



Wishing for everyone a Merry Christmas and a prosperous New Year

A Word From The President

Melvin McGee

Greetings to all and to all a good ending of the trials and tribulations of another COVID-tainted year.

After our regular monthly meeting on Thursday, August 12, we had decided to meet at a new location for the next meeting. Thursday, September 9 found a hardy group of seven enjoying a hearty breakfast at The OK Country Café at 6072 S. Western. A room separated from the main dining area allowing better conversation conditions, a menu of tasty country breakfast choices and a very pleasant wait staff taking our requests and alertly refilling our coffee mugs made for an enjoyable meeting discussing several upcoming events.

The "Route 66 East" road trip to Sapulpa, scheduled for September 11, was postponed to September 25 and I understand it turned out to be a well-attended enjoyable event with stops at Chandler to visit the Route 66 Museum there, a fun lunch at The [Rock Cafe](#) in Stroud, ending with a tour of the [Heart of Route 66 Museum](#) in Sapulpa.

Unfortunately, I couldn't make that trip, having received two calls from family coming to visit for the weekend. The Hawk was all shined up, ready to go, but our granddaughter was flying in from Pittsburgh to celebrate her birthday, and a nephew from Dodge City coming to help me with work on my Ford truck and the Taurus. Both were running poorly. We found and fixed the problem with the truck but were not so lucky with the car.

September 18 was one of the best so far of the "Cruise-In-For-Coffee" events at Midwest City with a

good showing of Studebakers, two cars especially highlighting the Studebaker scene. Glenn Masopust proudly displayed his nearly-finished '55 President, and we can't fault him for being proud of a very nice job of putting back together an inherited mix of pieces that he spent years cleaning, repairing and assembling before getting it running and drivable.

The other notable display drawing a lot of attention was Ray Utter's 1922 [Big Six](#) Studebaker Touring. This car has an interesting history, part of the story being that Ray drove it to high school. Or was it his dad that drove it to ... at any rate, Ray drove it all the way from Shawnee to the Cruise-In.

Thursday, October 14 we again met for the regular club breakfast meeting, again at OK Country Café, this time eight of the faithful showed up. We're doing better!

Saturday, October 16 was to have been the last of this year's third-Saturday-of-the-month "[Cruise-In-For-Coffee](#)" at The Santa Fe Cattle Company parking lot in Midwest City. But while I was registering to win the prize of the day Susan told me it may not be the last, as she has been approached by some who wish to keep it going year-round. She will be sending an e-mail to verify and explain it.

Remember that the Club Christmas Luncheon is set for 1 PM Saturday, 11 December, again at [Charleston's](#) on the southside, I-240 and Pennsylvania.

Mel



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	5	Cars at the Cruise-In
	6-7.....	Barn Find-IDYSD Pics





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Peter Rodrigues

Tour Master

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Member's Page**November Birthdays**

Judy Hock

Elmer Davis

Glenn Masopust

Anniversaries

Mike & Cindy Scott

December Birthdays

Dennis Morrow

Anniversaries

Lucille & Leland Laws

Ron & Janice Hall

Charles and Sue Hall, as mentioned in the last issue of *The Stude Flyer*, have settled their RV into the park at [Tinker AFB](#) for a couple of months. Charles is now traveling each day to Mercy Hospital in north Oklahoma City, undergoing a rigorous daily treatment in fighting the prostate cancer. Charles was a welcomed companion on the "Route 66 East" we made September 25 and has been attending the recent monthly club meetings and the gatherings at MWC as well.

Remember: Mel and Jeri-Alynn ask you to "Repondez s'il vous plait", by phone or e-mail if you plan to attend the Christmas Luncheon at 1PM Saturday 11 Dec at Charleston's.

Clifton Hill continues to experience difficulty with the inflammation in his foot, still unable to wear his normal shoes. However, his more serious problem is with the heart, having visited the hospital to get his pacemaker installed, only to be told that he will need a heart valve installed before that task can be accomplished. He is scheduled to go in November 8 to undergo that procedure.

Wife Betty is doing much better, actually able to drive alone to Decatur, TX recently to attend the funeral of a relative there.

