



Stude Flyer

Serving Central Oklahoma Chapter of Studebaker Drivers

A Word From The President

Melvin McGee

Sub-zero temps, freezing rain, tornadic winds with blowing snow, then three wonderfully beautiful days in the 60s and -wait! Same thing the next week? Well, sure. It's Oklahoma in February.

Greetings to all, with wishes that all your resolutions are intact and your goals in site. Since our last correspondence in the January-February issue of *The Flyer*, besides having to deal with the unpredictable weather, Jeri-Alynn and I have been learning a lot about the medical field. In the last two months I have had two surgeries on my ear. With one of them I was put in the hospital. Then we find out my wife has 99% blockage in her left carotid artery and is scheduled for surgery on Feb 23rd. So, we have been back and forth to Mercy hospital many times, filling out forms, testing, filling in forms, scans, filling out forms, re-scheduling, filling in forms. With all of this going on I simply got so busy I mixed up dates with doctors with Studebaker Club dates and somehow missed the February 10 meeting. For some reason I had the 17th stuck in my mind.

I was able to attend the January 13 meeting at the **OK Country Cafe**, and a good number of Studebakers were on display for that meeting. A very interesting narrative by John Harris, relating his experience, accompanied by a friend, on Rte 66 with his **Route 66 Passport**. I believe John has in this issue a narrative about the adventure

for your enjoyment.

. Two club members expected to attend that January meeting did not show, however they both called to let us know why. Clifton Hill reported he was back in the hospital, still trying to get that pace-maker installed, and Studie Pete had blood work done and couldn't make it out in time.

The Thursday, 10 February meeting was, I am told, a great meeting. We had 12 members attending, unfortunately I wasn't one of them so I cannot comment on what transpired. Fortunately, our Secretary, Glen Masopust, took good notes and I will get to read with you about that meeting.

Folks, the month of March marks two years since the World Health Organization declared COVID-19 a global pandemic. As the impact of the pandemic continues to be felt, we're hoping you and your loved ones are safe and healthy.

See you at the next meeting.

Mel



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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

Many thanks to those who have paid their Membership DUES for '22!

March Birthdays

Evadean Davis

Leland Laws

Pam Butler

Tom McNeil

Anniversaries



Have we missed anyone??

April Birthdays

Clifton Hill

Cindy Scott

Dr. Roland Walters

Anniversaries

Elmer & Evadean Davis

A smile is a free way to brighten someone's day

Studie Pete says.....

...OF THE FOUR STUDEBAKERS ON THE DOCKET TODAY, 11 FEB AT THE FIRE LAKE ARENA IN SHAWNEE, OK, OK CLASSICS AUCTION, MY 1962 GRAN TURISMO HAWK HARDTOP WAS THE HIGHEST SELLING STUDEBAKER



The other nice Studebaker was this 1957 Studebaker President at \$ 8,250.00



Tour Master Studie Pete also would like some input on the proposed "sources for services" now in the creative stage, asking you to please notify him of any you would deem a "go to" source for work on your darling's maintenance. The Shop Tour plans for the next club outing are now in the final stages, but if you have any suggestion (s) for that, Pete would like to hear from you.

Ask Studie Pete

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

From the Desk Of Mike Jones

Turning Wheels Assistant Editor / Classified Editor

Once again, "Hello, Studebaker enthusiasts of Central Oklahoma." We are now a couple of months into the New Year and most of us are anxiously awaiting steady warmer weather days. We are teased with a nice day every now and then but our experiences know there is more winter to come.

Some early year swap meets are soon to take place. The Decatur Swap Meet takes place the end of month and it is always cold or muddy when I want to go so I wait to the last minute on that one.

Your club is very fortunate to have great planners and a calendar already listing activities in the months to come. It makes it nice to plan for a Studebaker outing. Of course one of the big events is the Studebaker Drivers Club International Meet. It's taking place much earlier this year and seems last year's meet was not that long ago. Taking place in South Bend makes it extra special in my opinion and the meet to attend. My reservations are made and I look forward to making the trip north.

I assumed the responsibility of the classified ads in *Turning Wheels* working into it last November and officially with the January Issue this year. A very time-consuming task but it's a lot of fun getting to talk with so many members. If I can assist any of you with a classified ad please contact me. Don't forget as a member of the SDC you are entitled to one free ad a year twenty five words or less.

I genuinely hope to make a meeting or club event with you guys this year. Stay safe and maybe will meet in South Bend.

Mike

Please Note:

Phone number for
Turning Wheels

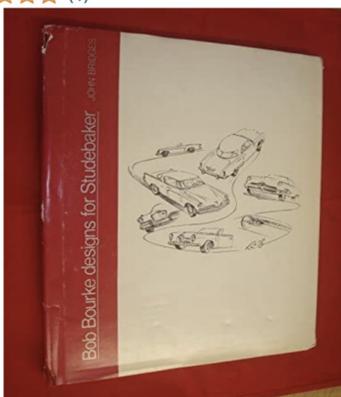
Classified Ad Editor

Is 954-594-2492

TWMikeJones@gmail.com

Bob Bourke designs for Studebaker

★★★★★ (1)



Hardcover
\$764.08

\$764⁰⁸

Note from the editor:

I'm assuming most in the club are aware of most of Bob Bourke's contributions to the designing of the Studebakers we've grown to appreciate. At the breakfast / meeting 10 February Ken Sumwalt shared 2 books John Bridges wrote, one "*Studebaker's Finest*" about the '53-'54 coupes, and "Bob Bourke's Designs For Studebaker". These are wonderfully informative and enjoyable publications and I found on Amazon the one I want for Christmas, pictured at left. Buy two of them if you would, so I can have a back-up. -dqs

Andy & Tiffiany Reich joined the Central Oklahoma Chapter of SDC in November of 2021 and have since been very active in club activities. As restrictions and fears of COVID ease we will be seeing them join in our club shop tours, picnic, etc. Here is a brief account from Andy as to how and when he and Tiffiany got interested in Studebakers and the Central Oklahoma Chapter.

I have always been a car nut. Really, since age 10 I have been a fan of anything with a motor on it. I have had several old cars like a 1965 Ford Mustang, 1962 Chevy Bel Air station wagon, and currently a 1956 Dodge C-3 pickup, but never owned a Studebaker. (Although I really love their styling). Well, about 4 or 5 years ago, ole Ken Sumwalt was having an auction. I went down, not expecting much, but I left that auction with 3 1962 Studebaker Larks (2 Daytona Coupes) for \$800. Since then, I have been working on two, and trying to complete them. I never kept up with Ken until just this past summer he was selling that 1956 Dodge I now own. We got to talking and struck up a friendship. He introduced me to Studie Pete, and several others, and started inviting me to all the cruise ins and car things. I've enjoyed Ken, Pete, and all the others who welcome me in, help me find parts, teach me how to put a windshield in, lend advice, and more importantly the friendship of all these great car guys and gals I get to meet.

.....*Andy*



Andy & Tiffiany's 1956 Dodge



Wouldn't be surprised to see one of the Larks pictured soon.*editor*

"Until you value yourself, you won't value your time. Until you value your time, you will not do anything with it." —M. Scott Peck, psychiatrist

Help is Here Hard-to-find part? specialized pro help? May be right here in the club.

We recognize our national club magazine "Turning Wheels" as a very good source of parts and helpful information as well as very interesting and pleasurable reading. Another area to look for help in keeping your Old Stude or Brand X on the road is right here in the chapter. TM Peter Rodrigues is preparing a "go to" list of vendors and repair shops and that list will be made available to all as soon as possible. Please email or call Peter if you have any source in which you are confident. If you perform automotive work or vend parts, let Peter know you would like your name and contact info be entered in this canon and we will also include your information in the newsletter. Keep Them Studies Rollin', Rawhide (too young to know this song???)

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)



Don's Starliner awaits service at Mel's Garage 2017



Interior of Andy's Big Red Dodge

Secretary's Report On January and February MeetingsGlenn Masopust

Jan 13, 2022. Meeting came to COC SDC's version of order at 9:05am. Members in attendance were Glenn Masopust, Elmer Davis, Mel McGee, Ken Sumwalt, Don Sutherland, and John Harris. No real business to conduct so lively conversation ensued. John has completed the Oklahoma Dept of Tourism Route 66 Tour. It took him 4 separate days to complete and said it was well worth it and it might make a good club activity. No action taken. John also praised our club as to his acceptance into the club. GO TEAM. A lot of just general conversation. Charles Hall at last report was in Georgia. Pete called in to tell us he wasn't going to attend, medical responsibilities. Clifton called with similar excuse. And Mel finally found his brake fluid leak on the '53 Land Cruiser. Turns out it was a combination of things, from fittings and wheel cylinders to the master cylinder. Mostly master cylinder. As it turns out, most of the lost fluid ended up inside the frame. And finally, just a LOT of reminiscing about our past cars. Don moved to adjourn, and Mel seconded it. Adjourned at 10:49.

Feb 10, 2022. This meeting had a great turnout. Eleven members showed up, twelve counting Clifton who made a brief appearance. Mel was absent. A good reason, I know, just can't remember what it was. Meeting came to order? just after 9:00 am. We went around the table introducing ourselves and what our rolling stock is currently. To no one's surprise it was all Studebakers. Pete brought up the desire for a member-sourced list of service providers. "Who have you used for ...?" Pete has put himself in charge of this project. Member input will be greatly appreciated. JK Chism was one who immediately submitted the card of one of his providers of service. Pete will also provide an upcoming events list electronically sometime after his return from Florida. The subject of dues increase was brought to the floor with no action taken at this time. Latest Charles Hall update is that Charles and wife are in Florida. And Pete will also be in Florida 2/16 to 2/24. Solo trip to catch up with some old buddies. Several members are making plans to attend the Zone Meet in Tulsa in Apr. A firm list of 10 February attendees follows: Ken Sumwalt, John Harris, JK Chism, Glenn Masopust, Andy & Tifianny Reich, Jess Sutherland, Don Sutherland, Elmer Davis, Studie Pete Rodrigues, Joe Parks, and the afore-mentioned, momentarily only, Clifton Hill.



No one really moved to adjourn, we just drifted away about 10:35 to reassemble in the parking lot and kick some tires.

Secretary's report respectfully submitted by Glenn Masopust.



