



BRICKYARD BULLETIN



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Joe and I really enjoyed hosting the Indy Chapter at our annual Luau. The weather was perfect and the beautiful Studebaker's & Avanti's that parked along the lane we live on had many people in the UIndy area stopping to take a look. It was nice to have the Avanti Club join us. Our 64 R2 GT sat on display in the driveway as she isn't running yet but the supercharged engine that was recently installed sure looks like it can't be far from starting up.



Former member and editor Chris Drew (R) talking to Phil Brandt (L)

My brother and past Indy Chapter member, Chris Drews, drove up from Florida for the luau weekend and really had fun seeing the cars and even some members from when he lived here. Chris brought me boxes of Studebaker newsletter, magazines, photos and memorabilia that he found as he was moving from the house he just sold. I spent part of this weekend looking thru some of the Brickyard Bulletins from 1985 to 1991. Good times, friends and memories.

Joe and Nancy's 1964 Hawk under construction.

Hope to see everyone at the next meeting at Logan's!

Nancy Bacon
Indy Chapter SDC President

Joe and Nancy Bacon's Luau July 16

What a good time we had at the Bacon's Luau on Saturday, July 16. I don't have an official attendance but there were plenty of us and it was nice having the Avanti Club join the group. Lots of beautiful cars. We had a very short meeting as follows:

President/host Nancy Bacon opened the meeting thanking us for attending the luau and in return the club thanked Joe and Nancy for inviting us. We also thanked Joe for hunting as he provided the delicious meat! Nancy then introduce her brother Chris Drews from Florida.

Nancy mentioned that if you go to Facebook and type in "Studebakers in Indy" you will find pictures that Larry Hopkins has taken of cars, not



Hosts Joe and Nancy Bacon on their deck and son Smilin' Tony in the foreground.

just Studebakers, but all types.

Nancy thanked the Avanti Club for coming and the meeting was adjourned.



Future new member Mark Enlow's 1963 Lark
Daytona RII



Members of the Avanti Club



Ed Reynold's 1966 Daytona



The 2016 SDC International Meet

Warwick, Rhode Island: June 26-July 2

by Bob Palma

The 2016 SDC International Meet, the club's 52nd such event, was a success, considering its distance from the center of the country. It's important to have International Meets in the corners and on the coasts of the country, so members in those areas don't have to travel so far to attend.

The Official Registration Count was, I believe, 410. That accounted for at least 820 people, per Registrar Mark Wheeler of Cornerstone Registration, because while some registrations were for only one person, others might have been for a family of four or five. The fact that 410 is exactly half of 820 is coincidental; the number 820 could have been 'most any number above 410. Exactly 100 Studebakers were registered for judging. An additional 94 were registered for display only; not judged.

From those numbers, you would expect no more than 194 Studebakers on the field on show day, since judged and display cars were mixed together at random. I thought 194 was a bit low, having walked the show field, so I took it upon myself to go back outside and count the cars on the show field!

I came up with 231 on the show field, plus another 4 Studebakers remaining in what had been the Studebaker-specific parking area of the convention center parking lot that week, for a potential total of 235 Studebakers at the event, one way or another. That would still be an approximation, of course; there is no way to know the exact number of Studebakers on the premises or in the area at a given time.

Some folks obviously brought their Studebakers to the event and then parked on the show field without having registered them. It would have been difficult to monitor that, given the openness of the field. I took three panoramic photos of the show field and, hopefully, Becky will be able to arrange them to give you some idea of its magnitude. Of course, better photos will appear shortly in the comprehensive *Turning Wheels* Meet Issue.

The Warwick Crowne Plaza Hotel was one of the best venues SDC has ever had for their International Meet. The facility and grounds were so large that *every aspect* of the meet could be held on the property. If you were staying there, there was no reason to leave the premises all week, unless you wanted a change of eating places, which were also nearby.

(Although I pre-registered for the meet last year, the host hotel was full by the time I was making firm plans to go, so I stayed at the Best Western Airport hotel, part of a good package deal, flight and hotel, from Orbitz. A



surprising number of SDCers were also at the Best Western even though it wasn't the official meet overflow hotel, which was *also* full! Late-planner Joe Flannery from New Jersey shared the room with me, and Rob Reese from Pennsylvania stayed with us one night on a

roll-away. You'd think the place was a college dormitory!)

Vendors reported "satisfactory" business at best; I didn't notice any Brinks or Wells-Fargo armored trucks servicing Ed Reynolds' booth during the week. The internet and the number of people flying to International Meets on the coasts reduces the number of large items that might be bought at the Swap Meet, since it is a bit difficult to carry a C/K front fender or T-86 overdrive transmission back with you on an airplane...and even certain hood ornaments might be deemed potentially-lethal devices by our crack TSA inspectors.



One benefit of attending International Meets far from home are the number of different Studebakers you'll likely never see again. Such was the case this year, seeing Bob Valpey's nice 1916 Studebaker bus used in Chicago, and the progress being made on co-meet-Chairman Gary Ash's 1930s Studebaker Indianapolis 500 replica. (By the way, Gary's wife Jane, the Meet Chairman, is to be commended for doing an outstanding job. With good reason, Gary would be the first to defer to all her good work; it was well-executed.)

Unless I missed someone, and my apologies if I did, our Indy Chapter was represented only by me and Studebaker International Vendors **Ed** and **Heidi Reynolds**. I flew to Providence and, of course, Ed and Heidi "drove" their parts, so our chapter had no Studebaker vehicles at the meet. That will surely improve for next year's 2017 International Meet in South Bend, including the promise of seeing Tom Lawlis' fully-restored 1957 Golden Hawk 400 displayed at an International Meet for the first time.

Obviously, a more comprehensive report of the 2016 International Meet will appear in an up-coming *Turning Wheels*, so "don't touch that dial!" **BP**





SOUTH BEND CUBS

JOIN US FOR THE SECOND ANNUAL CLASSIC CAR DAY
AT FOUR WINDS FIELD

SUNDAY AUGUST 7TH, 2016

CAR SHOW @ 11:00

GATES OPEN @ 12:00

FIRST PITCH @ 2:05

**\$11 ENTRY FEE GETS YOU A SPOT FOR YOUR CAR,
GAME TICKET, GAME PROGRAM &
A SOUTH BEND CUBS HAT**

SIGN-UPS START MAY 16TH

**CONTACT ROXY FELDE AT (574) 235-9988 EXT. 276
BY JULY 29TH TO RESERVE YOUR SPOT**





STUDEBAKER LEADS THE WAY

In order to regain my credibility (after last month's tongue-in-cheek sweet corn article), I am proud to publish the results of my recent intensive Internet research into all things Studebaker. Imagine my excitement when I stumbled across this 1907 advertisement listing ALL the reasons that a Studebaker commercial vehicle was far superior to the horse.

YOU SHOULD REPLACE THE HORSE WITH STUDEBAKER COMMERCIAL VEHICLES, BECAUSE

- 1 Cost less to maintain. Horse maintenance charges continue to increase; "Studebaker" upkeep decreasing.
- 2 Horse a perpetual expense while alive. Must always be fed and groomed, whether at work or idle.
- 3 Studebaker Electric costs nothing when unemployed.
- 4 Cuts down stable space required to less than one-half.
- 5 So compact, can be stabled in smaller quarters, permitting less expensive housing.
- 6 Requires fewer caretakers.
- 7 Needs no attention on days when not in use.
- 8 Lasts longer.
- 9 Does the work of at least two horse vehicles, and sometimes three.
- 10 Cuts down expense of drivers and wagon boys.
- 11 Goes there and back while the horse is on the way.
- 12 Quicker deliveries; meeting the demands of the times.
- 13 Working hours of a day not limited.
- 14 Requires no time for rest.
- 15 Less hampered and delayed in congested traffic.
- 16 Garages inoffensive and can be located in convenient places near distributing centers. No insurance restriction.
- 17 Always ready when you want them.
- 18 Will work under weather and road conditions when the horse cannot.
- 19 Can be worked overtime without handicapping efficiency.
- 20 Requires less space for loading; saves time in loading and unloading. More can be loaded at same time.
- 21 More cleanly and sanitary.
- 22 Costs can always be accurately determined and gauged.
- 23 Makes possible extension of free delivery limits at a lower cost.
- 24 An indication of progressiveness, and a good advertisement.



Can you imagine anyone taking the time to read this LONG advertisement in today's hurry-scurry world? But after reading Studebaker's 24 reasons to buy their vehicles, I got to wondering if this is where David Letterman got the idea for his trademark *Top Ten Reasons* lists. After all, Letterman did grow up in Indiana!



Upcoming Events

Sunday, August 7 – South Bend, IN - Please take a look at page 7 spotlighting an event with the South Bend Cubs baseball team, which features classic vehicles on display outside the ball park.

Saturday, August 13 - Speedway, IN – Tour the Indianapolis Motor Speedway Museum - Host: Ted Andrews. This is an AOAI event but Ted Andrews has invited SDC members. More information will be sent out very soon.

Sunday, August 14 at 1:00 – Lunch at **Logan's Roadhouse** in Greenwood on County Line Road.

Mark these dates on your calendar:



Saturday, September 10 at 1:00 – Pitch-in picnic at **Charlie and Becky Griffith** and possible short tour around Indianapolis in honor of *Drive Your Studebaker Day*, about a 30 minute drive. Again they will have BBQ pulled pork, water, tea and lemonade. Bring a dish and your tableware. We will drive to downtown Indy, around the Circle once or twice and end up at Café Nonna on Virginia Avenue in Fountain Square. They will reserve a parking lot for us. If you have not been to Café Nonna, they serve delicious gelato (Italian ice cream). They have both indoor and outdoor seating. There is easy access to both I-65 and I-70 from this location.



Tuesday, September 13 - Official International Drive Your Studebaker Day

September 16 – 17 - Studebakers at Dunkirk, NY Swap Meet. If anyone is interested I do have a flyer I can send.

September 30 – October 2 – Newport Hill Climb

Sunday, October 9 – Lunch at the Blue Bird in Morristown hosted by Marvin and Berniece Snider.

November 6 – Pitch-in at Ed Reynolds

The Brickyard Bulletin

Published by the Indy Chapter Studebaker Drivers Club

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

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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

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 August, 2016



A 2007 Avanti owned by Bill Panzica of the AOAI. For those of you who were at Studebaker International when it was in South Bend, you'll remember this car was on display.

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To:

