicles. He was hopeful he would be able to make the next club meeting on 12 August, however, his duties as Mayor of Del City must have interfered.

The next few weeks are full of planned activities in the arena of Studebaker Drivers worldwide and Tour Master Studie Pete has certainly laid out an aggressive agenda for the Central Oklahoma Chapter. Be sure to take note of his calendar of up-coming events in this issue. I hope to see and visit with a lot of you at some point in all this meeting and touring.

I’m sure we are all paying attention to the tragedy developing in Kabul and Afghanistan in general and praying for that [situation](#) to end with everyone getting away safely.



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**COC Chapter Officers**

**Member's Page**

Melvin McGee

President  
405-789-7029

Clifton Hill

Vice President  
405-214-8812

Elmer Davis

Treasurer  
405-634-3033

Jeri-Alynn McGee

Secretary  
405-789-7029

Peter Rodrigues

Tour Master  
405-651-7717

**September Birthdays**

Ron Hall  
Mel McGee  
Peter Rodrigues

**Anniversaries**

SEPTEMBER 11  
2001—Worst terrorist attack  
in American history

**October Birthdays**

Janice Hall  
Lucille Laws  
Don Sutherland

**Anniversaries**

Don & Pat Sutherland  
  
1908—Ford's Model T  
Unveiled

Remember: Be thinking about The Christmas Lunch for this year.  
The Committee is considering a NEW location

**Please Note: Items for sale starting Page 6**

Message from the Prez

(cont'd from pg 1)Then it was Cruise and Coffee again on 21 August, at which the turnout of auto enthusiasts was tremendous, I saw some old business friends which have long shared car information. One of those friends, Lannie Wiess who brought his beautiful 1926 Buick Coupe, suggested I ask Don Sutherland about the previous Saturday. It turns out that he and Don and about eight others got the dates mixed up and showed a week early. I told him the good thing about that is they could pick any space they wanted and didn't have any competition.

Four members showed at Grandy's for the August 12 breakfast meeting, but we can proudly state that all those present arrived

in a classic car, John Harris in his '64 Falcon, Elmer in the '53 Stude coupe, I with my '58 Hawk and Don in his '54 Starliner. Don was expecting a prospective member to drive up from Chickasha if he didn't have to work. Unfortunately, we never got to meet him. Maybe he will join us at Tom's CARSEUM.

We are eagerly anticipating the next club breakfast meeting on September 9<sup>th</sup>, the 2<sup>nd</sup> Thursday of September, as we hope the pandemic situation may have eased enough that some of those prospective members may show and enjoy the camaraderie. Will someone please see to it that Don gets the right information?

*Mel*

You must not think me necessarily foolish because I am facetious, nor will I think you necessarily wise because you are grave. ....Sydney Smith

**From the desk of Mike Jones**Enjoy Mike's articles in Aug & Sep *TW...editor*

I belong to three chapters of the Studebaker Drivers Club. The North Texas Chapter, the Tri-State Chapter in Ohio and this year your chapter, The Central Oklahoma Chapter. The North Texas Chapter is obvious; it's the closest to my home in Fort Worth. The Tri-State Chapter in Ohio is the chapter where my Uncle belongs. My Uncle is responsible for igniting my interests in Studebakers and I have come to know many members of this chapter. As a result of meeting Don and Peter earlier this year I have joined your club. I love reading chapter newsletters and I find the Tri-State and Central Oklahoma Chapters are absolutely great reads.

I find it very difficult to make my own chapter meetings. It just seems there is always some schedule conflict. In Fort Worth I look after two private car collections with more than fifty great cars collectively. The Assistant Editor position has been very rewarding and hopefully by years end I will be assisting Ann the Editor with actual page formatting for future issues. In the present I am still making an effort at finding new advertisers and contributing more for each issue.

One of my big initiatives is attempting to get more SDC members to check out and use our Studebaker Drivers Club Forum. There are more than nine thousand members in the SDC and less than a thousand registered users to the Forum. Of those registered forum members we don't have any data that shows how many of those are actually SDC members. The Forum is an awesome place to hang out and can still be so much better but needs your participation. For folks who may not be up to speed on the tech age it can be a scary place, it is not. The Forum offers the opportunity to ask for real-time help or assistance questions. Don't need any help, you might be able to answer a question or help someone else. There is place to buy and sell parts. A place to brag about your Studebaker or read about others. The [SDC FORUM](#) is an awesome place and it's yours. Please take advantage of it and just take the time check it out.

