



Stude Flyer

Proudly Serving The Central Oklahoma Chapter of Studebaker Drivers

Glenn Maspopust says, "There's a Car Show Somewhere!"



And Glenn has been everywhere searching for one to label "The Best". Says Glenn, "I have been a car show fiend this year. And why not? The Prez is one striking automobile."

This writing covers July and August shows I've attended. No trophies to show for my efforts but no matter. Had a great time at all shows attended. First up was the Canadian River Winery car show. Nice venue. Large open field for the show. My guess on attendance was somewhere in the neighborhood of 35-40 cars. There were some nice cars shown. There were 9 categories for cars and 5 for motorcycles. For the size of the show, this worked. Very nice clear and blue acrylic engraved trophies. Venue owners provided breakfast wraps to the entrants. Other than that, there was not food on site. A convenience store was a short walk away, so we didn't have to go completely without. This was a well-run show that looks like will continue to improve. I just need to remember to take my canopy next time.

(Read of more excursions by Glenn & The Prez in the e-version)



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COC Chapter Officers

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President

405-789-7029

Clifton Hill

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405-214-8812

Elmer Davis

Treasurer

405-634-3033

Glenn Masopust

Secretary

405-763-8567

Peter Rodrigues

Tour Master

405-651-7717

September Birthdays

Ron Hall

Mel McGee

Peter Rodrigues

Anniversaries**October Birthdays**

Janice Hall

Don Sutherland

Anniversaries

Pat & Don Sutherland



July morning meeting at The OK Country Cafe

Glenn tells of his dream of attending twenty car shows in one weekend. We asked him to get back on his meds.



Above—Elmer & Glenn discuss bagels and locks (car-door locks) as they await the late arrivals for the July Thursday breakfast meeting at The OK Country Café.

Peter and Kathy Rodrigues are still recovering from their return to Oklahoma after a couple of weeks visiting family and friends in Australia and New Zealand. The time spent Down Under went well. It was the Return From that raised havoc, consternation and chaos. The catalytic converter stolen from their Prius, problems with alternate transportation, well, it's a long list and Peter will, I'm sure, provide the details and some excellent touring and meeting ideas once he gets back in the groove. Until then, prayers and ,”Welcome Home, Peter and Kathy!” would be appreciated and we hope to see them and their new Avanti at the next meeting.



Gertie Lucille Laws

*We lost Leland late
in June 2022, then
Lucille in August*

Gertie Lucille Laws, 86, passed away on Friday, August 12, 2022 in Midwest City, OK. Gertie was born on October 13, 1935 to Elvin and Lillie (Kintcheloe) Humphrey. Gertie graduated from nursing school in St. Louis and married the love of her life; Leland Hugh Laws on November 1, 1957. She retired after 40+ years of being a Registered Nurse.



Leland Hugh Laws, age 86, passed away on Saturday, June 25, 2022.

Leland was born on March 14th, 1936 in Coffeyville, KS to his parents Leland E. Laws & Belle (Garner) Laws. Leland retired from OG&E after 35 years with the company.

A Word From The President

Melvin McGee

Greetings to the Chapter from the sweltering glades of the McGee Residence, hoping you've all found a cool spot to get through the exceedingly high temps we've recently experienced.



Our monthly meetings at the OK Country Café continue to be well-attended and enjoyable occasions despite the warming environment. Glenn, our club secretary, has covered well in his report most of what occurred in the last meetings. Good to chat with everybody.

The weather was extremely nice for the Cruise-In-For-Coffee in Midwest City on 8-20-22. For a change we didn't have that blistering sun beating down on us. It was a very good turnout, and the parking lot was full. Don let us down a little. He had promised to show us the new water pump, installed on The Dutch Girl on the Saturday before, and promised we could admire it and brag on what a good job he did, but when he went to leave that morning, he found he had a fuel problem as well. When he described it to me, failure to accelerate under load, I diagnosed it as a filter problem and hopefully that was all it is.