Leland and Lucille Laws are staying close to home these last many weeks. Lucille is on oxygen 24/7 and receiving therapy once a week for her problems of falling. Leland still dealing with heart and blood pressure problems. They both seem to coping well and say the weekend visits from the daughter in Oklahoma City help a lot.



Apparently children can solve this in less than 20 seconds.

Adults struggle with it: What is the number under the parked car?

This Brain-teaser submitted by Charles Hall. It is said the average adult (which is anyone over 64) solves it in 3 min. It has been verified that a newsletter editor requires 3 hrs.

Don & Pat Sutherland relaxed a few (rainy) days in October hiking the trails and viewing the beauty of [Devil's Den State Park](#), Westfork, Arkansas. Set aside as a state park in 1920, the CCC in 1933-1941 built the cabins, pavilions, the dam, and shaped the trails leading to beautiful overlooks and waterfalls. Then they spent two days in Harrison, AR visiting the gravesite of an ancestor of Pat's. They drove to this exciting adventure, joined by Pat's sister and her husband who flew in from Albuquerque, NM. They are planning another trip for about 20 years from now.

Guess who?? First to identify this rough-in carpenter, on leave from his job in Dallas, TX in 1962, standing ready to get into his 9-year-old Studebaker Starliner Commander automatic and head into town, wins a free pass to enter the café at next month's 2nd Thursday COC breakfast/meeting at OK Country Café.

Notice the slender, sleek-yet-sturdy lines...of the Studebaker.



Above, Garland Terry's beautiful pickup. Maybe Garland will in a later issue favor us with the story of how this beauty came about. We would love to hear all such stories in the club; feel free to send yours to the editor any time. Everyone would like to read about it.

More club history: Below, left, Glenn Masopust as a 3-yr old climbs into the 1955 President his dad owned at the time.



Below, right, Glenn as a X-yr old stands beside that same car.

Glenn does have some history as a Stude Nut! Good job on the restoration, Mate !



This note received October 18 from Nancy Kimbrough of the North East Oklahoma Club:

Received this email this morning from Chris Pile on the passing of Frank Harvey over the weekend.

I am sorry to report that long time SDC member Frank Harvey passed away Saturday after fighting colo-rectal cancer for quite some time. He will be interred during a military funeral in Florida. If I hear anything else, I will be sure to pass it along. Many of us will remember Frank as a good man with a sense of humor and plenty of Studebaker love. He will surely be missed.



Studie Pete's Page

Tourmaster report by StudiePete.

Nov, 2021

Hajek Motorsports Museum -

"Home of The Champions; Hajek Motorsports in Ames, OK is one of the world's best car collections. Brent Hajek, a local car buff has converted an old school building into a really "cool" museum for hotrods, funny cars, and even Gas Ronda's Mustang. Car buff or not, this is a great place to while away an afternoon."

Our road-trip to Hajek Motorsports Museum has been postponed. Unfortunately, the museum in Ames, Oklahoma is CLOSED for needed major repairs. Storms have damaged the roof, walls, and floors. Re-construction is coming along slowly, but they are hoping to re-open sometime in the Spring of 2022.

<https://www.youtube.com/watch?v=O4JtAQ4HGx0> Check your notifications for a reschedule.

Nov. 20, 2021 Cruise in for Coffee, Sat, 8 – 11 AM -

Third Saturday from April to October **-and-November ...**

Midwest City hosts a Cruise in for Coffee.

Santa Fe Cattle Co., 7101 SE 29th St. Midwest City, OK

Christmas Luncheon Set For Saturday 11 December

Merry Christmas

The Central Oklahoma Chapter of the Studebaker Drivers Club
WILL meet at 1 PM Saturday 11 December 2021 at Charleston's

Postponed and finally cancelled for YEARS due to COVID, our
Annual Christmas Holiday Meeting is on again for this year!

Join in the camaraderie as we meet at Charleston's, 1429 SW 74th Street

*Santy Studie's Starlight
Express*



Seen at MWC Cruise-In 18 September 2021

Ray U. '22 Big Six, Glenn M. '55 President, Don S. '54 Starliner, Elmer D. '53 Starlight, Mel M. '58 Hawk



Charles Hall, Don Sutherland, Mel McGee
fade slowly toward coffee and doughnuts.

Ray Utter and friend share a nice feature of the '22



For any of you younger
than 60 it's called a
"running board".

Mel McGee's outstanding '58 Hawk



Elmer Davis's sleek
modified '53 Starlight

Don,S., Elmer Davis, Mike Scott



September 18, 2021

Peter Rodrigues Brings Us "A Connecticut Barn Story"

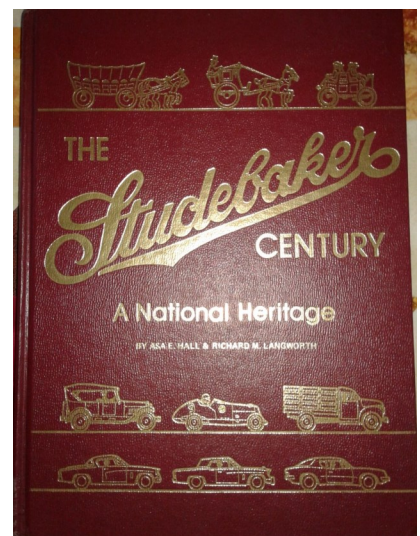


While visiting Connecticut early this Fall an ad for a 1963 Avanti caught my eye. Actually, it was the \$10,000 price that caught my interest, plus it was only 7 miles from my daughter's home. I had to take a look. I found the farm with a traditional white house and a New England red barn, and a few more large storage buildings. Dan's dad had passed away last year, leaving behind well over 70 cars. Dan had already sold quite a few, including a 1959 Hawk, a 1960 Lark convertible, and many brand Xers. There were 2 Avantis; one needing restoration, the other needing resurrection. Too late in my life for a major project, but still not too late for that right Avanti to come along. (Based on actual events.....editor)



When I was living in Connecticut, my neighbor and good friend Alan mentioned more than once to me that he knew a fellow named Asa Hall that had lots of "old cars". I never followed up on that information. Four decades later (now in Oklahoma) I read about one of the major influencers in the Studebaker Drivers Club, that same Asa Hall. This week I bought a book on eBay; "The Studebaker Century" A National Heritage, by Richard M. Langworth and Asa E Hall (yes, Asa Hall's son).

Dad-gum-it... I should've acted on Alan's information 40 years ago.....*Studie Pete*



"Treat a man as he is and he will remain as he is. Treat a man as he can and should be and he will become as he can and should be."

— Stephen R. Covey, The 7 Habits of Highly Effective People: Powerful Lessons in Personal Change

What's in a name?

.....submitted by Peter Rodrigues

Ken Sumwalt, Curtis, and I met at a Tecumseh Braum's heading to the Wewoka Sorghum Festival and Car Show. From the next booth a fellow that saw our Studebakers, mentioned that his high school Auto Shop Teacher raced Studebakers. Interested we encouraged him to tell us more. Yes, he had grown up in Indiana his teacher was a Ted Harbit. My jaw dropped.

Studebaker racing Legend Ted Harbit and his Chicken Hawk. WOW !!!!!



Wewoka Line Up

Below: We all know and read Andy Beckman in "Turning Wheels", thus the inclusion of the following from Susan Lusted

From SUSAN LUSTED, "Turning Wheels" magazine : See the note below sent by Duane Miller in regard to the passing of Buzz Beckman. Buzz is the father of Andy Beckman who works for the SDC Museum and writes in Turning Wheels.



Harold L. "Buzz" Beckman, 86, of Manitowoc, Wisconsin, peacefully passed away on Wednesday, October 6, 2021, surrounded by loved ones at the Manitowoc Health and Rehabilitation Center.

