

* *Studebaker Drivers: UNITE !! Help push my car, I'll find someone to push yours. * *

President Melvin McGee's Letter:

I hope everyone is doing well this fine September day. I have enjoyed a wonderfully busy schedule these last few weeks. Starting off July 21 with the Cruise-In-For-Coffee at Midwest City, it was one of those perfect weather days and if you didn't get there real early you had difficulty finding a spot. Which caused difficulty getting us all together like we have been able to do in the past. On the bright side we had a good turnout and some interesting discussions. As I recall, it was mostly about cars. Old cars. There was Leland with his 4-Door '90 Avanti ("...they only made 90 a' them."), Don and his '54 Starliner, Charles Hall and the '56 Power Hawk, Joe and his '60 Hawk, Elmer in his highly-modified '53 Starlight, Peter and the '53 *Studie Pete Starlight* coupe. Mike drove his beautiful '55 Chevy, and Melvin – that's me – in the '53 four-door sedan. My Hawk, you might recall, was having power steering installation problems.

Richard and Teresa Nelson dropped by to view the cars assembled. Richard's work on his Hawk is moving along. Glen Masopust was there to join in the confab and Clifton dropped by on the way to a British Car Club meeting.

A couple of weeks after that Pete and his friend came over to my home to help work on my power steering. Rainy morning notwithstanding, it turned out I had to change my King Pin Steering Arms and it was determined I would need an Avanti Steering Kit to get the desired turning radius. We called Classic Enterprise and ordered it.

A week later Pete and I installed the kit while Don observed, took pictures, shouted encouragement and learned some new cuss words. I now have quick turning with a good turning radius. I will have to put shims in my power steering pump to reduce pressure. Pete looked it up on line and ordered it. Just got it delivered but haven't had the time to install it yet. (cont'd page 2)



In this issue:

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 2 Member's Page
 3 Peter Rodrigues Repairs the T-86
 4 Charles & Sue Hall, Master Upholstery
 6 Elmer Davis's Mystery Encounter



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

Below: Leland and Lucille Laws in their recently-remodeled bullet-nose conv.



Member's Page



September Birthdays	September Anniversaries
Earlene Yergan	?
Ron Hall	
Melvin McGee	
Peter Rodrigues	
October Birthdays	October Anniversaries
Larry Cooper	Don & Pat Sutherland
Lucille Laws	
Billie Roades	Model T Ford (1908)
J. Stumpf	
Janice Hall	
Carl Wittrock	
Donald Sutherland	

(President's message cont'd from page 1)

A reminder to all: The next scheduled road trip, our IDYSD, will be Sept 22nd from Yukon to Clinton for the Route 66 Museum. Peter will provide further details.

The November Chili-Dinner and Officer Election Meeting should be interesting and excitingly different this year: at **INCREDIBLE PIZZA**, 5833 NW Expwy Oklahoma City, OK 73132, might be a Pizza-Dinner?

The Christmas Party is set for Saturday Dec. 8th at Charleston's, South side of OKC off of I-240 and Penn, starting around 1PM.



Our club has, once or twice in the not-too-distant past visited the DON BOULTON collection. On Sunday September 2, one of the clubs with which Clifton Hill is associated will be paying tribute to Mr. Boulton on his xxth Birthday. I think it should be noted, and herewith do so.



Rodrigues Gets Serious About Finding Cause Of Transmission Noise

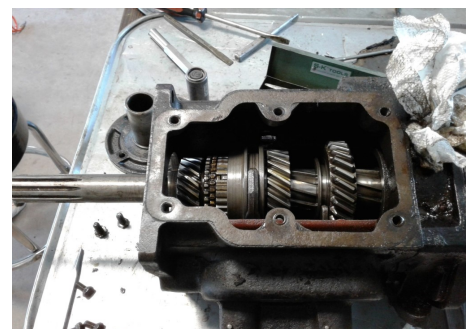
The transmission had been making howling noises in 1st and 2nd gears, but no such noises in 3rd or in 3rd-overdrive.

Today we removed the 3-speed Borg-Warner T-86 transmission with R-10 overdrive from my 1962 GT Hawk.. It is a tight squeeze.. After removing the obvious linkages, bolts, speedo-cable, and so on, then muscling the transmission back over the cross-member, we also removed the overdrive solenoid and cut about 4 feet of exhaust pipe from the left-side of the GT Hawk.



It finally came out, over the rear cross-member and down onto a transmission jack. What I found was the input shaft main bearing had lost more than a few rollers, accounting for the grey, metallic color to the gear oil (a few weeks back I drained the gear oil finding pieces of damaged steel in it).

Today we inspected the transmission, finding that the gears look remarkably good, and (hooray) we were able to remove the bearing from the shaft without further disassembling the transmission. I am hopeful that a good flushing will clean out contamination. Here's hoping that a new bearing, oil slinger, and snap ring will heal this transmission.



From Pete at 10:35 PM(2235hrs)8 Aug: Bummer... Studebaker International in Indiana called to tell me they have 2 of the 3 parts I need for the Borg-Warner T-86 transmission. They have the bearing and the snap ring. DO NOT have the oil slinger that fits behind the input shaft bearing. That slinger is badly damaged in my transmission. I must have a new one. So, tonight I am searching '66& '67 Jeep CJ5 & CJ 6 parts for the T-86. Tomorrow, I will call "quadratedec.com/jeep-replacement-parts" to order a slinger for Jeep's T-86 BW transmission (number 12). Here is hoping that works...

Week 2 - Bummer... Studebaker International in Indiana called to tell me they have 2 of the 3 parts I need for the Borg-Warner T-86 transmission. They have the bearing and the snap ring. DO NOT have the oil slinger that fits behind the input shaft bearing. That slinger is badly damaged in my transmission. I must have a new one. So, tonight I am searching '66& '67 Jeep CJ5 & CJ 6 parts for the T-86. Tomorrow, I will call "quadratedec.com/jeep-replacement-parts" to order a slinger for Jeep's T-86 BW transmission (number 12). Here is hoping that works...

Week 3 - Double Bummer.. Apparently The Jeep T-86 Borg-Warner transmission uses LARGER bearings and nothing from Jeep Replacement Parts fits my Studebaker T-86..

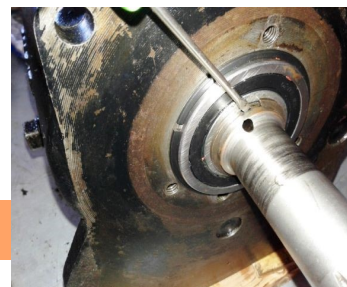
The Slinger



It had been suggested I should try Fleck Bearing in OKC, so, as I was in quite a fix with a Studebaker International bearing but no oil slinger, and a Jeep bearing and a slinger that would not fit, I visited Fleck Bearing on West Main Street

(continued on Page 8)

Stude Flyer Sep-Oct



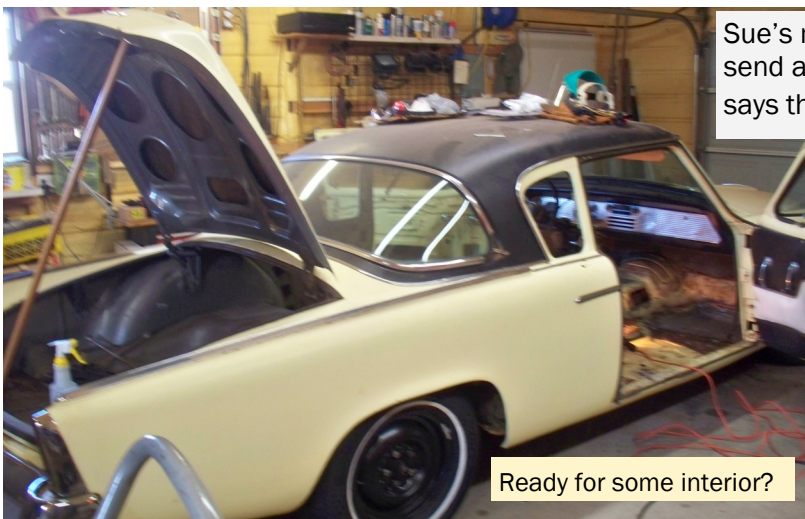
Charles and Sue Hall work their Magic on the Hawk's upholstery

27 May 2018:

Yesterday, I measured the upholstery. I'm going to lay out rough templates on the PC to determine how much fabric to purchase and then Sue and I will visit the supply house. We're going to do black and white (similar to the current layout). Current plan is to finish interior cleanup and then upholstery. I'll install carpet and then seats. When it is time to paint, I'll pull the carpet and cover the seats to protect from overspray. For painting, I'll have to pull or have someone pull the windows and, at that time, I can install the headliner and then get the windshield and rear window reinstalled.



