



BRICKYARD BULLETIN



VOL. 40, ISSUE 9 A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, SEPTEMBER 2014

From Our President

HI FOLKS

I will start with once again saying how much fun the chapter outing to Gus Grissom Air Museum was and what a GREAT TURN OUT, over 100 folks, 30+ from our chapter. I sure hope we can make this an annual event. As I go through the August bulletin trying not to forget anything I can't help but commend the fantastic job Becky is doing, the pictures are great in color, thanks to all that contributed them.

Our meeting at The Incredible Buffet was a lot of fun, although turn-out could have been better. It's really a neat place, can't believe they're shutting it down, must be the property is too valuable. I want to again thank Charlie and Becky for setting this up. With next month's Pitch-In at the Griffith's it will make three events in a row they have set up, I think some others need to try to be a little more active.

I want to thank the membership that attended the meeting and voted to reimburse me for the \$100 donation I made in the Indy Chapters name to the Gus Grissom Museum.

As most of you know, I will be unable to attend the Milan Museum Outing on October 11th because my granddaughter is getting married that day; hope you all have a wonderful time. Hope to see you ALL at Charlie & Becky's September 7th

YOUR FELLOW STUDE GUY
CHUCK



Award Winner

Congratulations to club member, **Richard Poe**, for winning the Harold E. Churchill Award for his article "All Studebakers and Orphan Cars to the Lanes" in both the 2013 and 2014 March issues in the national Turning Wheels Magazine.

Local Detective Promoted

Congratulations to members **Dave and Diane Elmore** on the promotion of their son, **Dan Elmore** of the Indiana State Police, at the Versailles Post to the rank of sergeant who will now serve as a Crime Scene Investigator (CSI).



Indy Chapter of the Studebaker Drive Club

August 16, 2014
Place: Incredible Buffet
Attendance: 20



It was a chilly, rainy day in August.

After a very good buffet lunch, President Chuck Kern called a brief meeting to order.

New Business: A question as to whether our club would like to donate \$100 to the Grissom Air Force Museum. Mary Jo Kern moved that we make this donation. A vote followed and it was agreed that we make that donation. Members noted the great time the Avanti Club, our club, and the Michiana Chapter had at the museum.

carry Veterans in the Veterans Day Parade. Anyone with a convertible may contact Jim at 317-877-0453, or 52ragtop@comcast.net.

Judy Lawlis, Secretary



News About Our Members

Keep Judy Lawlis, Carol Reeves, Chris Parker, Bob Fox and Dave Elmore in your thoughts and prayers as they deal with health issues.

2014 Meltdown Drags Indy Chapter SDC Participation

By Bob Palma

Our Indy Chapter SDC was represented by two prominent drag racers at the 2014 Meltdown Drags at Byron Dragway in Byron IL. Both Ted Harbit and Richard Poe brought their Studebakers and made a good showing. Clan Kern (Chuck, John, and Matthew) joined us for the day on Saturday. They reported having a great time. It was good to see Chuck out and about.

The Meltdown Drags is a privately-run nostalgia drag race and associated car show now in its fifth year. To say it is crazy-good is an understatement; you have to see it to believe it. The object of the event is to give old-timey drag racers a venue to compete without being pestered by annoying, current, high-tech drag race cars. Contemporary drag racers are not permitted. The idea is that a person arriving at Byron for the event might think they had stepped back into the 1960s. They've done a



Richard Poe stages to dispense with a 1963 427 Ford Galaxie. Richard turned a 12.809 on this run for the win. The Ford got there second with a 14.214.



Richard Poe's Engine Room:
344 cubic inches of
intimidating Studebaker V8

good job of this, even refusing to allow cars to compete because they have wheels or other readily-visible components out of character for the 1960s.

Old-time, straight-axle gassers seem to dominate, and they have a great time. I wouldn't be surprised to find out that half the surviving tri-five (1955-1956-1957) Chevrolet 2-door sedans in the Midwest have been fitted with a straight front axle to compete at this event; they're all over the place!

For our part, Richard Poe got to try out his new, enclosed Cargo-Mate car trailer to haul his wild, bright lime 1964 Studebaker Challenger to the event. Richard came up from Nashville early in the morning of Friday, July 18 and I joined him at the Brownsburg Exit #66 on I-74, driving over in my own car since I needed to come back Saturday. (Ted and Richard planned to stay over Saturday night and run again on Sunday; it is a three-day event.)



Ted Harbit and The Stude Tomato dust off the 1957 Chevy wagon...again!

Meanwhile, Ted and long-time friend Luther Barnes from Elwood headed to Byron via a northern route.

Luther used his Ford diesel pickup to pull The Stude

Tomato, Ted's famous R2/4-speed 1963 Lark



David Swaim's Avanti and Gordy Buetsch's 1953 Starliner Gasser

Custom 2-door, on Luther's newly-refurbished trailer.

All four of us and the two Studebakers then connected at "Byron" with northern IL SDCers David Swaim and Gordy Buetsch (pronounced "beach"). David brought his dead stock, white 1963 R2/4-speed Avanti.



Another Chevy-powered Stude: Rude Stewed.

Gordy brought his wild 1953 Commander Starliner hardtop with tilt front end and straight axle conversion, powered by his well-massaged Studebaker 259 V8. Gordy's son Brian brought his incredibly-cute 1965(?) Valiant 2-door sedan powered by a 1956 354 cubic inch Chrysler hemi! Yes, it fits just fine after Gordy and Brian's skillful engineering. (And you thought Studebaker engineers had a time of it fitting the Packard V8 into 1956 Golden Hawks.)

We also spent some time with South Bend's Rich Dudkowski and his supercharged, Chevy-powered 1961 Lark DeLuxe two door in screaming yellow. Richard's bright lime Challenger and

Rich's bright yellow Lark are one wild pair. And at the event, Rich Dudkowski had the distinction of posting a perfect .000 reaction time on one run; nearly impossible to do without red-lighting, but Rich did it fair and square. Rich Dudkowski's car routinely runs in the 12s.

Richard Poe's Challenger amazes everyone by consistently running in the 12s with a Studebaker V8, single 4-bbl carb, and no supercharger! It has 344 cubic inches, achieved with an R3 bore and a 4" stroker crankshaft. Richard made a total of seven runs during the two days he ran; Friday and Saturday. He did not run Sunday. All of Richard's ETs were in the 12s, with a best Elapsed Time of 12.200 and a best Terminal Speed of 112.31 mph. In so doing, he beat a modified 1965 Olds 442 coupe, a 1963 427 Ford Galaxie, and a gorgeous 1966 Chevrolet 427 Biscayne. The Biscayne is a regular at this event and wears this Illinois specialty license plate: BISQUIK. Cute.



Studebaker competitors to the core: L to R; Ted Harbit, Richard Poe, and Gordon Buetsch

Ted's Stude Tomato, of course, qualifies for Certified Stock at The Pure Stock Drags, so he cannot be expected to run as fast as Richard. Nonetheless, Ted ran a best ET of 13.12 and a best Terminal Speed of 110.31 mph over the three days. There were few cars in Ted's stock class, so he wound up running and beating the same 1957 Chevrolet 283 station wagon several times, and a 1957 Thunderbird.

Overall, this is a wonderful event that words truly can't describe. It's not close; it was 278 miles northwest of Brownsburg, almost to Rockford IL, on my trip odometer. But virtually all of it is interstate driving, and a smooth ride. Keep your eyes open for it in the middle of next July and it will be worth your time to drive up.



Mike Lewis from Cincinnati just completed his Chevy-powered 1959 Lark Six 2-door, The Lark Ness Monster. It ran a best of 12.16 @ 107 mph before sidelining itself with lost oil pressure.

BP



There are always many Studebakers in the accompanying car show, part of the event but not racing. Here's a nice 1955 Commander Coupe and a 1956 Sky Hawk.

The Studebaker Drivers Club 2014 Crossroads Zone Meet

By Nancy Bacon

The Western Lake Erie Chapter of SDC hosted a great zone meet in Dundee Mi., Aug. 8-10. The show was held at the Holiday Inn-Splash Island Hotel. Joe and I loaded our 1956 Golden Hawk in the trailer for the ride north. We made a stop in Concord Mi. to pick up my cousin, Jo Ann Butters who had never been to a Studebaker Meet. Arriving in Dundee on Friday afternoon we found the parking lot already filling with many beautiful cars. Dundee is a quaint village of about 3500 people. The Cabelas across the parking lot was visited by many of the people attending the show and of course Joe felt right at home with all the wild life displays and hunting & outdoor equipment!

Saturday was a perfect day for a car show with sun and pleasant temperatures. There were about 65 Studebaker's from at least 5 states and Canada for the show and display. Fellow Indy Chapter members Terri and Andy Swartz were also at the show. Our Golden Hawk took a 1st place in the Hawk & Coupe division.