Buzz was born on April 11, 1935 to Charles and Elizabeth Beckman in Newark Township, Wisconsin. He graduated from Beloit High School in Beloit, Wisconsin in 1953 and enrolled at the University of Wisconsin where he received a bachelor's degree in Education with a minor in Biology. He later earned a Masters degree in Education from the University of Kansas. While attending college in Madison, Buzz was introduced to Frances Harker by his cousin Henry Pann. Despite his love of Studebakers and the Harker family's preference for Fords, the couple was married on December 20, 1958. The Beckmans welcomed son Tom in 1964, and son Andy in 1972. Buzz was known for his love of vintage automobiles in general and Studebakers in particular. He served in numerous posi-

tions within the national Studebaker Drivers Club, and was a charter member of the SDC's Wisconsin Region. Buzz was skilled in automobile restoration and completed many award-winning projects. Always the educator, he was very generous with his time in sharing his knowledge with others. He served as a technical advisor for the Studebaker Drivers Club and also as an instructor and panelist at technical seminars. Online condolences to the family may be sent to www.harriganparksidefuneralhome.com



Left: Patty Sutherland and sister Darlene Van Hart share the beauty of one of the overlooks at Devil's Den State Park. Rightw: High winds of Thursday, Oct 28 rip top off one trunk of the river birch in Sutherland's back yard.



OK! So I "enhanced" the scene a bit!editor

2022 DUES RENEWAL NOTICE:

If you want to be a member of the "Central Oklahoma Chapter" Studebaker Drivers Club, please mail your \$15.00 in dues to our Treasurer Elmer Davis or pay at the first 2022 meeting.

Membership Renewal – Dues Invoice on last page

Please be assured that your dues are used to finance the mailing and printing costs of this newsletter.

Those that have not paid their dues by March will no longer receive the snail-mail newsletter. You must be a member of the national SDA to be a regional member. We will email the electronic version (pdf) to anyone that wants it – just let the editor know your email address



Glenn Masopust checks to see that Ray Utter's 1922 Bi Six has not damaged Glenn's 1955 President

The Journey Continues Charles and Sue Hall Report On

As you have surely gathered from prior items in this issue, Charles and Sue have settled for a while in the Oklahoma City area, while they face up to a particularly difficult challenge. This does not mean a cessation to The Journey started almost two years ago, only a slight pause and some brief excursions from this area while they deal with the problem at hand. It seems it has presented an opportunity to visit children and grand kids and interesting side trips to areas within a day's run from Tinker. We will not intrude upon this "quiet and private" interlude but will continue with "the Journey" when once again they don their traveling gear and continue The Journey after winning the battle against the cancer that has attacked Charles.

International Drive Your Studebaker Day as we ride with Studie Pete



Another handsome



Stude 1 on IDYSD



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

1959 Silver Hawk For Sale

10/26/2021 10:28 AM

Good Morning,

My husband recently passed away and we are in the possession of a 59 Silver Hawk that he wrecked in 1976 but never got the chance to restore. I believe all the wrecked panels have been replaced. We would be interested in selling it 'as is' and letting someone else restore it. My husband was considering this before he passed. If anyone wants to get in touch with me my number is **405-760-602**.

I don't answer calls if I don't recognize the number so anyone calling, please leave a message. We want to sell it to someone who will appreciate it and restore it and give it a good home.



We are located in Lexington (actually 9 miles south of Lake Thunderbird). If interested we can submit pictures of interior, engine compartment, etc.

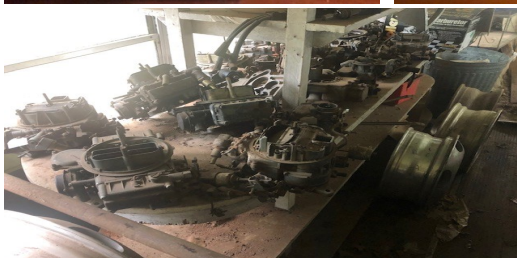
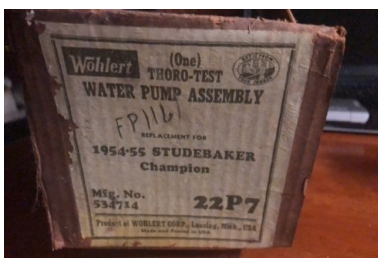
Barn and Bus Collection Discovered, Interested In Selling All Items

I have some Studebaker parts still in the original boxes new and never used. Labels are on them; boxes show age. Labels readable. One example is water pump for 53-54. There are two of them. They are mixed in with Ford and Chevy parts.

Yes they are for sale. Probably 30 to 50 new parts never used. This came out of a parts store closure 30 plus years ago. I don't know for sure how many or what is on that shelf. It is all mixed together there on that shelf. I'm going to try to sort just through these new parts by Sunday evening. There is a set of like 15 parts manuals that was bought with these parts.

The water pump and Chevy oil pump are on e bay and market place. I will do better price wise versus what is on e bay & market place for the club members. I have them listed at \$150 and I will sell them to the members for 35 % off. So like \$100 plus the actual cost of shipping. I can also do local pickup and prefer to meet to drop multiple parts at once to the locally. There is some smaller parts in that building.

Gary Dean gdeanrace@hotmail.com 405-403-3664



I plan to have these treasures better inventoried soon. Call me, we can go see if we've got something you need, or maybe you will want to make an offer on different lots.

Part of the collection Gary Dean refers to in his article. The collection includes parts for many Brand X makes as well, of course.



Above, the shop manuals and parts catalogs from one of the auto parts stores bought ot years ago.

This individual, for whom Gary is the representative, the man to contact, has been collecting automotive parts and paraphernalia for 54 years and has come to realize he should be getting it on the market now.



And here the cutest little 60-hp Ford flathead, with transmission, from a '40 Ford receiving a Chevy eng Upgrade.

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

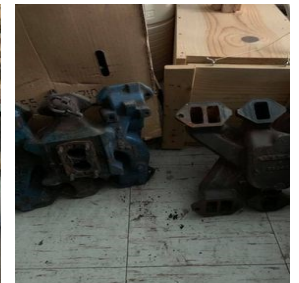
Stude V8 parts I have for sale. I have the following:

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

Attached are a few photos of some of the Stude parts I have for sale. Thanks!

Also, miscellaneous other parts. No body or interior parts. I'm in El Reno, OK. Call or text if interested.

Thanks. Mike. cell: 405-412-4915 mmoss888@gmail.com



Club member Elmer Davis at 405-671-7953 is a good source for hard-to-find Studebaker parts

This note from Susan Lusted of TW

Greetings Fairborn Studebaker friends, I am writing you to announce that Fairborn Studebaker (FS) is planning a transition, of sorts. As you know, I really enjoy doing the performance & special parts. Because I want to focus more on that side of the Studebakers parts business, I will be turning over all parts sales, except for the specialty parts to a much younger fellow Studebaker enthusiast and military veteran, Kevin Orloff and his wife, Jaimie



from Wisconsin. Kevin's background has afforded him clear mechanical knowledge, plus, he is also very knowledgeable about Studebakers. Please give him the opportunity to be your Studebaker parts dealer. All current, open accounts receivable will still go to FS. It is hard to believe that since retiring from my day job after 34 years, it has been 16 years since Fairborn Studebaker was started. I feel that things will be in capable hands to support the Studebaker hobby and needs of club members. For my local Chapter member friends, I will try to supply your needs, although I may not have your item in stock and would need to order. Feel free to order from either, Kevin or me during the transition period. I encourage you to support Kevin. Thanks for being customers and friends over the years. Con-

tact me at any time, if you have questions or if there is anything I can do for you.

Best regards, Phil Harris

The First Production Avanti Renée Crist, Curator of Collections, LeMay-America's Car-Museum

In 2018, LeMay-America's Car Museum completed a seven-year marathon restoration of the museum's 1963 Studebaker Avanti #63R1001, the first production Avanti. This historic vehicle was donated to the museum's collection in 2001. I met 63R1001 in 2007 while cataloging the collection. The car had seen better days and sadly, we could not display it in the car's current state. Much has been written about the origins of Studebaker's Avanti with futuristic design by Raymond Loewy and his team, so let's just say I fell in love with the car and the story and wanted to save it for the Museum's collection.

I found a notation in the donation records that mentioned it was the "first Avanti." Further authentication of the car was done with the help of the Studebaker National Museum Archives matching the numbers found on the factory records to those found on the car. I began to imagine the prospect of performing a full restoration. The first challenge to overcome was our need to secure a location where the work could be performed as the museum didn't have a workshop at the time. The year was 2009, and we were just about to break ground on the new museum building in downtown Tacoma.

Studebaker Drivers Club members James and Stephanie Bell in Bellingham, Washington generously offered a temporary space for the car while work was performed. Everything began falling into place, and work began at the end of 2011. Excitement for the "Avanti 1001 Rescue Project" grew as the word spread to Studebaker enthusiasts. Our initial goal to complete a cosmetic restoration in time for the museum's grand opening in 2012, restoring 1001 very close to the way it appeared when it was new. They say an optimist sees an

(cont'd next page)

opportunity in every difficulty, and I can say that in hindsight we were a very optimistic in trying to meet this goal. The car proved to be a challenge at just about every turn. Those of you who have experienced a car restoration are mentally nodding with understanding at this moment.

The project received a huge boost when the frame-off body repair and paint work was completely sponsored by Studebaker Driver's Club members Ron and DeAnn Hochhalter and their business Advanced Collision Repair in Sunnyside, Washington. Sadly, we the Studebaker community, felt a huge loss with Ron's passing this year, but his legacy lives on in #1001. Ron's attention to detail was amazing.

Upon completion of the body and paint work Ron presented the car with a special gift of the Washington State license Plate "Avanti1". For the mechanical restoration, James supervised assistance from of members of the Whatcom County SDC and AOAI Avanti Northwest. It was a wonderful opportunity to share the project with the Studebaker community, and benefit from their knowledge and experience. I enjoyed hearing everyone's restoration stories and discussing how the early manufacturing of #1001 compared to later production models.

Some of the interesting little things we found on the car included "graffiti" left by a prior owner on the inside of the spark plug shroud. Clearly engraved were the initials "RJG" and "DICK Jason Goldfarb." I had a document showing Dick Goldfarb had listed the car for sale at one time. Several years into the restoration, my phone rang and I found myself talking to Mr. Richard Goldfarb himself, speaking to me from his home in Florida. He said he saw the articles about the car and although he didn't remember adding the initials, he confirmed he had purchased car #1001 new in 1964 in Boston when it arrived at the dealership. We know that 1001 spend much of its first year in South Bend as it had been allocated for use at Studebaker's Technical Training Center. Dick said he had graduated from college the year before, was 23 years old and had landed a job making more money than he "had ever seen to that point." He then went looking for a car to match his newfound status. Dick reported that with \$3,000 and the trade-in of his 1962 Ford station wagon, he was the owner of a new 1963 Studebaker Avanti. The Avanti 1001 project was truly a community effort. The car will forever be a testament to the Studebaker Community's dedication to their marque. LeMay-America's Car Museum is truly grateful to everyone helping to save this important car and tell the Studebaker Avanti story.



Avanti 1001 (#1) prior to restoration.



James and Stephanie Bell,
Restoration project co-ordinators



Principals of restoration project, Ron Hochhalter – August 1947 – July 2021 Renee Crist with James and Stephanie Bell.

Sometimes you can have the smallest role in the smallest production and still have a great impact. Neil Patrick Harris



AVANTI

Timely Advice and Suggestions From Our Canadian Brothers Forwarded by Susan Lusted of [TW](#)**WINTER STORAGEJim Pepper**

In an effort to keep vehicles from biodegrading due to road salt, many of our members in northern states store their Studebakers during the winter months. **Improper storage procedures can lead to premature mechanical failure and unnecessary problems in the spring.** The following steps will allow you to store a car for winter and successfully return it to the street in spring. I have also included the reasons for each step. The whole process should take two to four hours, but it is time well spent.

1. Fill the gas tank (3/4 tank minimum). An empty tank can collect moisture and rust internally. Avoid storing a vehicle with oxygenated fuel in it if possible. Oxygenated fuel has a very short shelf life, (about 30 days) can attack soft items such as hoses and gaskets, and it can corrode fuel system components.
2. Add a fuel stabilizer such as Sta-Bil per instructions. Fuel stabilizer prevents oxidation of the gas and formation of gum deposits in the fuel system. If you use E-10 fuel, make sure the product you use is made to treat ethanol type fuels.
3. Change the oil and filter. As an engine runs, unburned fuel, moisture, and by-products of combustion leak past the rings and contaminate the oil. As an engine sits, these contaminants react chemically with the engine bearings (ie. rod, main and cam). This reaction etches the bearings and bearing journals. This etching destroys the bearing surfaces and increases running clearance. Storing with clean oil prevents this from happening.
4. Lube the chassis. A lube job pushes out any moisture that might have worked into the various joints. This will prevent rust from forming and causing wear.
5. Check for proper strength anti-freeze. Drain, flush, and refill if it is more than two years old. Proper strength anti-freeze will prevent coolant from freezing. Drain, flush, and refill will keep acids from forming and keep the cooling system clean.
6. Start engine and run to achieve operating temperature. This is done to circulate the fresh oil and to introduce the fuel stabilizer into the carburetor and fuel system.
7. Remove the air cleaner and while the engine is at idle, spray fogging oil into the carburetor for about 30 seconds. Keep the engine running for a short time then let it die while still spraying. If it does not die on its own, shut it off. You can pull the plugs after shutting off the engine and spray directly into the cylinders for added protection but that is somewhat overkill. Re-install the plugs if you do this. This step puts a coat of oil on all the internal engine surfaces (cylinders, pistons, valves, etc.) preventing rust formation.
8. Cover the carburetor mouth with a piece of plastic or a small plastic bag and reinstall the air cleaner. Stuff a rag in each tailpipe and the cover with a small plastic bag and zip ties to seal them off. What this does is it seals off the engine from both ends preventing air exchange. This will minimize moisture in the air from condensing on cold (very cold) engine and exhaust parts.
9. Remove battery and clean and cover cable clamps, clean battery tray, clean battery top and posts. A battery should be stored, fully charged, on a block of wood or it can be left in the vehicle on the tray. A fully charged battery will not freeze or be damaged by cold. Do not store a battery inside your house or basement.
10. Jack up the car (truck) and place on four quality jack stands. Place the stands under the rear axle and under the front axle or lower control arms. This is done to promote air movement under the car to keep it dry. It also maintains the load on the suspension. Loading the suspension is important because it prevents the front upper frame snubber from being squashed and keeps rust from forming between spring leaves. Another option is to place the vehicle on vehicle dollies. That will keep the load on the suspension.
11. Remove all four tires If it is on stands. Cover each drum (disc) with a plastic garbage bag. Tie it off behind the backing plate, sealing it as good as possible. Nox-rust, chemically treated rust prevention paper or equivalent moisture absorber (desiccant packets) can be added to the inside of the bag but it is not absolutely necessary. This prevents brake drums and components from getting rusty. This step should be mandatory on any disc brake equipped vehicle. You can cover the tire and wheel assembly with the tire on the vehicle if your bag is large enough.continued next page



(Winter Storage tips from Jim Pepper cont'd)

12.Wash and wax the exterior including polishing the chrome. Any chrome under the hood can be wiped with an oily rag, or polished with chrome polish to prevent rust or corrosion.

13.Place dryer several sheets such as Bounce throughout the interior, trunk, and under the hood. These deter rodents from hanging up a home sweet home sign for the winter. More is better. I also use one Fresh Cab Botanical Rodent Repellent purchased from the local Farm and Fleet store in each vehicle. Pull down the sun visors away from the headliner. Mice will also make a home above the visors if left up.

14.Cover the vehicle with a breathable car cover and wait for spring.

WINTER STORAGE MYTHS –

Starting an engine and running it every few weeks or once a month.

Running for over an hour will only bring the coolant up to operating temperature. The oil and the exhaust system will not get warm enough to burn off all moisture present. A driving load is needed to do that. You will probably draw in more moisture than you expel. **The cold starts will leave a lot of unburned fuel and moisture in the oil due to the rich choke/low heat conditions counteracting the benefits of the fresh oil change.**

The battery will eventually wear down and freeze due to the severe cold start draw and minimal charge time. -I'll drive it only when its nice out and the roads are clear. After any snowfall the roads are salt laden for many weeks. Even though they're dry, the roads contain salt ground into a fine powder that can penetrate seams in the underbody, fenders, or frame and start a chemical reaction when teamed with humidity, moisture and condensation, etc.

