



# Brickyard Bulletin



Vol. 35 Issue 1 A Monthly Publication of The Indy Chapter of The Studebaker Drives Club Jan. 2010



Jim and Jean Clutter 1950 Champion Starlite Coupe Photo by Tom Lawlis

## AN INTRODUCTION TO YOUR NEW EDITORS

As some of you know by now we have agreed to become the new editors of the Brickyard Bulletin. We moved back to Indiana from Janesville, WI early 2007 and joined the Indy chapter of the SDC at that time. We had good friends in the chapter and did some drag racing and other events with some of them.

*"We want the Bulletin to continue to reflect all aspects of the Indy membership and interest we all have."*

Our interest in Studebaker goes back to our High School years. My mode of transportation at that time was Studebakers and so Rose got her introduction to them at that time. She must like me because she is still around.

Our main interest has been in Studebaker performance so we set up a Studebaker Drag Race down here in Brown County for the last couple years and that will go on again this year. We really appreciate the work and dedication that goes in to owning a Studebaker and that there are many aspects to our collective Studebaker addictions.



We want the Bulletin to continue to reflect all aspects of the Indy membership and interests we all have.

To do that we all need to participate and one way to do that is to contribute to the Bulletin with your articles and pictures. We want to know about you and your car! My skills as a writer are not strong; I would rather be out in the garage doing something to one of my Studebakers. But I have occasionally sent in an article and they have gotten printed. We have always enjoyed reading about other chapter members and the experiences and stories they have been willing to share with us all in the Bulletin.

Rose and I don't attend all the meetings so we will need someone to contribute a report and pictures. Please let us know if you can help out. It's always good to hear about all the fun.

You may see some minor changes in the Bulletin as time goes on and we get a handle on the art of laying this out.

Our goal is to just do the best we can and ask that you give us time to get the hang of this editing thing. Your help is welcome and is appreciated.

If you have something you are willing to contribute to your Brickyard Bulletin, please send it to us. Our address is on the back page. Please add to the email subject line that this is for the Brickyard Bulletin.

Richard and Rose Poe

## HI ALL! FROM THE PRESIDENT

Well, time is getting short until Santa arrives. You'd better be close to having your shopping done. He also knows if you have been bad or good, so you better be extra good!

I would like to thank everyone who consented to remain in office, and a special thank you to Nancy Bacon, for taking the office of secretary. What can I say about Richard and Rose Poe, two great friends who stepped up in our hour of need, to assume the tough job of editor. I know that it was a hard decision for them, and we all owe them a great deal of thanks. I would also like to thank Dan Taylor for his time as secretary. I understand why he had to give it up, as he does a lot of traveling with his job, and couldn't be at the meetings as much as he would have liked.

Now for our "snow birds", what an awesome job they have done for the last three years, and they are still helping our new editors. As you must know, I'm talking about Harold and Jo Williams. Thank you both more than I can say, and enjoy your winter down south.

Wishing everyone a joyous and merry Christmas, and a happy and prosperous New Year from my family...Chuck, Linda, John, Mary Jo, Matt, and the Girls, to all of You and Yours. See you at the "After Christmas Party" on December 27.

Your Fellow Stude Guy, Chuck

**JAMES E. CLUTTER**  
**LONGTIME SDC INDY CHAPTER MEMBER AND GOOD FRIEND**

*Jim was born in Brazil, IN on August 20, 1927 and, after fighting a nine-year battle with cancer, passed away on December 7, 2009. Many of us who were lucky enough to have Jim as a good friend found him to be a very upbeat innovative person. I never heard him complain and most who met Jim, or conversed with him at SDC gatherings, would never have known he was fighting a serious health problem.*

*I first met Jim around 1990 when he drove up to my shop needing some mechanical work done on his 1950 Starlite Champion. He had recently purchased the car in Texas. He and Jean drove the car home...an adventure many of us would never attempt. This "can do" spirit is what drove Jim all through his life.*

*A brief look at Jim's work career would find his first job as a railroad fireman on steam locomotives on the Big Four Railroad. This is what generated his model train hobby. In recent years he converted most of the second story of his home to a large model train layout. Jim was also a WWII Army veteran. He was known to be a very patriotic person, as exemplified by the flag that flew on his property 24 hours a day (always being properly lighted at night).*

*After being discharged from the service, he went to work for Allison Division-GMC, where he worked in the Packaging and Experimental Assembly area. After 17 years, Jim left Allison and started his first business, J. E. Clutter & Associates, an industrial machine tool sales and service company.*

