

# Flyer

**\*Serving the exceptionally au courant Studebaker enthusiasts of Central Oklahoma\***

## Our Club Joins In The Inauguration of Route 66 Centennial Activity

Many of our club activities involve a tour to a site that allows us the pleasure of “getting on Old 66” and imagining - or remembering! \*- what it was like to have been piloting our classic Studes or Hudsons, Chevys, or Fords down that particular stretch “back in the day”. The “Main Street of America”, The “Mother Road”, the road that became official in 1926 will be 100 Years Old in 2026 and a [Rte 66 Centennial Commission](#) Act was set in motion by the 115th Congress “to honor highway Route 66 on the occasion of its centennial anniversary.” Oklahoma, of the 8 states through which the famous road passed, has the most remaining miles accessible to today’s motoring tourist and already enjoys a considerable amount of traffic along the I-40 corridor

and is eager to participate in the activities planned. Please read President Mel McGee’s letter in this issue describing how members of our club, due to Vice President Clifton Hill’s quick action in advising us of the opportunity, was able to share in the inaugural activities of [Oklahoma Route 66 Commemorative Society](#) at the State Capitol.

So many interesting, even amazing sights and scenes on our portion of Rte 66. Surely we haven’t seen all! Our Tour Master, Studie Pete, is eager to help us plan some more good touring. Be alert to announcements of further efforts by our OK Secretary of Tourism in organizing activities to “honor the Main Street of America”. For those who plan to live that long it should be an interesting few years from now to 2026.

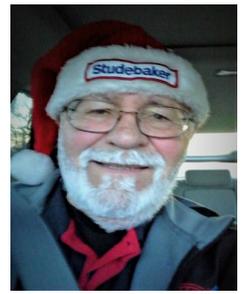
..... **HAPPY NEW YEAR !!** ..... editor.....



### Studie Pete Shares The Joy Of Giving

Christmas Day, as in so many past Holiday Seasons, found our own capable, estimable Tour Master Peter Rodrigues, better known in the better *Classic Car Circles* as “Studie Pete”, standing in the line at Norman High School’s, [Christmas Day Community Dinner](#) YES! Serving, serving!

Ladling out the gravy, slices of ham, turkey, dressing, Peter gets more joy out of helping the community, on many occasions, than driving his beautiful Hawk. ... Well, maybe that is a stretch....



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COC Chapter Officers

Member's Page



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Jeri-Alynn McGee

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405-789-7029

Peter Rodrigues

Tour Master  
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**January Birthdays**

Jeri-Alynn McGee  
Martin Luther King  
Elvis Presley

**Anniversaries**

Darwin Day

**February Birthdays**

Mary Jones  
Kelsey Roland  
Clark Gable

**Anniversaries**

Don & Jeri Cox

Coming together is a beginning;  
keeping together is progress;  
working together is success.

.....*Henry Ford*



Dec 7, while Central Oklahoma Chapter Studebaker Drivers lounged inside in the warmth of the Charleston's comfortable dining area, our faithful steeds stood waiting outside in frigid 70s

Route 66 has gained a reputation as the United States of America's most famous road. How did that happen, and why does it still matter?

**Cyrus Avery** was one of the founders of Route 66 in the 1920s, and he strove to create a road that would connect the Midwest to the West. The road quickly became a key route for migrants escaping the Dust Bowl and the Great Depression, forming its early reputation as “the Mother Road.”

That travel, in turn, inspired a second incarnation as home to kitschy roadside attractions and goofily beautiful motels that played home to travelers and road-trippers throughout the 20th century. Though the road was eclipsed by the Interstate Highway System starting in the 1950s, it remains vital today.

That's because it's a road that's more than a strip of concrete (or gravel, or dirt). It's a historical document of everyone who's traveled on it — as the many contributions from Vox's YouTube subscribers show, that keeps it going even as the interstates run alongside it.

**Watch this video to learn more:** [Why Route 66 is Important](#)

### Interest In The Route 66 Centennial Commission Efforts

The “Main Street of America”, sometimes called the Will Rogers Highway was a very popular road even as grading and graveling began in 1926 with the excitement only growing as the country began to use and appreciate it. And Oklahomans have been deeply involved from the very start in the creation and advancement of the road.

Most of us who have toured The Old Road have read of the exploits of Cyrus Avery, of Tulsa, Oklahoma, in the naming of the highway and indeed, the routing thereof. Shortly after the announcement of the creation of U.S. Route 66 a US 66 Highway Association was formed by Cyrus Avery, of Tulsa, Oklahoma, and John Woodruff, a Missourian from the Ozark Trails Association, with representatives sought from each of the eight states to be a part of the routing.