Queries around the COC area after Mother Nature's gift of sleet/snow and icy cold in the waning days of February found most members snuggled in safely at home and keeping a low profile awaiting the upcoming balmy Spring days of March, *however ...*

Leland and Lucille Laws were staying in by the fire, Lucille still on oxygen 24/7 with three devices to provide the oxygen -tank with 100' line for in the house, -small tank to wear while in the truck on the way to church or wherever, -portable device on motorized chair for church or shopping. Lucille has suffered another fall but has ceased the physical therapy sessions and now has visiting nurses providing help 3 days a week and the daughter in Oklahoma City visits on Saturdays and helps a lot with bathing and housework needs. Daughter Robin of Stillwater visits frequently as well, helping out. Leland will not leave the house for more than 30 minutes at a time if no one else is there, fearing another fall if Lucille left unattended. He says, "Hi!" to all the club and hopes to see us soon at a meeting. Leland enjoys the breakfast meetings and the MWC coffee cruise-ins.

Clifton and Betty Hill were venturing out, Clifton to visit the doctor for the follow-up after the successful pace-maker transplant a week or so back. Actually, Clifton was scraping ice and sleet and snow that remained on the windshield even after leaving the engine running nearly an hour, heater blowing. Betty's Cadillac was in the garage nice and warm but ...well, icy roads. Clifton did feel good enough on Saturday to join in a meeting of the HCCA at Reudy's Car Barn in Bethany. The members of that club were pleased to be getting back to group gatherings. Clifton is waiting for help from Peter in getting the '48 Continental on the road.

Peter Rodrigues was in Florida waiting for a flight out, his scheduled departure delayed due to DFW weather and cancelled landings there. Wife Kathy rebooked him to leave a day later, arriving OKC late the night of the 25th. After a great visit with old friends meeting in Florida for a few days, Peter was concerned about getting home to fulfill his duties as Churchwarden,

Charles and Sue Hall were in Florida, not in the least worried about sleet and sub-freezing temps in Oklahoma City, just enjoying the encampment at Fort Blanding and the beautiful lake Starke at 80 degrees. Remaining very close to the original schedule and itinerary they continue the search for the perfect place to call home, *(the editor just made that up; no idea what they're looking for, just that they are enjoying all of it, busted tires, lost chocks, muddy roads, all of it....dqs)*

Ron and Jan Hall reported about the same conditions. Ron mentioned that his immaculate Champ pickup will go to the auction at Coalgate March 19. Ron doesn't drive anymore and they are ready to let it go.

Melvin and Jeri-Alynn McGee felt fortunate in having missed the onset of the storm, arriving at the hospital at 5AM (0500!) before it got bad, Jeri-Alynn's carotid artery operation/repair went well, stayed that night at the hospital, caught up on sleep the next day and feeling much better now that it's over. A long, weary day of tests and prep and waiting, a long night of unrest.



Stodie Pete's Page

Tourmaster report by Peter Rodrigues

Up-to-date calendar of club events

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

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

Event: **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

**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 OK Country Café
6072 S Western Ave. OKC

**March 18 & 19, 2022 Chickasha 39th Annual
Pre-War Swap Meet** Grady County Fair-
grounds, **Chickasha**

**March 26, 2022 Studebaker Club "Shop
Tour"** Tom Douglas hosts at The Carseum

April 14, 2022 Central Oklahoma Chapter of the
Studebaker Drivers Club

SDC Thursday Breakfast at the: OK Country
Café - 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 29 & 30, 2022
**Northeast Oklahoma SDC - 47th Annual Spring
Zone Meet**
at the **Stoney Creek Hotel & Convention
Center in Broken Arrow, Oklahoma**

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

April 30, 2022 Tri-City Cruisers 2022

Tri-City Cruisers Car Show OPEN CAR SHOW

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** The move-in date will be Wednesday, April
27th.

**May 4,5,6,7, 2022 The 58th annual
SDC International Meet,** in South Bend, Indi-
ana.

[https://www.studebakermuseum.org/store/2022-
International-Meet-T-Shirt](https://www.studebakermuseum.org/store/2022-International-Meet-T-Shirt)

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

May 12, 2022 Central Oklahoma Chapter of the Stu-
debaker Drivers Club Thursday Breakfast at
OK Country Cafe - 6072 S Western Ave. OKC
405-602-6866

May 21, 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

If you are not living life on the edge, you may be taking up too much space . Chas. H.

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 405-830-0337

FOR SALE 1962 GT Hawk

This Hawk was shipped on 11/24/61 to Pomona, California. (I have the build sheet) *It really is a California car. It has an automatic transmission and power steering. It drives out pretty good and has had new master cylinder and wheel cylinders replaced. I've had the radiator rebuilt and replaced the front grill with a NOS grill. With a little bit of work, it would make a good driver. I would like \$4,500 and can send photos if needed.*

I can be reached at mdkottman@hotmail.com or

816- 210-3467. If I don't answer right away, please leave a message.

From Kaw Valley Chapter Feb 2022 Newsletter

Ron Hall ready to sell the Champ

Ron Hall, member Central Oklahoma Chapter of SDC, Is ready to sell the very nice Champ pickup, I believe it is a '64, he and Jan have owned for some time. He intends to put it up for auction at Chillie's Auction Service in Colgate March 19.

Phone 580-310-8122

ASC & SDC member Ford Stoecker, Golden, CO, requested Larry Tholen to ask that a FOR SALE ad be inserted in our chapter newsletter (Lany has some 'history' about those US Navy Studebaker 4WD pickups).

FOR SALE: 1960 Studebaker ex-US Navy 4X4 half-ton (487D). Unrestored original. Minimal rust, complete except missing gas tank. Never modified. Extensive collection of NOS or excellent sheet metal, accessories, instruments, glass, redundant parts. All for one price; will not sell parts separately. Good title. Truck in eastern Missouri, owner and some parts in Colorado. \$20,000.

W. J. Stoecker, 'phone:720-614-2664; e-mail lynford310.incg@gmail.com .

"The way to get started is to quit talking and start doing."

~Walt Disney



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

Pete.

I have a 1958 Silverhawk with 289 and 3 speed with overdrive and a Stewart-Warner tach in the dash. It turns 6100 RPMs at 60 mph. Doesn't that seem a little high since the overdrive is about a 30-33 percent reduction in rpms. I believe the rear diff, is a 3:92. If I park in overdrive it will roll in all gears except reverse. Any comments. Thanks, B

Question 1: Does that mean the overdrive is working correctly?

Answer 1: The recommended gear when parking a Borg Warner manual overdrive transmission is Reverse because doing so eliminates the over-running part of the O.D.. Your Silverhawk not rolling in reverse only proves that the O.D. lock-out in the transmission is correctly working. Driving and listening to the engine sounds, changed by reduced rpm, will let you know if the O.D. is working; that and an accurate tachometer.

Question 2: Is it possible that the tachometer is wrong?

Answer 2: Your Silverhawk likely has the equivalent of a 205/70 15 tires.

The tire diameter is about 25.75 inches. Differential Ratio = 3.92. rpm = 6100.

$$\text{GEAR RATIO} = \frac{\text{RPM X TYRE DIAMETER}}{\text{MPH X 336}}$$

$$\text{MPH} = \frac{\text{RPM X TYRE DIAMETER}}{\text{GEAR RATIO X 336}}$$

$$\text{RPM} = \frac{\text{MPH X GEAR RATIO X 336}}{\text{TYRE DIAMETER}}$$

(6100 rpm X 25.75 inches diameter) / (3.92 ratio X 336) = 119 miles per hour.

This same formula solved for rpm results in 3070 rpm @ 60 mph, and 2150 rpm in Overdrive. Your engine WILL NOT attain 6100. Your tachometer is not accurate.

StudiePete

"Addendum: Sorry Pete, the RPM at 60 mph is about 2100. Typo error in first send. Seems a little high since my 09 chevy pickup with 3:73 differential turns about 1700 at 60mph.

B. The Typo is good news. Your Tachometer seems to be quite accurate reading 2100 rpm at 60 mph.

The formula calculates 3070 rpm @ 60 mph, and 2150 rpm @ 60 mph in Overdrive with your tires, meaning your overdrive is working just fine..

The rpm difference between your pickup and the Silverhawk at 60 mph is the result of differences in tire diameter and in rear end ratio.

The combined differences in the percentages of the ratio and of the tire sizes totals 19%.

The rpm difference between your pickup and your Silverhawk at 60 mph is near 19%.

EXACTLY what it should be if all components are working properly.

Your Hawk O.D. is working, and the tachometer is working.

Life is good. *StudiePete"*

If Studie Pete can't solve it, you should probably let it go.



Studie Pete says: I couldn't fix your brakes. So I made your Horn Louder.

1957 STUDEBAKER HAWK

Studebaker stole the styling spotlight for 1953 with a pair of racy-looking, low-slung, two-doors, the pillared Starlight coupe and pillarless Starliner hardtop. Created under the aegis of famed designer Raymond Lowey, they were an eye-opening achievement for an American Automaker and quickly earned critical acclaim at home and abroad.

South Bend might have sold many more than it did had management not biased production in favor of the much dumpier sedans and wagons derived from the basic design. By the time things got sorted out, buyers were looking elsewhere, and adding more tinsel didn't do much for sales over the succeeding two years. Studebaker seemed headed for oblivion.

But the '53 tooling still had a lot of life in it, so the firm gamely restyled for 1956. Appearing alongside a more upright, squared-off group of standard Studebakers was what ads trumpeted as “the first full line of family sports cars.” It went by the name of Hawk.

The 1956 Hawk would be Loewy's last effort for Studebaker until the Avanti of six years later, and it was striking: busier than the '53 original but much cleaner and more “European” than the gaudy '55. Studebaker-Packard president James J. Nance insisted on a full line of cars in all price ranges, so there were no fewer than four Hawks.

At the bottom of the pecking order was the \$1986 Flight Hawk, powered by Stude's aging 101-horsepower, 185.6-cubic-inch L-head six. Next was the Power Hawk, with the same attractive styling and tighter pillared body but powered by the familiar 259.2-cid, 170-bhp Commander V-8, and priced at just over \$2100. Then came the Sky Hawk, with the pillarless construction, this year's new 210-bhp 289-cid JV-8, and a price tag just shy of \$2500. Topping the line was the \$3061 Golden Hawk, packing the big-heavy 352-cid Packard engine with 275 bhp and marked by little fiberglass fins tacked on over the rear fender seams.

At less than 20,000 unit sales, the '56 Hawk did little to stem the tide of red ink in South Bend. The line was duly trimmed to two models for 1957: a revised Golden Hawk and a pillared Silver Hawk. New chief stylist Duncan McRae added larger, concave metal fins to both and eliminated the old bodyside contour lines. The Golden Hawk now carried a supercharged version of the Studebaker 289, which took 100 ponderous pounds off its front end and made a world of difference in its handling. The Silver Hawk had the old six as standard, but the unblown 289 in 210- and 225-bhp form was optional. A late-season arrival was the “ultra-smart” Golden Hawk 400, offering hand-buffed, top-grain leather upholstery for about \$500 more than the normal model. Despite all these changes, sales stayed about the same.

Production plummeted by more than half for 1958, when the little-changed Golden and Silver Hawk were joined by a badge-engineered Packard cousin with the same Studebaker mechanicals and an awful “catfish mouth” front. Fortunately, it lasted only a year. Sales continued in the cellar for '59, when Studebaker pinned its hopes on the compact Lark and fielded a lone Silver Hawk. The 1960 edition dropped the Silver designation and the six, but sales slumped badly. The Hawk's final year was 1961, with a four-speed manual gearbox the main attraction. Only 3929 of these cars were built.

The Hawk would live on with a dramatic Brooks Stevens face-lift as the Gran Turismo Hawk of 1962-64. Today, the finny fifties models are appreciated as prophets of the Sixties sporty compact craze. How sad they were without honor in their own time.

This article submitted by Susan Lusted, “What’s Happening”, Turning Wheels Magazine, from another SDC newsletter, Canadian area

“Keep some room in your heart for the unimaginable”

..... Mary Oliver, Poet



STUDEBAKER DRIVERS CLUB
47th ANNUAL SPRING ZONE MEET
Sponsor: Northeast Oklahoma Chapter of SDC
April 29th - 30th, 2022



Location: Stoney Creek Hotel Tulsa Room Rate: \$ 102 plus tax per night*
200 W. Albany Street call 800-659-2220
Broken Arrow, OK 74012 code **STUDE21** to book
Phone (918) 416-8100 * **breakfast include**

Located directly across the street from the Bass Pro Shop

Any car entered for display or for judging must have a UL listed or equivalent fire extinguisher. Minimum type for all vehicles – UL type 1-A:5-B:C. Need not be mounted but must be clearly visible

Registration is required for any meet activity.

Name _____ Spouse _____

Street Address: _____

City _____ State _____ Zip _____

Email Address _____

General Registration fee \$12.00 _____

Concours: Entrance fee for each vehicle \$10.00 _____

Swap Meet Space – FREE!

Awards Banquet at the hotel (per person) # attending _____ \$30.00 x _____ Child's plate available # attending _____ \$20.00 _____

Total Amount Enclosed \$ _____

***DEADLINE FOR BANQUET RESERVATIONS IS APRIL 20th**

Make check(s) payable to: Northeast Oklahoma SDC

Mail to: Charles D. Musgrove, 5468 N. 52nd West Ave, Tulsa, OK 74126

List cars below. Note: Indicate if the car has won a 1st or Best of Show at a National meet in the last 3 years.

Year of Best

or 1st place

Year: _____ Model: _____ Body Style: _____ Stock _____ Modified _____

Year: _____ Model: _____ Body Style: _____ Stock _____ Modified _____

Schedule of Events: Friday April 29th 4:00pm - 6:00pm General Registration and Hospitality Room

Saturday April 30th 8:00am – 12 Noon Registration/Hospitality Room

11:00am – 2:00pm Concours Judging

6:30pm – 7:30pm Awards Banquet in the Woods Room

7:30pm Auction

For more information email : John Kimbrough – r4stude@aol.com

Nancy Kimbrough

Use this link to go to NEO website for better registration form:

[NEO Zone Meet Registration](#)

(My attempt to duplicate the original somewhat short of perfect)

Northeast Oklahoma Chapter **The Studebaker Drivers Club Inc. Invites YOU**

After a two-year hiatus, the Northeast Oklahoma Chapter of SDC cordially invites you to attend our 47th Annual Spring Zone Meet, on April 29th–30th at the Stoney Creek Hotel & Convention Center in Broken Arrow, Oklahoma.

Sweethearts & Orphans XXII
March 5, 2022, in Waxahachie, TX

S&O IS BACK FOR IT'S 22nd SEASON IN 2022!!!

The Texas Region Antique Automobile Club of America (AACA) invites you to join us for Sweethearts & Orphans XXII. We are back again in historic Waxahachie, Texas!

Registration is open at sweethearts-orphans.com. The event is FREE, but everyone must register as space is limited! Do you have an Orphan? Read below to make sure.

To clarify, "orphan cars" are those wonderful, historic automobiles whose manufacturers have disappeared into the mists of time - great American independent marques like Hudson, Studebaker, Willys, Graham-Paige, Nash, Kaiser-Frazer, Packard, AMC and hundreds of others. There are also "corporate orphans" - historic marques from Chrysler, Ford, and GM - such as LaSalle, DeSoto, Edsel, and more. Recent orphans like Plymouth, Oldsmobile, Mercury, Pontiac and others are also welcome, but we ask participation of pre-1990 cars only, original or restored to stock or "stock appearance". **No customs or rods, please!** We love all cars, but S&O's focus is on automotive history, not automotive art!

As usual, S&O is open to ALL marques built prior to World War II. We believe all 1942 and earlier vehicles are of historical significance and want the public to see the cars that changed America and the world. The main reasons for S&O will never change: (1) to bring "orphan" and vintage car owners together to make and renew friendships; and (2) to take time during the Valentine Season to honor the wives, girlfriends, or significant others that put up with our old car obsession all year long. So, c'mon, join us... Those who have attended in the past will tell you that we have a great time together!

Sweethearts & Orphans will continue to be a non-judging meet. S&O meets aren't about competition. We just want people to admire and enjoy our unique and historic cars, establish friendships, and enjoy a day in a friendly, laidback setting. Good friends and great memories remain the real prizes of this meet. Join us for this event... From beginning to end, S&O is just fun, fun, fun!!!

The Saturday Car Show N' Shine will start at 10:00 AM. Let us remind you that your car doesn't have to be a #1 show car... If it can make it to Waxahachie, we want to see it! We ask that you keep your car on-site until 3:00 PM. Waxahachie has lots of shops, boutiques, galleries, restaurants, and such for those who tire of tire-kicking (perish the thought!!!).

We will have parking helpers onsite. Parking will be allocated on a "first come, first served" basis. In previous years, we've tried to order cars by year or marque, but most seem to prefer to stake out a spot with their friends or clubs. Most clubs are very effective at "self-organizing."

For more information about S&O XXII, call Larry Kollie at (972) 903-9037 or email me at aklol1915@gmail.com. <https://www.facebook.com/AACATexasRegion>

Use these links to some very interesting reading from other SDC chapters and other car clubs

[Northeast Oklahoma Chapter](#)

[KAW VALLEY Newsletter FEB Issue](#)

[Ford's Automatic Manual](#) Transmission

[Studebakers of Arkansas](#)

[Touring Talk](#) VMCCA

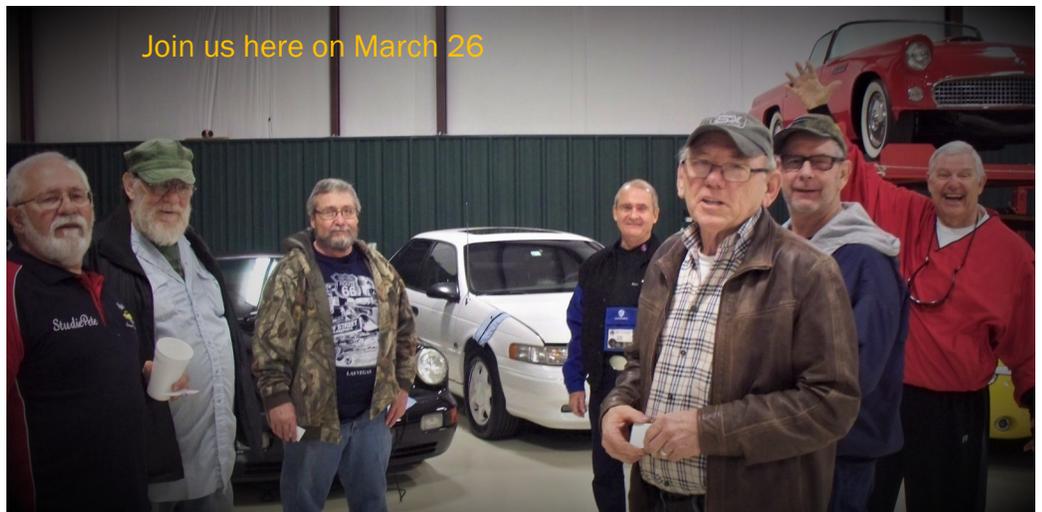
[Pikes Peak Chapter](#) VMCCA

[Gold Dust Chapter VMCCA](#)

[Turbocharging 100 Years Ago](#)



Our shop tour for March is one you will not want to miss! **Tom Douglass**, owner of The (FABULOUS) Carseum in Edmond, has offered to share with the club the many wonders of his beautiful and extensive collection. A follow-up reminder will be sent, including directions, but for the moment, save the date: Saturday 26 March, 9 AM (0900) and join us for what will be a viewing experience you will remember and talk about in future meetings. Not guaranteed, but Tom usually keeps us spellbound with the interesting and informative comments about his varied collection. Saturday March 26 2022. Plan on it.



OSHKOSH BY GOSH

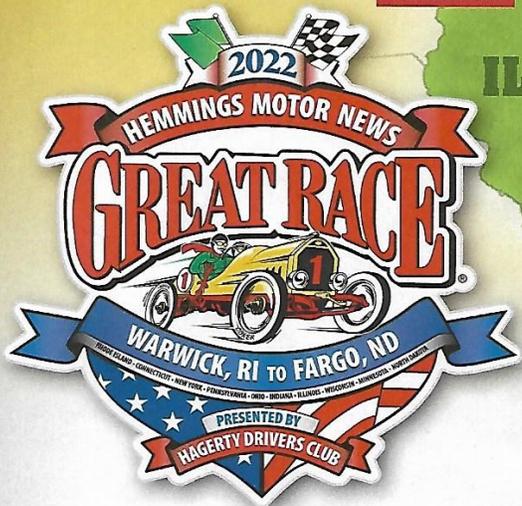
By
Dan Kuhl

Oshkosh B'gosh was founded in 1895 in Oshkosh, Wisconsin. This company is famous for its bib overalls for labor-intensive working men. They later came out with a pint-size version for children that has carried their reputation into the 21st Century. Recently this line of children's clothing was purchased by Carter, a very prestigious children's clothing line, that is sadly now made overseas.

The heart of my story is about the world-renowned Oshkosh Corporation that still manufactures trucks in Oshkosh. The fact that it still makes trucks at its original location is significant in itself, but what makes it extra special is that it was the first to manufacture a four-wheel drive truck in 1917.

Four-wheel drive vehicles were manufactured before 1917, but these earlier examples were all cars, some of which may have been converted to trucks as was the first Model T truck. Believe it or not, the company still has this first four-wheel drive truck on display at the company facility in Oshkosh. In 2017, in celebration of the company's 100th anniversary, some employees restored old "Betsy" to her former glory (the restoration can be viewed on

(continued page 16 DO NOT FAIL TO LINK TO THE VIDEO!) Editor



2022 GREAT RACE ROUTE

JUNE 18-26, 2022

Warwick, RI to Fargo, ND



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SATURDAY, JUNE 18
START: Rocky Point State Park, Warwick, RI - 8 a.m. to 1 p.m.
OVERNIGHT: New England Air Museum, Windsor Locks, CT - 4:30 p.m.

SUNDAY, JUNE 19
LUNCH: Clinton Street, downtown Montgomery, NY - 12:15 p.m.
OVERNIGHT: Court Street, downtown Binghamton, NY - 5 p.m.

MONDAY, JUNE 20
LUNCH: Alfred State College, Wellsville, NY - 12:15 p.m.
OVERNIGHT: Perry Square Park, downtown Erie, PA - 5 p.m.

TUESDAY, JUNE 21
LUNCH: Uptown Park, downtown Medina, OH - noon
OVERNIGHT: Louisiana Avenue, downtown Perrysburg, OH - 5 p.m.

WEDNESDAY, JUNE 22
LUNCH: Studebaker National Museum, South Bend, IN - noon
OVERNIGHT: Lockport Street, downtown Plainfield, IL - 5 p.m.

THURSDAY, JUNE 23
LUNCH: Angell Park Speedway, Sun Prairie, WI - 11:45 a.m.
OVERNIGHT: Chula Vista Resort, Wisconsin Dells, WI - 2:30 p.m.

FRIDAY, JUNE 24
LUNCH: North Bridge Street, downtown Chippewa Falls, WI - noon
OVERNIGHT: Bayfront Festival Park, Duluth, MN - 5 p.m.

SATURDAY, JUNE 25
LUNCH: Brainerd International Raceway, Brainerd, MN - 11:45 a.m.
OVERNIGHT: West Lake Drive, Detroit Lakes, MN - 4 p.m.

SUNDAY, JUNE 26
FINISH: Broadway Drive, Historic Fargo Theater, Fargo, ND - 1 p.m.



FOR MORE INFORMATION CALL 800-989-7223 OR EMAIL JEFF@GREATTRACE.COM

Dave Menzies, B.C. Coastal Chapter, delves into
1954 Studebaker Champion Lighting

I was generally checking my lighting, headlights etc. and found I had no power to the headlights or dash lights. I removed the headlight switch along with the instrument switch from the dash and disconnected the headlight terminals from the switch and removed the switch. I was checking the connectivity inside the switch with an ohmmeter and found the battery terminal was open. On the outside of the unit, I noticed some green corrosion on the battery terminal. I then opened the metal tabs on the switch and opened the switch to find the battery terminal very dirty. After cleaning the terminal connectivity was restored. Most of the reassembly can only go back together one way, the only thing that can go in reversed is the main Bakelite carrier. When this is replaced in reverse the rest of the assembly will go together normally, however nothing will work because the terminal contacts are not in alignment. After disassembly the second time I reversed the Bakelite carrier, and the switch came to life. The only strange thing is that with the switch in the up position only the park and taillights are on and in the down position the headlights and taillights are on. From what I have been told the up position should be headlights. Part of the program is that I am wanting to install fog lights. There is also a terminal marked "F" that I am assuming is for fog lights. In the wiring diagram the "F" terminal on the headlight switch goes to the "F" terminal on the fog light switch, this "F" terminal energizes the tail and license plate lights. The supply is from the ammeter through a 14-amp fuse. The manual I have is for a 53 with a 54 supplement in the 53 component it calls for a 30-amp fuse. The Motor Vehicle Regulations require that the taillights and license plate lights operate simultaneously with the fog lights. To add to some confusion the wiring diagrams in the manual differ, in one drawing the headlight switch is drawn with the terminals upside down and the taillight supply is drawn as coming from the headlight switch, however the supply for the tail lights is from the instrument switch and the supply for the instrument switch is from the headlight switch. With this circuit if the supply to the instrument lights is interrupted equally the supply to the taillights is also interrupted and this would be a form of tattletale. If both are out it can only mean one thing: the supply from the headlight switch to the instrument switch is open. The headlights and front park lights will continue to function properly.