I am sure like many of you last year was one of longest never ending years of doing very little of anything. This year seems to be flying right by with the quickness. Summer is all but over. I hope you found the time enjoy your cars and attend some shows and events and made a few good memories heading into years end.

...Mike

**ADVICE From Pete Yuens' "ODDS 'N' ENDS"****Charging of OPTIMA BATTERIES**

If an Optima battery needs to be charged, some chargers will not do the job while others will. If you have a problem in charging the Optima battery, try this: Hook up a set of jumper cables to another battery then connecting it to the Optima battery making sure that the polarity is correct. Connect the charger to the other battery to see if the Optima battery will take the charge.

Clifton Hill reports on his issue of the badly infected foot. Wearing a different "boot" and applying the anti-bacterial ointment it did seem to be getting a lot better. Clifton has been fighting this problem since 19 May of this year but perhaps there is light to be seen and maybe that light indicates the end of the tunnel Clifton also related his recurring heart problem of arrhythmia had put him in the hospital again. The doctors had applied the procedure of **cardioversion** and Clifton was feeling so much better he was returning for another treatment. After the second cardioversion the doctors decided against abrasion and are now considering a pacemaker installation. Clifton is confident he will soon be "fit as a fiddle" but not sure he likes to fiddle. ....ed.

## GLENN MASOPUST CHASES U.P.'s BIG BOY 4014

Greetings to all Studebaker Drivers. I find that's it's once again time to update my doings (under threat of nails in tires and sugar in the fuel tank) LOL. First let me mention my '55 will be on its wheels on the afternoon of 8/27. Then begins the process of figuring out what's going on under the hood. Should be fun. Now, on to my club meeting absence on the 12th. I got wind of UP's historic steam locomotive 4014 trek through Oklahoma, did some research:

**UP Big Boys** The chase for me began in leaving my house at 5AM( **UP Big Boy Schedule**) to get to Vinita by at least 9AM (Never mind what time I had to get up!) 4014 was due in Vinita at 9:45 and I managed to beat it into town.



This thing is a monster. Even at 25 to 30 feet away the whistle rattled my chest. Incredible! The wheel configuration is 4-8-8-4 (four leading "pilot" wheels, two sets of eight drivers and four wheels following, which support the year of the locomotive. Roughly 132 feet long with the tender weighing in at 1.2 MILLION pounds.

Stops were scheduled for Vinita, Pryor, Wagoner, Muskogee, and McAlister. Overnight in McAlister then on to Ft. Worth and New Orleans. I milled around the train for a bit in Vinita and got the few stills that accompany this writing. Somewhere in the neighborhood of 1500 people waiting in Vinita. 4014 departed Vinita on time. Not quite so on the



remaining stops. Ran late everywhere else.

The next thing on my agenda was to follow, chase, pace the train down to Pryor. The crossing in Pryor seemed even more packed than Vinita. I went a couple of miles further south to another crossing to catch the train there. Worked out well. And, yes, 4014 was late getting out of Pryor. I managed to pace the train for a bit towards Chouteau. Wagoner was my lunch break and barely made Muskogee in time. 4014 was still running behind.

Again, the crowd was massive, so I skipped Muskogee and found a good crossing in Summit. My plan was to chase all the way to Eufaula. It was not to be, as the stops in Pryor, Wagoner, and Muskogee were late getting underway, it seems that the engineer put the hammer down. Not for the lack of trying, It was unable to see or catch 4014 after Summit.

I ended my trek at Eufaula, picked up OK9 and cut a trail for home. Just being able to see a locomotive under steam like that made the entire trip very much worthwhile. And I would do it again in a heartbeat.



*Glenn*

# Tom Douglass's CARSEUM Proves A Popular Event Once Again



Photos on this page by Charles Hall

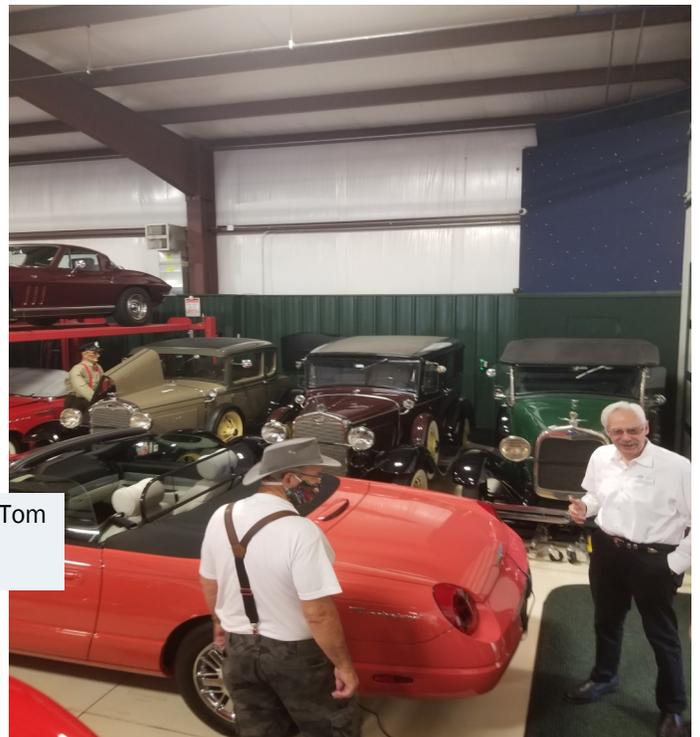
Tour Master Studie Pete has managed to tighten the grip on his position as Very Successful Tour Master with his acquisition of permission from Tom Douglass to visit The Carseum at Santa Fe Crossing. The very impressive collection of amazing automobiles displayed there kept those in attendance spellbound in admiration and appreciation as Tom, always the gracious host, rendered a very extensive and informative narration about each vehicle. While it is gratifying and a pleasure just to be able to view these fine cars, to hear where each was acquired and why, their notable or unique features and the work that has gone into them since his acquisition made the tour so much more interesting.

When Tom told us of restoring a '57 Chevy exactly like the one his father bought while Tom was still living at home, and Tom got to drive it, we were shocked and saddened to be told

of the very recent passing of his Father due to COVID It was apparent that Tom was deeply affected, but he said he was glad the car had been finished in time for his Father to drive it while he was still healthy.



**Above,** Peter Rodrigues and Harvey Vann discuss the Avanti **Below,** Tom speaks as Elmer, Roland, John, Ken & Charles listen & learn.



**Above,** Melvin McGee and Dr. Roland Walters check out a T-Bird  
A pleasant surprise at the event was the appearance of fellow club member Charles Hall, most of us assuming he and Sue to be still in Alaska, and new member Garland Perry joined us there.



**VERY NICE '55 STUDEBAKER CHAMPION FOR SALE IN NORMAN, OKLAHOMA**

It is a 1955 Studebaker Champion with a small block Chevy and overdrive tranny.

**Rick Mitchell Call 405-520-4249**  
**rick@acs-8a.com**



**Mike Moss in El Reno has Studebaker Parts FOR SALE:** I am a Studebaker guy and I live in El Reno, OK.. I have a '65 commander and a '63 Champ truck.. I need some info for parts availability in our area of central OK... Thanks! I have rebuilt and sold two other Studebakers about 20 years ago, a '63 Cruiser and a '54 Commander coupe.... I was a subscriber to *Turning Wheels* for about 25 years .. then because of finances had to stop, but now might be interested in getting back in.. thanks..



I have Studebaker engine parts for sale. Please message me for details. Thanks.

**Stude V8 parts I have for sale. I have the following:**

- |                       |                   |                                  |
|-----------------------|-------------------|----------------------------------|
| 259 V8 blocks,        | 289 V8 block      | 289 V8 remanufactured crankshaft |
| 289 pair of heads     | 259 pair of heads | V8 oil pans                      |
| 2Bbl intake manifolds | Exhaust manifolds | 3 4Bbl carburetors               |
| V8 valve covers       | V8 starter motor  | Generator                        |
|                       |                   | Backing plates for brakes..      |



Attached are a few photos of some of the Stude parts I have for sale. Thanks!  
Also, miscellaneous other parts. No body or interior parts. I'm in El Reno, OK. Call or text if interested. **Thanks. Mike. ell: 405-412-4915 mmoss888@gmail.com**

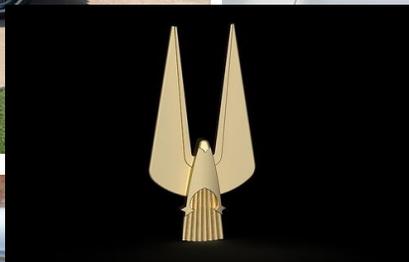
### 1962 Studebaker GT Hawk For Sale.

For sale 1962 Studebaker GT Hawk, 91,798 miles. In very good condition, runs and drives great. Asking \$16,000 OBO. Located in Anadarko OK. Please let me know if you have any questions.

Nate Woodson's father in-law is selling his 1962 GT Hawk. Nate has posted it in our COC-SDC Facebook Page. Photos Follow

Contact me, *StodiePete*, if interested. **405-651-7717**

I will forward your interest to Nate.



## 1950 Studebaker Starlite (FREE)

I got this Starlite with good intentions, but things just did not seem to work out well. I did start to take down the fenders, etc. and to make plans, but failed to follow through. I have now reached the point where I would like to have someone remove it from my garage - FREE-. Pictures available.

**Name: Michael Butler** [bremike@aol.com](mailto:bremike@aol.com)

### Another Auto Enthusiast Shares info on parts available and requests information

Club member Charles Hall informs us that his son, Scott, in Sherman, TX is well into restoring his **Triumph Spitfire**. Charles states: ...saw I missed out on Cars and Coffee this weekend. I hope turnout was good.

Scott is starting to work on his Triumph Spitfire and attending events where they have Triumphs and parts for same. Do you know of any coming up other than the Chickasaw swap meet (Oct and Spring)? Also, anyone that might know of a Triumph car club? If so, please pass it on and I'll do the handoff to Scott. Thanks

If you have friends in any of the other clubs you think might be interested, able to help, please call Charles at **405-650-2431** and he could let Scott know. Clifton??

### Notes from around the COC

**Leland Laws** reports that he and Lucille have sort of "shut down" for a while, Lucille still in the rehab facility north of MWC after her last fall, needing constant oxygen. Leland is to return to the doctor in about 6 mo., not expecting to attend any club meetings anytime soon.

**Clifton Hill** is wearing a different boot on the foot that got infected and has changed doctors, having found a "wound care" doctor that he feels is treating him more aggressively.

The good effects from his [cardioversion](#) lasted only 10 days and he went in for another appointment on Monday 30 August. A pacemaker is now a possibility. Giving him even more pain is the case of shingles that recently attacked him! Betty is doing much better and getting around pretty well.

**Ray Utter** and his friend Len Marlow suffered the same attack of Steam Engine awe as did Glenn Masopust but met the Big Boy 4014 at one place and did not chase it.

**Charles Hall** will be in the area (RV at Tinker) as he aggressively pursues treatment on his recently-diagnosed prostate cancer. Will join us next mtng.

**Ron Hall** is not driving at all now but is staying quite busy supervising the clean-up he is having done on their estate keeping a bulldozer operator occupied with getting rid of the unwanted overgrowth that was taking over. At the time we talked Jan was at the County Fair, supervising the poultry entries and dealing with their problems.

**Garland Perry**, new member from Chickasha area, was among those viewing The Carseum but had to leave early, receiving a call from his wife informing him she was in hospital in Wichita Falls after a bad accident in a bicycle race. He reported later that she is doing OK.

**Don Cox** is still in California, setting up the re-scheduled Zone Meet. To be in La Palma Park instead of the traditional location, he and Jeri are very busy arranging for trophies, conducting raffles, trying to get it all together in time to also be able to attend the International Meet in Indianapolis. You can get a feeling of the excitement of what they are dealing with by going to the web site by using this link:

[Southern California Studebaker](#) or copy and paste this URL: [BCOIE Chapter of SDC \(studebakeroscal.com\)](http://BCOIE.Chapter.of.SDC.studebakeroscal.com)

## The Journey Continues Charles and Sue Hall Report On Alaska Leg

We are back, be forewarned. Trip was interesting, but over. Did I ever mention how much I despise air travel these days as well as tours? We did both on this trip.

We departed on Wed from DFW. As typical, flight was late departing due to GPS/NAV issues. Departure was 1.5 hrs late. We had checked, on-line, to find out if they provided any food/snacks and learned that flights over 5 hours we would get a sandwich type meal - our flight was 6. Well, COVID rules say no food - we learned this in the air. We ate breakfast before departing the RV and departed. The 1530 flight got airborne about 1700 and arrived ANC at 2115 local. Luggage was a bit late getting to baggage pickup and ours came out at 2230! Our airport shuttle was delayed and we finally got a cab. We made it to the room at 0001 (0401 Central). No food for the past 19 hours (sigh).

We had Thursday and Friday as down days, so we traveled around ANC. Rental cars are hen's teeth, so we were a bit limited. Cabs were very expensive, and we don't understand Uber.

On Sat, we had an early morning train ride to Seward. Show time was 0545. It was uneventful and the scenery was beautiful. We had a boat excursion to the Kenai Fjord and saw glaciers, a glimpse of a whale, and some other critters. It was a bit cool, but not bad.

Sunday, we departed for Talkeetna on a bus at 1000. We anticipated arrival at 1630, but a multi-fatality accident on the two-lane road delayed us. We parked on the highway for 1.5 hours before they let us get off the bus to get some fresh air and stretch our legs. Another 3 hours and the road opened. Our arrival delayed until 2130 and, again, no food - next meal was breakfast at 0630.

We had scheduled a 1-hour scenic flight to see Denali Mon at 0830. At 0730, we received a call that WX had canceled the hop. Later in the day, we traveled by bus to Denali. Uneventful. Our bus traveled from 1600 and arrived at 2030. The restaurant had closed, and town had no restaurants open late.

Again, no meal (sigh). It was a good thing we brought lots of snacks with us from the RV. Convenience

Wednesday had us returning to DFW with departure at 1935 local (0035 central). This time, we grabbed dinner at the airport before departure. We were advised to check in 2 hours before departure, but the ticket counter didn't open until 1800??? I tried to do the kiosk check-in, but it ran out of paper printing our bag tags, so we had to wait through the line and they had to resolve the problem for us. Departure was late, 2005 with an uneventful flight. We arrived nearly on time at 0600 at the gate. Bags came out at 0705 - slow???

Talked with my MD today and discussed COVID. He is a staunch conservative and the 4 doctors in his office/practice all got COVID at some time during the past year. All have now received the vaccine and will get the booster. He was relating his info that this rapid development has paved the way to a vaccine for almost all rhino viruses. Since the common cold is one, he expects to see a vaccine for it soon (year or two) and one for the flu. Each would have a booster maybe every 5 years. Also, the technology was there a couple years ago for a DNA based injection that can cure or, at least, treat cancers. Today one exists but costs several million per shot. The technology is coming about that will bring the cost down to an affordable level. He's not a real optimistic person normally when I talk with him about tech and medicine of the future - pretty much down to earth - so, for him to bring these up, either he's had a "Come to Jesus" moment or he really sees some positives in the near future. He always was very religious so I'm thinking the latter.

*"It is better to live one day as a lion, than a thousand days as a lamb."* - Roman Proverb



**Cruise In**  
for Coffee  
Midwest City

21 August 2021



Lannie Weiss's Modified '26 Buick

L-R John Harris, Elmer Davis, Mike Scott, Roland Walters, Glenn Masopust, Mel McGee MWC Aug Cruise-In



Mike and Mel at Grandy's in July, Glenn in bkgrnd

### Studie Pete's Tips - Stuff we all know( (or knew)

When we barbeque, we know that fires need FUEL (Charcoal, Mesquite, Hickory or Oak wood, Propane), HEAT and AIR to burn. Our classic car engines need Fuel, Ignition, and Air in order to run.

#### Basic operation of an engine:

The crankshaft allows the pistons to go up and down while changing reciprocating motion to rotary motion. Engine valves open to allow fuel and air to enter (INTAKE). Next the fuel and air mixture is squeezed inside the Combustion Chamber by the piston (COMPRESSION). Then at the perfect time (Near TDC) the Fuel-Air Mixture is Ignited by a spark, which almost explodes, rapidly expanding as it forces the piston back down, exerting POWER on the crankshaft and on-to the wheels. The spent gases are forced out when the EXHAUST valves open allowing the piston to cleanse the Combustion Chamber, so the cycle can repeat itself.

Intake and Exhaust valves are controlled by a camshaft which converts its rotary motion to vertical motion. The valves are moved by lifters (tappets), push rods and rocker arms. Since each valve must open at the correct time, the Crankshaft spins the Camshaft at the correct rate using gears, or chains, or belts. NOTE: Studebaker had a preference for TIMING GEARS.

If your Studebaker (or other car) has been stored away, or simply has not run in some time, there are some basic steps to help you get it running again

Always remember these two things:

The Fuel System allows Fuel and Air to enter the engine in the proper proportions.

The ignition system delivers electrical spark to the combustion chamber at the right time.

#### *If the car has not been started in Years:*

1. **Check fluids**, meaning; Engine Oil, Gasoline, Coolant, Brake Fluid, Transmission Fluid
2. **Slow charge** the Battery (Clean the battery terminals AND the battery cable ends. Poor connections cause electrical resistance and loss of voltage.
3. **Sniff the gasoline**. Does it smell OLD and nasty? (If yes, consider a temporary fuel supply, or draining your fuel tank. Replace fuel filters, and check fuel line fittings for tightness)
4. **Check engine oil**. (If low add to full line. If oil is OLD and Nasty, drain and refill with good fresh oil )
5. **Low Coolant Level** will not prevent starting, but it could cause engine damage
6. **Low Brake Fluid** will not prevent starting, (but if the engine starts, you just might need to stop the vehicle)
7. **Running an engine** for extended periods of time can cause damage to the transmission.

#### **Reasons it will not start:**

1. **It never ran in the first place, that is why it went into storage. Oh No...**
2. **Engine does not crank fast enough.**
3. **There is no spark. Ignition system is malfunctioning.**
4. **There is no fuel.**

Things to look for

1. A Rosary to pray you can find the problem
2. Battery condition (get it tested at an auto supply store), Cables are too small, old or corroded – bad connections are gremlins. Starter draw is excessive (this is seldom the problem) Check connections.
3. Contact points inside a distributor tend to corrode slightly when unused. This corrosion causes bad electrical contact resulting in weak (or no) spark coming from the ignition coil. Remove the distributor cap. Locate the points. With the key OFF open the points a small amount, insert a dollar bill between the points, be sure the points close by clicking the starter and clean the contact surfaces.

## *Studie Pete's* QUIZETTE

(starting with this issue, a regular feature )

Other than the digits, what do these two sets of numbers have in common?

**1-5-3-6-2-4 and 1-8-4-3-6-5-7-2**

**Central Oklahoma Chapter of the Studebaker Drivers Club  
2021 Tourmaster Planning Activities  
Sept - Oct - Nov - Dec**

**Sept. 8-11 2021** The 57th annual SDC International Meet, Indianapolis Indiana. International Meet Marion County Fairgrounds; encompassing 144 acres with several buildings that will be utilized. Camping with full hook up is available on the grounds as well as free car trailer parking. The entire facility is secured by fencing. From the fairgrounds our chosen hotels are a short 10-minute drive on rural roads. The hotels were chosen by a three-point criteria, safety, cleanliness and price. <http://sdcmeet.com/>

**Sept. 11, 2021** IDYSD – Make our Studebakers seen throughout Oklahoma

**Sept. 18, 2021** Cruise in for Coffee, Sat, 8 – 11 AM -

Third Saturday from April to October Midwest City hosts a Cruise in for Coffee.  
Santa Fe Cattle Co., 7101 SE 29th St. Midwest City, OK

**Sept. 25, 2021** The COC-SDC Route 66 Tour East - 2021 - September 25, 2021

**Oct 14, 15, 16, 2021** Chickasha Fall Auto Swap Meet

712 E Choctaw Ave., Chickasha, OK 73018

Find almost anything auto-related at the Chickasha Fall Auto Swap Meet. Held on 40 acres just east of the Grady..

**Oct 16, 2021** (Last of the year) Cruise in for Coffee, Sat, 8 – 11 AM -

Third Saturday from April to October Midwest City hosts a Cruise in for Coffee. Santa Fe Cattle Co.,  
7101 SE 29th St. Midwest City, OK

**October 16, 2021** Fall Foliage Car Show, **Robbers Cave Fall Festival** -

Hwy 2 just 5 miles north of Hwy 270, Robbers Cave State Park, Wilburton, OK 74578

This will be our 34th year for the festival and this will likely be our best ever. There are around 65 to 70 thousand people annually who visit over the three days of the event. The largest day is Saturday, when we are joined by the Fall Foliage Cruise which hosts between 450 and 500 pre-1986 cars, some restored and some customized.

**Oct 21, 2021 - Oct 23, 2021** Norman Swap Meet Cleveland County Fairgrounds Norman, OK 73071

**OCT 23, 2021** Wewoka Sorghum Day Car Show - Wewoka

Wewoka Sorghum Day Car Show is held during the Wewoka Sorghum Day Festival, featuring seven city blocks of Arts, Crafts, Food, Fun, Games,

**December**



**Annual Christmas Holiday Meeting**

**Gary Meek of the North Texas Chapter sends this chilling report of a Stude mishap :**

Don't know if you had seen this sad story. It's on the SDC website. Thank goodness the driver did not perish.

THIS INFO WAS SENT TO ME BY GEORGE JENSEN. I FOREWARDED IT TO THE WHOLE CLUB IN CASE YOU

KNOW THE PERSON DRIVING THE CAR. ....*Gary Meek* Wreck Of The 1952



WICHITA COUNTY ([KFDX/KJTL](#)) — A Wichita Falls man on his way to the Summer's Last Blast celebration in Vernon was flown from the scene of a roll-over accident early Friday morning but is not believed seriously injured.

All great things are simple, and many can be expressed in single words: freedom, justice, honor, duty, mercy, hope.....Sir Winston Churchill

## Odds 'N' Ends

### Warning: Vaccination

(Pete Yuens nails it again)

This happened recently and is important information for our age group.

A friend had his 2nd dose of the vaccine at the vaccination centre after which he began to have blurred vision on the way home.

When he got home, he called the vaccination centre for advice and to ask if he should go see a doctor, or be hospitalized.

**He was asked to immediately return to the vaccination centre, as he had left his glasses behind.**

\*\*\*\*\*

### Remember---

**Remember** to spend some time with your loved ones, because they are not going to be around forever.

**Remember** say a kind word to someone who looks up to you in awe, because that little person soon will grow up and leave your side.

**Remember** to give a warm hug to the one next to you, because that is the only treasure you can give with your heart and it doesn't cost a cent.

**Remember**, to say, 'I love you' to your partner and your loved ones, but most of all mean it. A kiss and an embrace will mend hurt when it comes from deep inside of you.

**Remember** to hold hands and cherish the moment for someday that person will not be there again.

Give time to love, give time to speak! And give time to share the precious thoughts in your mind.

### ***Thanks to Jerry Blount and the Northwest Newsletter for the following article:***

Those bent hood corners on '53/'54 C &K's, '53-'60 Sedans, '60-'64 Champs are due to the hood hinges being out of adjustment.

When the hinges are properly adjusted, the rear of the hood will lift and move forward when the hood is opened. When out of adjustment, the rear of the hood will not lift properly, resulting in the corners of the hood hitting the tops of the fenders when closing.

Each hinge has 3 bolts that attach it to the body. The hinges have slotted holes for adjustment. There is a spring pulling straight down from the back of the hood that helps pull the rear of the hood down when closed. If, over time, the hinge to body bolts loosen, the rear springs tend to rotate the tops of the hinges rearward. The hinges then go "over-center", and don't want to move freely.

The shop manual is of little help, it says loosen the bolts and adjust as required!

A good starting point is to loosen the bolts, grab the rear of the hood and pull forward and up. This will free up the hinge movement, and minor adjustments can be made for the final fit. If the back of the hood does not pull down properly, chances are the pull down springs (284505P) are missing. Also, C & K bodies and '53-'58 Sedans use a spring (308907P) to help pull the hood forward.

Another factor is the attachment of the hood to the hinge links. There should be a flat washer between the hood bracket and the hinge link. The castellated nut should not be tight but should allow for movement. The cotter pins must be installed. I have seen these nuts tighten if not fixed in place with a cotter pin.

By correcting these items, you can change from a hood that is reluctant to open, that catches the cowl with a "pop", and then jams the hood corners into the front fenders, to one that smoothly opens and closes.

### The Route 66 EastTour – 2021

The Central Oklahoma Chapter of the SDC would like to invite y'all to join us for a Route 66 Tour on **Sept 25, 2021**. From POPS in Arcadia we will "Cruise" East on the world famous Route 66, stopping in Chandler at the Route 66 Interpretive Center and Gift Shop. Then we continue on scenic 66 to Stroud for lunch at the iconic Rock Café in Stroud. ON we go to the [Heart of Route 66 AUTO MUSEUM](#) in Sapulpa, OK

**Sept 25, 2021** The Route 66 EAST TOUR -- Arcadia to Stroud round trip about 85 miles.

**Stroud's Historic Route 66 Wine Festival Car, Truck and Bike Show**

**9:30 am** Meet at **POPS 66** at 660 Oklahoma Route 66, Arcadia, OK 73007

**9:45 am** -- Tour to **The Route 66 Interpretive Center** museum located in Chandler, OK,  
37 min (27.8 miles)

**10:30 am** -- Visit The Route 66 Interpretive Center and Gift Shop

**11 am**-- Tour Historic Route 66 to Stroud, OK 74079 17 min (13.6 miles)

**11 :30 am** -or so - Lunch at the Rock Café in Stroud...

**12:30** - Leave for the Route66 East Tour to the Heart of *Route 66 AUTO MUSEUM* ·  
13 Sahoma Lake Rd, Sapulpa, OK 74066

**1:30** Arrive at the Heart of *Route 66* Museum in Sapulpa 47 min (40.5 miles)

[HEART OF ROUTE 66 AUTO MUSEUM](#) · OPEN TUESDAY THROUGH SATURDAY ~

13 Sahoma Lake Rd, Sapulpa, OK 74066

via OK-66 E



**Heart of Route 66 Auto Museum** occupies the old Armory in Sapulpa, OK. Three huge garage doors make it easy for antique cars to enter and exit the museum. With 10,000 square feet of space, the building now shows off beautiful and rare cars on the former drill room floor.

At the other end of the building an area highlights how the old armory was used for the 45th Army Reserve in conjunction with Route 66, along with a space dedicated to honoring the Mother Road. The collections focus on vintage cars, Route 66 memorabilia, and local military history.

The 66-foot-tall gas pump at the **Heart of Route 66 Auto Museum** in Sapulpa, Oklahoma, "That gas pump is one-of-a kind. There is nothing like it anywhere in the world and we are really proud of it."

Heart of Route 66 Auto Museum, a planned museum featuring vintage cars, opened to the public in August of 2016 and has since had visitors from 45 countries and 36 U.S. states.

# 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!**

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



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

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**Beach Cities • Orange • Inland Empire Chapter Presents**

**20**



*Pacific Southwest*  
**ZONE MEET**



**21**

*Saturday, Sept. 25, 2021*

*Meet Sherwood Egbert III, grandson of Studebaker president, Sherwood Egbert. Sherwood is a special guest, who will present an award named after his famous grandfather.*

**La Palma Park**  
**1125 N. La Palma Pkwy.**  
**Anaheim, CA**  
**8:00 am - 3:00 pm**



**Register TODAY**  
**Forms Available Now:**  
**[www.StudebakerSoCal.com](http://www.StudebakerSoCal.com)**

For Info Call: Don Cox 951-529-0873  
Dan Scott 818-558-1791