Perhaps not as many are aware of the parts played by so many other Oklahomans. Such as the publicist Lon Scott, recruited by Avery, and the 3,342.3 mile transcontinental foot race organized with aid from C. C. Pyle. From Los Angeles to New York, via Chicago, half-way point being Claremore, OK, the race was won by a 20-year-old. Of 275 entrants starting in Los Angeles on March 4, 1928, some being “professional” experienced runners, only 55 crossed the finish line in New York 87 days later and the winning 20-yr-old, crossing the finish line hours ahead of the second-place winner, was none other than Andrew Hartley Payne, Andy Payne...of Foyil, Oklahoma. Not far from Claremore.

*You've gotta gitta book and read all about it!* Or Google it.



# MESSAGE FROM THE PRESIDENT..... *Melvin McGee*

Wishing everyone a Happy 2020 New Year! 2020. Sounds good, looks good. Will we all see more clearly in 2020?

As we enter what promises to be an exciting and interesting year ahead allow me to reminisce on our closing moments of Club events of 2019.

On Dec 3 myself, Don and Leland attended, along with several other car buffs from other clubs, a meeting of the [Oklahoma Route 66 Centennial Commemorative Society](#). Club VP Clifton Hill had advised us that they wanted old cars, representing the heyday era of The Mother Road, to line up on the entry to [Oklahoma History Center](#) so that everyone arriving at the meeting had to drive by us. The first person to greet us as we gathered outside was Rhys Martin, the president of the Oklahoma Route 66 Association, who told us how they wanted us to park.

Once inside [Dr. Bob Blackburn](#), Deputy Executive Director, Oklahoma Historical Society, greeted us and thanked us for sharing our antiques. We then proceeded to seats in the meeting room

Matt Pinnell, Lt. Governor, Secretary of Tourism and the master of ceremonies for this meeting, opened the sessions with introductions of the state Senators and representatives who attended, then [Michael Wallis](#), author of perhaps the best book on Rte 66, "[Route 66 – The Mother Road](#)." Commenting on the book and his many trips over the road, he noted that many of the thousands who yearly visit the USA are from Germany, Russia, Japan, and China, eager to "get their kicks on Rte 66". He told of a group representing [China's tourism industry](#) asking him to come to their country to help them create their own Rte 66. He told them they might create an Alamo shrine, or something similar but the culture of RTE 66 and its history could never be duplicated. It was a great speech. He then introduced [Rhys Martin](#), travel writer, road-tripper, who went into how he became so interested on Rte 66 in 2013. A year later he decided to travel all 8 states the road passed through, and Oklahoma has more of those miles still available to drive. He had recently dined with a group of Canadian journalists touring Rte. 66. The

State has 5.75 million in the budget allocated to promoting Tourism and the Lt. Governor is looking into raising the cap in the smaller communities and asking their ideas on what they need to bring in more tourism. Dr. Blackburn spoke of the importance of preserving our mileage of the road, emphasizing that tourism is the third-largest industry in the State and how the Rte 66 Association was started in 1989 when in walks [Governor Stitt](#) who was then introduced as the 17th Governor but he corrected it to the 28th. The lieutenant governor is the 17<sup>th</sup> Lt. gov but we've had fewer of those than governors. He commented on Rte 66 as The Mother Road and of its popularity creating so much tourism from around the world. He pointed out different popular sites along Oklahoma's miles of Rte 66, with the [Davis Gun Museum](#) in Claremore, worked his way down to the Blue Whale in Catoosa, skipped Pops and Arcadia's Red Barn and went directly to El Reno and further West. There were representatives in the room from most of those communities.

The meeting then broke into groups, with the Senators and Representatives sharing tables with their constituents, with the goal of finding out what the State might do to help these people attract tourism to their areas. We were not included in these groups, nor in their lunch. We got in our classic cars and drove home.

Then on Dec. 7 a fine group of club members gathered for the Annual COC SDC Christmas Party, again this year at Charleston's. After a fine meal and pleasant discussions we had a drawing for "1 yr. Paid dues" and the name drawn was Pat Sutherland, wife of the editor of our fabulous Newsletter. Hey, Don & Pat, CONGRATULATIONS ... it must have been fixed.

Christmas Day found our illustrious Tour Master, Studie Pete Rodrigues, engaged as a volunteer in dishing out turkey and ham and all the trimmings at the 33<sup>rd</sup> Annual [Christmas Day Community Dinner](#) at the Norman High school. Good on ya, Studie Pete!

See everyone at the first Club Meeting this year. Hope all of you had a good and safe HOLIDAY.

*Mel*



## 1956 Power Hawk wiring challenges

Charles Hall, constantly seeking perfection in the restoration of his '56 Hawk, has been ~~causing~~ experiencing trouble again, this time with wiring discrepancies in alternator– to-ammeter-to-battery ghoul. His ammeter will indicate only negatives, no positives. Which is to say, it shows when discharging, never when charging. He knows the alternator *is* charging because constant checking with the volt meter shows the battery always fully-charged. Charles could give you a much more technically-correct explanation, had he paid more attention in those classes while earning his master's in computer science and his license to fly the Navy's helicopters, but he went to sleep when I was trying to elucidate in detail. but here's what he reported today: (29 Dec '19)\*

*"Learned something today from SDC group on FB.*

*My Hawk (all '56 and subsequent) came with 12V systems. They were generator not alternator based. So, someone has pulled the original generator and replaced it with an alternator. The left-over regulator is just that, left over. The stubbed out wiring is left over as well and probably should be removed along with the regulator.*

*Reason Stude went with 12v instead of 6v is the cost and weight of copper. 6v takes much heavier wire to deliver the amps needed for things in the car. With 12V, the wire diameter can be reduced substantially (you have I have discussed this in the past).*

*FB group told me where they think I should pick off for my ammeter and cautioned me that if I add on much electrical loads, I'll peg the ammeter and have to get a newer one that reads higher. Good info."*

*\* Will keep you posted but know that Charles Hall will overcome this challenge. Ed. dqsuds*

*P.S. Not sure Charles understood the FB group statement; they may have told him "...pick off..", but it may have been a different word before "off". Jis' sayin', y'know? dq*

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Be that as it may we must now try to find an excuse for this issue's lack of current data and interesting pictures. Your editor lost consciousness about the middle of September and didn't awake until around the middle of December, therefore missing out on a lot. That's not an excuse, just a reason.

The editor's wife suggested "This page intentionally left blank" to be entered in all the gaps, but I hope readers will appreciate my sly insertions of "out of the past" pages.

We have found all the Route 66 Centennial preparation to be rather interesting and hope our club can participate in some of "what's going on" between now and 2026. Let's discuss it at the next Thursday Meeting. Perhaps we might even discuss a better bar at which we could gather. Or not.





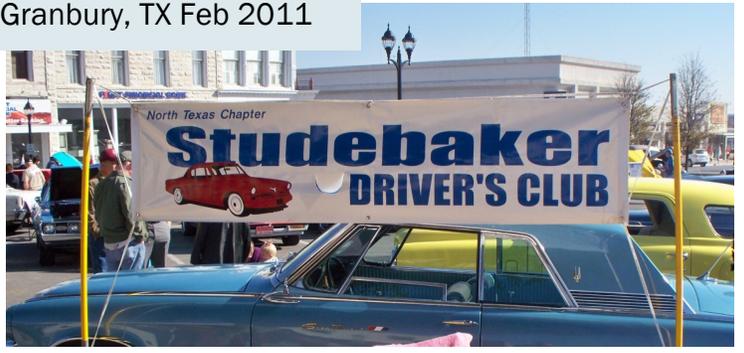
**Letter From the Prez** (*Studie Pete at the time*)  
(same Jan-Feb 2011 issue of "Stude Flyer")

Our November chili dinner meeting followed by the chapter elections was a gas... [Peter, did you really intend to use the words —chili and gas in the same sentence? – editor] The election results are: President- Peter Rodrigues; Vice President- Jim Hock; Tourmaster- Clifton Hill, Sec-retary- Melvin McGee; Treasurer- Kathy Rodrigues; and Editor of The Stude Flyer- Jerry Starr.



**Feasting and Merriment at the Christmas Dinner**  
Members enjoyed fellowship and good food at the Interurban Restaurant in Norman. Below, a hush falls as attention focuses on Studebaker Bingo boards.





Then, back on Route 66, NEO Tulsa Zone Meet 2011 and we remember Leland Laws' Old Faithful pickup.



...and the COC SDC Picnic At Twin Pines that year!



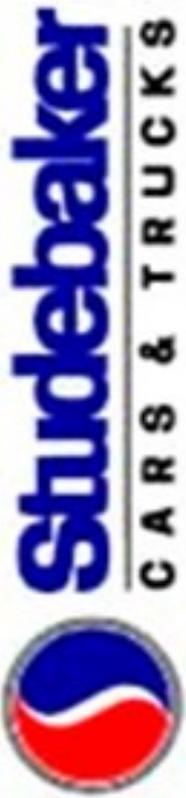


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*It's Never too Late to  
Have Another Happy Childhood!*

*1960 Studebaker Lark VIII*

*Owner: Gerald Starr 2011*