Wiring Diagram 1954 (This article truncated due to desire to include the Oshkosh article and video)

(cont'd from pg 14)

the web from start to finish in time lapsed photography; it is reminiscent of the Auto Restoration Club shop in Sun City West).

The history behind Oshkosh began in Clintonville, WI where the Four Wheel Auto Company (known as FWD and now home to Seagrave fire trucks) is located. One of this company's founding fathers, William Besserlich received two patents for his work on four wheel drive technology and tried to interest Ford, Studebaker, and Packard (Studebaker did not manufacture a four wheel drive truck until 1958). With no interest he sought financial backing to start a new company, the Wisconsin Duplex Auto Company, that secured a factory location in Oshkosh, just 90 miles from Milwaukee.

Locally, we are lucky because we have one of the largest fire truck museums in the nation, The Hall of Flame. The museum collection includes an Oshkosh and many Seagrave fire trucks. What an amazing, overlooked piece of transportation history, BY GOSH!

Reference:

I recently read *Snow: a Scientific and Cultural Exploration* by Giles Whittell. The author describes how well the Oshkosh four-wheel-drive did in snow. The discussion piqued my interest in seeking information on the web about Oshkosh history.

Do NOT skip this show: (If you like BIG trucks) "Click on it"

[The Oshkosh at a BIG TRUCK SHOW](#)

Sent courtesy Duane Millier [Iowa Hawkeye Chapter](#) , a story that might interest you.

On November 20, 1923, the U.S. Patent Office grants Patent No. 1,475,074 to Garrett Morgan for his three-position traffic signal. Prior to Mr. Morgan's patent, traffic lights were being used, but the innovation of the three-position light made driving safer.

Garrett Augustus Morgan was born on March 4, 1877 in Kentucky. He was the 7th out of 11 children born to mixed parents who were freed from slavery. Morgan attended school only at the elementary level, but after moving to Cincinnati, Ohio for work, he was able to hire a tutor. Despite his 6th grade education, Garrett Morgan proved to be an incredibly intelligent and inventive individual.

After moving to Cleveland, Morgan found success as a sewing machine repairman, and even created his own modifications that he received a patent for. From there, he started his own business, and eventually his own newspaper, *Cleveland Call*, which became one of the most important newspapers in the country. He also created a chemical to straighten the tight coils of African American hair.

Even with the success of his ideas, Morgan often had to hire white men to play the inventor when trying to sell his products. With his invention of the "Gas Hood" (a precursor to the gas mask), Morgan and his brother were actually able to save the lives of people during a horrible accident at the Cleveland Tunnel Explosion. After finding out Morgan was Black, many people refused to buy his inventions even though they were so useful.

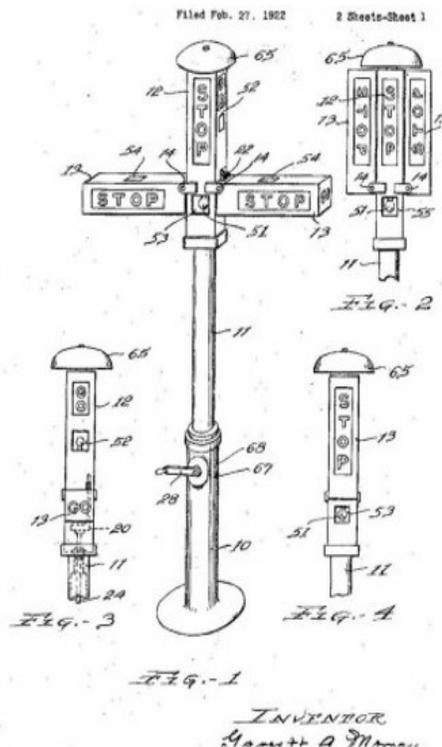
Before the invention of stop lights, Traffic police were used to monitor the roadways. At heavily populated intersections, traffic police would wave on traffic, and whistle for the attention of drivers. With the original traffic light, there was a signal for "stop" and a signal for "go", allowing the dismissal of traffic police. While growing more and more successful, Morgan became the first Black to own a car in the Cleveland area. Mr. Morgan watched as a rather terrible accident at an intersection took place, and he

thought of a way to prevent that from happening. Noticing that there was not enough of a warning for vehicles, bicycles, and horse drawn carts to stop at the change of command, Morgan added a third light.

His original invention was a T-shaped pole with three different settings that would provide a warning signal for people to slow down before the change of the light.

With an all-direction stop position, intersections were cleared more easily. General Electric eventually acquired the rights to this traffic light from Mr. Morgan for \$40,000.

Garrett Morgan lost the majority of his sight due to glaucoma. Shortly before his death, he was finally honored by the U.S. for his traffic signal, and as a hero for his role in



the Cleveland Tunnel Explosion. On July 27, 1963, he died in Cleveland, OH, missing the centennial of the Emancipation Proclamation which he was anxiously awaiting. Mr. Morgan's inventions, some of which we still use today, changed the world, lighting the way for many other Black inventors.

"I can wait for life to shape me in whatever manner it chooses. Or I can shape me to make life whatever I choose." — Craig D. Lounsborough

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](#)





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