



# BRICKYARD BULLETIN



VOL. 42, ISSUE 7 A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, JULY, 2015



Rain and lots of it caused the June pitch-in to be cancelled *twice*. There was no June meeting, therefore, no minutes to report.

Our president has been out of town and so we don't have a little ditty from him. Hopefully things will get back to normal in July.

## Important Correction

Your editor, me, made a great blunder regarding the tri-chapter meeting in Auburn July 11. **Admission to the museums is not free.** Be sure to read page 5 for detailed information. I apologize for such a big mistake.

## News About Our Members

**Andy Swartz** was in the hospital for nine days with blood clots in both lungs. He is home now recuperating.

Remember both **Carol Reeves** and **Chris Parker** as they deal with ongoing health issues.

## Welcome New Members

Keith & Tina Harp  
7275 W. County Rd 350 S  
Coatesville, IN 46121  
Phone 765-721-2500  
[KHarp5876@yahoo.com](mailto:KHarp5876@yahoo.com)  
1963 Lark 2-door



## Studebaker Nationals and Orphan Car Drags Slide Show

Check this out on YouTube courtesy of Richard Poe.

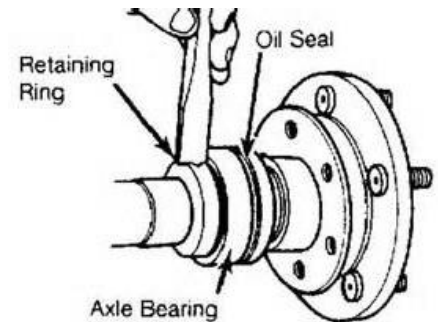


<https://youtu.be/4BU1TRou358> I suggest you watch in HD.



## REAR AXLE BEARINGS

Many Studebaker rear axle bearings require periodic packing with grease. Some other types of cars have the rear bearings lubricated from differential oil. At one time, Studebaker axles had grease fittings to lubricate the rear bearings. Later the grease fittings were eliminated and the axles had to be removed to pack their bearings. Studebaker recommended that the bearings be packed every 25,000 miles. I'm sure that many have never been packed since they were new. To remove the axles and pack the bearings, the rear brake drums must first be removed. Since the rear drums are on a taper, this requires a drum puller to remove them. Once the drums are off, the axles can be removed and the bearings inspected and repacked. During reassembly, there are shims behind the bearing retainers that set the axle endplay. The endplay should be between .001 and .006. If the axle has twin traction, MAKE SURE the thrust blocks are behind the axle when it is reinstalled. They usually fall out of place when the axle is removed. The axles should then be tapped back and forth gently to make sure the bearings are seated before the endplay is checked. While the rear brake drums are off and the axles out, it is a good time to replace the seals in the axle housing just to the inside of the bearings. Also, this is a good time to check the condition of the rear brake linings and the rear wheel cylinders for leaks. Be sure to check the rubber brake hose that goes to the rear axle and replace it if it's original or shows any signs of deterioration. When you reassemble the rear brake drums onto the axle, make sure the taper on the axle and inside the hub are clean and free of burrs and nicks. NEVER use any kind of lubricant on the taper. Make sure that the axle nut is torqued to the first cotter pin notch past 170 foot pounds of torque. This also would be a good time to change the differential lubricant that probably hasn't been changed in over 40 years. All these procedures are covered in the Studebaker Shop Manual. However, many of these involved maintenance items are overlooked. If you have any questions regarding any of my articles, feel free to call me at (937) 434-8494.



By Malcolm Berry  
the Distributor, Tri-State Chapter

## Summer 2015 Issue: Norman Mayersohn Article

Dear Editor:

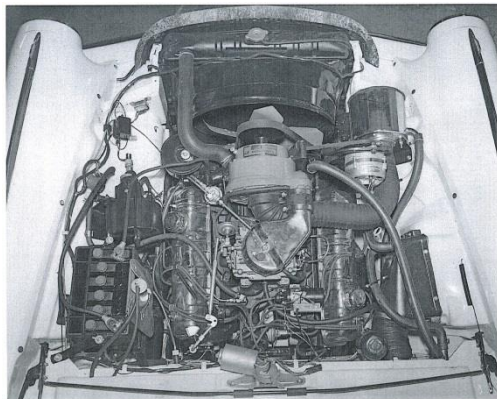
Norman Mayersohn's Summer 2015 Hagerty Magazine article, ***Louder, Lighter, Faster: Detroit's Factory Specials and the Battle for Brand Supremacy***, slighted Studebaker's noble effort marketing R-series, high-performance Avanti engines in 1963 and 1964 Studebaker Larks and Hawks, when so ordered.



Granted, Norman's article concentrated on factory lightweight cars, of which Studebaker fielded none. However, Norman added, "...Ford and Chrysler weren't the only games in Motown. General Motors came to the party, and even underdog American Motors had a late entry." Even further underdog **Studebaker** also fielded a Drag Team, about which little is known, I am sorry to say. I attach a photo of some of the team cars from 1963. In the confusion of Studebaker's last year of South Bend

production, the left hand was sometimes unaware of what the right hand was doing, but they were both doing something.

Also attached is a production order for one of several specially-built Studebaker Drag Team cars, as identified for "Public Relations" work with the notation **Tag Operation Drag Team**. I have a second such order for another car, Serial Number 63V33220. Both of them had Supercharged Avanti Jet Thrust Engines, as denoted by engine Serial Numbers beginning **JTS**. The engine compartment of a supercharged Hawk is shown in another attachment. To date, as I said, little has surfaced about the program.



at **114.03 MPH**.

Sincerely,  
Bob Palma (8 collector cars insured with Hagerty)  
Technical Editor  
Studebaker Drivers Club

DRIVE-AWAY SHIPPER		SALES ORDER NO. 50753	FACILITY ORDER NO. 63337
SOLD TO PUBLIC RELATIONS DEPT STUDEBAKER CORP SOUTH BEND INDIANA		ZONE	ZONE & DEALER CODE
SHIP TO SOUTH BEND INDIANA		PREPAID MAY 17 1968 DATE	
APPROPRIATION 4 3439		← BANK OR FINANCE CO.	
LOT 151 83V33224 REGAL 8 2 DR SEDAN 13 P 6325 SUPER RED 14 452 RC		ENGINE NO. JTS 1629	SERIAL NO. 63V 30561
20 4 SPEED TR FL SHIFT 42 UNDERCOATING 46A HIGH PERF FKG 1560636 53 DUAL HORNS 56 650 4 BLK FIRESTONE 500 NY 57 DLX STEERING WHEEL 60 CLIMATIZER 63 ELEC WINDS 65 WHEEL DISC 66 BACK UP LI 72 RADIO PUSH 82 AC3180 L 82 AC3180 R 85 AC3402L&R 92 SERVICE FOR RETAIL DEL 99 AC3400 L&R SEAT BELTS		<small>Employees delivering car must see that each drive-away pass agrees with his copy of the drive-away car report as to number and car identification. Carrier's signature is in acknowledgment of the receipt from Studebaker Corporation of Drive-away Car Passes for the above listed motor vehicles, which passes are to be surrendered to Studebaker in order to obtain possession of such motor vehicles for ultimate delivery to the consignee indicated above. Full responsibility is hereby assumed for the presentation of each such Pass by an authorized agent.</small> <b>STUDEBAKER CORPORATION</b> SOUTH-BEND, INDIANA CARRIER <i>[Signature]</i> PER <i>[Signature]</i> DATE <i>[Signature]</i> <b>DEALER'S OR CUSTOMER'S COPY</b>	
TAG OPERATION DRAG TEAM		TOTAL WEIGHT → 2960	

However, high-performance Studebakers, both supercharged and unsupercharged, have been well-represented for 17 continuous years at The Pure Stock Muscle Car Drag Race. This event is held every September at The Mid-Michigan Motorplex in Stanton MI. Avanti-engined Studebakers have been competitive at this event since 1998, when they were first entered. One of them, the Bermuda Brown 1964 Studebaker Challenger shown in the last attachment, has Studebaker's highest-performance, 335 HP, supercharged R3 engine. It has consistently been among the fastest 25% of the cars at the event, posting a record-low, to date, of **12.617 seconds** in the quarter-mile