*In the late 1970s, when the machine tool business started to recede, Jim began a new business in Plainfield. JECO Plastic Products was a rotational thermal forming process which converted plastic pellets into plastic products such as recreational children's park toys, Jet Ski docking stations, reusable plastic shipping skids and a special semi-tractor fender known as The Raindowner. All of these products, plus others, revealed Jim's incredible talents. He was able to invent, patent, and market many new concepts.*

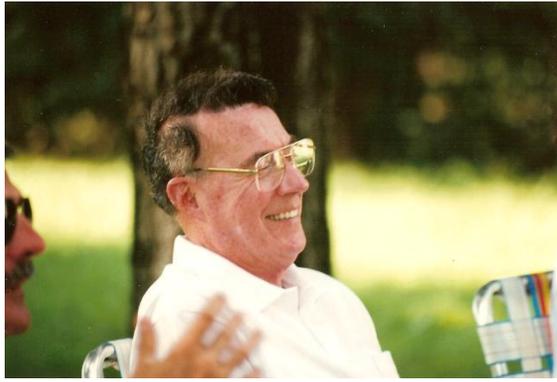
*I was lucky to have the opportunity to work with Jim on the mounting brackets for The Raindowner fender. These fenders were designed by Jim to reduce the windshield rain mist that is thrown onto passing cars from truck tires. The Raindowner helped to increase an automobile driver's visibility when following or passing a semi-tractor trailer on wet roads. Tests conducted at the University of Texas showed the fenders to be 90% effective in reducing tire-generated mist. Perhaps, someday we may see these fenders being used on semi-trucks providing much improved visibility for drivers who must follow or pass trucks, on rain slick highways, and thus saving many lives.*

*The only thing that could top Jim's love of old cars, trains and thinking up new inventions, was his all-encompassing love for his family, which included his wife Jean and their three daughters. Over the years this family grew to include sons-in law, grandchildren and, in recent years, a few great grandchildren...and, you can bet, Jim was so very proud of each and every one of them!*

*This brief description of Jim's life only touches on many of his accomplishments. Through his hard work and dedication it's obvious he is an excellent example of the American Dream. I feel extremely lucky to have known Jim and will always remember him as a good friend, who was very giving and always there with an encouraging attitude.*

*Jim, your friends at SDC will truly miss you. May you rest in peace.*

*~~David Elmore~~*



**Jim Clutter Photo by Tom Lawlis**

*We got a call from Judy Lawlis as many did telling us that Jim Clutter passed away. Judy talked about him and his friendship with her and Tom. Thanks to Tom Lawlis for the pictures. Our sympathies go out to Jean and her family. He will be missed. Thanks to Dave Elmore for sharing his memories with us.*



**Jim Clutter's 1958 Golden Hawk Photo by Tom Lawlis**



**Jim Clutter's 1939 Packard Six Club Coupe; Model 1700-1285  
Photo by Tom Lawlis**

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## ***THANK YOU TO HAROLD AND JO WILLIAMS***

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**HAROLD AND JO**

*Thank you to Harold and Jo for three years of taking the responsibility of being editors of the "Brickyard Bulletin". You have done a wonderful job, and I know everyone in the Indy Chapter appreciates your hard work and dedication.*

*We also want to thank you for your assistance in helping us get started in our term as editors. As we are now learning, it's a big job, and your experience and patience have been invaluable to us. We hope that we will be able to fill your shoes!*

*Again, please accept the gratitude of the club, and we all wish you a warm, sunny winter down South!*

***Richard and Rose Poe***

## Recipe of the month

**O**ur son, Jeff, and his wife, Stephanie, are big football fans. Jeff likes the Colts, and Stephanie, having been born and raised in Wisconsin, is a huge Packers fan, but we love her anyway!! When Stephanie was growing up, her family and friends often gathered to watch the Packer games on TV, and would have lots of good food. This recipe is one of her favorites. Thank you, Steph!

### *Super Bowl Taco Dip*

*8 oz. cream cheese*

*8 oz. sour cream*

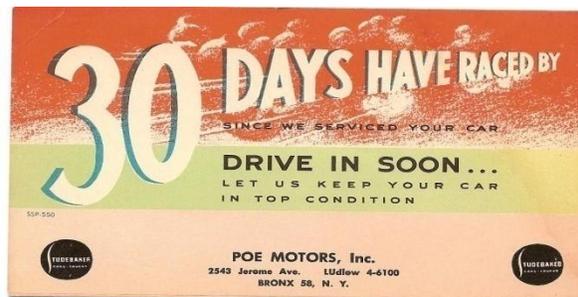
*3/4 package Taco Bell taco seasoning*

*Blend together with mixer until smooth. Spread in pie pan or pizza pan. Top with shredded cheese, black olives, and sliced green onions. Serve with tortilla chips.*

*This dip goes pretty quick, so if you are making it for a group, better double it!*



# Ask Buddy?



*“Buddy’s Busted Knuckle Garage” will appear in the Brickyard Bulletin to answer technical questions from time to time. He may have an opinion or two. If I were you I would not put too much if any faith in his expertise. He is for entertainment only. This month Buddy has a question from [noughtoo@smart.con](mailto:noughtoo@smart.con) about the 710 OIL breather cap on an Avanti.*

Buddy,

Can you answer me this? I have a question about an Avanti that I just got and I hope you can help me work it out. I was looking under the hood and it has two caps, one on each side at the top of a chrome thing. One cap says OIL, but the other says 710? What does 710 stand for? Did it come off some other kind of engine? I want to keep my Avanti all Studebaker no brand X stuff for me! Is the one that says oil where I put oil in the engine? How do I get oil to go in the other side of the engine so both sides have oil in them? It’s really hard to get the oil to go down the little tube the dip stick is in, I know, I tried, what a mess!! Thanks for your help Buddy I’m kinda new to this stuff, I never had a Studebaker before!

Thanks,

Via email: [noughtoo@smart.con](mailto:noughtoo@smart.con) Name properly withheld.

Dear, Name properly withheld,  
It may seem to you that the question you asked me is a common one, but thankfully, it is not, and hopefully I won’t ever get it again.

It could be the cap marked 710 is from an EMD 710 Series Diesel engine made by GM for marine use. It has a cylinder bore of 9-1/16 inches and a stroke of 11 inches and can have 8, 12, 16, or 20 cylinders. Does that look like it may be your engine in the Avanti?

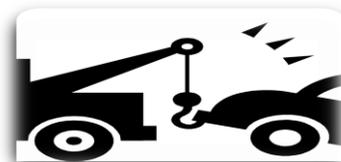
I’ll assume it’s not. If you follow my instructions carefully we can fix this problem without even using a tool. We don’t

need to complicate things any more than they already are, do we?

Reach down and grab the 710 cap grasping it with your fingers and turn it either clock wise or even counter clockwise 180 degrees. Stop turning and remove your hand and you will see the cap now reads OIL. Now you can or at least I hope you can add oil to both sides of your engine without creating a mess.

If you ever have this problem again repeat the steps I gave you. Good luck! I think you’ll need it.

Buddy



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# *“It's a beautiful world!”*

## *A True Story by Bob & Nancy Hechliniski*

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I can pick any day in my life and find neat stuff, memorable stuff. Like today; for example.

The little '50 Studebaker had been acting up somewhat. It needed a new, engine driven fuel pump. One of the nicest guys you ever want to meet put one on for me. In addition, he put on an electric pump back at the tank. When it was all done, the car ran fine. Nice installation and performance that I had grown used to. He drove it for a test drive, so did I; everything was great so I went home.

After about a five or six mile drive, I was one stop light from the house when the engine stopped cold, in the busiest intersection of the trip, no less. Cars were stacked up behind me waiting for me to turn left at the green arrow. The car wouldn't move and it wouldn't start. I tried everything without success.

I was on a little slope going backwards so I tried to sit in the car with my left foot pushing back and trying to steer to the left side of the street. This is a rather busy intersection. Cars were going around me (except for one blue haired old person that was convinced that my car would go forward if she blew her horn enough.) Thank goodness she finally went around. By now, the oncoming traffic was not happy with my coasting backward across their lane but there wasn't much else I could do.

Suddenly, at the very worst of the horn blowing, a friendly face showed up at my side window "Are you trying to get the opposite curb?" he asked. I nodded affirmative "but it was tough." "Keep steering, I'll push up as far as you can go to the other side" he yelled and laid into the front of the bullet nose grill. It worked! He pushed the car clear of both the traffic lanes and it ended part way up the drive way of the shopping center. I was out of everyone's traffic.

My saving angel came around with a big grin on his face knowing that he got me out of trouble. We were both happy and showed it! He stuck his hand out and told me his name was Jim. "I'm Bob and I can't thank you enough for your kindness." Still grinning, he said that he saw I was in a bad way and he was the only guy around who could help. And, he was right.

I climbed out of the car and saw that he was a very special angel. Jim only has one leg.

***It's a beautiful world!***

Bob & Nancy Hechliniski

# Indy Chapter's Upcoming events

## Saturday January 23, 2010 at the Pit Stop Barbecue & Grille

The Pit Stop is located at 932 East Main St. Brownsburg, IN. The restaurant has a racing theme with a Sprint car in the dining room and lots of pictures on the wall of the 500 and various drag strips. Eating time is the usual 1:00 P.M. Restaurant is easy to find. US 136 is Main Street in Brownsburg the restaurant is east of and behind the Speedway Gas Station on the east side of Brownsburg. Also since the weather may be factor for the January meeting, you can email **Howe Clark** at [howe.clark@att.net](mailto:howe.clark@att.net) for those who may want to know the last minute weather conditions in this area.

## February 28th Auction and Meeting at Studebaker International Greenfield

Don't forget to bring an auction item and dish to pass. More information next month.

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## What's going on in the Indy Chapter?

Let us know any news in your life so we can share it with the members of the **Indy Chapter** of the **SDC**.

Big News from **Bob** and **Cari Palma**. CONGRADULATIONS!!

**William Michael Marciniac**, **Cari** and **Bob's** long-awaited grandson arrived Friday, December 11, 2009 at 4:28PM. **Bob** reports; He's the son (first-born, and our first grandchild!) of our daughter **Kate** and her husband **Michael**, who appeared on the front cover of the April 2006 **Turning Wheels**, following their September 10, 2005 wedding.

"**Little Will**," as he will be known until he's a bigger than his arrival weight of 6 pounds, 8 ounces, arrived without a hitch while all four grandparents paced the Family Lounge. He's as cute as a button, with unusually large hands, if you ask me. All the better to hold a 7/8" combination wrench, I say!

**Bob and Cari Palma**

**Studebakers in print.** Several of the **Indy Chapter** Members attend and or participate in the Annual **Pure Stock Muscle Car Drag Race** held at Stanton, Michigan in September. Three National Magazines covered the event this year, all in their January 2010 issues. The best pictures are in **Hemmings Muscle Machines**. Several good shots with **Studebakers** and **SDC** and **Indy** members are featured, can you find them all? The **Musclecar Review** article by **Tom Shaw** as always has some **Studebaker** content. He is a **Studebaker** fan and is always a good read. He did make one mistake in saying that the **Studebakers** had 5 wins and 1 loss **Studebakers** had 6 wins. The last is in **Musclecar Enthusiast** and they have no **Studebaker** content.

**Welcome new member, Patsy Stephenson** from Fortville, Indiana. **Patsy** has no **Studebakers** but she has attended several of the **Indy Chapter** meetings and events in the past enjoyed the friendliness she experiences with other members and so she decided to join the chapter. Be sure to say hi and welcome **Patsy**.

# The Brickyard Bulletin

Published by the Indy Chapter Studebaker Drivers Club.

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

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Editors: **Richard and Rose Poe**

The Studebaker Drivers club is an organization dedicated to the preservation of vehicles produced at any time in the history of the Studebaker Corporation. Anyone owning a Studebaker, Erskine, Rockne, Flanders or EMF, or anyone interested in such vehicles is invited to join S.D.C. and the INDY Chapter. Members enjoy sharing information, history, fellowship and driving. S.D.C. bylaws require all chapter members to be members of the National S.D.C.

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## NATIONAL SDC MEMBERSHIP APPLICATION

Regular membership dues in the **National Studebaker Club** are **\$19.95 For New Members 1<sup>st</sup> year only**. Renewals are \$27.50 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 [mark@cornerstonereg.com](mailto:mark@cornerstonereg.com) for information.

**The Studebaker Drivers Club**  
**P O Box 1743**

**Maple Grove, MN 55311-7615**

**Or call 763-420-7829 and use Visa or MasterCard**

Name \_\_\_\_\_ Spouse \_\_\_\_\_

List your Studebakers (add another sheet if needed)

Address \_\_\_\_\_

Year \_\_\_\_\_

Model \_\_\_\_\_

Body Style \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ E-mail \_\_\_\_\_

Zip \_\_\_\_\_ PH (\_\_\_\_) \_\_\_\_\_ Birth date \_\_\_\_\_

## INDY CHAPTER MEMBERSHIP APPLICATION

**National SDC membership is a prerequisite.** Renewal INDY Chapter dues are \$18.00. Renewals payable January each year (after March a \$5.00 late fee will be added.)

Mail application and check to:

**Tom Flynn**  
**4531 S CR 500 East**  
**Plainfield, IN 46168**

Name \_\_\_\_\_ Spouse \_\_\_\_\_

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Zip \_\_\_\_\_ PH (\_\_\_\_) \_\_\_\_\_ Birth date \_\_\_\_\_

**Indy Chapter Monthly  
Meeting Saturday  
January 23 at the  
Pit Stop Barbecue  
And Grill.  
932 E. Main St.  
Brownsburg**



**Indy Chapter SDC  
Richard & Rose Poe, Editors  
5192 State Road 46E  
Nashville, IN 47448**



**To**