



Studebaker Driver

Serving The Central Oklahoma Chapter of Studebaker Drivers

Central Oklahoma Chapter Wins "Most Entries" Award at Wewoka



Glenn, Tony, Ken, Trae, Jesse, Don and Peter use the spaces saved by Tony's early arrival at Wewoka Sorghum Fest. Later COC entries managed to fit in elsewhere. Event final count: 164 cars registered.

Wishing all the Central Oklahoma Chapter of the Studebaker Drivers Club

A Happy Thanksgiving and a Merry Christmas!

It may seem a bit early for Christmas Wishes, but that is one of the challenges of working with bi-monthly publications. The chapter, having enjoyed a busy, interesting summer season, is now eager to settle into the "prepare for next year" stage.

Some remarkable changes are soon to occur in the Chapter and this issue will provide some insight on preparing for and dealing with the accomplishment of some of those changes.



COC Chapter Offic-

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

John Harris

Tour Master
405-388-8922

November Birthdays

**Judy Hock
Elmer Davis
Glenn Masopust**

Anniversaries



**Mike & Cindy
Scott**

December Birthdays

**Dennis Morrow
Tony Gustin**

Have we missed someone?

Anniversaries



Ron & Jan Hall

As we begin preparations for next year's activities the first item on the agenda will be the election of officers 2025. For the past many years our "elections" have been a simple, "...move to maintain the current slate of officers", quickly seconded and "voted" to accept. The performance of those serving has been exceptional and beyond reproach, each wearing shoes that will be difficult to fill. This chapter now has many qualified and surely ready to step into the breaches soon to occur.

Our current President, Melvin McGee, challenged by problems that will not be easily or quickly overcome, now declares a need to "step aside" and offers encouragement to the candidate moving into this position,

Glenn Masopust, having for so long performed exceptionally the duties of Chapter Secretary, has expressed the desire to "take a break" and allow someone else the pleasure of dealing with these challenges.

None other has expressed a need to 'rest awhile' and it would be wonderful to maintain the "status quo", but perhaps a closer adherence to our by-laws should be observed and with that in mind please be advised that a list of nominees will be prepared to be voted on at the November 14 Oct meeting.

By-Laws –Article 3-Administration, Sec 3-Elections:

A nominating committee consisting of five(5) members of the Chapter shall be appointed by the President. This committee shall prepare a ballot containing the names of at least eight (8) eligible members of the chapter who have indicated a willingness to serve as one of the four(4) elective officers. Membership on the Nominating Committee does not disqualify any member from nomination for elective office.

The paragraphs following in the By-Laws deal with the time lines concerning the elections and this election will attempt a flank attack attempt to acquire the 2025 officers by the end of the current year.

.....Editor

Vote Early in the COC Election of Officers for 2025

Before we can vote we need a list of candidates. Please send by email to the editor (studebakercoc@gmail.com or dqsudsgmail.com) the name of someone in the chapter you would consider a viable contender for and capable occupant of the office of

President-Vice President-Secretary-Treasurer

of the Central Oklahoma Chapter of SDC.

PLEASE NOTE: If YOU think you would enjoy any of these positions, enter YOUR NAME. You would be perfect for the task! The list will be opened in a cave deep beneath the salt mines where Old Studebakers are stored and all involved will be confined therein for the next 72 years, so the rest of the World will never know of your choice of candidates.

From the names submitted the committee will select the names most frequently occurring to construct a ballot to be presented by email to the all those deeming the project worth engaging. Should the response be so meager in number as to fail to constitute a consensus, the Committee will retreat to the pub of preference or the chapel of choice for each involved and drink or pray their disappointment away,

Please submit the name of your preferred next President, Vice President, Secretary and Treasurer. Each name selected to be on the slate will be called and asked if he or she will accept the nomination and would serve if elected.

If the response to this request is sufficient in creating a slate, and the attendance at the November 14 meeting at Grandy's is adequate, a decision to bring it to a vote or perhaps a better means of bringing it to a vote will be discussed. The tentative plan is to email the ballot to all qualified members.



Jesse takes Mom for a drive in the Daytona that did not arrive in time for the 2024 NEO Spring Zone meet, leading to his winning of the "Hard Luck Award" for that event. Access Nancy Kimbrough's the report of the event by [above link](#).

Report on the **NEO 49th Zone Meet** by John and Nancy Kimbrough & Wonderful Family!

memories

Don and Elmer welcome The Dutch Girl on her arrival from the Netherlands about midnigh of Thanksgiving Day 2016.



09/12/2024

Second Thursday rolled around again and 16 loyal club members plus one guest arrived at Grandy's for our monthly get-together. Attendees were Elmer Davis, John & Joyce Meyer, Paul Cruce, Jesse Sutherland, Don Sutherland, Don & Jeri Cox, Virgil Hullett, Linda Plank, Peter Rodrigues, Tony Gustin, Ken Sumwalt, John Harris, Don Krohn (guest), Clifton Hill, and Glenn Masopust. As always, an explosion of conversations.

A Flyer for an auction at "4 corners" at Hwys 177 & 105 was passed around. Some Studebaker items, but in general, just a misc shop/car lot liquidation. On the auction front, John Meyer went to a previously auction in Barnsdale. John reports that the auction was interesting, but the bidding seemed inflated. Clifton Hill shared the schedule for Union Pacific's Big Boy 4014 and its pass through OK in October. Northeast Oklahoma Chapter of the Studebaker Drivers Club Annual Zone meet was reported set for October 5 in Broken Arrow, OK. Those planning on going are Don & Jeri Cox, Don Sutherland, Jesse Sutherland, Glenn Masopust. Peter Rodrigues then took the floor and started a round of

introductions. Just in case any of us forgot who we were and to let any new folks know just who they are hanging out with.

Don Cox then took the floor to say a few words on the last National convention. Most importantly that our esteemed newsletter editor, Don Sutherland again has been awarded Best in Division for his work on our newsletter. Way to go Mr. Sutherland! Don Cox also reminded us that the 2025 National meet is solid in Pittsburg, PA in Sept. The 2026 National is set for Denton, TX in Apr or May. More on that as info becomes available. This year's International Drive Your Studebaker Day, as always, is the second Saturday in Sept. This year, 9/14/2024. Several club members plan to meet at Pop's on Rte 66 at 10 AM and cruise from there. Destination is in flux as Old Rte 66 is closed east of there for bridge repair.

At this time, conversations began to wane and members slowly drift out. A few brief moments spent in the parking lot to swap a few more lies and kick a few more tires. And by just after 10 our monthly get-together is another one for the books.



Gathered at Grandy's Sept. 12

The chapter has enjoyed some good get-togethers at Grandy's during the summer season. Each and every one has contributed greatly to the continued success of the club and prospects for next year look very good.

Please note the request for providing a name for the new officers to be voted in for the coming year.

Studebakers are Cool!!



The hitching rail at Grandy's Sept. 12, 2024



The October meeting of the COC SDC once again came to what we call order at our world headquarters of Grandy's on S. Western in the shadow of I-240. Those present were: Andy and Tiffiany Reich, Jess Sutherland, Don Sutherland, Ken Sumwalt and granddaughter Brianna Sumwalt, Mel McGee, Elmer Davis, Linda Plank, Virgil Hullett, Don and Jeri Cox, Peter Rodrigues, Paul Cruce, Glenn Masopust, along with Oz and Nonny Osborne as guests of Andy and Tiffiany. Oz and Nonny are moving from Alaska to Oklahoma.

This meeting welcomed Andy & Tiffiany back into the fold after an extended absence spent tending to moving friends Oz and Nonny to OK and roofing and construction projects for various churches. The floor was then opened to the possibility of a change of venue for our annual Christmas luncheon in Dec. Don Sutherland suggested Johnnie's at Britton and May as an option. Lou Ellen Schlegel had informed us at the NEO Zone Meet of the pluses of this option. Separate club parking and a private room are good arguments for the change. Tentatively scheduled for Saturday, December 14, ballots to vote on the change should be coming to your mailbox soon.

Election of next year's slate of Chapter officers is to occur soon. As a heads up, I would like to step aside as secretary. I have enjoyed my tenure but feel that I need a break for now. When I am ready I will throw my hat into the ring.

In other news, Jesse has become the proud owner of a '64 Daytona convertible. Purchased and shipped from MN. Beautiful car. Showed it off at the meeting. The boy done good. Jesse's winning of the "Hard Luck Award" at this year's NEO Spring Zone Meet was due to the failure of the car to arrive in time to be at that meeting for which Jesse had already registered it.



Jesse's "new" 1964 Daytona

Don Cox passed along info of a '52 Champion 4-door for sale. All Original. Unfortunately that's all the detail I was able to catch. Could be a good project for someone.

In a stroll down memory lane Virgil Hullett spoke of the first meeting of the COC SDC and passed around an early newsletter. My how things have changed. Next up, Ken Sumwalt has acquired a couple of '48 Chrysler New Yorker 4-dr cars. Decent shape and it appears both are complete and buildable. Anyone up for a vintage land yacht?

Don Cox then took the floor and provided an update the the future of the NEO SDC zone meet. As John Kimbrough mentioned at the zone meet this year, it is possibly the last. Don met with John and the likelihood of a zone meet next year is still on the table. More on this as information becomes available. Also addressed was the 2026 National meet in Denison. A challenge currently bugging the organizers is location, their preferred fair-grounds not coming up to acceptable standards and requirements. Again, updates on this as more information becomes available.

Don Sutherland then prefaced his move to adjourn with his regret that "nothing is being made in the USA", and as an example he stated he had bought a radio that was stamped "Built In Antenna" and he had no idea where that country is. Mel McGee provided the second to the motion after Ken Sumwalt expressed his irritation at not knowing where or what a woman's "yet" is, after reading an article that a woman had been shot and the bullet was in her yet. Therefore we adjourned at roughly 10:11 and had a very brief second meeting in the parking lot throwing rocks at Ken and Don before going our separate ways to await next month's meeting.

— Glenn



Voting for chapter officers next on the agenda

Please take a few minutes, consider who you would like to see in the offices of chapter President, Vice President, Secretary, and Treasurer. Don't hesitate to throw your own hat into the ring; you would excel, don't you know?

Email your list to the editor (dqsuds@gmail.com)

And join the meeting to talk about it
Thursday November 14, 2024

Second Thursday of each month Meeting at

Grandy's

7704 S Western Ave, Oklahoma City

9AM Thursday, November 14 next Meeting



Rte 66 Road Fest
2025

November 2, 2024

Coffee & Cars - 8am - 11am

Remington Park OKC

1 Remington Pl, Oklahoma City, OK 73111
(well...missed that one!)

Saturday December 14, 2024

Central Oklahoma Chapter

Christmas Lunch

1PM—4PM

Johnnie's Charcoal Broilers

2652 W. Britton Road, OKC



Nov. 5 2024 5PM to 9PM

HOT RODS & HAMBURGERS

1305 N. BDWYMOORE, OK

November 9, 2024

Electric Vehicle Car Show

2675 N. Harroson Ave.

Shawnee, OK

Looking for Parts or need some work done on your Treasured ride?

George Gibson
Differential Repair 2860 Woodlawn Drive,
 Moore, OK 405-881-8579
Studebaker*Packard*Avanti*GM*MOPAR

Elmer Davis
Studebaker Parts for many models
Call 405-634-3033

**WHITED'S VINTAGE CAR
 RESTORATION**

Robert Whited 405-614-5994	14904 N. 2990 Rd. Crescent, OK 73028
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whiteds.vintage.cars@gmail.com



**All types of
 Custom Signs**
 Free Quotes
 Complete Customization
 Old-Fashioned Customer
 Service

Ad-Tech Signs 405-236-0551

From: Ray Chartrand <chartrain@gmail.com>

From our friends up in Vancouver Canada

Subject: Request to publish an advertisement

Hi folks, I have attached a pdf of an advertisement for a 1964 Daytona Convertible. As you will read, the car was owned by long time SDC members here on Vancouver Island who passed away this summer. Their family is clearing the Studebaker related items including this convertible. If you would publish the advertisement in your upcoming newsletter - or pass it along to other potential interested parties, it would be much appreciated. Any requests for additional photos or information should be sent to the email address in the advertisement.

Thanks in advance!

Mark Hayden, Editor VISTA

1964 Daytona Convertible For Sale

Long-time Vancouver Island members Ken & Erika Pleasance both passed away in the summer of 2024. Their family is disbursing the Studebaker items owned by them. This includes a 1964 Daytona convertible. This Hamilton, Ontario-built car has the Skybolt 6 Engine with an automatic transmission. The car is complete—body work and paint was done about 10 years ago. It has been and is stored in a heated garage. The engine runs and the transmission shifts, but the brakes require som TLC for the car to be road ready (the brakes were upgraded to Studebaker V8 drum brakes but some work is necessary to complete the conver-



sion). The top was renewed and works as it should. Photos of the car (taken in 2022) are shown below. New inside door panels from SMS in Oregon are included. **Asking \$12,000 OBO.**

Contact the family at kenpleasance@gmail.com for more information or to make an offer on the beautiful convertible. More pictures [HERE](#) .



I am grateful for what I am and have. My Thanksgiving is perpetual.

.....Henry

1957 Studebaker Golden Hawk *On Facebook Marketplace*



**1957 Studebaker
Golden Hawk
Edmond, OK
\$29,900**

<https://www.facebook.com/share/14VkdFkDSZ/>

Clifton Hill with Project Cars of Interest 405*214*8812

1964 Studebaker Cruiser 4dr for parts or ? Has lots of good body parts and trim. Car has the desirable fold down front seats and power brake booster.

Not titled.
Reduced
price --
\$695.



**1963 Studebaker Cruiser 4-Door
Priced at \$1995**



Automotive Trivia ——— Thanks to Rock Auto Parts

Older engines designed to use ethylene glycol, the classic “green” coolant / antifreeze, should be filled with 100% ethylene glycol when located in extremely cold regions such as Siberia.

True or false?

Answer below:

Answer: . **False** (Ethylene glycol should be mixed with distilled water because an ethylene glycol and water mixture has a much lower freezing point than pure ethylene glycol does. When summer arrives, an ethylene glycol and water mixture also cool the engine more effectively than pure ethylene glycol.)

Valve Seals

The valve seals in Studebaker V8's are usually made of neoprene and get hard in time and come apart or just don't seal at all. The best type is made of teflon, curing that blue stuff that comes out of your Studes tailpipe at the bottom of a long hill, after you've put your foot on the accelerator again.

Teflon valve seals:

'55 to '64 V8 engines

Perfect Circle VS10

Tool part- Perfect Circle VST - 1711

'61 to '64 - 6 cyl. engines

Perfect Circle VS1

Tool Part - Perfect Circle VS1 -1811

This item by way of The Vancouver Island Chapter

Voltage Regulator Failures

Anyone who has repeated failures of the voltage regulator on the 1963-66 vehicles should check the condition of the brushes in the alternator. The brushes may be worn to the point where they will short out intermittently while under load and yet check out okay otherwise.

Credit and Thanks to the Washington Dictator

Host Hotel for the 2025 SDC International Meet is available to book now.

Hi ARC Members,

The planning committee was notified that we are able to book our rooms now at the host hotel, the DoubleTree Hotel for the 2025 International Meet in Washington, PA.

Please click on the link below to receive the room rate of \$99.00 per night:

[https://www.hilton.com/en/book/reservation/deeplink/?cityhcn=PITMPDT&groupCode=CDTMSD&arrivaldate=2025-09-16&departuredate=2025-09-20&cid=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDIRECT,](https://www.hilton.com/en/book/reservation/deeplink/?cityhcn=PITMPDT&groupCode=CDTMSD&arrivaldate=2025-09-16&departuredate=2025-09-20&cid=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDIRECT)

If you would rather call the hotel to make your reservations, please be sure to mention the event name of: Studebaker Meet SDC AOAI so that you will receive the discounted rate.

Please share this email with any ARC member I may have missed.

Thanks,

Jay

John "Jay" Bradel III

VP Allegheny Region Chapter of SDC 412-551-2354 jay.bradel@markaloy.com

Respectfully,

Susan Lusted

What's Happening Turning Wheels Magazine studenews@outlook.com

TECH TIP

Antifreeze and electrolysis

By, and Thanks to Ted Geisert, Kaw Valley Chapter Member

The antifreeze in your car doesn't last forever. So how can you tell if your antifreeze is going bad? You might be familiar with testing the antifreeze's freezing point and boiling point. These testers draw some antifreeze into a tube with small colored beads in it. Based on which bead floats you can easily tell the freezing point or the boiling point of the antifreeze. Those testers are very inexpensive. But there is another test that is just as important as maintaining correct freezing and boiling points.

Antifreeze, as it ages, can become more acidic. The additives in it eventually break down. While the antifreeze may look good, it could be eating away at the water pump and other metal surfaces including head gaskets. Moreover, deposits could be building up in the water jacket of the engine. Big repair bills could result. Checking to see if the acidity level is at an acceptable level is really easy. All you need is a simple multi meter used in testing electrical circuits.

*Remove the radiator cap to expose antifreeze in the radiator reservoir. *Set the multi meter to 20 volts D.C. *Place one probe on a grounded part of the engine. *Place the other probe into the antifreeze. (Do not let it touch any metal surface) *If the voltmeter reads 0.50 volts or less, the antifreeze is "good".

If the voltmeter reads above 0.50 volts the acidity of the antifreeze is at a damaging level and indicates metal is corroding. Fresh antifreeze might read less than 0.10 volts.

Some sources suggest 0.70 volts as the critical point while another source suggest 0.40 volts. It's better to be on the safe side so I would choose 0.40 volts. Changing antifreeze is far easier to do than changing water pumps, or head gaskets.

Good maintenance is good practice.

Scenes at Wewoka 2024



This town loves a PARADE!!



DIVERSIFY OR DIE

(A BRIEF HISTORY OF CORPORATE DIVERSIFICATION AT STUDEBAKER AND HOW EMPLOYEES AND CORPORATE AMERICA WERE AFFECTED)

By, and Thanks to Dan Kuhl

This chronicle is concerned with the sad ending for some of the employees who were left with no pension when the South Bend Studebaker factory closed in 1963. Prior to 1950 no Studebaker employees were provided a retirement pension.

During its automotive history Studebaker made many attempts to improve its' future success in the automobile manufacturing business. Beginning in the 1920's Studebaker's President, Albert Erskine tried to improve the company's position in the marketplace by expanding the models it offered. This plan ended in bankruptcy and receivership in the early 30's. By 1939 a single new model, the Champion, was chosen to save Studebaker's future. It was a great automobile but its success was cut short by WWII and its lucrative military contracts.

After the dust had settled from the seller's market created by returning WWII wets, Studebaker again found itself looking for a way to continue as a viable auto manufacturer. As mentioned in a recent article, a 1954 merger with Packard gave Studebaker an array of models at multiple price points, to better take on the "Big Three". Soon after the merger Packard faltered, leaving Studebaker to find another avenue to success. Again, they chose a single new model to exploit, the 1959 Lark. Its success couldn't be hidden from Detroit; small cars were in and so were the cars from overseas. What to do? The New York bankers who controlled the corporation answered with one word—Diversify!!

With diversification the South Bend Studebaker plant closed its doors, leaving 6,000 hourly-paid employees with no employment. As some of you may know many of the employees were older and their only hope was a pension. For some a pension did not exist. What happened to the pension plan initiated by the company and union officials in 1950? The plan, which was quite unique, had the Studebaker company pay into it over a 30 year period, but, the South Bend factory closed its doors after 13 years. The pension account was far short of being fully funded.

According to Richard Quinn in a follow-up to a 1973 *South Bend Tribune* article, Studebaker paid out pensions from 1950 through 1964. When the plan ended, annuities were purchased for all those eligible for pensions. The remaining money after this purchase was distributed to employees who were not eligible for a pension. These payments were based on the length of time employed at Studebaker.

A second point of interest is found in the epilogue of *Studebaker, the Life and Death of an American Corporation*. The author, Donald T. Critchlow, contends that pension funds were short because the New York bankers decided to use pension funds to invest in acquisitions for the diversification plan. In either case not everyone that deserved a pension received one.

Ten years after the Studebaker pension debacle the federal government stepped in and passed the Employee Retirement Income Security Act (ERISA). ERISA regulates the operation of a pension plan once it has been established. It does not require employers to establish pension plans and does not require the employer to provide a minimum level of benefits. Prior to ERISA employers could end promised retirement funds with a stroke off a pen.

(actors note: Perhaps ERISA contributed to the disappearance of pension plans from Corporate America).

Even in its death-throws Studebaker made automotive history with ERISA. Thank God that none of this had any effect on the cars and trucks we love.

Video on [Studebaker Engines](#) for your relaxation and enjoyment.

Charles Hall says he really thought getting old would take longer.

Glenn Masopust reminds us: [Union Pacific's Big Boy On The Prowl Again!](#) And to be alert for notification about the schedule thru Oklahoma, as Glenn is on the list to be among the first to learn of it.



Mark Garcia
Prez VCCA
Share this shot of some of the Chevy guys at this year's Hershey Swap Meet in Hershey, PA
Having some fun, it would appear!

Central Oklahoma Chapter
Membership Application



Dues \$15

Qualification for membership in Central Oklahoma Chapter (COC) 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. Ask any member of COC for application to National SDC, or go online to Studebaker Drivers.

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 National Membership #
Please list your Studebaker(s) year & model, etc.(use back of page if necessary!)
.....
.....

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.....

Welcome to the Studebaker Drivers Club!