



# BRICKYARD BULLETIN



VOL. 42, ISSUE 11 A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, NOVEMBER, 2015

## From Our President

MY DEAR STUDE FRIENDS,

Well, my time has come to an end. What a wonderful time it has been. I think I joined the club in 2004 and became Prez in 2007 and have held that office ever since, except for the one year Brian Reeves had it and I was V.P. I have learned a lot and had some wonderful experiences, met some very nice people and lost some very dear friends. Losing these folks has been the toughest part of this job. I say job, it's really not a job, it's an experience I will always hold dear as I will all the friends I have made.

Studebakers have brought back part of my childhood, being raised in South Bend and living close to the plant; also driving my first 1950 Champ, then street racing my mom's 1957 Hawk and buying a 1962 GT when I was in the Navy. The other big thing was my dad was the UAW serving representative for local #5 starting in about 1959. He knew then they were on their way out and nothing could be done. I believe it's what caused his heart attack in 1962; so you see getting back with Studebakers was a lot of fun for me and now my son John and grandson Matt, who continues to keep me going. Without them, I'd have trouble keeping these two vehicles up. The racing part of these great cars is a tremendous rush and a lot of fun. When our little 289s beat the big 3 and their big block engines, it's a real thrill, and I think it's part of what keeps us feeling young. If you don't believe me, check out Ted Harbit "The Captain" or Peter Sant "Mr. Kool R-2". I also believe this is the way we can keep Studes alive and kicking as the younger folks at the track sure take an interest in our pits and looking at our cars.

I won't miss the cold and snow this winter, however, I will miss all you till next spring. If I can be of assistance to anyone, don't hesitate to contact me.

YOUR FELLOW STUDE GUY  
CHUCK



President, Chuck Kern

## The Studebaker Drivers Club October 17, 2015

This meeting was hosted by Vice President Dan Taylor and his wife Karen at the Carefree Clubhouse. The facility was great and all the food and drinks they provided were very good. With other dishes provided by members, it turned into a feast.

### Attendance:

A total of 32 members and guests attended.

### President Chuck's Comments:

Chuck thanked the Taylor's for hosting the meeting and all of the work they did getting things ready.

## Officer Reports:

### Vice President Dan Taylor

Dan introduced his guests.

### Secretary Bob Fox

The minutes of the September 20 meeting, as published in the October Bulletin were accepted and approved.



Hosts Dan and Karen Taylor with new member Scott McCain (L)

### Treasurer - No Report

### Activities Director (reported by Becky Griffith)

11/8/15 - 1 PM Studebaker International Pitch-in hosted by Ed and Heidi Reynolds

12/12/15 - 1 PM Christmas Party/Buffer at Murphy's Steak House hosted by Marvin and Berniece Snider

1/23/16 - 1 PM Pit Stop, Brownsburg, hosted by Howe and Charlotte Clark

2/16 - Auction?

4/16 - Oakdale Inn, near Monticello, (Best Catfish By a Dam Site) tour from Indy hosted by Bob and Sandy Fox

5/16 - Orphan Car Drags, Brown County hosted by Richard and Rose Poe

We have plenty of open dates. Plan your event now and let Charlie Griffith know when.

### Membership No Report

### Old Business: None

### New Business:

Bob Palma reported seeing Dale McPhearson, who appears to be getting along OK.

Bob also reported the Muscle Car and Corvette Show at the Rosemont Event Center (near O'Hare Airport)

11/21-22/1015 will include Studebaker.

President Elect, Nancy Bacon said, a new TV Show, *Jay Leno's Garage* has included Studebakers in the first two episodes.

Chuck Kern reported he found a 46 Studebaker farm truck on US 36 that could be made into a car hauler.

Chuck also reported a 1950 Studebaker pickup truck on US 31 near Taylorsville.

Contact Chuck for more details on these 2 trucks.

The meeting was adjourned.

Submitted by Bob Fox, Secretary



## News About Our Members

**Larry Hopkins** had a below-the-knee amputation of the left leg. Although the fractured bone was healing nicely, weakened ligaments and muscles caused a separation at the ankle. The surgeon gave options and prognoses, and Larry decided to have the amputation because of the probability of ongoing problems related to the bone infections.

Just an update on Larry, for those not following/have not gotten the news already from Amanda Hopkins Baitz or Stephanie Haskell- his surgery went well, he is resting pretty comfortably and they have his pain under control. They should be able to fit him for a prosthetic in about 12 weeks which is great...anyone that knows our dad knows he is **EXTREMELY** active and cannot stand to be idle! We just have to watch for depression which could be dangerous for someone as active and independent as he is. But I have complete faith in him and his ability to overcome this! He has been through much worse in his lifetime and always manages to come through beautifully!!

Haskell Family



It was good to see **Tom Lawlis** at our last meeting. Tom is still battling a case of vertigo but is slowly improving.

We have two members with change of address. They are:

**Marvin and Berniece Snider**

1233 Rosewood Lane  
Mooresville, In 46158  
765-318-9738 Marvin  
765-341-1010 Berniece  
[Msnider33@comcast.net](mailto:Msnider33@comcast.net)

**Angie Griffith**

512 Bridgestone Drive  
Mooresville, IN 46158  
317-831-4184

## Welcome New Members

**Scott and Lori McCain**

5889 W 700 N  
McCordsville, IN 46055  
317-281-7695  
[smccainboiler@gmail.com](mailto:smccainboiler@gmail.com)  
1952 Pickup 2 R



I'm looking for a full flow V 8 block. If you have any info please contact me by email. Thanks, Richard Poe  
[Roserichpoe@att.net](mailto:Roserichpoe@att.net)

## For Sale



1948 Studebaker grain truck, 1 1/2 ton, tilt bed. \$3500. One family owned, 48,000 miles. Located @ Ken Albeight just west of Holingsburg on US 36. Contact Ray Wooten at 765-267-0972

**For Sale:**

1950 Studebaker Truck

Contact Larry Little at

812-526-2640



## First Production 1964 R2 GT /To Barn Find August 12,1963 and 64V-1083

Fast forward 52 years to Sept 20,2015 and we are at the Griffith's for their annual Indy Chapter meeting. During the meeting Mike Baker shares that he and a friend are going to look at a 1963 Avanti R2 for sale and reported there is also a 1964 R2 GT for sale. He invited anyone interested to join him after the meeting to view the cars. My ears perked at the mention of a 1964 GT as they have always been my favorite of the GT's and being R2 to boot. A look to my wife Nancy and a knowing smile meant we would go "look", we rode to the location with Chuck Kern and Linda. Chuck was interested in the GT as a driver, we talked on the drive of how neat it would be to own an R2 GT.

Upon arriving Mike Baker and friend went to a garage to look at the Avanti while Chuck and I headed to the barn to view the GT. Upon entering we were met by four cars each with varying amounts of dust on them as well as sunk into the dirt floor. First was a 1976 convertible Cadillac Eldorado, next was a 1970 Pontiac

Bonneville, a 1959 Ford Retractable and the R2 GT. The GT had sunk in the dirt floor to the wheel rims, dirt covered everything (R), the interior was covered in mold and the hood release was rusted shut. After a few minutes the hood was manually opened from beneath and we were finally going to get a look at the motor, to our surprise there was NO engine to be seen as under the hood was a mass of leaves and debris (L). We finally found a supercharger and what we thought was an engine, digging further to find the engine number.



Chuck and I discussed the car at great length on what we believed it would take to get the car up and running as a driver. I told Chuck it probably would take everything, the license plate on the car was from 1989. Fuels system, everything from tank to carb would need to be replaced, brakes the same, master cylinder to wheels, electrical, count on replacing the entire harness, engine who knows? We knew it would take a complete interior as it smelled terrible. The good news, the body looked

good and all the glass was there. I estimated that to get it up as a driver including purchase it would be around \$25,000.00 and we still had no idea of the floors and frame condition on a dirt floor for 26 years. Chuck made an offer contingent on a good frame and underbody once the car was removed from the barn.

It's important to note here that the gentleman, Leo Meirans (previously an Indy SDC member), who owned the cars (and property) was single and left his entire estate to the Catholic church, we were dealing with a priest who was assigned the task of selling the cars because others in the church knew he liked cars. Chuck was told once the car was removed from the barn Father Joe would contact him. Nancy and I went home chatting on how cool a purchase Chuck was making.

The next day, Monday, I get a call from Chuck. He has thought about it and decided it is a lot of work and money and he was out. I had told Chuck if he did not want the car I was interested, and the friend and gentleman Chuck is he called me. I called Father Joe and told him I was interested and to contact me as soon as he got the car out of the barn. Interesting note here. . . Father Joe went to high school with our son Tony. Two weeks later and the car is removed from the barn.

Nancy, Tony and myself went to view the car on Sunday October 4th, armed with a floor jack we inspected the frame and sub floor and found them to be solid. A deal was made and a flatbed tow truck was summoned to the scene. As he loaded

the car the left rear tire would not roll, as I figured frozen brakes. Once on the truck I could see a soft spot on the passenger side floor, hmmm. Off to its' new home.

Once at my house it had a quick bath (hopefully to placate any nosey neighbors) and we were pleasantly surprised at how the car cleaned up with soap and water, and yes the neighbors had to come see our "new" car.



So far Nancy has been busy cleaning the interior, I removed the rear brakes that were frozen, the hood is off and all that holds the motor in is gravity. We hauled numerous/several wheel barrow loads of debris from under the hood to expose a badly rusted engine and accessories, mouse eaten wiring and an exploded battery. But it is all there.

Fate would have it that someone had posted a thread on GT Hawks and "barn finds" on the Studebaker Drivers Club Forum and I had posted some pictures there and my intent to purchase the car. Once the purchase was made we posted some additional pictures of the car washed, and our esteemed Bob Palma asked the question, "what is the serial number Joe". I replied 64V1083, to which he replied. . .

1. It is the first **production 1964 model year** Super Hawk built, **period**. It was built August 12, 1963. Two 1964 Super Hawks were among the five **pre-production** 1964 Pilot Cars assembled June 23,

1963; the 3 Daytona convertibles and 2 Super Hawks more or less hand-built for the Bonneville runs for 1964 model year advertising.

(Both of those 1964 Pilot Super Hawks were 4-speeds; one R1 and one R2. So even including Pilot Cars, Joe's car is the first 1964 Powershift Super Hawk completed.)

When "real" 1964 production commenced almost seven weeks later, on August 8, **Joe's 64V1083 was the first Super Hawk built**. Of course, it wasn't built until 4 days later, on August 12. Further, it was the first 1964 production Hawk built with an Avanti engine, full-package or otherwise. It should have Body #113. (Joe, please confirm.)

2. Ironically, **64V1008**, although "serialized" *earlier* and thus carrying a lower number, was completed a day *later*, on August 13. It was the Astra White / Black Sports Roof R2/Powershift Hawk built for **Press Preview**, tagged as such, along with **Show Car Quality** and **Service for Retail Delivery**. But it was **not** a full-package Super Hawk, whereas Joe's **64V1083 is**.

(Chances are good that 64V1008 was serialized before Joe's car but completed a day later because it got extra attention as a Show Car, so **Joe's** was the first one out the door.)

3. Joe's car was destined for South Bend, with **Service for Retail Delivery** noted. Also noted was that it was to be **"Sent to Engineering for Check,"** whatever that means.

Nancy and I had looked at 64V-1008 last year as it was at the Auburn auction and decided to pass on that car for several reasons along with several other Studebakers since sell our 1963 R2 Daytona. And now we own the first production 64 R2 GT. I guess things happen for a reason, you just have to be patient. First goal is to get it as a driver then finish it as a total restoration in the quality of our 1956 Golden Hawk.

As Paul Harvey would say.... *"And now you know the rest of the story on 64V-1083"*.

Story and Photos by Joe Bacon





# Little did we know!

I'm sorry, but I didn't know it was wrong to let my babies sleep on their stomachs, plus I'm sure the baby bed that our two boys slept in would be outlawed today. In 1969, nobody told me that a child's car-seat needed to be securely fastened with a seatbelt and that the child should be facing backwards and riding in the rear seat. On top of all that, as they grew older, they rode their bikes without wearing helmets or slathering on sunscreen. Good grief...in today's politically correct world, Dave and I would be dubbed "unfit parents".

In our defense, check out the advertisement for the Dennis Mitchell Driv-Urself Baby Seat. For \$4.98 your youngun' could "help" drive the car...standing up!! (Trivia Alert: Dennis Mitchell is the real name of the cartoon character *Dennis the Menace*.) Now, take a look at the picture of our oldest son, Doug, riding in the front seat...not strapped in...and able to reach out and grab the steering wheel or the car keys. What were we thinking as we raised children in the 1960s, 1970s and 1980s? How did this "dangerous" lifestyle affect the future of our kids?

Well, I don't know about your kids, but ours grew up loving to drive. They went from tricycles to bicycles to their beloved Big Wheels! Then they started racing go-carts (long before either of them had a driver's license). They drove farm tractors, a couple of Studebakers, a dump truck and even learned to double-clutch.

Now they are both in their 40s. Do they still love to drive? **ABSOLUTELY!** Our youngest son is an Indiana State Trooper and has probably logged more miles in a car than all the members of the Indy Chapter combined. He has been at the wheel for many a high-speed chase...reaching speeds of 120 MPH (what he tells his Mom) or higher (what he admits to his Dad). Next, let's take a look at our first born. He is the world's biggest open-wheel racing fan and has participated in both the NASCAR and INDY CAR driving opportunities. Twice, with a big grin, he has suited up and drove a race car for several laps around the track. Recently, he decided to learn how to fly...so now he has his pilot's license.

So here's the deal...NO, parents should NOT go back to doing things that we now know are unsafe. But, we should be teaching what is safe and what is dangerous and how to take precautions to be safe. Let's encourage today's youth to take responsibility for their actions and not expect the world to be taking care of them!



***Young Doug Elmore wears his racing goggles as he sits in the infamous unsafe car seat (soon to be handed down to his brother, Dan).***



***On the left, we see Doug preparing for a little "leisurely" drive in his Cobra. But, somewhere in Indiana, his brother Dan is waiting for the highlight of his State Police career...***

# Upcoming Events

**Sunday, November 8 – 1:00** – Pitch-in at Studebaker International, hosted by Ed Reynolds. Meat will be provided, just bring a side-dish and your table service. Ed's address is 97 N 150 W, Greenfield, 46240



**Saturday, December 12 - 1:00 pm** – Mark your calendar for December 12 for this year's Christmas party. Again this year we will be going to Murphy's Steak House located at 5198 Allisonville Rd., Indianapolis. More details will follow in next month's newsletter.



Thanks to all.  
Berniece Snider



**Mark these dates on your calendar:**

**Saturday, January 23 – 1:00 pm** – Lunch at the Pit Stop in Brownsburg hosted by Howe and Charlotte Clark

**Sunday, March 6 – 1:00 pm** – Pitch-in and auction at Ed Reynolds.

**April 16** - Best Catfish By A Dam Site hosted by Fox's

**May 16** – The annual Studebaker Nationals and Orphan Car Drags held in Bean Blossom, IN, hosted by Richard and Rose Poe.

**June 26 – July 2** – 52<sup>nd</sup> Annual Studebaker Drivers Club International Meet in Warwick, Rhode Island

There is no event scheduled for February. If you know of a place where we could meet for lunch and a short meeting, contact Charlie Griffith at [chazwork@msn.com](mailto:chazwork@msn.com) or 317-538-1538.



## National SCD Membership Application

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 are available.)

Mail application and check to:

**Or email:** [studebakerdriversclub.com](mailto:studebakerdriversclub.com) for information

The Studebaker Drivers Club, Inc.

P.O. Box 1715

Maple Grove, MN 55311-6715

Or

Call 763-420-7829 to use Visa or Mastercard

Or fax application with credit card to 763-420-7849

Name: \_\_\_\_\_ Spouse \_\_\_\_\_  
Address: \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: \_\_\_\_\_ E-Mail \_\_\_\_\_  
Birth Date(s): \_\_\_\_\_  
Month/Day \_\_\_\_\_ Add another sheet if needed.

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## Indy Chapter Membership Application

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 applies). Mail application and check to:

Tom Flynn, Indy SDC Treasurer

4531 S CR 500 E

Plainfield, IN 46168

Name: \_\_\_\_\_ Spouse \_\_\_\_\_  
Address: \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: \_\_\_\_\_ E-Mail \_\_\_\_\_  
Birth Date(s): \_\_\_\_\_  
Month/Day \_\_\_\_\_ Add another sheet if needed



# 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

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# Brickyard Bulletin November, 2015



Andy and Cathy Hess 1941 Commander

Indy Chapter SDC  
Becky Griffith, Editor  
1526 S. Hunter Rd  
Indianapolis, IN 46239

**To:**