On a brighter note, I ran into a friend, Jimmy Argo (I don't think I hurt him too badly) at that event. He finally managed to bring to the "Cruise-In" his 1968 Chevy truck, about which I've heard so much but had never seen. He brought with him his young son and daughter to help him navigate so he wouldn't get lost. Turns out it's a very clean & nice vehicle and I hope to see more of it. He's not a member yet but I'm working on it.

Thinking of membership, we are all aware, from our experience in our own chapter and

from comments in the national magazine "Turning Wheels" and even in what we hear from clubs of other makes, of the need to attract the interest of younger folks to becoming members. I believe we are very fortunate in the young people we do enjoy having with us in the club, but wonder if we might think a little deeper on some ways to entice more to share our interest in the very interesting Studebaker history and the joy we find in maintaining and showing our treasures.

Which brings up another topic frequently mentioned: why do our ladies no longer accompany us to meetings? The Club Picnic and the Christmas dinner seem to be the only time they appear with us. Is the day of the week and the time of day we meet a big factor? If we returned to Sunday afternoon meetings, would we see more of the ladies attending? Is it even something we need to consider or am I throwing rocks at a hornet's nest?

Also, let me hear from anyone who has a problem with our proposed scheduling and timing of the Christmas Luncheon.

Studebakerly Yours, Mel



Don asks, "Which is the new pump? And, where did I leave the fan belt?"

FOR SALE 1963 4-Door Studebaker Wagonaire (Sliding Top)

Studebaker Wagonairedisassembled, sand-blasted, primed and re-assembled.

This is a rust-free, very nice car. If looking for a great project, this Wagonaire is it! NO MOTOR OR TRANSMISSION WITH CAR.

CALL MIKE 405-830-0375

Elmer Davis

Studebaker Parts for many models

Call 405-634-3033

George Gibson - Differential Repair

2860 Woodlawn Drive, Moore, OK

405-881-8579



Your Ad Could Be Here

(COC Member)

Remember to check your Vendor Issue of "Turning Wheels" magazine, The Studebaker Drivers Club monthly publication, for those hard-to-find items to complete your Studebaker Hawk, Avanti, Lark, President, Erskine, Big Six or Special Six.

BE ALERT TO POSSIBLE "PARTS FOR SALE" NOTICE IN THIS SECTION IN NEAR FUTURE.

Studie Pete is currently formulating a foray into a "Turner Conversion" of the front end of the newly-acquired ~~Avanti~~ and may soon have either used parts from old front end or mysteriously left-over parts from the Turner kit. Either way, an opportunity for some good deals on parts for paper weights, etc. Also be alert to possible "work shop club meeting" if Peter decides he needs help in assembly. Kathy serves great sandwiches & coffee.

Secretary's Report On July & August MeetingsGlenn Mosopust

July 14, 2022

Members in attendance: Mel McGee, Elmer Davis, Don Sutherland, John Harris, Clifton Hill, Don & Jeri Cox, Phillip Brand, Glenn Masopust, and Joe Parks. We actually got started earlier than usual, coming to order about 8:50 am. Lively conversation ensued.

We mentioned in the last issue of the newsletter the award for "best In Division" won by our newsletter but didn't have the plaque to show at that time. Kent Reitenour, who had attended the National and picked up the plaque, brought it "home" to the club and Don showed it at the July meeting. Very nice plaque and another hearty well done to our editor. John Harris and I (Glenn) talked at length about the AAA Rte 66 Road Fest. I mostly asked questions. I do have plans to attend next year.

Don Cox, South Central Zone Coordinator, brought up the Studebaker meet in Fredericksburg, TX May 2023. Appears date is not set at this time. As details become available, I will pass them along. While Don had the floor there was quite a bit of discussion pertaining to locations for the National meets in the future. And from the sound of the conversations, the possibility of a meet or two close to home is a possibility. Nothing solid, but a distinct possibility. Don was at the South Bend meet this year, has been roaming the country a bit, attended grandson Colton's graduation. College? among other events. Also, he and Jeri brought a '59 Lark back from L.A... It is now reregistered in OK. Talk about busy.

John Harris voiced the need to get our Studebakers out for a road trip of some sort. This was met with "Yeah, we need to do this." The 'when and where' yet to be determined, but the seed is planted. I caught snippets of a conversation between John and Phillip on Model A's (Ford, not Duesy) a few other brand x's and computers.

As I was working on my breakfast and trying to take notes, I lost track of a number of interesting subjects and conversations. We actually did conduct some club business in that the club has agreed to go paperless on the club bank statement.

These are the highlights of the July meeting of the COCSDC as deciphered from my 'sketchy at best' notes. Don Sutherland moved to adjourn at 10:30 and I provided the 2nd. Meeting adjourned.

August 11, 2022

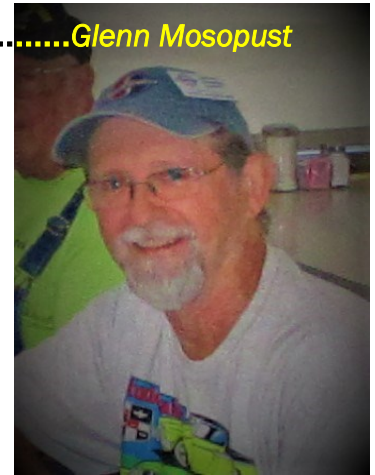
Good meeting turnout. Members in attendance were Andy & Tiffany Reich, Ken Sumwalt, Don Sutherland, Pete Rodrigues, John Harris, Glenn Masopust, Elmer Davis, Mel McGee, and Phillip Brand. Once we decided to move from the parking lot to our dining room inside, we had an informal call to order a little after 9 am. Once we were all seated, Pete led things off with a report of things really going south when he got back from Australia. The catalytic converter on the Prius was stolen while it sat in off airport parking. Looks like some extended down time waiting for parts. His Brand X (read that Chevy) truck is having issues with the blend doors and the golf cart died. What a world to come home to. Pete has procured a loaner car and may be looking for a newer truck. Details as available. More on Pete's trip below.

Charles Hall says, "Hi to all". Current plans are to trailer the Hawk to Branson for the Orphan Car Show. Club general consensus is that possible 5 members are going. That would be Ken Riettenour, Don Sutherland, Ken Sumwalt, Charles Hall, and John Harris is thinking about it. Ken has a time share and if he can get it, lodging is a done deal. The Orphan Car Show is Sept. 9-10 this year.

Leland Laws' son contacted Elmer on some Studebaker parts up for grabs for hand off to fellow club members. Plans were immediately made to go over to Elmer's shop after the meeting. And yes, the vultures descended. Andy & Tiffany, Ken, Don, Glenn, Pete. Looked like everyone took something home. I'm sure Leland approved the procedure.

As is nearly always the case, all the conversations seemed to be happening at once and were hard to keep up with. I will continue with what I can piece back together from my notes. If I have missed something considered a highlight, my apologies.

Pete had a great trip to Australia. Winter down there and was just a bit chilly. Pete went to Melbourne to visit with some Studebaker folks and came back with (Continued on Page 7)



Charles and Sue Hall have been settling in at their new location in Arkansas, dealing with the usual and some not so usual problems with a home purchase. They've also been enjoying helping the grand daughter move into her dorm as she starts college in Arkadelphia, and with Charles debating the dermatologist about how much of his ear and scalp he will be allowed to keep, they have been rather busy the past many weeks.

The following is Charles's latest report, somewhat redacted to protect the guilty, which will describe of some of their mildest mishaps: (with Charles just returned from Mohs procedure)

Charles F. Hall <thehalls@yahoo.com>**To:** Don Sutherland Mon, Aug 29 at 7:57 PM

I'm not supposed to strain or get too sweaty for this week so I'm pretty much resigned to minimal work. It has warmed up here to mid-90s with high humidity.