14 Aug: We're having troubles with the front seat and the arm rest. It is age related. Our minds do not agree on the process necessary so I'm slowing down my work on them. Issue: seats have cord running front to rear and top to bottom. The old seats do not line up the cord properly and Sue is very detail oriented (read: perfectionist) in the line up. Each of the panels we obtained from the original covers (I suspect the seats were recovered in the '70s) has to be adjusted in size to make the panels line up. She is having troubles visualizing the adjustments necessary and is very frustrated. I'm playing support role and listening/contributing. I believe I see what needs to be done, but don't seem to be able to communicate it to her. We'll try again today. Meantime, I'm going to attempt to put the cover on the armrest for the rear seat.



Sue's making a spare tire cover. If it comes out as planned, I'll send a pic. I think it's going to be unique. Her embroidery machine says there are over 70,000 stitches in the project.



Back seats



Front seat

On July 28 Leland Laws drove his '90 4-door Champagne Lady **Avanti** to the 2018 Canadian River Cruisers Food & Shelter Car Show and took home a BEST of SHOW.

Congratulations, Mr. Leland !!



Clifton Hill continues to enjoy his very rare Glasspar racer

The **Glasspar G2** was a sports car body first manufactured by Bill Tritt in 1949. It is no longer built today. It was the first production all-fiberglass sports car body built by an American fiberglass manufacturer. A few were built as complete cars (in limited numbers) but most were offered as a The

The Glasspar G2 was born in 1949 when Bill Tritt helped his friend, United States Air Force Major Ken Brooks, design a body for the hot rod Ken was building. The car consisted of a stripped down Willys Jeep chassis with a highly modified V8 engine mounted on it. Bill Tritt, at the time, was building small fiberglass boat hulls in his Costa Mesa, California, factory and he convinced Ken that fiberglass was the ideal material for the hot rod body.

Tritt made sketches of a body and, with Ken and his wife's approval, proceeded to make the body plug and mold for a low-slung, continental-style roadster. A year and a half later, with a great deal of trial and error, the body was finished, set on the chassis and christened the Brooks Boxer in mid 1951. The Boxer mold was then modified and used to produce the beautiful Glasspar G2 sports car that year. Bill Tritt also designed and/or built fiberglass car bodies for British Singer Car Co.,

Clifton at Petit Jean in his Glasspar



1951 Glasspar Brooks Boxer



1953 Glasspar 1953 Lincoln engine

Willys, Kaiser, Volvo, and Walt Disney. His last fiberglass car design was the **Ascot** which the Glasspar board of directors rejected in favor of staying with the core business of boat building. Tritt left Glasspar shortly afterward. Clifton's car is indeed very rare, using the Studebaker engine and #1 of only two known to survive if I understand Clifton correctly.*Editor*

Use Extra Caution In Buying From Storage Units

From Club Treasurer Elmer Davis:

A long-time member of our club died a year or so ago and I had expressed interest in some of the cars he had stored in a big storage facility there in Virginia. His wife called on 16 Jun 2018 asking me if I was ready to come look at the car we had talked about, and other items they had in the storage unit.

On Monday, 18 Jun we started out for Fairfax with the trailer behind a pickup. A 2-day run but we had no trouble until, arriving in Fairfax around 3 PM Wednesday, we realized it was going to be a difficult place to find, our GPS telling us it would require 27 turns from where we were. We then asked at a nearby business for directions to the address the wife had given us and he recommended a direct and simple route and we soon arrived at the unit.

The wife met us there and we looked at the car, and as well as the '54 Studebaker, the guy had a Chevelle and a Cadillac in that storage building and many other interesting items, one item being a reproduction of a P-51 Mustang airplane, about two-thirds the size of the real one. The wife told me a man had called her and wanted to look at the P-51 but couldn't be there until the next day about 3pm. I told her it would probably take us that long on the next day to load and get on the way.

I offered to buy the Studebaker and the Chevelle and told her I would like to buy more of the smaller items in the collection. She told me to just go through and anything I wanted I could tell her later what I had and offer her a price. We settled on a price on the two cars, I gave her the check and she left... with the keys to the building. We looked around and decided what we would want, but it was late, and we didn't have the keys to lock up so we left it unlocked for the night and left to find a place to stay the night.

Early next morning we are back to move the Stude onto the trailer. The Studebaker is at the very back- we move many things to get to it. We can't push the Chevelle but a guy from business nearby has a Tahoe and is willing use it to push the Chevelle out of the way. We loaded what we could into the Studebaker and onto the trailer and the towing pickup.

While we were at work moving and loading things a respectable-looking, very friendly gentleman comes in, wanting to look at the P-51 Mustang the club member had been assembling. Giving his name (we'll call him Mr. X) and seeming very interested in the contents of the storage, he asked if we knew what had happened to the cone that should have been in front of the propeller on the Mustang, thinking we might have already loaded it with the stuff we were taking. I told him I did not think we had done, but we were coming back on next Thursday and, if we find the cone, we would bring it back with us then.

Mr. X then asked if I thought the wife would sell everything in the building and I told him she had intimated she would sell it all for \$3,000 dollars. The man said he could not offer more than \$1,000 and I said I did not think she would go that low. Later the wife of the deceased told me the nice gentleman, Mr. X, had told her that he and I had negotiated a deal for \$1000 for the contents of the building. I stated flatly that was not so. I advised her we were leaving and would be back on Thursday next.

We got the Studebaker and the other items back to Oklahoma, taking a longer time than going out but still within 2 days, unloaded and prepared to return to get the Chevelle and more of the items I'd purchased in addition to the cars. We did not find the propeller cone. We had told the woman we would return on the next Thursday, but as it turned out we were able to leave Oklahoma on the second trip a day earlier than anticipated.

We left on Monday, 25 Jun for the return trip to VA and this time blew 2 trailer tires on a bad chuck-hole (pothole) and had to stop at a Walmart the next morning for tires. This delay caused us to arrive at the storage unit in Fairfax around 6 or 7 pm with no keys to get into the building and no place to park overnight. A wrecker driver at a business nearby was leaving for the evening and offered his place for us to pull into and sleep and mentioned that there was a car in front of the storage unit we were wanting to work in and thought somebody might be in there.

We went over there, saw the car parked right in front of the door we needed to enter and found the door unlocked. There was someone there.

I quietly opened the door and there in front of me was the Chevelle with three wheels already off and a guy working diligently removing the fourth wheel and tire. I laid my hand firmly on his shoulder and said, "What are you doing here, Buddy?" He tensed suddenly and yelled, "Who are you?" I responded, "I am the owner of the car from which you're removing the tires. Who are you and why are you stealing my tires?" keeping my hand firmly on his shoulder.

He said, "I've got ID! I've got ID! I bought this car." "Who did you buy it from?" ---and he gave the name of the nice gentleman, Mr. X, who had expressed interest in the P-51 and the rest of the contents. I then asked him to show me that ID, hand still on shoulder, and as he reached his hand to his back pocket, starting to stand, a gun fell out of the front of his belt. With my hand still firm on his shoulder I quickly stepped on the gun and said, "Just the ID for now". He showed me the ID of a Federal Marshall, 62 years old. He insisted he had thought he was making an honest deal with (the nice gentleman) and would do anything to help us if we would not call the police. He had his own jack, an empty van to load whatever, and he had the keys to the building. So, we agreed.

I asked, "What did this (Mr. X) look like?" He said he was a nice, clean-cut guy, about 5' 10", etc. and he was told he had to have it out before Thursday. We had given an arrival time of Thursday but were a day early.

The 62-yr old, who may have been a Federal Marshall, worked hard to make everything right and by the time we left it was as if we were old buddies. We loaded up that night. As we pulled out we saw three cars pull in up the street, they pull over, lights on, waiting. Cops? It turned out to be maintenance crew, wondering what we were doing. Rounding out an exciting, interesting evening, we left for Oklahoma.

We don't know if the man we found removing the tires was a thief with a Marshall's badge or a thieving US Marshall, or was he actually conned by "Mr. X"? I had noted the tag number on his car and later found someone to run the tag and his name and nothing came up. The wife who was selling the contents of the storage unit said that the very nice Mr. X had his dad with him when she talked to him. Was he the man I caught? I didn't observe very closely the man at the desk in the storage unit. Could he have been the guy?

I'll probably never know, but I will know to be very careful in all details the next time I purchase the contents of a storage unit.



Tour Master Peter Rodrigues Posts the Following Announcements on Coming Events:

An Oklahoma twist to the Studebaker Drivers Club, International Drive Your Studebaker Day, Central Oklahoma Chapter will on ** Sept. 22, 2018 celebrate IDYSD with our own special

Studebakers go Route 66 WEST TOUR.

Starting with coffee at 9am in Braum's on 1304 Garth Brooks Blvd, Yukon, OK 73099

The Yukon to Clinton tour is a 150 mile round trip to the Oklahoma Route 66 Museum <http://www.okhistory.org/sites/route66.php> 2229 W Gary Blvd, Clinton, OK 73601 Phone: (580) 323-7866 Hours: -9AM-5PM Starting at Garth Brooks Blvd, Yukon, OK

9:30 leave Yukon Oklahoma Continue to Caddo County 51 min (35.4 mi)

Get on I-40 W in Custer County 23 min (17.8 mi)

Follow I-40 W and Rte 66 to N2330 Rd 11 min (10.3 mi)

Follow I-40 Service Rd to Custer City Rd/N2310 Rd/Rte 66 3 min (2.3 mi)

Get on I-40 W 1 min (0.4 mi)

Follow I-40 W to W Gary Blvd in Clinton. Take exit 65 from I-40 W 6 min (6.9 mi)

Take exit 65 for I-40 Loop/Gary Blvd toward Oklahoma/Historic U.S. 66/Museum 0.3 mi

Drive to W Gary Blvd 2 min (0.4 mi)

Oklahoma Route 66 Museum 2229 W Gary Blvd, Clinton, OK 7360 (Round trip is about 150 miles)

Aug. 29 to Sept. 1, 2018 SDC 2018 International Meet Tacoma, Washington

September 8, 2017 International Drive Your Studebaker Day.

Sept 7 & 8, 2018- ORPHAN CAR SHOW, ANGEL INN BRANSON, MO.

Sep 08, 2018 City of Springs Car Show 580-622-6387

The City of Springs Car Show is Sulphur's biggest annual car and bike show.

Over 35 classes of cars. From 9am – 3pm Downtown, Sulphur, OK 73086

Registration: 7am- 11am; Awards: 2:30pm

Door prizes every ½ hour with grand prize drawing of \$1000,\$500, \$250 at the end of the show. Food trucks, music

**** Sept 15** “Cruise in for Coffee” - 8am-11am; sponsored by the City of Midwest City

Santa Fe Cattle Co., 7101 SE 29th A monthly meet & greet



**** Sept. 22, 2018** The IDYSD Route 66 Route 66 Studebakers go West TOUR (see above)

Oct 06, 2018 Holdenville Fall Festival & Car Show 405-379-3675 E Main St, Holdenville, OK 74848

*Holdenville celebrates fall and a love of automobiles with the annual Fall Festival & Car Show.

October 14 OPEN DATE..

Oct 17, 2018 - Oct 20, 201 Chickasha Fall Auto Swap Meet 405-224-6552

712 E Choctaw Ave Chickasha, OK 73018

The Chickasha Fall Auto Swap Meet is held on 40 acres just east of the Grady County Fairgrounds.

Oct 19, 2018 - Oct 21, 2018 Robbers Cave Fall Festival 918-465-3400

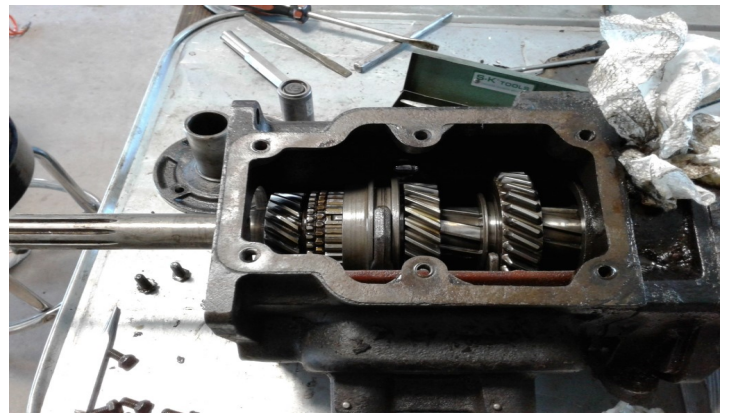
Robbers Cave State Park Wilburton, OK 74578

Robbers Cave Fall Festival in Wilburton includes over 200 arts and craft vendors, delicious food and drinks

Oct 25, 2018 - Oct 27, 2018 Norman Swap Meet 405-651-7927 Cleveland County Fairgrounds, Norman, OK

Sure enough, they had a bearing with a seal, but I still needed either an oil slinger or a spacer the same thickness as the slinger. As I was near Blumenthal in OKC, I stopped in to see if they might possibly have an oil slinger. They did! That sealed the deal. I now had enough parts to put the transmission back together, which I did.