**Have a Happy  
and  
Safe**



**4<sup>th</sup> of July**

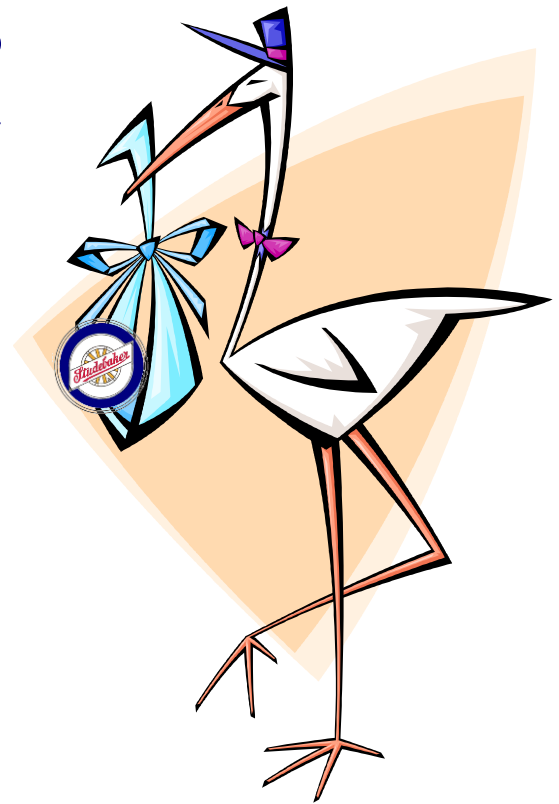


# PRESENTING...

THE NEWEST ADDITION TO THE ELMORE GARAGE

## Sally Studebaker

BORN: August 1946  
WEIGHT: 2566 Pounds  
LENGTH: 197.8 inches  
POWERED BY: 80-bhp L-head six  
NICKNAME: Skyway Champion  
UNIQUE PROFILE: Suicide Doors  
COMPLEXION COLOR: Dove Grey  
INTAKE & EXHAUST: Fully functional



Sally and her siblings, Lark and Bullet, are currently bonding, learning to play together & share their space in the Elmore garage.



Proud new parents, Dave and Diane, have registered their new "baby" at Studebaker International, NAPA, Studes-Are-Us, and Advance Auto.

# Upcoming Events

**AOA/ Indiana Chapter, SDC & Hudson Clubs – Next Event: Tour the Auburn, Cord, Duesenberg Museum & the National Auto & Truck Museum in Auburn, IN**

[www.automobilemuseum.org](http://www.automobilemuseum.org) – [www.natmus.org](http://www.natmus.org)

## **Saturday, July 11<sup>th</sup> – See details below**

10AM: Arrive at ACD Museum parking lot, 1600 S. Wayne St., Auburn, IN 46706 (Phone: 260-925-1444)

11AM: Presentation by Jon Bill, museum archivist, “Cord and Avanti – The Comparison of Two Hoosier Factory Hot Rods”

12PM: Lunch (on your own in Auburn) – There are plenty of places to eat

1PM: Your time to tour the ACD & Auto/Truck Museums. Museums close at 5PM

There will be parking on the museums surface lot. Bring a chair and refreshments and then at 1:00 feel free to tour of the museum.

**Admission: \$10.50/person for the ADC Museum and \$5/person for the Auto/Truck Museum. 1000 Gordon M Buehrig Pl., Auburn. 260-925-9100**



**When buying tickets, inform cashier you are with the Studebaker/Avanti Group**

If you need more information, contact Ted Andrews at [TED\\_ANDREWS@MSN.com](mailto:TED_ANDREWS@MSN.com) or 317-733-8724.

## **Mark these dates on your calendar:**



**August 2 – 1:00 pm** – Lunch and Meeting at Logan's in Greenwood

**August 16 – 22** - Studebaker International in St. Louis

**October 17 – 1:00 pm** – Pitch-in at the Carefree Clubhouse, 1202 Leisure Lane, (corner of Leisure Lane and County Line Road), Greenwood, IN 46142 hosted by Dan Taylor

**November** – Pitch-in at Ed Reynolds

**December 12** – Christmas Lunch

**As you can see, nothing is scheduled for September. If you would like to host the club at a favorite restaurant of yours, call me, Charlie Griffith at 353-8287.**

# The Brickyard Bulletin

## Published by the Indy Chapter Studebaker Drivers Club

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

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Crossroads Zone Coordinator: Joanne Hamblin

Regional Manager Indiana: Bob Henning

Updated 04/20/2015

### National SDC Membership

Regular membership dues in the National Studebaker Club are \$24.00 for new members 1<sup>st</sup> year only. Renewals are \$31.00 per year, which includes 12 monthly issues of *Turning Wheels*, the National SDC Magazine. (Other memberships

### 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 July, 2015



Photo from the 2014 pitch-in at the Griffiths

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Becky Griffith, Editor  
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**To:**

