

Stude Flyer

Serving the exceptionally well-informed Studebaker enthusiasts of Central Oklahoma



Parking at Peter and Kathy's Twin Pines Estate, COC SDC Club Picnic 2011

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COC Chapter Officers

Melvin McGee

President

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Clifton Hill

Vice President

405-214-8812

Elmer Davis

Treasurer

405-634-3033

Jeri-Alynn McGee

Secretary

405-789-7029

Peter Rodrigues

Tour Master

405-899-7418

Member's Page



January Birthdays	January Anniversaries
Jeri-Alynn McGee	
February Birthdays	February Anniversaries
Mary Jones	Don & Jeri Cox
Kelsey Roland	



Jimmy Dean Hock April 30, 1941—Dec. 10, 2018



Jimmy Dean Hock, born on April 30, 1941 to Paul and Veda Hock in South Haven, KS., was graduated from West High School in 1959. Enlisting in the U.S. Air Force he served 8 years, serving on Newfoundland and Christmas Island. After leaving the service he became a Regional Supervisor for Pizza Inn, then had an Allstate Insurance Agency in Midwest City for many years. Jim's outgoing personality served him well in all his business ventures. Jim was an "old car" enthusiast, focusing on 'orphans' - cars no longer in production. A member of the Kaiser-Frazer Club and Studebaker International, he loved spending time showing his considerable collection and talking about old cars. A 32nd Degree Mason and an active member of the "Old Wheels Unit" of the Shrine, Jim was blessed to have built many lifelong friendships due to his involvement in these clubs, in which he remained active until his health began to decline just two years ago.

Preceded in death by his parents, Paul and Veda Hock, sister, Janice Huffer and beloved wife, Barbara, he is survived by his wife Judy (of the home), sons Jimmie Hock (Linda) and Tim Hock (Kristi), grandchildren Lindsay Gasaway, J.D. (James) Hock, Ryan Hock and Kenzie Hill and four great grandchildren. Jim is interred at Sunny Lane Cemetery, Midwest City, Oklahoma.

Happy New Year from your President



Here we go starting off another new year, 2019 ! and 2018 has gone out like a lion with below normal temperatures. Relating back to November's traditional "Chili Lunch and Election of New Officers meeting", we met at Incredible Pizza with 10 members in attendance. Pete shared with us the Avanti repair he had undertaken on

the car destined for south TX and informed us that he and Kathy would be spending the month of December in Australia with family and would be returning in January. Officers were re-elected by popular and majority vote and acclamation.

The month closed out with very nice weather for Thanksgiving, but the Christmas party was canceled due to a prediction of extreme bad weather moving in. It wouldn't have been the same anyway, without Peter and his Santa Clause hat. I'm sure he was wearing his Kangaroo hat as he celebrated in Australia.

Sadly, midst the happiest season of the year, Jim Hock passed away on Dec.10, after a two-year battle with serious health issues, and his funeral was on Dec. 13 in Midwest City. The Studebaker Club was there to wish him a farewell. His grandson did a most touching eulogy, especially informing for those who didn't know that in his younger days Jim was a competitive tennis player, golden gloves boxer, an accomplished dancer and played baseball and about everything else he could get his hands into. It caused many of us to think of how little we know about many of our friends until we attend their funeral service. Maybe we should start asking questions and get to know each other better.

Christmas 2018 has come and gone, we spent some happy days with two of our daughters and their families and did the same for the New Year celebration. I hope everyone else had a good Christmas and New Year and hope to see all of you in 2019.

Mel

7:00PM 5 January:

Lucille Laws called to inform that Leland slipped on ice and fell this morning, breaking his hip. He was taken to St. Anthony's Bone & Joint Hospital, Oklahoma City, 4:30PM 6 Jan...Just talked to Leland in Rm 3347, surgery finished this morning (Hip Replaced!) has been up and walked a few steps. Says he stepped out the back door for the 4th or 5th time that morning and all of a sudden he was on his back. Ball joint in the hip just "broke off". He will be there a few days. I think the phone number is 815-5346 (not positive)



Janice Hall with update on Ron's Surgery:

Hello all,

I wanted to update you on Ron's heart valve replacement which took place on January 3 at St. Anthony Hospital in OKC. They have had him up in a chair several times and a physical therapist has worked with him 1 time. His days and nights are confused as he was awake all night last night after the pain meds and has only wanted to sleep so far today. Not much appetite but the staff seems pleased with progress so far. Happy New Year to all and will keep you posted.

Thanks,

Janice

(January 5)

VP Clifton Hill on Museums of Interest:

Mr. Hill has been visiting "places of interest", intent on finding sites the Club might be interested in viewing, eager to help the Tour Master set up some destinations to look forward to in the upcoming Touring Season.



He found The [D.W. Correll Museum](#) in Catoosa to be quite entertaining, with an interesting history, which you can view at this site of [How it came to be](#) .

Another museum, more or less in the same area (Clifton feels we could make both sites in one day-trip) is the [Afton Station Museum](#) .

Clifton is also familiar with the [Carl Wooldridge Collection](#) in Wilburton. Interesting story there, too.

Also a member of the Vintage Chevrolet Club, Clifton wanted to share some interesting Chevy/Chrysler body information in their [January 2019](#) issue.

(Please notify the editor if these links don't work. They should work with a "Ctrl & Click" if the "little hand" is not there.) 405-528-1561

!!! 2019 Dues Due !!!

Annual dues of \$15 are now due for 2019

Please remit to Elmer Davis

Charles and Sue Hall trade up to a better RV, love the rain, remaining on tour somewhere on the east coast.



We may have experienced some confusion in sorting out pictures and copy from our reporters afield, but as we understand the Hall's situation, they traded for a new RV at some point in their tour of the western regions. No picture received of that transaction. Parking that truck and RV in Galveston they boarded a Carnival Cruise ship for a week or so in the Caribbean. Rained all but two days of that cruise. Upon returning to Galveston they set out for the southeast coast about 29 Dec., traded RVs again (pictured), and have enjoyed rain all but two days as of last report. Planning to return some time in January. Snow will probably greet them on their return.

They will be pleased to know their club name badges arrived in their absence and are quite dry. Another picture Charles sent was of this Christmas tree with a Studebaker decoration or a Stude with tree as a hood ornament. As stated before, I'm a bit confused.



Opportunities are usually disguised as hard work, so most people don't recognize them. Ann Landers

*****Please Note*****

Badges for new members, to have been distributed at the Christmas Lunch, (cancelled due to weather) are indeed on hand and will be available at next meeting—if ever another meeting occurs. We're workin' on it.

ALSO: 2019 Club Dues (\$15) now eagerly anticipated by our Treasurer, Elmer Davis.

Elmer's Special Offer: BOGO (pay for one ,you get one, only one)

The '54 Dutch Girl has spent a lot of time simply sitting in her stall in the Sutherland's stable this year, but has somehow accrued an impressive (to Sutherland) 1,786.3 miles on the odometer. A small part of that mileage was accomplished by 14 year-old grand son Noah Sutherland and by 13 year-old Nicholas. Noah had driven it last year, at 13, so we figured it was time for Nicholas this year. We drove The Girl down to the church parking lot and Brian, their Dad, got short videos of [Noah driving the Dutch Girl](#) and [Nicholas driving the Dutch Girl](#)



A certificate of recognition is being prepared, for having driven a 64-year-old manual 3-spd, amazingly beautiful Studebaker. Grand-daddies are authorized to accord such honors.



Tour Master Peter Rodrigues, returning soon (7 Jan ?) from Australia and eager to lay out Tour Planning for 2019, suggests that we be thinking about upcoming events in which we would like to participate. Contingent upon when the ice and snow melt, of course. By the time you have this issue of The Flyer in hand or on your screen, we shall have scheduled and accomplished a club business meeting and will have a more complete schedule and a better idea of what the weather will be. Or maybe not.

March 14th, 15th, 16th **Norman, OK** Cleveland County Fairgrounds, "All Transportation Swap Meet!"

March 2019, **OKC Auto Show** is happening from Friday to 10 March 2019, Sunday at Oklahoma State Fair Park in Oklahoma City, OK

April 13th **Muskogee, OK** The Cruizaders Car Club of Muskogee: 12th Annual Car & Truck Show

April 27th **Grove, OK** Endless Memories Annual Car Show

May 11th **Yukon, OK** The 2019 Faith Clinic car show

Cruise-In-For-Coffee, Midwest City (some time in April)



Reminder, for those interested:

The Oklahoma City International Auto Show will be held on March 8-10 2019. The show is held at Oklahoma State Fair Park—Bennet Event Center. This is the 101st Anniversary of the show.

If ANYONE knows of an event or destination of interest, please make it known to Peter Rodrigues, Mel McGee(see: chapter officers pg) or Don Sutherland 528-1561

When it comes to getting things done, we need fewer architects and more bricklayers.

..... Colleen C. Barrett

America's Best V-8 Engine: Studebaker from *Hemmings Classic Car* March, 2015 - [Bob Palma](#)

Now, before the Bow-Tie Brigade inundates our editor with demands for my dismissal, I will say this: The lightweight, small-block Chevrolet is America's most versatile V-8, due to its compactness and low cost. But no postwar, domestic V-8 is as tough, and none tolerates poor maintenance as well as a Studebaker V-8. Here's why.

As World War II drew to a close, industry engineers felt that OHV engines, configured as compact V-8s instead of impressive-looking but lengthy in-line engines, would make good use of the high-octane fuels that were developed during the war. Many thought even higher compression would be common by the mid-1950s, so Studebaker engineers designed their new V-8 to accommodate compression ratios as high as 13:1, or more.

When passenger-car gasoline never became blended for such high compression ratios, it left Studebaker with a sturdy, overbuilt V-8. It would be forever criticized as being heavy, and it is for its displacement. But that weight strengthens the engine in unseen ways.

For example, when introduced for 1951 at 232 cubic inches, the Studebaker V-8 had at least 25 percent more main bearing area per cubic inch than did Cadillac or Oldsmobile V-8s, and more main bearing area outright than the new 331-cu.in. Chrysler Hemi, displacing almost 100 more cubic inches! All Studebaker V-8s have forged, not cast, crankshafts riding in those husky bearing webs, to which only forged connecting rods are attached.

Eighteen bolts secure each cylinder head, more than most competitors. Head gasket issues were and have been virtually nonexistent, even when the engine was first supercharged for some 1957 models.

Studebaker V-8s rarely have valve problems. Hydraulic valve lifters were never used; every Studebaker V-8 has solid lifters. Forged, easily adjustable rocker arms ride on shafts in a Studebaker V-8; not cheap, stamped rockers, sometimes on individual, pressed-in studs that can pull out of cylinder heads under the right conditions.

Unique among OHV postwar V-8s is Studebaker's gear-driven camshaft. Not only do timing chains stretch, but engineers often reduce an engine's internal noise by capping camshaft sprocket teeth with plastic composites. They are subject to heat and age degradation, leading to camshaft sprocket failure. (I'd say its timing chain is the only design element preventing Chrysler's 273-360 LA-series V-8s from duplicating Studebaker V-8 minimum-repair longevity.)

Finally, the new Studebaker V-8 did not experience the internal oiling problems that plagued some early OHV V-8s. Studebaker's V-8 did experience early camshaft lobe failures, as did several in the industry until oils and metallurgical issues were sorted out for the new engines.

Studebaker's V-8 design produced an engine that was not only strong, but

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unusually powerful for its displacement. Only the new Chrysler Hemi V-8 produced more horsepower per cubic inch than did the Studebaker V-8 in 1951. From the jump, both engines produced more than ½ horsepower per cubic inch with two-barrel carburetors, a figure Cadillac and Oldsmobile couldn't muster even though their V-8s had already been in production two years. The Studebaker V-8 remained powerful to the end, too; the 1964 Studebaker R3 engine was conservatively rated at 335 horsepower from only 304.5 cubic inches. That's 1.100 horsepower per cubic inch; no small feat in 1964.

Indianapolis 500 legend J. C. Agajanian chose Studebaker V-8s to modify for the 1952, '53 and '56 Memorial Day Classics. Overall sturdiness was reportedly a factor in their being chosen over Cadillac, Chrysler, or Oldsmobile V-8s. In 1952, Agajanian spent \$225,000 transforming at least two Studebaker V-8s into radical, 32-valve, DOHC speedway screamers. Bored 3⁄16-inch and using reworked stock crankshafts, the resulting 274 cubic inch engines produced an incredible 370hp at 7,100 RPM on methanol...in 1952!

Today, two beautiful Agajanian Studebaker V-8s are displayed at The Museum of American Speed in Lincoln, Nebraska. Visit their website to see what was done with America's best V-8 engine.

This article originally appeared in the March, 2015 issue of Hemmings Classic Car.

See various issues of SDC's Turning Wheels monthly publication for articles on why the Stude engines tend to leak oil a bit prodigiously. When people ask, looking at The Dutch Girl, "What kinda car is'at?", I state, "... a '54 Studebaker Starliner Commander. Commander signifies V-8, Starliner means "hardtop coupe", Studebaker means "it leaks a lotta oil."editor(so sue me; it's still the most beautiful car in the world)



Please Note:

With attention to the current "Get a Member ..." campaign, anyone needing an application for membership to the club, Local or National, may use this link:

[Membership Application](#)

to pull up a printable copy (MS Word) to provide to prospective new members.

To those club members receiving this publication in printed "hard copy" use the enclosed form, or, if the form is missing, call me to request more blank application forms. Don Sutherland 405-528-1561.

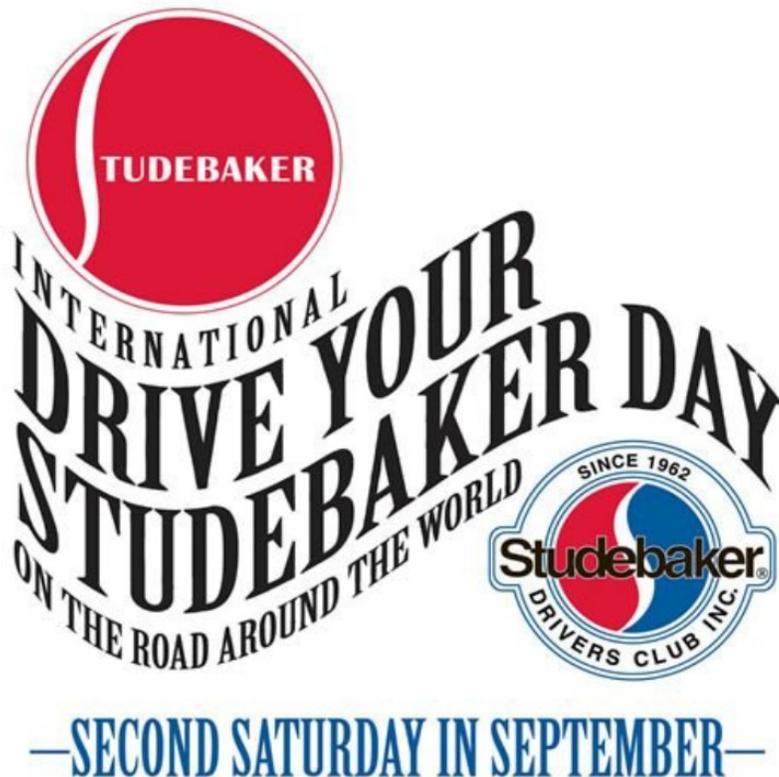
Thank You!



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First Class

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SDC National Membership Drive!

**GET A MEMBER
GET A MONTH!**

The best resource for recruiting new SDC members is YOU! Now we want to reward you. For every new member you get we'll extend your SDC membership by one month! Here's how:

- When you get someone to join make sure they provide your name or member # to get credit.
- No limit! 12 new members = 12 added months!
- New members only or have not been an SDC member for 3 years or more

*Applies to full memberships only.
Effective through 12/31/19*