A month ago, Sue ordered a bedroom suite for our room, and it was delivered broken. We refused the delivery and got a refund. Sue ordered another from a different company, and it came in Thursday broken. We weren't allowed to not accept it, so it sits in the garage awaiting pickup this week. Saturday, we went to a furniture store and ordered a new set and expect delivery around Thanksgiving. The one piece they have in stock will be delivered on Thursday. Sadly, it is the shipping company's poor performance causing the damages.

Of interest to Studebaker enthusiasts, Charles forwarded these shots his son took of a Stude museum in Denison, TX



(Secretary's Report cont'd from Pg 6)

the admonishment to clean house (get rid of junk) before you pass -- no matter how painful. The idea being to make sure your collection of stuff finds a home and not a scrap yard.

On another travel note, Ken went to Luckenbach, TX on a recent trip to Austin to see family. Ken says Luckenbach is very small and very cool. Ken also visited a peach farm called Studebaker Farms. The owner's name was Studebaker. From there I will let your imagination run wild.

There was more conversation of a drive to some mutually interesting site in the near future. Still no set plans. Consensus is to wait for cooler weather.

And lastly, planning has begun for our Christmas luncheon. Current plan is for Dec 3 at the I-240 Charleston's. Unanimous decision to adjourn right around 10:40 and all headed to Elmer's shop.

Meeting notes, respectfully submitted by Glenn Masopust, Secretary.



Studie Pete's Page

Tourmaster Report by Peter Rodrigues

Places it might be fun to go to!

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

Midwest City Cruise-In-For-Coffee

This video was done on a cold day in May,
2022! Next MWC Cruise-In 18 September



Coffee and Cars – Chickasha
Every 3rd Saturday, 8a-5p
Rock Island Train Depot
This event is a gathering of car enthusiasts
to preserve the love of cars by supporting
our community. Everyone is welcome

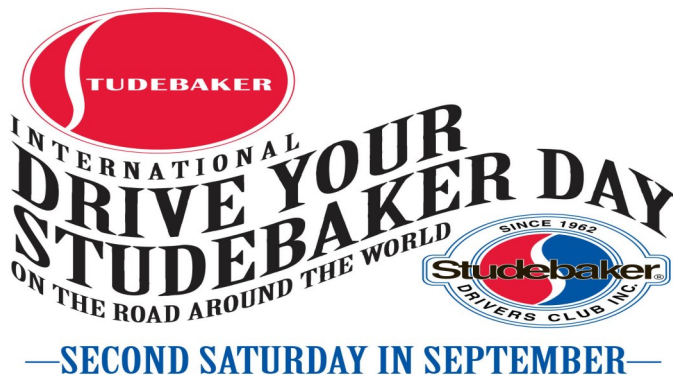
Tri-City Cruisers Cruise-In Newcastle
First Saturday of Each Month, 6-9pm
(Year Round, weather permitting)
Sonic/Arby's in Tri-City

Coffee & Cars – Norman
Second Saturday of Each Month
Crest Foods parking lot

Yukon Nights Cruise-In – Yukon, OK
3rd Saturday of Each Month 6-9 pm
Plaza at Stone Mill

Oct 15, 2022 Cruise-In-For-Coffee 2022

Sat, 8 – 11 AM Santa Fe Cattle Co., 7101 SE
29th St. Midwest City, OK
everyThird Saturday from April to October



Sept 8, 2022 Central Oklahoma Chapter of the
SDC Thursday Breakfast at the:
OK Country Café - 6072 S Western Ave.
OKC

33rd Annual International
**Chickasha Pre-
War Swap Meet**
"World's Largest Early Auto
Meet"
**March 17 & 18,
2023**

"1895-1945" Come Celebrate the
1st 50 Years of the Automobile

Oct 13, 2022 Central Oklahoma Chapter of the
SDC Thursday Breakfast at the:
OK Country Café - 6072 S Western Ave.
OKC

Next up was the **Stratford Peach Festival Car Show**. This was another open field show. We were in the city park adjacent to the park pond.

I would estimate 60-65 cars in attendance. New show runners this year and they are just getting their feet wet. This show was well run. For the new show runners first time out, they really did a good job. This show, like CRW was a single place trophy show. Trophies were pretty neat. Insulated tumblers with the class printed on them. Useable trophies is a cool idea. This show being held with the Peace Festival made it a lot of fun. There was plenty of food and drink on site and the porta-potties were plentiful. I, along with a few other participants offered suggestions to improve next year and the suggestions seemed to be well received.

I didn't manage to get any peaches. By the time I got around to getting peaches, they were sold out. I now know to pull the trigger sooner next year. I DID manage to get a peach smoothie and the obligatory dish of fresh peach ice cream. HOT day. The drive over was very pleasant, the drive home not so much. The price I pay to show off The Prez.



Seems every car show I attend flyers are being handed out. Such was the case with the **Legacy-Rotary Car Show and Cornhole Tournament**. This show is a pandemic re-start, thus a new group of show runners is getting their feet wet. Very well organized and run. Tables were set up under a large tent so there was plenty of shade and a couple of large fans made it bearable. Food was available from a bar and grill on main street. Trophies were single class and the usual sports style. Pre-registrants re-ceived a T-shirt. Judging staff appeared to be volunteer based.






ASK

Studie Pete

Weird sounds, vibrations, smells, computer read-outs emanating from your Studebaker? Share your Tech Questions with a call to 405-751-7717 , ask for the Guru in the greasy garage getup, or e-mail to: studiepete@gmail.com

Studie Pete's column will return in the next and final for 2022 issue of "The Flyer". The space in this issue is given over to another exciting account of Glenn and The Prez at yet another car show. Thank you!

Up next (in number 3 position as attended) is the Canadian River Cruisers Annual Food and Shelter car show.



I found out later that CRC collected over \$7000 for the charity. The show had the usual CRC swag, 50/50 pot, and door prizes. From my point of view, it looked like nearly all non-club participants took something home. As it should be. Provided there are no conflicts, I'll likely do this show next year.

This show is the CRC's major charity fund raiser. The event takes place in Andrews Park in Norman. As a spectator it was at this show I first met Leland. Between Packard and Avanti stories it seemed he could go on forever.

The show didn't have the turnout I have seen in the past but considering the hot weather it wasn't as sparse as it could have been. With my being a member of the host club, all I could do was display The Prez and talk people's ears off.



With Thanks to Dan Kuhl and the ECHO, newsletter of the Grand Canyon State, Chris Collins, Editor, we offer the following:.

THINKING OUTSIDE THE BOX

By Dan Kuhl

By definition a "Concept Car" is a car made to showcase new styling and/or new technology. They are often shown at new-car shows to gauge customer reaction to new and radical designs which may or may not be mass-produced. According to Richard Quinn in a *Turning Wheels* article, dated May 2008, Studebaker did not make any concept cars. All cars demonstrating new developments in style or technology were actually manufactured for the buying public.

After reading his article I did some thinking. What about futuristic vehicles? He did mention in his article the 1956 Packard Predictor, which is credited to Richard Teague, noted AMC designer of the sporty AMX and Javelin. I said to myself there must be more; and with that, I could think of at least two, a truck and a car.

A Studebaker cab forward pickup truck was produced in 1963 in response to the Jeep FC-150 and FC-170, the Ford Econoline, and Chevrolet Corsair Roadside pickups. This one-of-a-kind pickup has no name and now resides in the Studebaker National Museum after it was res- cued from a private collection in Michigan.

The car which was designed about this same time, is better known by most Studebaker fans. It is the Scepter coupe designed by Brooks Stevens, noted GT Hawk and '64 Daytona designer. The car was planned for 1967 and obviously never had a chance with the plant closing in South Bend.

So you see, I think Studebaker did do conceptual plans for potential future cars but did not go out of their way to display them to the public at car shows like the Big Three. And, we cannot forget all of those so-called "failures" that ended up in the test track cemetery. If you participate in the 2020 Zone Meet tour, you will see the remains of the Desert Truck in John Kroulik's collection; it was rescued from the cemetery years ago by Chuck Naugle. Finally, we must remember what we have always known: "Studebaker Was Always Ahead of Its Time".

References:

Cossick, Pete, Back to Basics, Studebaker Style, *Vintage Truck Magazine*, July/



Jeep cab forward

and Studebaker's "what if?" cab forward



ABOUT TIRES

Are your tires tired? It is a scientific fact that after 7 years of age the rubber compounds that make up tires become brittle and deteriorates very quickly. At 10 years from date of manufacture tires are considered to be unsafe. When we look at our collector car tires we usually see very little tread wear due to our driving limited miles over the course of a year. Contrast this to our daily driver cars and we normally see that tires on a daily driver usually do not even last 10 years as they are worn out tread wise in less than 70,000 miles

Excerpt from an article by Peter Sant, offered by Susan Lusted

Our Friends in Dorchester, UK happen onto a British Car Show on an afternoon stroll through the neighborhood! Took Pictures!



Randy and Claire Parrish, celebrated patrons of The Dutch Girl, were surprised at coming unexpectedly upon a neighborhood gathering of automobile enthusiasts and thoughtfully took some shots and shared with us,

Autos of many types and ages they viewed, Unfortunately, I can identify none and they did not think to tag 'em. Perhaps some of our readers will recognize some? At any rate, they are items of interest in a beautiful venue. Eat your heart out Glenn M.

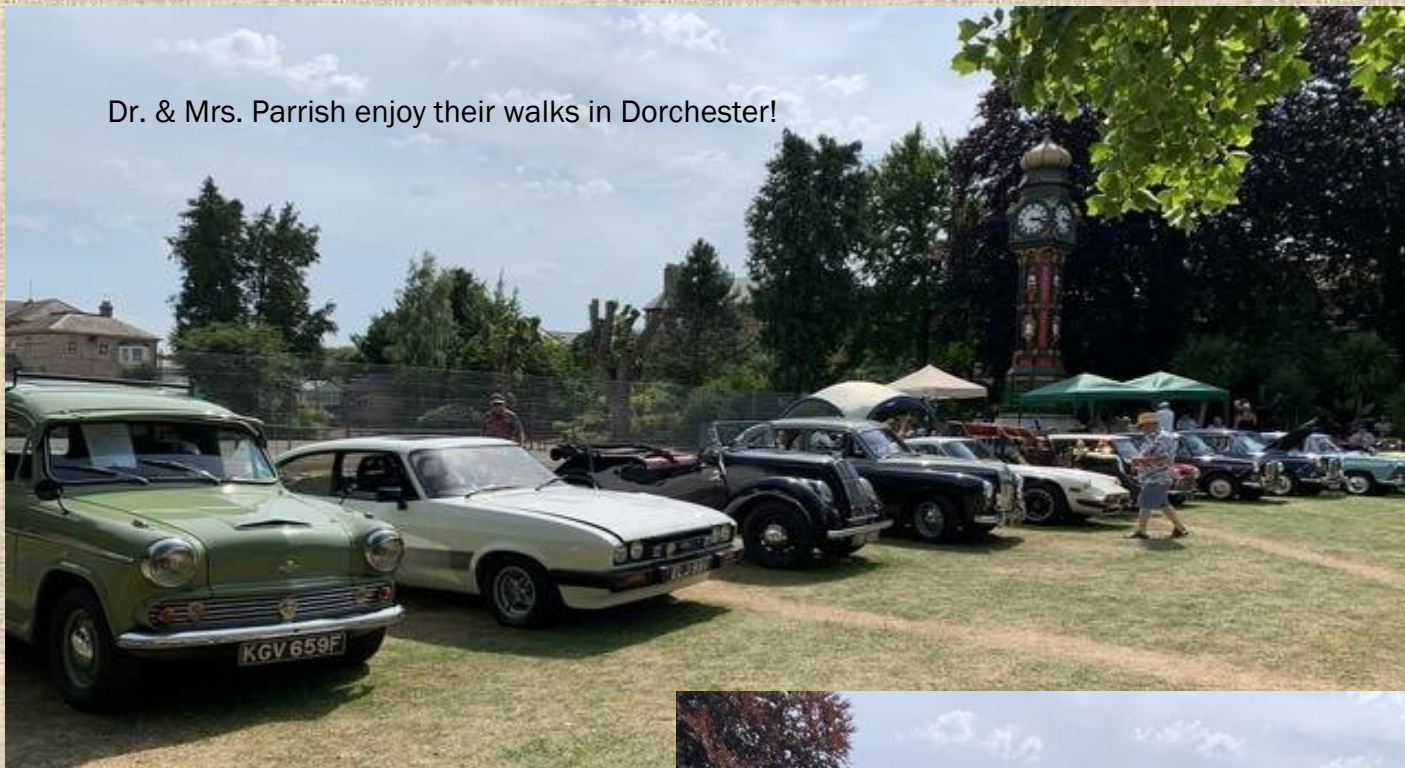


Randy admires a ??



Randy & Claire had observed the [New London to Brighton](#) Antique Auto Run a few years ago and had sent to us some photos of that. Thus they recognized a gathering of auto enthusiasts when encountered.

Dr. & Mrs. Parrish enjoy their walks in Dorchester!



JUST NOTICED!!!

ALL these cars are right-
Hand drive!

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](#)

AXLES HEAT AND RPM'S

Thanks to Peter Sant,
Technical Advisor and Historian for the Ontario Chapter of SDC

Most of the Studebakers that we are driving today were built in the 1950's or 1960's and with a few exceptions they were designed to run on roads with a speed limit of 50 mph.

Champion sixes usually had a rear axle of 4.56 with overdrive which gave reasonable standing start acceleration but still were limited to travelling no more than 65mph even with OD. Axle ratios play a big part in our vehicles. Without overdrive a 1956 Studebaker Champion came from the factory with a 4.10 rear axle and as a result the engine was turning almost 4000 rpm at 70 mph. This causes excessive engine wear but mainly it produces heat. The faster you go the more the heat gauge will head towards the hot side. This is the reality of the beast.

Similarly, V8 engines can also overheat when asked to travel at constant speeds over 70 mph. The cure for this is a trade off. Find an axle with a lower numerical number such as 3.07 ratio or if you can find an overdrive transmission with a 4.10 or 4.09 ratio axles you can get by with travel around 70 mph

The heat starts to build when your engine be it six or eight exceeds 3000 rpm. Try to keep your engine rpm below 3000 by any means available. You will lose performance i.e. standing start acceleration, but your power plant will last a bit longer and will give you confidence that you are not seriously overheating.

Peter Sant

Tech tips (contributions from various newsletters – see credits)

Switch tail light switches – Studebakers have always used hydraulic stop light switches. When you step on the brake pedal, the fluid pressure (60-120 psi) closes the contacts on the switch. With pendulum-type brake pedals, it became convenient to mount a mechanical stop light switch under the dash, actuated by the brake pedal. Hydraulic switches mounted under the hood are less than reliable, due to the presence of oil and moisture. It is said that silicone brake fluid can permeate to the switch diaphragm and contaminate the switch contacts.

If you own a '61-66 Lark, Avanti or '63-'64 Champ pickup, you can convert to a mechanical stop light switch. Get a Borg-Warner S-237 or Standard Ignition SLS 66. Make sure the brand you get comes with two stamped steel nuts for mounting the switch. The Motorcraft equivalent I checked didn't. A normally-closed switch (the plunger is spring-loaded to the closed position) is installed above the brake pedal so that the upper edge of the arm can depress the plunger and open the contacts when the brake is in its normal position.

There is a handy hole in the pedal mounting bracket for the pedal stop. Fabricate a simple sheet-metal mounting bracket that attaches under the pedal stop with a 1/2" diameter hole for the switch. There is a long range of adjustment on the switch so you can get some pre-load to ensure the switch is normally off with the switch mounted. Then you just have to extend your wires to the switch and you're done! (from Jerry Blount, Northwest Newsletter, Portland, Oregon)

—————Y'all have a Hap-hap-happy Halloween Booo!