After the awards banquet a group gathered in the parking lot for some "tail gating", wine & chocolate! It doesn't get any better than that!



Photo by Terri Swartz



Photo by Nancy Bacon

As we headed home on Sunday we look forward to the zone meet in Chillicothe, OH next summer in the beautiful shaded park and hope to see more Indy Chapter Members there!



Photo by Nancy Bacon



Photo by Terry Swartz

Upcoming Events

Sunday, September 7, 1:00 pm - Pitch-in at the Griffiths. Again this year they will be serving pulled pork and barbequed pork. Bring a side dish and your table service. Bottled water and iced tea will be on hand. Address is 1526 South Hunter Road, Indianapolis 46239. Parking is in back. Hope to see you there.

***Saturday, September 13 - All-Make Truck Cruise-in.** The Early Ford V8 Foundation and **NATMUS**, both located in Auburn, are sponsoring an all-make Truck Cruise-In on the grounds of The



Early Ford V8 Foundation Museum southwest of Auburn on Saturday, September 13. All makes of trucks are encouraged to attend. Spectators welcome of course. (**NATMUS**, also in Auburn, is an acronym for **National Automotive and Truck Museum of the United States**).

For more information, call Foundation Member **Greg Eaton** in Brownsburg: **(317) 769-5690**. There are many other automotive attractions at Exit 326, Auburn's Automotive "Front Door" as you approach Auburn from the South on I-69.



*South Bend



Saturday, September 27, 2014
10:30 a.m.
South Bend

On September 27, Indiana Automotive Heritage and Indiana Region of the [Classic Car Club](#) are staging a driving tour to South Bend that includes exclusive access to the Studebaker Administration Building and Assembly Building #84, privately-owned sites not open to the public. You'll see Building #84 before it is converted to a new use. You can drive a [vintage vehicle](#) or a modern model, join a caravan from Kokomo, or arrive at each destination on your own.

Our South Bend destinations will immerse you in the city's Studebaker auto heritage. The day begins at 10:30 with a tour of the Studebaker Administration Building, followed by lunch at Tippecanoe Place, a restaurant in the Romanesque-Revival style home built for Clem Studebaker. After lunch, you'll tour Studebaker Building #84, and assembly plant that will soon undergo [conversion](#) to a data hub and lofts.

At the final stop, the Studebaker Museum, you'll see the automobiles produced by the company that closed in South Bend 50 years ago.

\$40 per member of [Indiana Automotive Heritage](#) affinity group
\$45 per member of Indiana Landmarks
\$50 per person, general public

Advance reservation required. [Register online](#) at studebakertour.eventbrite.com, or call 317-639-4534.

***October 3 – 5 Newport Hill Climb** - The "Newport Auto Antique Hill Climb" is an international antique auto up hill timed event held each year in the small Indiana town of Newport. Automobiles, trucks and motorcycles from the Steam, Brass, Vintage, Antique, and [Classic Car](#) eras, make timed runs from a standing start, up a steep hill to a finish line 1,800 feet away. It is an Indiana auto event second in size only to the annual "Indianapolis Speed Way" events.

The Newport Antique Auto Hill Climb located in Newport, Indiana will begin with the Queen Pageant on Sunday, Sept. 28 at 7:00 pm in the Newport Library Auditorium. Join the competition, run the famous hill, show your car, truck or motorcycle, eat the good food, scour the flea market for stuff, lots of stuff. Join in on the festivities and have fun or just come and check us out. The Hill Climb is not all about [classic vehicles](#), although it is the central theme. It's about everyone in the family having a good time.

Saturday, October 11, 2014 - Milan '54 Museum - On Saturday, October 11, we will meet at the McDonalds in FRANKLIN, located at I65 and Main Street (the only Franklin exit off I65). We will leave here at 8:30 to travel to Milan, Ind. for a visit to the newly opened "Milan '54 Museum". We will be making a pit stop in Shelbyville at the McDonalds on Hwy 44 East, should any of you care to join us there rather than drive to Franklin. We should be there about 9:15 - 9:30.

We will arrive at the Museum at approximately 11:00. We think you will find this museum interesting whether you are a basketball fan or not. It's not only a piece of sports history, it is a piece of Indiana history. Also, if the weather blesses us with a nice day, we will be able to enjoy a Studebaker ride in the Indiana fall foliage.

Afterwards we will have lunch at "The Reservation" restaurant in Milan. We should arrive back in Greenwood at about 4:00.

