

Serving the exceptionally au courant Studebaker enthusiasts of Central Oklahoma

A Word From The President **Melvin McGee**

Greetings to all!

Hoping this message finds you either looking forward to another Happy Fourth-uh-July weekend or recovering from a safe and pleasant Independence Day Celebration. When writing for The Stude Flyer we never know when the newsletter editor is going to stir from daydreaming and get the publication to the printer. As for me and Jeri-Alynn and our family, at the time I'm writing we are planning on a Happy and Safe Celebration of The Fourth of July Independence Day, if it hasn't been removed from the history books.

At the May 13 meeting Studie Pete told us about the horror of fighting for months trying to find the cause of the noise in the T-10 transmission in his Hawk, finally discovering the noise was from a broken motor mount, not the tranny. Check the simple things first, Peter! The full story reveals obstacles preventing such a quick solution to the problem, but you can read about it on the website as soon as the editor gets a round tuit.

Peter got new motor mounts installed and had intended to drive the Hawk to the meeting but now the fuel pump is leaking. Not good. That certainly cuts down on the gas mileage.

Peter drove the Starlight Coupe instead.

On Saturday, 15 May, we were at the MWC Cruise-In-For-Coffee with about 100 others. We were happy to see Gene Robertson and his Gran Turismo Hawk. It was good to see you again, Gene, even though I was actually unable to see you. You were running around looking at the other automotive beauties when I stopped to admire your car several times, and I didn't want to neglect other car enthusiasts. There were some beautiful cars there. Also great attendance.

In the May 13 meeting we had set the second Thursday of each month as our "regularly scheduled monthly meeting" and June 12 of this year was set for the club picnic. However, due to the Pandemic loosening up and some of our members wanting to escape for a while, by June 8 we had not received any calls or e-mails verifying that any were coming, so we postponed the picnic "until a later date". (cont'd pg 2)



Mel's 1958 Hawk at MWC Cruise-In 15 May 2021



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405-789-7029

Clifton Hill

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405-214-8812

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Treasurer
405-634-3033

Jeri-Alynn McGee

Secretary
405-789-7029

Peter Rodrigues

Tour Master
405-651-7717

Member's Page

July Birthdays

Mike Scott
Ken Hoffman

Anniversaries

Peter & Kathy Rodrigues
Melvin & Jeri-Alynn
McGee

August Birthdays

John Graham

Anniversaries

Jim & Judy Hock
Keith & de Linda Leafdale

Please call the editor if your Birthday and Anniversary are not listed here. DQS dqsuds@gmail.com

At our next meeting, Thursday 8 July, if enough members have sobered up from Independence Day celebrations, our agenda will include discussing a possible new date for the picnic.

Unfortunately, I wasn't one of those planning to "get out of town" in early June so I stayed home and worked on repairing and painting our deck. That task took about 3 weeks due to the hot temperatures slowing my normal Supersonic capabilities to more of a Model T speed, and I am still repairing the lattice around the outside edge.

June 19 we enjoyed another Cruise-In-For-Coffee which showed a very good turnout of Studebaker Club members and I thank the members who showed up and braved the heat. Seems in Oklahoma we freeze at one event and burn up at the next and in no particular order.

The second Thursday in July we are hoping for a good attendance of members at our scheduled meeting at Grandy's and all are welcome to come and have coffee, food and enjoy the meeting. We will at that time discuss the re-scheduling of the picnic and other activities and we have some new members to welcome as well.



Until then - looking forward to seeing you at Grandy's.

Mel

Time moves in one direction, Memory in another Wm. Gibson



Gene Robertson's Gran Turismo Hawk, Midwest City May 15 parking lot Santa Fe Cattle Company Restaurant



Ken Sumwalt's 1960 Lark Convertible. May 15 at The Cruise-In, MWC

STUDEBAKER CHAMPION CONVERTIBLE FOR SALE

The Northeast OK SDC has a 1949 Studebaker Champion Convertible for sale. This is definitely a Project car, requiring re-assembly.

The body is sitting on an S-10 frame with an S-10 front.

We have a 4.3 V-6 engine to go with it, but NO TRANSMISSION.

Recently painted a metallic blue, interior needs replacing.

Among additional parts are: new convertible top, a good window, seats and most of the chrome.



Asking Price \$3,000 or best offer.

For more information contact John Kimbrough at
918-527-1271

Car is located in Claremore, OK





If you can't think of the word say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

Don't be worried about your smartphone or TV spying on you. Your vacuum cleaner has been collecting dirt on you for years.

My goal for 2020 was to lose 10 pounds. Only have 14 to go.

Club Vice President Clifton Hill Involved In Another Missing Car Search!

Following is a copy of a message received by our VP Clifton Hill in reference to a rare car gone missing in 1934 and a link to the article about same by reporter Tina Bridenstine in the Shawnee News-Star on May 29, 2021. Somehow our VP seems to know a little bit about a lotta missing cars and methinks another visit to a certain underground collector's museum might be in order. At next club meeting we will move to form a committee, but that would result in nothing further being accomplished. ...*Editor(Your editor asked for and received from reporter Tina Bridenstine permission to re-print the story)*

-----Original Message-----

From: Alastair Gillespie <alastair.gillespie@aya.yale.edu>
 To: carguyhill2@aol.com
 Cc: Alastair Gillespie <alastair.gillespie@aya.yale.edu>
 Sent: Fri, Jun 4, 2021 4:58 pm
 Subject: Fwd: Shawnee - lost race car - Alta 20

Clifton, getting in touch as I hoped you may have some local information about a British racing car lost in Shawnee, that I've been trying to track down. The car is a rare 1934 Alta sports two-seater, and I had an article published in the Shawnee News Star about my search recently, linked below and attached. It was last seen in Shawnee in 1976 by Pat Thoma the last owner I have been able to trace - he said in correspondence the car was disassembled but went missing from his barn in Shawnee, before he moved back to Chicago in 76. Photos and more background at the link below.

<https://eu.news-star.com/story/news/2021/05/29/information-sought-rare-race-car-lost-since-1976/7477484002/>

I would be so grateful if you had any idea about the car's whereabouts, or where might be likely to search. For example, what scrapyards were open locally in 76? The car is unusual enough I think it must have survived. I'm just a younger enthusiast hoping to find a car to restore - the Alta's were made in very small numbers to a very advanced design for the day.

Very best, Alastair Gillespie

A Pleasant day For A Cruise-In-For-Coffee At Midwest City May 15

Photos by Studie Pete Rodrigues

May 15, the third Saturday of this year, was a perfect day for getting out and about, so a fair representation of the Central Oklahoma Chapter of the Studebaker Drivers Club cast masks and caution to the wind (very little wind that day) and showed up early and stayed late for coffee & cars event sponsored by Midwest City Parks And Recreation. Seems everyone brought their best car and an appetite for visiting and reminiscin' about cars and this 'n that. Picture to the left is of a nice '63 Falcon our sharp-eyed photographer noticed.



Mike Scott's strikingly beautiful '55 Chevy

L-R : Don, Elmer and Ken talk about Ken's '60 Lark



Melvin and Elmer discuss the prudence or lack thereof in joining the group at The Boom-a-rang.



After leaving the Santa Fe Cattle Company Restaurant parking lot upon dispersion of the crowd, a few even wended their way over to The Boom-a-rang Café for brunch and more discussion of their favorite subjects—cars and the Good Old Days—when they weren't good and weren't old.

A man is not old until regrets take the place of dreams. John Barrymore

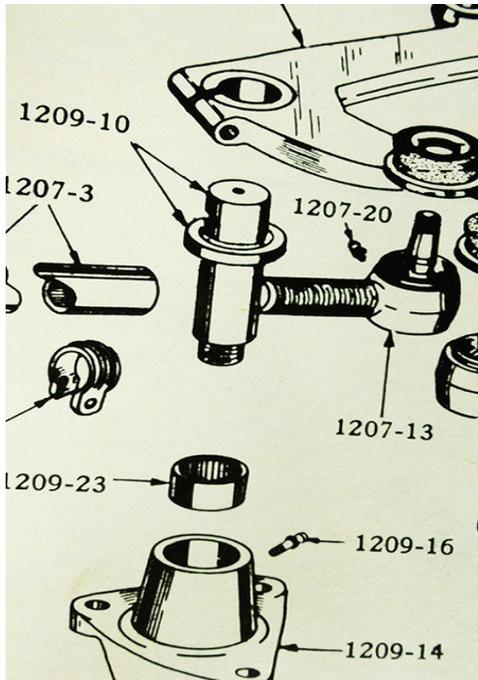
Different Day? More scenes at MWC Saturday Cruise-In-For-Coffee

Photos by Rodrigues



Roland Walters' Perfect Avanti

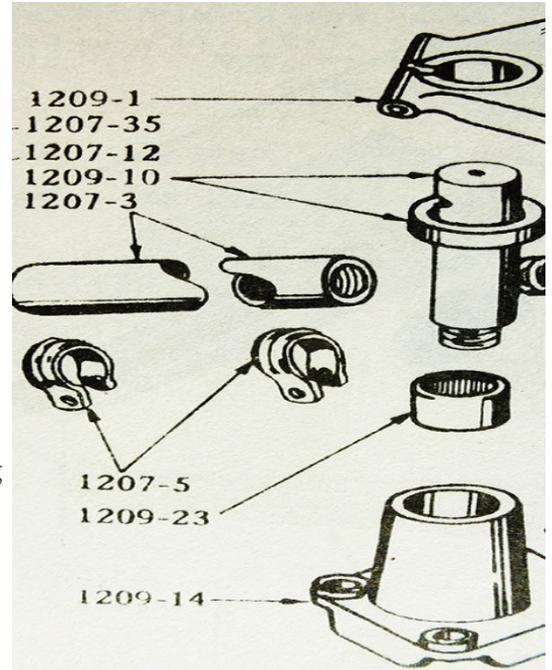




Steering Slack

Parts ID:

1209-1---Bell crank for the center point steering, 1209 - 10- Spindle for bell-crank, 1209-3 Needle bearing, 1209- 14 - Housing for bearings and spindle. The spindle housing on the left is for the 1950 models, having a triangular base and the spindle housing on the right has a square base for the 1951 models to the 1966 models of Studebakers. The 1963 and 1964 Avanti models

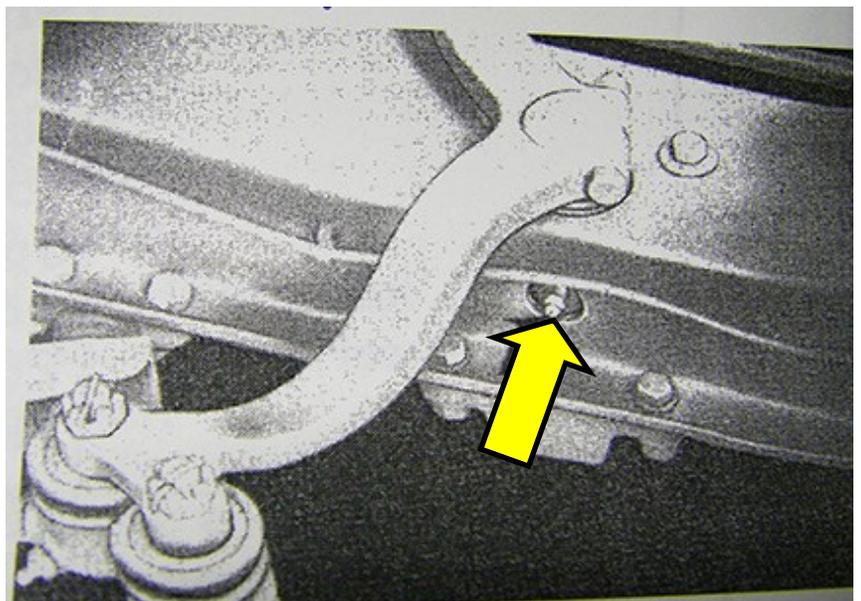


used the same bearing/bushing housings as did the later generations of Avanti's until 1985.

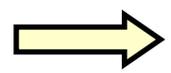
Greasing of the spindle on the Studebaker and Avanti models that have the center point steering is often overlooked as the grease fitting is located on the spindle housing, 1209-14, as it is somewhat hidden in the front cross member, facing the engine. The lack of lubrication can cause hard steering and premature wear on the bearings for the spindle bearings of which there are 2, a top and bottom bearing in the assembly housing. Needle bearings were in use to 1962 and then a change for the 1963 Studebakers going to bronze bushings. This is not to be considered an improvement over the needle bearings in fact, it was a negative switch that should have never happened as the bushings were inferior to the needle bearings for 2 reasons: The wear factor of the bronze bushings and the increased friction.

The bell crank must be well tightened on to the spindle. If I can remember correctly, the bolt used on the bell- crank is of high tensile steel. *(Note next pg) If this is the case, do not lose the bolt if you are restoring the car.

The spindle bearing housing with the needle bearings should be relatively trouble-free if lubricated at the intervals recommended by Studebaker. After much usage, the spindle may wear but on the spindle housings using bushings, there will be more wear on the spindle and the bushings. This wear causes slack. There are other components in the steering system that can cause steering slack such as worn ball joints on the steering linkage and pitman arm. There is also adjustment that can be made on the steering box. After checking out the all of the components if the steering system, there is one more check if there is slack and that is to make sure that the wheels are well secured.



In many cases, the greasing of the spindle for the bell crank and the bearings/bushings is overlooked as the grease fitting is not easily seen. It is on the rear of the front crossmember, facing the engine as shown in picture above right, at arrow. (cont'd page 9)



Steering Slack

Pete Yuens

Note that the grease is recessed in the cross member.

***(Note) - A high tensile bolt has more that 3 slashes (Embossments or radial lines) on the head. The majority of the bolts on automobiles have 3 slashes on the head which is a grade 5 bolt. A grade 8 bolt has 6 slashes.**

People are making end of the world jokes like there's no tomorrow.

My doctor told me I needed to break a sweat once a day so I told him I'd start lying to my wife.

Whatever you do, always give 100% unless you're donating blood.

Good judgement comes from experience and a lot of the experience comes from bad judgement.

GOVERNMENT PIPE SPECIFICATIONS

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole.
2. All pipe is to be hollow throughout the entire length - do not use holes of different length than the pipe.
3. The I.D. (inside diameter) of all pipe must not exceed the O.D. (outside diameter) - otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust - this can be more readily applied at the job site. Some vendors are now able to supply pre-rusted pipe. If available in your area, this product is recommended as it will save a lot of time on the job site.
6. All pipe over 500 ft (153m) in length should have the words "long pipe" clearly painted on each end, so the contractor will know that it is a long pipe.
7. Pipe over 2 miles (3.2 km) in length must have the words "very long pipe" painted in the middle, so the Contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a very long pipe.
8. All pipe over 6" (152 mm) in diameter must have the words "large pipe" painted on it, so the contractor will not mistake it for small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts quite separate from the big hole in the middle.
10. When ordering 90 degrees, 45 degrees or 30 degrees elbow, be sure to specify right hand or left hand; otherwise you will end up going the wrong way.
11. Be sure to specify to your supplier whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill, the water will flow the wrong way.
12. All couplings should have either right hand or left hand thread, but do not mix the threads - otherwise, as the coupling is being screwed on one pipe, it is unscrewed from the other.

May your troubles be less . . .

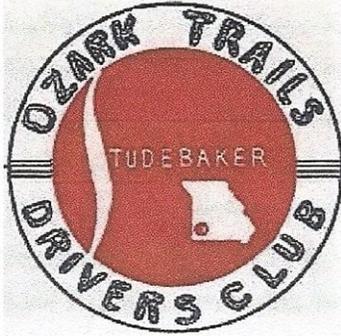
May your blessings be more . . .

May nothing but happiness come through your door.

Ozark Trails Chapter-Studebaker Drivers Club

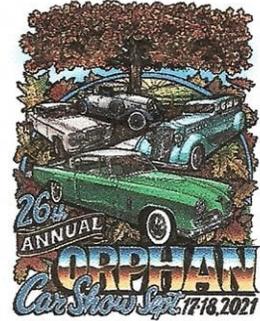
Invite you to join us for





THE 26TH ANNUAL OZARK TRAILS ORPHAN CAR SHOW

SEPTEMBER 17-18, 2021



Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Phone Number (_____) _____ - _____ Email _____

Vehicle Make _____ Model _____ Year _____ (pre-1985)

Pre-Registration: \$25 with T-Shirt or \$15 w/o T-Shirt (must receive by 8/15/21) \$ _____

Registration T-Shirt (circle size) S M L XL add \$3.00 for 2XL 3XL \$ _____

Extra T-Shirts \$15 each (circle size) S M L XL add \$3.00 for 2XL 3XL \$ _____

Watercolor Class Friday @ 1 pm - cost \$10 per person # of people _____ \$ _____

Card Making Class Saturday @ 1 pm - cost \$10 per person # of people _____ \$ _____

Valve Cover Racing Saturday @ 10 am - no fee # of racers _____ \$ _____

TOTAL DUE \$ _____

Make checks payable to Ozark Trails Chapter, SDC

Mail to Gary Sanders, 216 North 36th Street, Nixa, MO 65714

Confirmation Provided by Email Only

REGISTRATION AT THE SHOW IS: \$30 WITH T-SHIRT OR \$20 W/O T-SHIRT

When making reservations, reference the Studebaker Club. The room rate is \$58 plus tax per night

**Angel Inn, 3311 Shepherd of the Hills Expressway, Branson, MO 65616, Phone
(417) 334-2300**

Questions??? Please call or Email Gary Sanders: gsanders@cebridge.net (417) 569-3866

Charles & Sue Report From Glacier National Park

(Pictures by Charles)

Thu, Jun 24 at 9:28 AM

Yesterday, not having seen any glaciers at Glacier National Park, Sue and I set off on a journey to see one. We departed at our usual time, about 1000, for St. Mary, MT and the eastern entrance to the park. The journey was to be about a hundred miles each way and gurgle estimated drive time at 2 hrs 7 min. I figured our trip into the park would be about a 2 hour duration and then head home catching some food on the way. On the way up, we saw a waterfall and delayed for about 10 mins looking at it. Inside the park the time estimate held. Returning, we added a scenic into East Glacier, MT and then Two Medicine entrance into the park in hopes of seeing wildlife. Then we stopped for dinner in East Glacier where, by the way, the range picture was taken at the 'world famous' Whistle Stop Restaurant. I don't know why it was world famous, but that's their signage. A 40 minute wait for a table and we were seated. 10 minutes to order wasn't bad. Approaching an hour after ordering, the waitress came out sheepishly (maybe this was our wildlife) and informed us she messed up our order and apologized. We hung in there and 1 hour 30 minutes from the initial seating, our dinner arrived. Good food, but my butt was tired of sitting in the stackable restaurant chairs. We arrived at our RV at 2240 after tanking up the truck in prep for today's journey to Butte, MT. 300 miles covered and I got a wicked 18.9 mpg!

The glacier was viewed from a distance (probably 10 miles) and looks like snow pack on the mountain at this time of year. But, we can check it off of our bucket list - if we had a bucket list. A couple pics attached...



Thursday, we left Glacier and moved here to Butte. Friday, Glacier announced they opened the road through Glacier (Going to the Sun Road) and that road, it's vistas, and glaciers was our reason for our visit. So, Friday evening, we decided to go back to Glacier for the drive. On the drive in to Butte, I had noticed a loss of power in the truck and had picked up a new fuel filter and air filter suspecting the air was near end of life and that I may have gotten bad fuel. After dinner, I changed both.

Yesterday (Sat) we got what we call an early start. We left here at 0815 for the journey. We anticipated about 550 miles round trip with about an hour to two hour stay in the park. Our trip was successful returning about 2130 without incident. I've The views were astonishing, temps were in the 80s, and it was worth the effort. We did sleep in today. I made it all the way to 0810 after retiring at 2315.

Funny story from our last campground. Our neighbors (2 spots distant) were from SoCal. I'll put them as a stereotypical SoCal 50ish couple. This is their first RV, a travel trailer, and they tow it with their Ford F250 with matching shell over the bed. As we arrived, he was at the rear of the truck where he had attached bungee exercise bands and was doing his daily exercises (he's pretty bulked up and tanned). She is on a yoga mat doing her thing with short shorts, a tank top, and her butt in the air for everyone to see - her daily routine. Later that evening, I see them working on a water softener for their trailer, looking at the hose connections and generally just trying to figure it out. A couple days later, as we are prepping for departure, they walk over to me and ask questions about campers, camping, and mechanicing. I diagnose their water softener issue as a need for a new hose washer in one hose and a missing one in another. I had spares so I gave them two and taught them how to remove the old and install the new. Yes, really, they had no idea. They had the dealer install the system and had done so poorly. I noticed they had the dealer install a water filtration system - the one you might use for a 2-3 bedroom home. It had a sand filter, reverse osmosis, and U/V and was huge. They had taken a drive the day before with their truck and were so upset. The road was dirt about 15 miles each way and had gotten dirt all over their truck and even inside their truck bed! They were put out as they had to remove everything and clean the bed and their storage containers. They were making an appointment as they were certain they needed a new alignment and that the tires were damaged. Sue and I drove the same road as they did the day before these folks drove it. It was generally a good dirt road as I averaged about 35mph comfortably slowing for some really rough areas and it did have quite a bit of washboard. I thought about explaining dirt roads, trucks, camping, which end of a screwdriver was the handle, and a few other things, but decided not to waste the energy or time. While the wife was standing talking to me with her wife beater t-shirt on and her dark tank, that she had large hickeys on her neck and shoulder. That reinforced my decision to not waste time on them - they had other priorities.

Keep your face always towards the sunshine and the shadows will fall behind you.

(Saw this on a USCG site ...Charles)



Always with an eye out for Studebakers, The Halls saw this display near Glacier National Park.

Miscellaneous notes from around the Studebaker Southwest and more

Ken Sumwalt reports that the Larry Porter Estate Sale went well ,, after waiting so long for a good weather day to get it accomplished, Friday June 11 saw most of it gone.

Larry was a classic car builder and a collector of many things.

Clearing out many parts, tools, paint guns, misc. moldings, engines, transmissions, Including car trailers. Many collectibles, too many to list.



Gary Meek, North Texas Chapter, reminds us of a vey good classic car show in their area in October, “click” this logo to access their information:

From: Jarrod Greenwood
<jgreenwood@westlake-tx.org>



Midway Chapter, Wichita, KS area, showed in May a nice ‘63 Hawk for sale:



For Sale...1963 GT Hawk, 85,000 miles, R1 engine –ID# on block RS 2012. Automatic on column, pwr steering, manual brakes, upgraded A/C, new radial tires, no rust. Always garaged, extra parts & manuals.

For information call: Jackie Slack 620-326-3759 (KS)
Newsletter editor Alice Baty states, ”This Hawk is a comfortable, cool, easy driver.”

From Susan Lusted, “Turning Wheels” magazine:

Remember The Remembrance Project. “Peter Crisitello does a book articling those in the SDC who have passed, He publishes the list yearly. In addition, there is a book in the club room at the Studebaker National Museum with pages and pictures in it. So if you have knowledge of a member who has passed, send the details to Peter, along with a picture if you have it, and he sends the page back to you for approval. A nice thing to see.”

Peter Crisitello, 181 Villa Place, Rathway, NJ 07065-2831 home phone (732)574-0776 (No Texts)



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06/19/2019