Another thing that happens when its nice out in winter is the snow piles start to melt and the runoff contains as much salt as it did when it was plowed into a pile. **The point is your car can get covered with as much corrosive salt when the roads are clear as when it is snowing.**

Last, if you drive a generic brand "X" all winter, you will appreciate 'that Studebaker (or any classic car) a lot more in the springtime.

NOVEMBER 2021

This is the last canadian-River-cruisers car show of the year.

The weather should be cool but not frigid, and the prizes are remarkable.

Let's all try to turn out for a great cRc day.

Saturday, November 6th - THUNDERBIRD CASINO

So we will go Saturday

November the 6th to the

THUNDERBIRD CASINO --

15700 OK-9, Norman, OK 73026

This will be the cRc's last show of the season

Continued page 17

Very Studey-ously By: Roger Hill – Member: SDC Hamilton Chapter

A couple of Studey stories: The first is about a summer Studebaker meet in Ontario about 20 years ago.

Ontario about 20 years ago. Back then, club members brought their kids and their kid's friends out for the Studebaker festivities (if you can, bring your grandkids to the next tour/meet!). Part of this particular event was a silent ballot vote for all kids (there were close to 10 kids, ranging from 8 to 19 years old) who were told - er, asked - to vote for their favourite Studebaker at the meet. There were maybe 60 cars in attendance and a good selection - Hawks, Avantis, bullet-nosed models, Larks. The result of the voting? Well, - surprise! surprise! - when the ballots were counted, the winner was Donna and George Graham's two-toned blue '56 Commander four door. Remember that nice car? And it goes to show you that the "younger crowd" doesn't mind a 4-door car at all!

Second story:

One favourite story of mine is about an "uncompleted" Studebaker engine test. This true story is from a Turning Wheel's issue about 20 years ago, about a story told 60 years ago that took place about 80 years ago! Here it is: There was a good Studebaker- owning family living in Tonawanda, New York at the time of the introduction of Chevrolet's new Corvair. Their neighbour across the street was long-time engineer at the GM plant there and one day he brought home one of those new fan-dangled rear-engine cars. The males of the "Studebaker family" went across the street to look over the new Corvair and in the conversation, the engineer told them about the engine testing that was carried on for the military at the Tonawanda plant at the beginning of WWII. The government wanted to know the capacities and capabilities of various US- produced engines so that a determination of possible use could be made of them for the war effort. All manner of automobile engines were included from different manufacturers. They were installed on stands and run through various tests for power, economy, dimensions, and of course, durability. The end of each test was marked by engine failure. The last procedure done was to open the throttle - all the way - and keep it there! Eventually, failure would come in spectacular fashion, sometimes with internal parts exiting through brand new holes in the engine blocks! But, he said, there was one engine they studied that did not "complete" the test. They opened the throttle on the test Studebaker Champion engine and awaited the "inevitable" end. But the end never came. The little flathead just kept going and going - for so long that they finally had to close the throttle themselves. It was the only engine that "failed" to complete the test by ending it in self-destruction!!

Needless to say, the engineer was suitably impressed - enough to tell his neighbours 20 years later! In fact, author Maurice Hendry's Studebaker article in Volume 10, Number 3 of Automobile Quarterly, tells us that "from 1937 [Studebaker's] engine durability requirement was 50 hours at 4000 rpm, plus fifty hours at 4500 rpm", full throttle, full load! I believe that it was one of the highest standards in the industry!

So, keep on proudly driving those durable Studebaker engines! (I wonder how well the 1961 Stude OHV 6 engines passed that test? Any thoughts?).

Don't forget to raise a glass (milk or stronger!) to the memory of Studebaker's last car produced, 55 years ago on March 17th!

There can be no great accomplishment without risk. .Neil Armstrong

Canadian River Cruisers Casino Car show (continued from page 15)

Registration 8 am to 12 pm

Show hrs 8 am to 3 pm

Drawing every hour starting: 9, 10, and 11am= \$200 each hour

12pm= \$300

1pm= \$400

2pm \$1000

Thunderbird pick \$500

Best of Show \$200

First 100 ballots turned in get a free t-shirt and dash-plate

Must be present to claim prize money

Thunderbird Casino



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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