Please email or phone so I will have a number to give the restaurant. Also let us know if you plan to meet us in Shelbyville or Franklin. Call Marvin or Berniece Snider at 317-889-3802 or msnider04@AOL.com

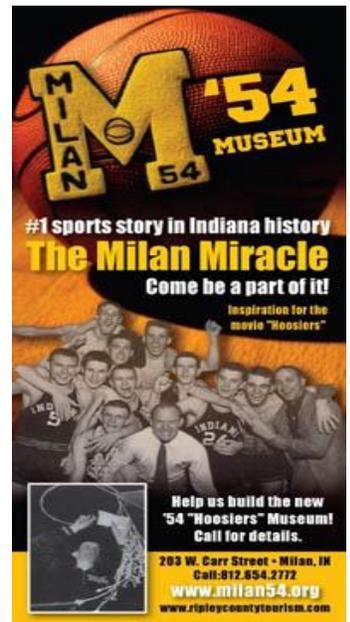
Mark these dates on your calendar:

November 2 – Pitch-in at Ed Reynolds, Greenfield

December 27 - Christmas lunch

January, 2015 – Lunch at the Pit Stop, Brownsburg

August 2015 – International meet in St. Louis, Mo. Go to the Gateway website: <http://clubs.hemmings.com/gatewaysdc> to download a brochure.



***Not an Indy SDC event**

Hello fellow members and friends;

As your Activities Director I'd like each of you to consider hosting an event in 2015. Whether it be a driving tour, pitch-in, car event or meeting at a restaurant. Think about something you think the group would enjoy.

Maybe you have an idea but don't want the responsibility of making the arrangements. Give me a call or e-mail me at 317-353-8287 or chazwork@msn.com. I'll see what I can do.

Let's change things up next year and go and see some new places. Remember, it's your club and the club is only *as good* as you make it.

Charlie Griffith

UPDATING THE ALTERNATOR

By Malcolm Berry

If you add accessories to your Studebaker such as air conditioning or an electric fan, you may need an alternator that has more output to keep up with the electrical needs of these additional accessories. On the other hand, you may just want to update your current alternator to a more modern unit.

A good way to do this is to use a 100 amp one wire alternator. As the name suggests, these alternators are self contained with a voltage regulator built in. You will use one heavy wire from the alternator to the battery and modify your existing Studebaker alternator mounting bracket. Then you can eliminate your existing regulator and wiring that goes with it.

Don't forget a 100 amp alternator does not put out 100 amps all the time. It only puts out enough to meet the needs of an electrical system. It is better to use a high output unit and only use part of its capacity than to use a smaller unit and overwork it.

Gary Grebner and I installed one of these alternators on his 1963 Lark. These pictures show how it was done and the modification to the stock bracket.

My 1963 Wagonaire has air conditioning, electric fan and a modern radio. I have used one of these alternators for the past twenty years and never had a problem.

If you have any questions regarding doing any of this, feel free to email me at AvantiMal2@aol.com or call me (937-434-8494).



For Sale

1962 Lark DeLuxe 4-door. Six / Overdrive. Nice tour or fun car that will not garner any speeding tickets! Bob Palma was asked to advertise the car because it is in Avon. The owner bought it out west, but it has seen modest rust repair before a paint job several years ago. Bob drove it in early August and reports it drives nice and the overdrive works as it should.

Owner **John Brewer** was asking \$7,000 for it. Bob assured him that was unrealistic, so he is open to any offer as he needs to sell it. Bob says don't be afraid to offer anything! Call John to see the car: **(317) 507-5703**. Bob is not brokering it or anything like that and has no financial or other interest in it. The car is located in the subdivision at the northwest corner of U.S.36 and Dan Jones Road in Avon.



The Brickyard Bulletin

Published by the Indy Chapter Studebaker Drivers Club

Editor: Becky Griffith

The Brickyard Bulletin is published monthly. The deadline for summations is the 15th of the previous month.

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Updated 3/24/2014

National SDC Membership

Regular membership dues in the National Studebaker Club are \$24.00 for new members 1st year only. Renewals are \$31.00 per year, which includes 12 monthly issues of *Turning Wheels*, the National SDC Magazine. (Other memberships are available.) Application is available upon request or e-mail studebakerdriverclub.com.

Indy Chapter Membership

National SDC membership is a prerequisite. Renewal INDY Chapter dues are \$18.00. Renewals are payable January each year. After March a \$5.00 late fee will be added. Application is available upon request.

Brickyard Bulletin September, 2014



Joe and Nancy Bacon's award winning 1956 Golden Hawk

Indy Chapter SDC
Becky Griffith, Editor
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To:

