



AVANTI

Flyer

**\*Serving the Socially Separated Masqued Studebaker Enthusiasts of Central Oklahoma\***

## A Letter From The President



Very little club activity to report for these last couple of months, due to restrictions and efforts to comply, created by the coronapanic/pandemic. Our Tour Master, Studie Pete, had some great trips planned which unfortunately never materialized. An effort at accomplishing a car enthusiast gathering occurred Saturday, June 6 when the MG Club invited the Model A and Studebaker Clubs to join them at the "Cars and Coffee" being held at a new location on Pawnee Drive near Memorial, and later enjoyed lunch at Don Sables' place of business. Some then joined in caravanning around Bricktown and Lake Overholser. Unfortunately, I couldn't join in that gathering, due to having a tree trimmer over, but I did hear that the camaraderie and the food was excellent as usual.

Another event attended by some members of our club was the "[OK Classic Cars and Memorabilia Auction](#)" on June 20 at Firelake Arena in Shawnee. I didn't go there, either. However, I did make the "Cruise-In-For-Coffee" on Saturday, June 20, in Midwest City, but was too late to see the MWC firetrucks make their appearance. Don has more on that later in this issue. It felt good to get out and mingle again and it was a relatively good turnout. I understand the Branson show is on as planned, so those of you planning to attend shouldn't have any problems but probably need to get registered and reserve your hotel rooms. Unless there is an unexpected spike in the virus which I sincerely hope not. You might make a note on your calendar for the Christmas Party, 1:00PM on 12 December at [Charleston's](#) on I-240 and Penn. Unfortunately, there won't be a picnic at my house this year due to the pandemic. Be safe, mask up and practice social distancing until all of this blows over.

*Mel*



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## 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  
405-651-7717

**THE "A" LIST** (The following is a listing of those who have paid their \$15 club dues for 2020. This list should be a bit longer, Folks.)

Davis, Elmer  
Dodson, Keith  
Hall, Charles  
Hall, Ron  
Laws, Leland  
McGee, Mel  
Rodrigues, Peter  
Scott, Mike  
Sutherland, Don,  
Sutherland, Jess  
Sumwalt, Ken

## Member's Page



### July Birthdays

Mike Scott  
Ken Hoffman

### Anniversaries

Mel & Jeri-Alynn McGee  
Peter & Kathy Rodrigues

### August Birthdays

Linda Leafdale  
John Graham  
Ken Sumwalt

### Anniversaries

Don & Jeri Cox  
Keith & Linda Leafdale

This Note from Kathy and Peter Rodrigues:

Kathy and I no longer have a land line - ***no more 405-899-7418 GONE!***

Now with OEC-Fiber as our Internet Service Provider, our download speed is 100 Mbps (was 5 Mbps) and our upload speed is 101 Mbps (was 0.221 Mbps). Like some Studebakers - much faster now.

*StudiePete's* mobile number - 1- 405 - 651 - 7717

*Kathy's* mobile number - 1- 405 - 464 - 7635

Central Oklahoma Chapter of The Studebaker Drivers Club yearly dues are \$15.00 and were payable January of this year. If it has slipped your mind now would be a good time to slip it back in your mind and get your name on the "A LIST" so it will be added to the drawing for the PRIZE at this year's Christmas Party at Charleston's!! (jus' sayin')

## .....Y'all have a HAPPY



...and yer dues are due !!!!!

# Tour Master Outlines Attractive Agenda



Central Oklahoma Chapter  
Of the Studebaker Drivers Club  
2020 Tourmaster Planning Activities



**July 4** City of Choctaw Car Show 10am–2pm Choctaw Creek Park, Harper Street, **Choctaw**, Ok 73020

Registration: Entry Fee: \$20 Awards:

All makes and model car show. "Best of" awards given away! Food Trucks, Bounce houses, Cornhole, Fireworks at dusk. More information will be added soon! Hosted by [Vintage Speedwerks](#)

**Fri, Jul 10 – Sun, Jul 12 - NSRA Southwest Street Rod Nationals – 2020** ????

Oklahoma County Fair Grounds, OKC, OK

Website: <http://www.nsra-usa.com> Phone: 901-452-4030

**Jul 18, Cruise in for Coffee, Sat, 8 – 11 AM -**

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



[Cruise in for Coffee](#)

