

\*\*\*Adult-Rated, Hard-Core, Hard-Hitting, Timely? STUDE NEWS from Mid Oklahoma\*\*\*

## From The President, Mel McGee:

Saturday 17 February found 14 members of our Central Oklahoma Chapter of the SDC enjoying coffee and doughnuts graciously offered by fellow member Tom Douglas as he hosted the club at his very nice CARSEUM. In this large, modern building were displayed 22 beautifully restored automobiles, one a Studebaker Hawk, of course, and three motorcycles. Also exhibited were many items of Sinclair memorabilia including two old-style gas pumps. After a couple of hours, with Tom patiently responding to our many questions and comments, and during which Peter Rodrigues gave a very informative lecture on Studebaker oil pressure problems, we all went to a nearby Braums for lunch and further discussion.

At this meeting Peter asked me to contact a Mr. Chuck Hale of the OHRA about the need for a 50s model Studebaker for a car show. Upon contacting Mr. Hale I found that it's for the International Car Show to be held on

March 9-11 at the Fair Grounds. He is also needing a Packard and a Buick. I agreed to include my '53 Landcruiser in the display of some 200 cars for this special show about which I am very excited.

It is a three day show Friday thru Sunday and will include GM's restored Futurliner #10.

The GM **Futurliners** were a group of custom vehicles, styled in the 1940s by Harley Earl for General Motors, part of the company's *Parade of Progress*—a North American traveling exhibition promoting future cars and technologies. The first time a Futurliner visited Oklahoma City was in the mid-forties, the last time in 1955. I wouldn't be surprised to find someone at this show who, as a teen, saw the Futurliner in 1955!

This is a show everybody will be able to enjoy and you should try to attend.

Mel



GM's  
Futurliner  
1936-2018

Contents this issue:	Page 1	President's Message
	2	Member's Page
	3 - 4	Tour of CARSEUM
	5 - 6	Studebakers for Sale
	7 -	Stude Pete on Oil Press.



## COC Chapter Officers

Melvin McGee  
President  
405-789-7029

Clifton Hill  
Vice President  
405-214-8812

Elmer Davis  
Treasurer  
405-634-3033

Jeri-Alynn McGee  
Secretary  
405-789-7029

Peter Rodrigues  
Tour Master

## Member's Page



March Birthdays	March Anniversaries
Evadean Davis	
Clifton Hill	
Leland Laws	
April Birthdays	April Anniversaries
Cindy Scott	Elmer & Evadean Davis
Jim Jones	
Roland Walters	

### JIM HOCK DOING WELL IN NEW ENVIRONMENT

Judy Hock shares the good news that Jim is now in the VA facilities down at Norman with a room mate who is a WWII vet and they enjoy sharing "war stories".

We talked about the possibility of the club making the facility a destination for a tour with the Studebakers as well as touring the place to enjoy seeing all they offer there.

### Studebakers For Sale

Be sure to check out the items for sale pages in this issue, as a number of members have parts of their collections to sell and other members have need of parts you might have in your collection.

### We Welcome New Members

Very glad to report in this issue the addition of the following new members to the Central Oklahoma Chapter of the Studebaker Drivers Club:

**Brian Woodard and his son, Grayson**, drove their '64 Wagonaire and joined Saturday in the very interesting shop tour of Tom Douglas's CARSEUM, **John Humphreys** owner and rebuilder of a '50 4-door, a Hawk and lots of spare parts for Studebakers was also present for the Saturday shop tour, **Richard Nelson**, of Elgin, OK is getting his '59 Silver Hawk ready for the road after a frame-off restoration, transmission being the next item on his to-do list, and hopes to join us at our next meeting.

Very interesting folks all and very welcomed to the club. Meet and greet at first opportunity, maybe Del's car show in MWC in March.

**Attention: on Saturday, March 10 10am-9pm Coffee and Cars –**

500 car owners with the "Coffee and Cars" club will display their cars from 8:00 am to 10:00 am lot in front of the main entrance of the **Bennett Event Center**

*Pleasure in a job puts perfection in the work .....—Aristotle*



## Tom Douglas hosts tour of his impressive CARSEUM

As mentioned by Melvin in his fine article in this issue, the tour of Tom's "shop" Saturday 17 February saw a commendable turnout of club members and friends and family members, all duly impressed and entertained and glad they made the tour.



Tom tells Mike, Melvin and Cody of his collection



Brian Woodard and co-pilot Grayson enter the Carseum. Grayson loved the T-Bird.



Clifton, Ron and Elmer talk carstuff



Typical nice, clean SINCLAIR station !



An attentive audience hears Peter expound on Oil Pressure problems





Tom & Friends in Jay Leno's Garage



Brian & Grayson's '64 Wagonaire



Beautiful 1930 Ford Model A



Serious Auto Officianodos



John Graham, 1963 AVANTI, and ALABAMA hoodie

A good Studebaker story here



## Studebakers for Sale \*



For Sale -  
- 1956  
Studebaker  
3/4 Ton  
10 year project,  
with more work  
needed to be  
road ready.



**Chevy 505 cubic inch V8 power, 350 automatic transmission, disc brakes. Never been on the road. It has got to go. \$12,000 OBO. Click on this link for contact information:**

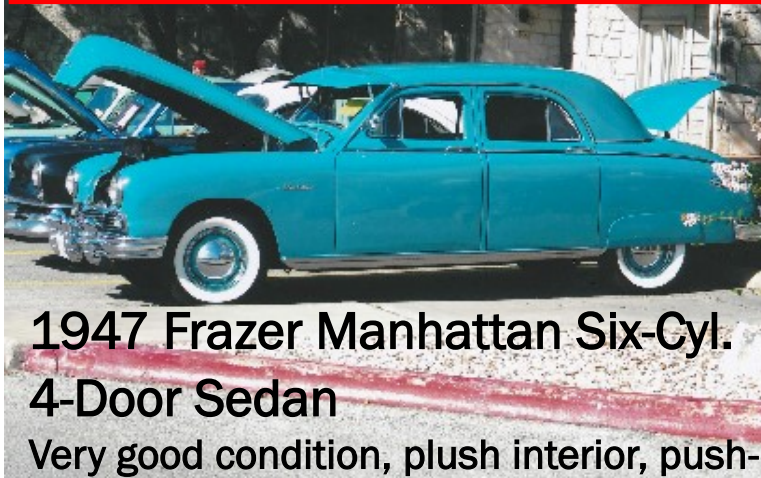
<https://www.facebook.com/marketplace/item/397347110717609>

*As seen in February 17, OKC Craigslist:*

**1960 STUDEBAKER Silver Hawk! V-8 3spd with overdrive - \$8500**  
INTERIOR needs to be put back inside/  
ALL COMPLETE 3 Spd with OVERDRIVE  
Near Paris Texas \$8,500

**1949 Studebaker C Cab - \$30000 (Norman)**  
350 Crate Motor, Automatic Transmission, 3 speed-overdrive.  
Tilt & Power Steering, Disk Brakes,  
Vintage Heat & Air. Super cold & toasty warm  
Hidden Glove Box Stereo with Bluetooth & mp3 ability  
Wheelsmith custom wheels, lots of chrome under the hood.  
**\$30,000 Open to trades.**

Jim and Judy Hock are offering some very nice vehicles from their collection:  
Call Judy at 405-720-3591



**1947 Frazer Manhattan Six-Cyl.  
4-Door Sedan**

Very good condition, plush interior, push-button inside door locks

**\$7,500.00**



**1964 Studebaker Champ pickup.  
6cyl., VERY GOOD condition**

**\$7,500.00**

*It's more fun to arrive at a conclusion than to justify it ...—Malcomb S. Forbes*

\*More items next page >

## More Studebakers for Sale

Billie Roades at **580-758-3738** (call ONLY after 1:00PM weekdays) offers the following items:

(1) **1962 Champ pickup** restoration almost finished, call Billie for details and prices.

(1) **1963 Studebaker Stn Wgn** , light brwn, with extra parts, partially restored: new upholstery, headliner, Billie says it is a Wagonaire but the top doesn't slide.

(2) **Heavy Duty Car-Haulers** (open, not enclosed) Bobby used extra heavy metal in building these trailers.

(1) **1958 Anglia**, 4-door, white with red trim, well restored, slight modifications (bumpers)

(1) **1952 Henry J**, good condition. Call Billie for further details. Pictures were not available at time of printing.

### Studebaker Parts Needed:

Charles Hall progresses steadily on the restoration of his '56 Power Hawk (C Body) and has need of the following: steering wheel, tail light lenses, dome light, and arm rests for both doors.

If you can help, call Charles at: **405-650-2431** or

E-mail to: **thehalls@yahoo.com**



Just lacks "finishing up".

Leland Laws still has truck parts available, some Stude car parts.

Sold all those steering wheels but still has a barn-full of trucks parts Call : **405-771-3973**



**March—April Events:**      Mar 03, 2018      SWEETHEARTS & ORPHANS CAR SHOW      10:00 AM - 3:00 PM  
Waxahachie, TX 75165

March ?? WHEELS ON WESTERN 10:AM -1:PM Will Rogers Theatre parking lot  
NW 42<sup>nd</sup> & Western Lobby Café: 604-4650 719-398-9176 Beck's Garage

**\*\* March 24,**      DCL Foundation Car Show Country-Western Music Hall of Fame - located at  
3925 S.E. 29th St. in Del City, OK. Del City Lions Open Car Show Show 8am to 1pm 3 Pancake  
Breakfast & Concessions & BBQ Del City Lions Delane 405-361-2148 or 405-387-4579

March 15-17      NORMAN SWAP MEET 9am-6pm      405-651-7927  
615 East Robinson, Cleveland County Fairgrounds      Norman, OK 73071

Apr 13, 2018 - Apr 15, 2018 Southwest Street Rod Nationals Oklahoma State Fair Park Oklahoma City, OK

*....If passion drives you, let reason hold the reins.....Benjamin Franklin*

## Studebaker V-8 Oil Pressure Problems.. by StudiePete

Start by verifying the oil pressure gauge reading – to test, replace it with a portable gauge.

Remove the filter supply line from the driver side cylinder head and insert a pipe plug in the port. If the oil pressure “problem” goes away, then re-think your filter installation.

If oil pressure “problem” does not go away, then YOU DO have a problem. An engine tear-down is likely necessary to verify possible issues with oil supply galleys. These galleys feed the crankshaft and camshaft in the block, and may have become obstructed by sludge or may not have been properly dealt with during overhaul.

Please read the following:

**The oil pump moves oil.** It has only one job – to move enough volume of oil to provide for the engine's needs.

**The oil pump DOES NOT PUMP PRESSURE.** All the pump does is re-supply fresh the oil into the bearing spaces faster than the oil escapes.

**Pressure is caused by resistance to flow.** Most pressure is built by very tight tolerances in the engine bearings, etc. Pressure is also affected by the speed of the pump and by the viscosity of the oil; and viscosity is affected by oil temperature.

**The relief valve does not cause pressure;** the relief valve only limits maximum oil pressure, to protect the oil from excessive heat and for conserving energy. But if stuck in an open position the relief valve will return oil back to the oil pan at near zero pressure..

NOTE. It does not matter where the relief valve is placed in the engine oiling system as long as it can sense pressure and respond to excessive pressure.

**Oil takes the path of least resistance,** so if clearances are excessive, much or all of oil pushed by the pump will not stay in the system – causing a drop in oil pressure.

**Oil pumps send oil first to the most critical components** such as the crankshaft main bearings, connecting rod bearings and camshaft bearings, then on to lifters, rocker-arms and various other parts that need lubrication. Any excessive clearances will reduce pressure, as will things like a hole in an oil line..

Now we get to Studebaker V-8 engines. The oil galleys eventually deliver oil to the cylinder heads as do most engines, BUT Studebaker V-8 cylinder heads have oil ports at the left end of each head. The passenger side port provides a pressure sensing place for an oil pressure gauge. The driver side head has a pipe plug in it. That port provides an oil source for those V-8 engines that did not come from the factory with an oil filter. An improperly “plumbed” oil filter is an opportunity to create oil pressure problems.

It is critical that full oil flow not be sent to the filter through this port, or a tragic oil pressure loss will occur. A restrictor – a narrow opening - must be in that line on the input side to the oil filter. Without that many problems are compounded.

The size of that small opening is open to some discussion. I have seen sizes referred to a 0.40”, to 0.060”, to a #50 drill (= to 0.70”). It can be similar to the size of the opening in the relief valve, if you have one on hand to measure.

Back to oil flow for a moment, pressure will only be zero psi if one of two things occur: the pump is broken completely, or the internal leakage is so great that full pump delivery can not keep up with the leakage - the more rpm the more oil delivered by the pump because engine components need more oil for their own protection..

SO, if bearings are worn and spaces have increased and a large diversion of oil is sent from the cylinder head to the newly installed add-on filter, you **will** have introduced a serious problem; that of stealing oil from critical bearing surfaces resulting in dangerously low oil pressures. So it is crucial that bearings be always protected. The oil filter canister must have a free flowing return to the crankcase. It is **NOT** a good idea to restrict the oil coming out of the filter.



## More scenes of Tom Douglas's CARSEUM



The source of Tom's learned, gracious, gentlemanly attitude and his engineering prowess is revealed in the distinctive alumni shirt in which he met the club's invasion of THE CARSEUM.



Well-guarded coffee lounge



Clifton tests Brian and Grayson's knowledge of things T-Birdy, elaborating in areas in which he found them un-informed.



Surely most club members not attending this visit and reading this issue will regret having been absent from this very entertaining tour, and surely, if we talk nice to him, Tom will at some point in the near future allow a repeat of the event and more will join the fun.

*editor*

*.....Innovation distinguishes between a leader and a follower.....Steve Jobs*





Tom's beautifully restored 1961 Hawk with rebuilt engine, the prop for Peter Rodrigues's lecture on Studebaker oil pressure problems.



"...Talkin' a lot and listenin' to wot the other had to say....."

Brian's Wagonaire, Elmer's Avanti II, Peter's Hawk, John's Avanti, and a beautiful CR-V, all in a row.







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## **First Class**

Visit our Website: [studebaker-ok.com/](http://studebaker-ok.com/)  
Also visit us on Facebook

The following is a list of those  
whose dues show paid for 2018.  
If your name is not on this list  
please remit your \$15 dues.  
Thank You. Ed.

Brian Woodard  
Charles Hall  
Clifton Hill  
De Lane Keef  
Don Sutherland  
Elmer Davis  
Gene Robertson  
Jan Marks  
Jess Sutherland  
Joe Parks  
John Graham  
John Humphrey  
Kay Pulliam  
Keith Dodson  
Leland Laws  
Mel McGee  
Mike Scott  
Peter Rodrigues  
Ray Utter  
Richard Nelson  
Ron & Jan Hall  
Tom & Sean Douglas



From the Archives