Week 4 - Sherrill and I muscled the B-W T-86 back in to the GT Hawk. The noises are all gone and I have been putting some happy miles on the Gran Turismo.



Rodrigues Studebaker Repair Clinic Also works on Sutherland's Starliner

Don had mistakenly filled his T-86 with synthetic GL-9 and Peter, fearing the synthetic might negatively affect the brass bearings and seals, was kind enough to drain the synthetic and refill with the Real Stuff GL-1.. Don's car still suffers some O.D. engagement challenges after about 50 miles of warming up.



These pictures were taken after all the excess gear oil was removed from everything but Peter's clothes..



The automotive community continues to debate whether switching to synthetic oil in older cars is beneficial or risky. In general, synthetic motor oil offers owners of newer cars, trucks, and SUVs multiple benefits, from extending component life to reducing cost of [routine maintenance](#). If you have heard about the benefits of synthetic motor oil in vehicles, you may be inclined to switch. However, there are some risks you should be aware of if you own an older vehicle.

Before you consider making changing oil from conventional to synthetic, you should understand the differences between them. Regular or conventional oil such as Castrol GTX is made from crude oil and refined through a process that thins the viscosity of the oil to desired levels. Conventional oils may contain additives including zinc or ZDDP that help reduce cylinder wash problems common with conventional oils.

Synthetic oil like Castrol EDGE is created through a man-made process. It often starts as an extract or by-product of crude oil, but then goes through much more refinement. Each manufacturer has their own method to combine it with other materials, chemicals, and additives to achieve the desired results.

Synthetic oil offers several advantages of conventional oil. It copes better with temperature changes and does a better job of effectively lubricating various components in the engine. It also provides more stability in cold temperatures and is more effective at cleaning out dust and debris from the engine. Synthetic oils can also be better formulated for specific uses, such as in high performance or high mileage engines. What's more, some manufacturers claim using synthetic oil increases the intervals between oil changes.

When using the term “older” to refer to cars, it means those manufactured before 1990 or so. The risk with these models is that the seals, gaskets, and other components often aren't as tight as with newer models. Because synthetic oil does a better job of cleaning out sludge, it could remove deposits that are acting as seals. This could result in leaks that cause the engine to burn oil and require you to monitor your oil levels and replace it more often. If you don't, you risk damaging the engine or other components.

Is Synthetic Oil Safe in Vehicles? In the past, warnings were given about switching to synthetic oil because it could harm the engine. The reason for this was that many synthetic oils contained esters, which are organic compounds mixed with alcohol. This combination was often hard on seals in the engine, and would cause them to wear down and start to leak.

Synthetic oil technology has improved over the years, and most cars on the road today should be able to use either synthetic or regular oil, so long as the proper weight is used. In fact, some new cars require synthetic oil. However, one exception is with older vehicles, especially those with high mileage. The seals in those engines may not be able to handle the additives in synthetic oil. However, that doesn't mean it's impossible to switch to synthetic in an older car.

It's not accurate to say that you should never use synthetic oil in an older car. In fact, Castrol EDGE High Mileage is a synthetic oil designed specifically for high-mileage cars. If the car has been maintained and is in excellent running condition, the synthetic oil may protect the vehicle and prolong its life. Also, anytime you [change from conventional oil to synthetic oil](#), always make sure to change the oil filter with every [oil change](#).

Signs of Problems with Synthetic Oil in Older Cars

If you decide to switch to synthetic oil for your older car, talk to a professional technician first. They may want to check over your vehicle and make any necessary repairs or replacements before making the switch. This will help protect your older model vehicle and ensure its long life and continued performance.

Back in the day.....



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 #

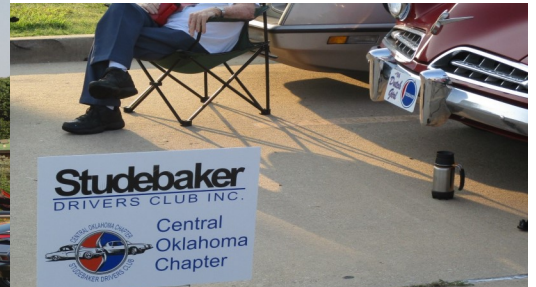
Please list your Studebaker(s) year & model, etc.



Don Sutherland
Editor, The Stude Flyer
617 NW 40
OKC 73118
studebakercoc@gmail.com

First Class

Visit our Website: studebaker-ok.com/
Also visit us on Facebook



Studebaker Corner at Midwest City Cruise-In-For-Coffee 18 August 2018