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NORTH TEXAS

WHEEL

**A NEWSLETTER OF THE NORTH TEXAS CHAPTER
STUDEBAKER DRIVERS CLUB**

President's Remarks

December 4th, is our annual North Texas Chapter of SDC Christmas party and election of officers.

Your sponsor this year, is John Caldwell. The location is 3883 Turtle Creek Blvd. Dallas, TX. 75219. Time is 11 to 3

What to bring. Your club will furnish the meat dishes, beef, chicken and ham, as well as drinks such as tea, carbonated drinks and water. Club members can prepare or buy their own favorite side dishes, salads, bread, desserts, etc. Oven, cooktop and refrigerator space will also be available for us.

A \$20 donation in lieu of gift exchanges will be collected for the charity of choice of the dinner sponsor.

Not attending but want to donate? Send a check to your club treasurer, Leon Carpenter at 5711 Highgate Drive, Arlington, TX. 76016. If you can do it now we can have a total donation amount by the end of the party.

We will also be doing a 50/50 drawing for fun and profit and if you win, have to keep it.

Club officer elections will also take place & will be outlined in a future email.

If you have any questions about being our club President or any other position please give me a call at 214-797-7158.

Editor's Message

Ugh—daylight savings time. These 2 pictures were taken 2 days apart. The first was at a weekly Friday evening car show I normally attend. The lower shot is the same location at the same time but 2 days later IE after daylight savings went into effect. The parking lot was pitch black but doesn't show from the overhead street lamps.

To many of our northern fellow car enthusiasts, this brings the cars into hibernation for the next 4 to 6 months.

In Texas, we are fortunate to drive and work year round. What projects, major or minor do you have intended over the next couple of months — drop a line and let your fellow members what's going on in your Studebaker world!



As Gary said in his message, elections will take place on Dec 4th at the Christmas lunch. If you are considering running for a position, please let Gary know ahead of time. The club is open to new blood and fresh ideas!

Buy-Sell-Trade-Donate

WANTED

Enclosed Car Trailer, 22 feet but 24 is better, contact Bill Osborne

Email address: perledupond@gmail.com

New, in the box, purchased from StudebakerParts.com. 50% off current price.
Prestolite distributor cap (cap010) \$11. Rotor (rt010) \$6. Carter WCFB overhaul kit (crb108) \$25.

Rochester 4-jet carb. Ran well when removed from Stude 289. Comes with carb kit. \$85. This was same carb on early corvettes and many GM 283's

eranne@verizon.net 972 741 2795



The Club has C-K seats for sale

Buy-Sell-Trade-Donate



1962 Grand Turismo Hawk

Approx. 82,000 miles

289 V-8 with "three on the tree."

I am the third owner and have owned it 5 years.

Asking: \$17,500.00

Contact Michael Geisler

214-384-6072.

mgeisler@venturedfw.com

Editor's Message

Several months ago at a club meeting I had the pleasure of meeting & speaking to a young man by the name of Brian Snodgrass.



Brian has a fascinating story (or shall I say many stories) of his family's lineage with Studebaker. Brian in fact to this day owns his grandfathers station wagon and are you ready for this, his great grand fathers tow truck.

Brian is busy restoring both at the same time.

Not only is he passionate about Studebaker but as you will soon read so is his entire family.

I will include the adventures of Brian in this issue.

He provided so much information that I will continue in the November newsletter with a detailed history of the family's love for Studebaker as written by Brian's aunt.

Enjoy the ride.

Other members who I hope with time will share their adventure are the Macleod's. Their collection of Studebakers scattered across North America all have a story to tell. The latest addition to their collection is a 63 Avanti posted through the club.

With a club that dates back to the 60's I'm sure there are many more untold stories to tell. If you have the urge to share your experience but aren't a writer or computer literate, give me a call, drop me an email, post a hand scrawled letter in the mail with some photos of your Studebaker memories and we'll work it into an article to share with your fellow members.

The club is only as strong and as active as its members!

Cars, My Dad, and Me

Part 1: The Beginning and Guymon, Oklahoma

Patsy Rae Dawson

(Revised 10-03-2021)

I was born October 19, 1945, while my dad was in the Navy stationed on Canton Island in the Pacific during WWII. The United States dropped two atomic bombs on Japan and abruptly ended the war. My dad figured that event probably saved his life along with about one million other service members. The Navy began sending their military home by giving them points for their age, marital status, and if they had children. Since my dad was married and now had a four-month-old daughter, he was one of the first to be discharged.

When Dad arrived back in Downey, California, he quickly made his way to the little white house with a white picket fence he and Mom shared. Mom saw him coming and ran to greet him at the gate. But Dad jumped the fence and said, "Where is she?" sixty-five years later, Mom still remembers that greeting.

After the war, cars were hard to come by, and the government regulated how much they could be sold for to keep car owners from taking advantage of the hard times. Dad found a very slick, shiny black, 1940 Ford coupe. The owner told Dad he'd take a cashier's check for \$835, which is what the government said he could charge, plus \$300 cash. Dad thought it was a good deal and bought it.

The car didn't have a back seat, but Dad promptly built one, so I'd have a place to ride. Then Mom and Dad decided to take a trip to Hardesty, Oklahoma to visit Mom's relatives before Dad settled in on a job. My first picture with Dad is on that trip sitting on the fender of the car with him standing beside me in the desert.



When we got to Hardesty, MawMaw and PawPaw (Ocie and Ida McBride), Mom's grandparents, lived in a dugout on a farm where they had lots of animals. Unfortunately, they owned goats that knew exactly what to do with Dad's new car. These goats thought it was great fun to jump up on the hood of Dad's car, walk across the top, and then slide down the back with their hooves scratching the shiny black finish.

This upset Dad, but MawMaw and PawPaw thought it was funny to watch goats sliding down a car. From then on, every time we went to visit Mom's grandparents, Dad tried to run over the goats. But no matter how hard he tried, he could never hit a single one! Those goats continued to slide down the back of his car every chance they had.

Cars were very important to Dad. He began working on them when he was about 9 years old. His teachers soon learned that if he skipped school, he was probably working on a car. When he'd come back to class, they'd ask him, "Did you get that car to running?" They knew the answer, or Dad wouldn't be back in school.

When he was only 11, he made a deal to trade his 22 rifle, bicycle, and a live hog, plus he would owe \$20 for a used 1927 Model T Ford soft-top touring car.

When Uncle (Sylvester Roach who raised him) walked in on the deal, he said, "You can trade all those things for that car, but you're not going to owe any money."

Dad just knew Uncle ruined the deal, but the man accepted the trade. The next day Dad took the engine out, then took it apart, adjusted everything, and put the engine back in. He kept the car for a year and then traded up for a totally new body style in a used 1930 Model A Ford 4-door sedan. Back then, states didn't require driver's licenses, and Dad easily found jobs to earn gas money at 30 cents a gallon.



We spent my first birthday in Hardesty, Oklahoma with Dad helping PawPaw and the rest of the family build a brick building large enough to pull combines and other farm equipment in for repair.

However, Dad decided not to invest in that project, and we went back to California where Grandmama and Grandpapa lived (Mom's parents, Tom and Ethel Collinsworth). We got back in time for Tom to be born on May 20, 1947, in Downey, California.

PawPaw and MawMaw were always pushing their children to leave California and move close to them. Grandmama and Grandpapa gave in and moved to Guymon, Oklahoma, 18 miles west of Hardesty.

We followed Grandmama and Grandpapa to Guymon. We arrived before the spring of 1948. Dad organized a custom cutting trip with his two brothers-in-law, Bill and David Collinsworth. Bill was out of the Navy and David was still in high school.



We don't know if Dad used his own combine or borrowed PawPaw's. Most combines back then were pulled by tractors instead of horses. Dad didn't want to buy a tractor because he'd have a hard time selling it when he got back home. He went to his regular banker and asked for a loan to buy a jeep.

When the banker was going to turn someone down, he'd pick up his fly swatter and start swatting imaginary flies. So the banker picked up his fly swatter and said, "Everyone knows you can't pull a combine with a jeep."

"Instead of accepting defeat, Dad walked across the street and got a loan from a banker he'd never done business with. Dad took Mom, Tom (2 and a half years old) and me (3 and a half years old) on our first custom-cutting trip. One picture shows me standing on the fender of the jeep. Mom was pregnant with Lary, so this was his first harvest too.

Custom cutters parked their equipment along the highway outside of the towns for the farmers to come hire them after inspecting their equipment. Dad said, "I'm sure I got a lot of jobs just because those farmers



When Dad got back to Guymon, he sold the jeep for more than he had in it. He ran into his original banker who said, "I see you were able to pull a combine with a jeep." Apparently, Dad was the talk of the town.

Lary was born that fall, the day before Dad's 25th birthday, November 15, 1948, in Guymon, Oklahoma, Texas County.



The following year, 1950, I was 4 and a half years old and Tom had just turned 3 when Dad took us custom cutting again. Tom was very interested in machinery and paid attention to everything. One morning he watched as the hired hand greased the zerks on the combine, a very important maintenance job to prevent breakdowns in the field.

Tom said, "You missed some," and pointed them out. He continued to point to missed zerks that needed to be filled with grease.

The hired hand didn't like a little 3-year-old boy telling him how to do his job, and he began to sass Tom. My brother didn't take much of it before he told him, "You're fired."

The hired hand was incensed and complained to Dad. Dad said, "If he fired you, you probably deserved to be fired. You're fired."

When I shared this with Tom to check the details, he emailed back, "Yes, that's the way it happened. There were over 100 grease zerks on those old combines. Not only did I know where every zerk was, but I also knew how much grease each one should get. I also knew the part number of every belt and part that might have to be replaced on them. Dad would take me with him when we needed parts and would tell me to tell the parts man what we wanted. The parts man could hardly believe it when I would start rattling off the part numbers and not have anything written down. I knew if they brought out the wrong part."



Tom continued, "Too bad I don't still have that ability. Now I have a hard time remembering what day of the week it is sometimes. Ha."

The following year, 1951, Mom was pregnant with Neil who was due the end of August, so she couldn't make a trip to Wyoming. Dad custom cut locally until the ripening grain had gone too far north for him to commute to.

Neil was born August 28, 1951, the day I started the first grade at 5 and one half years old.

With Dad's background of working on cars since he was a young boy and with additional training in the Navy as a master mechanic, he could always get a job as a car mechanic. Dad's first car was a Ford and he thought they were the best built cars, so he worked at the Ford Garage in Guymon in between custom-cutting trips.

Bill, his brother-in-law, got a job as a mechanic at the Studebaker Dealership on the same block as the Ford Garage. He worked for R. V. Wadley, a businessman who owned several buildings and businesses included a restaurant and the skating rink. Bill would later marry Wadley's daughter, Phyllis, on November 26, 1952. The Wadley Motor Company advertisement was published in the *Guymon Daily Herald* on August 16,

Bill was an excellent mechanic, but he wasn't a master mechanic. Dad told him that anytime he ran into a problem working on a Studebaker, he would help him. It wasn't long before Dad decided Studebakers were better than his beloved Fords.

The *Guymon Daily Herald* archives reveal that R. V. Wadley advertised Studebakers twice a month from August 16, 1950 to April 21, 1953. On September 1, 1953 the ads began running for Snodgrass Motor Company. They continued twice a month until May 14, 1954 when we moved from Guymon to Dumas, TX.

After we moved, Wadley Motor Company listed used Studebakers, but did not resume selling new Studebakers. Then on August 9, 1957, the *Guymon Daily Herald* announced that Wadley Motors was opening an Edsel car dealership, date to be announced. Phyllis Collinsworth Carter said her dad loved the Edsel and worked to promote them.

We speculate that Dad bought the Studebaker dealership from R. V. Wadley and rented the building as the address stated the same. No doubt, Dad custom cutting on the side allowed him to bring in more money than he made as a master mechanic.

This is Dad's first advertisement in the *Guymon Daily Herald*

**Now 4 to see
instead of 3**
in lowest price cars

And the one to buy is the Studebaker Champion!

*The Studebaker Champion
is one of the 4 lowest price
largest selling cars!*



WADLEY MOTOR CO.

On Highway 54

Guymon, Okla.

Phone 192

AS SHOWN
STUDEBAKER CHAMPION
6-PASS., 2-DOOR CUSTOM SEDAN
\$1583⁶¹
Delivered in Guymon
State and local taxes, if any, extra
Prices may vary slightly to meet local conditions
due to differences in transportation charges
Conservatively low prices on other
Studebaker Champion Custom models:
4-door sedan, 5-pass. Starlight coupe,
Business coupe
Price subject to change without notice

**Get a sensational
new Studebaker**
at a sensational low price!



AMERICA'S MOST EXCITING CAR!
A BRILLIANT PERFORMER!
A STAND-OUT IN GAS ECONOMY!

*Take a look! Take a ride!
You'll take it home!*

SNODGRASS MOTOR CO.
Highway 54 Guymon, Okla.

This big, 6-passenger
Champion Custom Sedan
\$1861⁸⁰
DELIVERED IN
GUYPON

with standard equipment
State and local taxes,
if any, extra

Prices may vary slightly to meet local conditions
Conservatively low prices are in effect
on all other 1953 Studebakers
including the brilliantly powered
Champion V-8 and the ultra-economy
Studebaker Land-Cruiser

Additionally, Grandpapa's brother, Tip Collingsworth, was about the same age as Mom and Dad. He owned the Studebaker dealership in Perryton, Texas. His daughter Mary Helen Collingsworth Coates says, "I've always known that Dad helped get Ray started in the Studebaker business, but I don't know any details."



Grandmama and Grandpapa, Ethel and Tom Collinsworth, Patsy, Lary, Tom, and Neil with Studebakers in the front yard in Guymon. About 1952.

The *Guymon Daily Herald* reported that Dad was appointed to a committee for the Guymon Chamber of Commerce. He participated in several fundraisers. One was a football pool. Uncle Horace Snodgrass won some money in one of the pools.

Dad participated in another charity fundraiser in 1953 where business owners donated products for a drawing. He took the whole family to the event, and we sat

up high in a slanted auditorium. We all had tickets. Every time they called out a number, Tom and I would look at Lary's and Neil's tickets because we were the only ones who could read numbers. Tom was in the first grade, and I was in the third grade.

"Sure 'nuf," as Dad would say, Neil's number was called. Neil had turned 2 in August. Tom and I coaxed him to walk down the long aisle onto the stage and give his ticket to the man on the stage.

The emcee thought the little toddler coming up to the stage was cute. He made a big deal about it for entertainment. Then Neil began to climb the stairs up to the stage, and the emcee asked if the parents to come get him. Neil kept going and cleared the top step. He walked right up to the emcee, who was still asking for the parents. Finally, he looked at the ticket Neil was holding out to him.

Tom, Lary, and I were elated when Dad started down the aisle. But when he went up on the stage, he explained that he was one of the sponsors and couldn't accept the prize. He told the emcee to draw again. We had been having such fun watching our tickets for a winner and now we were dejected. We couldn't win because our dad helped put the event on.

The picture is of me, an unknown boy, Lary, and Neil in front yard of our Guymon house standing beside a 1954 Studebaker Commander. The picture was taken October 1953 after Sunday school. Neil is about the age he was when he took the winning ticket to the emcee.



In 1953, the whole family loaded up in a new blue and beige Studebaker Commander to head for Dumas, Texas from Guymon, Oklahoma. Our Aunt Ida and Uncle Bernard Ray (Mom's sister and brother-in-law, owned one of the first televisions, and we wanted to watch the Saturday night fights with them. On the way, we sang at the top of our lungs old country and western songs. Two of our favorites were "If You've Got the Money, Honey, I've Got the Time" and "I Was Looking Back to See If You Were Looking Back."

Right before we got to Dumas, we noticed a roadblock and stopped singing to wonder if someone had been in a bad accident. When the officer came to the car, he told Dad the police had chased him for thirty miles, but they couldn't catch him. In fact, when the police officers saw Dad go through Stratford, one of them said, "There's an ol' boy who's fixin' to speed."

"And sure nuf," as Dad would say.

Back in those days before computer checks, the police liked fast cars. If they stopped a speeder, they wanted to know all about his car and were just as likely not to give him a ticket. This time the police wanted to know what kind of car Dad was driving that they had to set up a roadblock to stop it. But they weren't letting him off easy. We drove slowly behind them to Dumas. Dad parked beside the courthouse and followed the officers inside.

Mom and we kids waited in the car. And we waited, and we waited. We could see prison bars up on the third floor, and we continually searched the windows for Dad's face looking down at us.

OFFICIAL 61 to 130 more miles per tankful with a Studebaker!

That's what the '54 Champion got in the Mobilgas Economy Run against competing low-priced cars!

The Champion with Overdrive got 29.58 miles per gallon!

The '54 Studebaker Land Cruiser V-8 got highest gas mileage of any Sweepstakes winner in history!

It beat all other eights in the Run and all sizes except the '54 Studebaker Champion!



Come in and look at the official AAA score sheet of the Mobilgas Run. The Studebaker Champion got 61 to 130 more miles per tankful than its four competitors in the low-priced field! Studebaker finished first in the Grand Sweepstakes — first in actual miles per gallon — first of all overdrive cars — first of all automatic drive cars! Get Studebaker economy yourself. Duplicates of Studebaker's Mobilgas Run winners are available immediately at surprisingly low cost. They're the best engineered, best built, best styled cars in America.

SNODGRASS MOTOR CO.
Highway 54 Guymon, Okla.

1954 Champion sedan 2-door sedan
\$1877.80
DELIVERED LOCALLY
with standard equipment
Stays and holds taxes, if any, not included. White sidewalls, chrome wheel caps, automatic drive Overdrive—optional at extra cost. Price may vary according to market conditions.

This was Dad's last ad in the *Guymon Daily Herald*, May 14, 1954, before we moved to Dumas. Dad took over an established Studebaker dealership that we know was operating at least by 1950. Rather than selling his Guymon dealership, the ads indicate that Dad moved his business, Snodgrass Motor Company, and inventory to Dumas. He moved into a larger building that came with 80 to 100 acres behind it that he could farm. He would start selling Massey-Harris farm implements. Grandmama and Grandpapa had already moved back to Downey, California. Ida or Maisie, Mom's sister lived in Dumas with her husband Bernard and three children, Mike, Monty, and Cindy.

Stude Engine Eye Candy





Jack Parker ► Studebaker Addicts (international)

2d · 🌐

In case anyone was wondering. With out flywheel and one exhaust manifold. 289.



Wonder no more—there's a lot of iron in a Studie V8

This Month's Humor



The Cougar You Want



The Cougar You Got



BAD CARBS



GOOD CARBS

MADE WITH
SPLIT PIC



Parker Square June 2021



It's that time of the month!!! Time for our monthly show at Parker Square!!! We've got a great day lined up, starting with the weather!!! We can't wait to see y'all there!!!

Location: Parker Square, Flower Mound, TX

Registration: 10am-12pm

Registration Fee: \$20.00

Show: 11am-3pm

For more information, email us at ray@timemachinecarshows.com



Time Machine Car Shows

PARKER SQUARE 2021 CAR SHOW SCHEDULE

MARCH 28TH

APRIL 25TH

MAY 23RD

JUNE 27TH

JULY 25TH

AUGUST 29TH

SEPTEMBER 26TH

OCTOBER 24TH

NOVEMBER 28TH

DECEMBER 19TH

REGISTRATION: 10AM-12PM

SHOW: 11AM-3PM

REGISTRATION FEE: \$20.00



FOR MORE INFORMATION REGARDING ANY OF OUR 2021

SHOWS, PLEASE EMAIL US AT

RAY@TIMEMACHINECARSHOWS.COM





NORTH TEXAS CHAPTER

Studebaker Drivers Club

MEMBERSHIP/RENEWAL APPLICATION



The North Texas Studebaker Drivers Club has my permission to use this info in their club directory

☐

NAME: _____ SPOUSE: _____

ANNIVERSARIES (Day&Mon): HIS BIRTH _____ HER BIRTH _____ WEDDING _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: Home: _____ Work: _____ Cell: _____

EMAIL ADDRESS: _____

NEWSLETTER DELIVERY BY: ☐ U.S. Mail OR ☐ email

PLEASE LIST YOUR STUDEBAKERS: (Owning a Studebaker is not a requirement)

YEAR MODEL BODY STYLE

1) _____

2) _____

3) _____

(Own more than 3? They're habit forming – just use the back)

We currently have over 60 members in our club. Average attendance at our meetings is 30. We meet on a monthly basis, typically on the 3rd Saturday of each month. Many of our meetings are held in conjunction with metroplex shows, tours or special events. Our meetings are fun, informative and very informal. We usually have a meal during the meeting for those who wish to eat. Our monthly newsletter is one of the very best, with interesting articles, color pictures of our members, Studebakers, current club news and items of interest.

We welcome you to our club. Our dues are only \$15.00 per year. Join us.

Signature _____ Date _____ Intrn'l Membership # _____

National membership is a prerequisite for local club membership.

Follow this link to the [National Studebaker Drivers Club](#) membership application

Mail application and \$15.00 Membership Dues (cash or check) to the address at right:

When paying by check, make checks payable to:
North Texas Chapter Studebaker Drivers Club

Leon Carpenter
5711 Highgate Dr
Arlington, TX 76016-1532