**July 25 - 9th Annual Food & Shelter Car Show 8am-3pm** Andrew's Park 201 West Daws, **Norman**, OK

Registration: 8am-12pm; Entry Fee: \$20 Mail: Floyd Yates, 1615 Canterbury Street, Norman, OK 73069

30 Classes 1st 2nd in Each Class + Best of Shows, 5 Ball Judging, 50 / 50 Pot, Door Prizes, Dash Plaque to the first 50 Website: [www.canadianrivercruisers.com](http://www.canadianrivercruisers.com) Email: [rlan228732@aol.com](mailto:rlan228732@aol.com) ; [crccarclub@aol.com](mailto:crccarclub@aol.com)

Phone: Floyd 405 596 0692 or Ray 405 343 5934

**July 31 - Sun, Aug 2 Slamboree Show 2020 –**

Grand Casino Hotel & Resort, 777 Grand Casino Blvd., Shawnee, OK

**Aug 1 Kingfisher Cool Cars and Crazy Days** in Kingfisher, OK

**August 5, 6, 7, 8, - Chattanooga, TN - 56th SDC International Meet CANCELLED**

**August 5, 6, 7, 8, - Central Oklahoma –  
Keep date open for Special Studebaker Cruise!**

\*\*\*\*\*

**Aug 15, Cruise in for Coffee, Sat, 8 – 11 AM -** Santa Fe Cattle Co., 7101 SE 29th St. Midwest City, Third Saturday from April to October Midwest City hosts a [Cruise in for Coffee](#).

**Aug 29 Cars & Coffee Stillwater, OK 8:30am-11am**

Kicker Facility, 3100 North Husband Street, Stillwater, OK

Hot Coffee and Daylight Donuts! Door Prizes

**All cars, bikes, and trucks are welcome to join us Phone: Terri 623 734 0632**

And before we go we might want to check on the latest :

[Coronavirus in Oklahoma: Isolation measures leading to .....](#)

[CDC warns July 4th could be a disaster for coronavirus cases.](#)

[SOUTH FLORIDA CLOSING BEACHES FOR 4<sup>TH</sup> OF JULY](#)



INVITATION FROM KATHY & PETER RODRIGUES

*Dear Friends,*

*On July 25, 1970 at 11 am we exchanged our vows of love  
at Saint Thomas Episcopal Church in Bethel, Connecticut.*

*So now, fifty years later, we look back on all the years of experiences and  
friends.*

*'We have been truly blessed.*

*Please join us in a celebration of Love.*

*July in Connecticut is not so hot, but we can be certain that it will be hot in  
Oklahoma. We will celebrate outdoors and indoors with friends and chit-chat  
at our home in Noble, Oklahoma.*

*Please join us. Don your masks or come "a la carte".*

*We will respect each other's space as we enjoy food, friendship, and memories.  
In lieu of gifts, we ask that you bring something for the Food Bank in Norman.*

*On July 25, 2020 we are hosting an Open House: from 2:00 to 7:00 pm*

*Beginning with snacks, then dinner and finally, dessert.*

*BYO.B— We will provide tea, seltzer, and water to drink.*

*At our home 'Twin Pines' - 17201 Maguire Road, Noble, OK 73068*

*Rsvp by calling or texting Kathy at 405 - 464 - 7635*

*Peter at 405-651-7717*

What a wonderful opportunity to get the Club together and enjoy a fun-filled afternoon and evening and inundate this deserving couple with well-wishes and show them how much we do appreciate knowing them and get to know them better and get to know everyone and...well, y'know(editor)

# Return to Cruise-In-For-Coffee Welcomed by Impressive Number of Enthusiasts

Midwest City's Cruise-In was a well-attended event on a cool, cloudy Saturday morning, June 20. Our Central Oklahoma group of Studebaker Drivers seemed quite pleased to be able to join in. First one to show, last one to go, Leland Laws in his '99 Avanti 4-door claimed a shady spot and welcomed Elmer Davis as he maneuvered his Avanti to a socially-distanced area while Charles Hall dropped anchor to secure a nice place for his '57 Power Hawk. Mel McGee's '58 Hawk looked great as he parked beside Studie Pete's '53 Coupe and Sutherland found a good slot for his '54 Starliner.



Leland, Mel, Charles & Elmer talk about whoever ain't there.



Pete's '53 and Mel's '58



Leland's rare 4-Door 1999 Avanti



Photos by Studie Pete

As more cars pulled in and people started moving around, most kept a sharp eye out for the first sign or smell of coffee, so the smoke that started to pour from the roof of the restaurant was very quickly noticed. Someone suggested it was only the grille being prepared so we lost interest.

HOWEVER.....we soon heard sirens and THEN.....(cont'd pg 6)



.....and THEN the fire department pulled in with one ladder truck, a rescue truck and a red Fire Dept. SUV. The Chief. The ladder was quickly deployed as some fire-men clambered to the roof some entered the front door with extinguishers and other firefighting equipment. Very quickly it was determined that the smoke was from a bad spill on the stove; all was well. And there were doughnuts and coffee to share with the firemen. And the firefighters did *not* stay to view the cars.

(these photos by the editor)



Mel's Hawk



Leland's 4-door Avanti

As the air clears, information clarifies and fears subside we hope to see more at the next "open" outing and, hopefully, the club will soon come together in greater numbers as well. Our capable Toiur Master, Studie Pete Rodrigues, is busy planning a wonderful celebration of his fifty years with Kathy, but we believe he has also some plans in th-e works for a little Club Cruze. Keep an eye on your eee-mails and an ear to your self-fones.

**AND EVERYONE; HAVE A SAFE AND HAPPY FOURTH-A-JULY !!!**



## ***Odd's N Ends***

- \* There was a man that entered a local paper's pun contest. He sent in 10 different puns, in the hope that at least one of the puns would win. Unfortunately, no pun in ten, did.
- \* A man trying to rob an ATM Machine by attaching a chain from the bumper of his pick-up truck to the front panel of the ATM with the intent of pulling the panel off to give him access to the money inside. The plan went awry when he drove his truck forward, the chain attached to the ATM pulled the bumper off the truck complete with license attached. The man panicked and fled, leaving the bumper and license for an easy arrest by the police. What will the charge be? The man did not steal any money.

### **RIGHT AND LEFT-HAND THREADS**

Sometimes the lefthand threaded nuts have a notch on the corners of the nut, but not always. Some cars that were manufactured prior to the mid '50's had left-hand threaded studs and nuts on the left side of the car. Some cars even used left and right-hand threaded wheel bolts in place of the nuts. Picture shown is left-hand threaded wheel nut with the notches. Since the mid 50's (?) all wheel nuts on Canadian and American made cars have only the right-hand threaded nuts.

Bench grinders usually have 2 grinding wheels, one on each side of the motor. The side with the tool rests is the front of the grinder. On the left side, the motor shaft has the left-hand thread and on the right side, the shaft will have the right-hand thread. For grinders and saws, it is easy to determine which direction you have to turn the nut for loosening. When operated, whichever the direction of travel for the saw or grinding wheel, the nut has to be turned in the same direction for loosening.

**For left hand threads, turn clockwise to loosen.**

While saws and grinders have only the left-hand thread or the right-hand thread to secure the saw or grinding wheel, the reversible drill shaft has both threads to secure the chuck. In time, with much usage, the chuck may not hold the drill bit without it slipping so it is time to remove and replace it.

To do that, the first thing is to open the jaws wide and you will see the head of a screw. It may have a Phillips head or Allen head. Select the proper tool to use and then turn the screw clockwise as it has the left-hand thread.

Once the screw has been removed, then you can remove the chuck. It has the right-hand thread so turn it counterclockwise. If you have difficulty in removing the chuck, get a 5/16" bolt, grind 3 sides on it and insert it into the chuck. Tighten the jaws of the chuck. Use a 1/2" socket on a pneumatic impact tool and set it for counterclockwise direction. Put the socket on the head of the bolt and press the trigger of the impact tool that is set for low or medium impact. The chuck is easily removed. (sorry, no pictures available)

The Dutch Girl and Stude 2 on an outing to [The Service Station](#) in Norman



Just to “get out and about” one day last week, Studie Pete and Don Sutherland enjoyed a meal and an hour’s conversation at [The Service Station](#) in Norman. Peter took some pics with his phone . As we dined, another patron came to our table and asked, “Does that cool brown car belong to one of you?” Peter proudly responded, “Yes, it’s a ‘53 Studebaker!” The gentleman said, “Your lights are on” But still, he thought it was cool, so we marked that down as a “feel good about it” event.



About the picture to the left, Peter says,

**In mid-April my '53 Champion and I took a socially-isolated drive, stopping in downtown Tecumseh for this**

**pic.. *StudiePete***

Our Tour Master reminds us that “They are not making yardsticks any longer.”

Also that, “There was a big paddle sale at the t boat store. It was quite an oar deal.”

(I apologize, editor)

# ODDS 'N' ENDS

## Studebaker - First By Far With A Post-War Car

A new design for the auto industry was introduced to the public by Studebaker for the 1947 market. The design was credited to the Raymond Lowey Design Studios. The design was quite a radical departure from the preceding, conservative models which had many people at that time suggesting that they did not know which way the car was going. The most likely reason for that statement would be the rear glass of the car. It had nearly as much on the 2 and 4 door sedans and more glass on the rear of the body on the Starlight models than it did on the front windshield. Indeed, there were things within the Studebaker that were coming and going . . .

The '47 Studebaker was a very comfortable riding car for that era. The original plan was for the car to have the torsion-bar front suspension but due to inadequate supply of the high- quality steel necessary, the front suspension kept the single, transverse wide leaf, multi-layer spring. For the 1950 model, this single leaf front suspension system would be replaced

with the more modern independent front suspension. For shock absorbers, it used the now obsolete Houde brand, rotary,

2- way with linkage using the longer linkage units for the rear suspension and the shorter linkage for the front suspension. These shock absorbers were adjustable for ride control and repairable unlike the ones that they gave way to which is the telescopic type that would be much cheaper to produce than the Houdaille ones as they were castings and much machine work had to go into their production. The Houdaille shock absorbers, (Right) would be replaced with the telescopic type in the 1950 model cars which used the independent front wheel suspension with "A" frames. This type of front suspension would be used from the 1950 models right through to the time that last Studebakers were produced in 1966.



Soon to go were the vacuum windshield wipers to be replaced with electric units in the 1951 models. The front grille of the '47-'49 models were made of stainless steel and were the last Studebaker models to have it. Replacements were made of pot metal/chrome or steel/chrome. Even the exterior door handles were made of stainless steel for the '47-'50 Champion models. It seems that Commanders and Land Cruiser models of that period may have used chromed exterior door handles. They were molded, shinier and heavier than the stainless-steel ones that were fabricated.

While Studebaker cars had many innovations, they were not as quick to change over from the 6 volt, positive ground electrical system to the currently used, 12 volt, negative ground system as other brands of cars. The year of the changeover was 1956.

Were there design shortcomings? "Yes," in the writers' opinion: The trunk lid has nice appeal but when it rains, the water sitting on this rear deck is dumped into the trunk compartment when the lid is lifted. Also, in some models, the glass in the front doors are too floppy after some use. When opening and closing the doors, the glass should be fully raised or fully lowered and not in between when shutting the door. *Regardless, it is a beautiful car.*



Houdaille shocks by the Houde Engineering Corporation, a division of the Houdaille - Hershey Corporation.

(pronounced hoo-dye)



# Packaging air is waste of money

Reprint from "Canadian Packaging" March 1965

**Packaging technique** is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000-sq ft dockside plant in Hamilton, Ont., where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content—"cube" to anyone in or around the shipping business. And the reason is elementary—the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping

Model Y sedans to Israel, South Africa and Australia.

**Studebaker in the U.S.** has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined

Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

**The economics** of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lb.

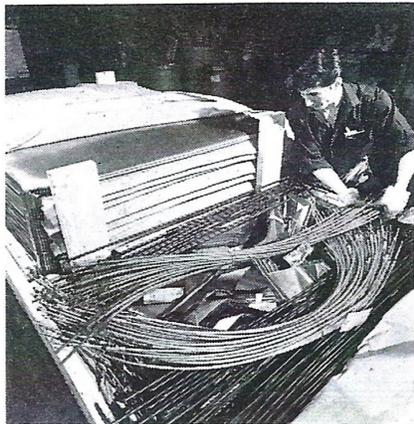
**Parts are delivered** to the dockside operation from Studebaker's Hamilton plant and from the latter company's

As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.



suppliers, working to a schedule formulated by the packing company and Studebaker.

Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.



Panels share crate with cables, other parts.



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

All crates used by the company have plywood facing and tops, with bottom construction of  $\frac{7}{8}$  x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using  $\frac{1}{4}$  in. plain and perforated and  $\frac{3}{8}$  in. banding supplied by Acme Steel Co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down, have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant but, to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate—eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

For framing components, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of

the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

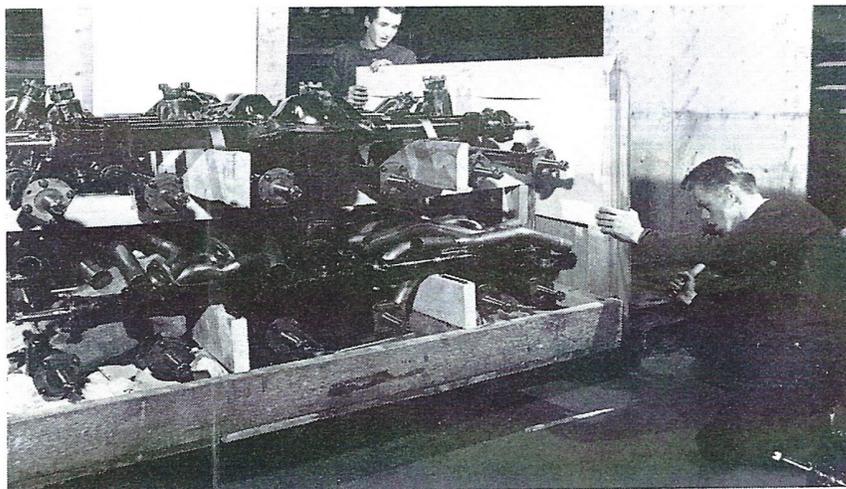
**For critical components**—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted but weighed, using a Toledo over-and-under scale.

**When a shipment** is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

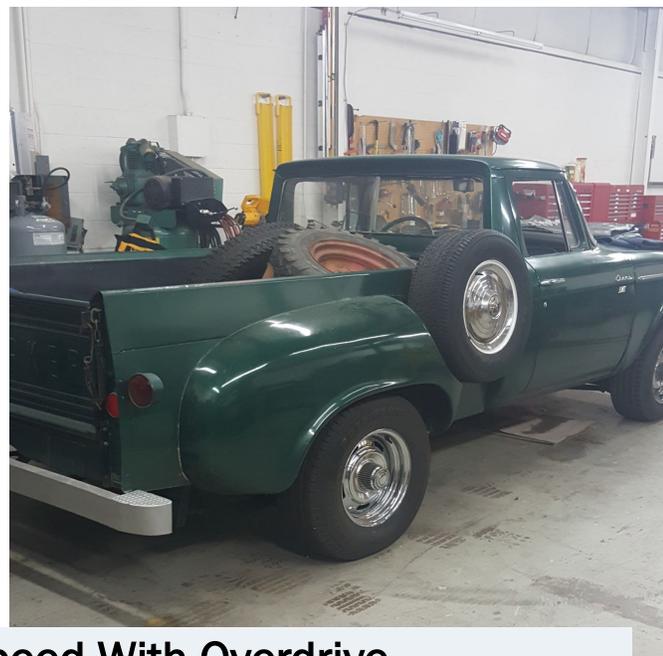
**Illustrating the efficiency** of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. And total delivery during the period amounted to 2,500 vehicles. □



Here's another example of how various car parts are packed to conserve space in crates.

Reprinted from CANADIAN PACKAGING March 1965  
FOR SUMMERHAYES INDUSTRIAL AND WOOD PRODUCTS LIMITED





**1960 Studebaker Champ, V8 3 speed With Overdrive  
Better Call Paul at 405-371-9518 Oklahoma City  
Paul can give further details on this Champ pickup**



Priced at :

**\$7,500.<sup>00</sup>**



**2 Studebaker Hawks FOR SALE**

A rare opportunity to buy 2 Studebaker Hawks in nearby Cleveland County. Both are offered for sale as a pair or individually. The prices are not yet set, but both Studebakers are climate-controlled, inside stored, older restorations and considered in very good condition. ***The 1956 Hawk and the 1960 Silver Hawk have V8 engines with automatic transmissions*** and would be superb drivers. Please contact **StudiePete Rodrigues 405-651-7717** for more information.. **NO they are not his cars, he is just helping a friend..**

**August 08, 1940 -June 12, 2020)**

**Carl Gene Purdy, age 79, passed away from this life on June 12, 2020 in Sand Springs, Oklahoma.**

**Carl was laid to rest on June 17th at Woodland Memorial Park in Sand Springs, Ok.**

**Carl and his wife Betty were long standing members of the North Eastern Oklahoma Chapter and Ozark Trails Studebaker Clubs, with Carl serving as President and Tour Master in the North Eastern Oklahoma Club and Vice President and Tour Master in the Ozark Trails Club. He had restored several Studebakers: a 1951 canary yellow Studebaker Commander "Bullet Nose", a 1949 teal green Studebaker Truck, a 1948 Studebaker Business Coupe, and a 1956 Studebaker Station Wagon. In their travels, it was discovered that Carl had an uncanny ability to run into someone he knew from home or another place visited.**



**Carl is survived by his wife of 59 years Betty Ruth Purdy, his daughter Cheryl (spouse Heath) Willis, his son Ryan (spouse Kara) Purdy, his grandchildren Hunter Willis, Cayley Willis, Kristen Purdy, and Riley Purdy, and numerous other family members and friends.**

Toiur Master Peter Rodrigues has this to say:

*. Hoping we are all doing well  
as we look forward to some sort of return to normalcy..*

*First of all, I have not had, nor do I have the COVID-19 and I am very healthy.*

*But my story begins this way:*

*I feel better now..... Near the end of April 2020, I began to develop a rash on my lower back, similar to when my body has to a small allergic reaction. That reaction does not occur often for me, but I am aware of it enough to "keep an eye on it". As April ended and May began, an itch accompanied the rash, so I monitored my reaction as I used Benadryl tablets along with a Benadryl cream to deal with the rash and itch; but it continued to progress to my front and parts of my legs. As a 75-year-old man living in a fairly rural area of Oklahoma, I became concerned about my rash and, although it is not one of the common symptoms, concerned about COVID-19. So, I went last week to an urgent care clinic for a doctor's assessment. Because of my age and of my rash, they asked permission to give me 3 tests; one a COVID-19 antibody test, one for a tick-borne disease, and the 3<sup>rd</sup> to test for the possible Coronavirus in my body. The prescribed medication was Prednisone, a Corticosteroid, for the rash and a tablet for a possible tick-borne disease. The rash is not all gone yet but it is way better, the itching is almost all gone, BUT THE GOOD NEWS is that today I received the results of the 3<sup>rd</sup> and last test – THEY ALL CAME BACK NEGATIVE... Hallelujah...*

**StudiePete**

Leland Laws is considering trading his '99 Fordor Avanti for the '54 Packard his son now has. Leland says Lucille has difficulty getting in and out of the Avanti and would rather ride in the Packard anyway. If that happens, we will enjoy seeing Leland again in the Packard. We will enjoy seeing the Packard anyway.



Don Sutherland  
Editor, The Stude Flyer  
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studebakercoc@gmail.com

**First Class**

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Also visit us on Facebook



Every book has been rewritten every picture has been repainted, every statue and street and building has been renamed. Every date has been altered.... History has stopped. Nothing exists except an endless present in which the Party is always right."

-1984, George Orwell