



BRICKYARD BULLETIN



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We should be talking about all the fun we had at the 56th International Meet in Chattanooga, but alas, that didn't happen. Planning for our meet next September is ongoing. The club vests are being made and the club logo back patches are on order. Marvin Snider and Bob Fox have been busy figuring out the layout of swap meet booths and registration forms are being revamped for our vendors to register for the meet. On September 9th the planning committees will meet for lunch at 1pm at Bubba's 33 for the first of the monthly meetings we will be having to keep things moving along. The 57th International Meet September 8-11, 2021, at the Marion County Fairgrounds will certainly be the "Ultimate Road Trip" after a year of cancellations of so many events!

The next Indy Chapter club meeting will also be at Bubba's on September 12th at 1:00 p.m., "*International Drive Your Studebaker Day*". Our plan is to order from their curbside to go option (south side of building) and then eat our lunch tailgate fashion by our cars that we will have parked on the north side of the parking lot. Stay well and I hope to see everyone soon!

Nancy Bacon
Indy Chapter President

August Events

Would like to thank Ricky and Susan Crawley, national members, for inviting the club to their home in Logansport on August 16 for a pitch in and thank you to Tom and Patti Goesch of the Avanti Club for their invitation to their home on Morse Reservoir August 29.

Change in Leadership at Studebaker Driver's Club

On behalf of the Board of Directors of the Studebaker Drivers Club, Inc. (SDC), I want to take this opportunity to notify you of the Resignation of SDC President **Peter Bishop**, for personal reasons. We have all been fortunate to work with Pete in the last year, and I believe the Board echoes my sentiment in stating that Pete is a gentleman of outstanding character. We wish him good health and prosperity.

We wish to thank Pete for the talents and effort he has brought to the club and assure the membership of SDC that projects begun by Pete will be completed.

I am assuming the office of President of SDC effective August 25, 2020, and welcome your confidence, comments and support.

Denny Foust
President, Studebaker Drivers Club, Inc.
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Ted Harbit is at it Again!

Geeze, Ted, in the Tuesday, August 11 *Hemmings Daily Blog*, Dan Strohl's March 4th article, "*A Little Studebaker V-8 History from one of Studebaker's most famous Drag Racers*" is again featured!

This has got to be at least the 4th, if not the 5th, time that item has been linked to a *Hemmings Daily Blog* since it first appeared. Amazing.

From Bob Palma



Indianapolis Motor Speedway

I saw this Andy Granatelli promotional display at the Indianapolis airport when returning from Shreveport, LA after inspecting a turquoise 1964 Studebaker Avanti R2 4 speed for a lady. The Indianapolis Motor Speedway Museum is featuring Granatelli LARGER THAN LIFE August 1 – June 20.

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The Indianapolis 500

Hope all is well with you and yours. It is definitely a historic, and strange, race week here at the Indianapolis Motor Speedway! This year was already going to be significant with the first change in ownership in 75 years, but I don't think anyone thought we would be running the 500 in August with no spectators!

We reached out to The History Guy (Lance Geiger) a few weeks ago about doing a piece with the Museum on automotive, racing and/or IMS history for his YouTube channel which has 800,000+ followers. They responded Friday afternoon and after a quick discussion, determined Wilbur Shaw's efforts and Tony Hulman's purchase of the track after WWII saving the Indianapolis Motor Speedway from becoming a housing development would be a good segment. We got him in touch with Donald over the weekend and the video below was posted this morning.

<https://www.youtube.com/watch?v=D-xzn1nILwM>



Dave Wilson

Storm Damage: Close call!

A serious storm roared through Brownsburg Monday afternoon, January 27th. It twisted off a large, healthy tree limb next to my Morton Building with collector cars inside and sent it down through the roof like a projectile. Thankfully, the weight of the whole thing flopped over and pulled it out of the roof, leaving a hole maybe 9" in diameter. We weren't home at the time, so I arrived home to find no power, no phone, and rain pouring in through the roof onto the deck lid of my 1964 Daytona sedan!



Photos attached of the offending limb where it landed, the hole in the roof, and the debris on the deck lid. After cleaning, the deck lid was perfect...not even a scratch...and one piece of tar paper had a roofing nail in it, too.

Whew!

Our neighbor is a former remodeler himself and now an estimator for a large remodeling contractor. He already had "their best" [he said] roofing "sub" coming over today (Tuesday) to review doing his [our neighbor's] entire roof due to old age, not storm damage. The "sub" came over and looked at our damage and said he'd do a temporary on my Morton Building roof (which he did) and then estimated a complete repair with necessary new decking, shingles, etc., at \$560, which I thought was fair; I expected it to be \$500 anyway. Our homeowner's insurance has a \$1,000 deductible, so we'll be losing a few pounds by not eating for a while <GGG> He'll do the repair Tuesday, August 4th. Cool beans.



Dodged the bullet on this one, for sure....*damn, those Morton Buildings are sturdy!*

Bob Palma

Studebaker International 2021 Committee Meeting

Indy Chapter members, it is time for us to get serious on the 2021 SDC International Meet. As discussed at the July meeting and in the August newsletter we are starting a monthly meeting in September to discuss our progress and to address any issues early on. The first meeting will be at **Bubba's on the south side of Indianapolis. We will meet at 1:00 pm on Wednesday, September 9, 2020. The outside tent is where we will gather, this will allow for "social distancing". All members are welcome to attend.** Those who have volunteered as committee chairs are encourage to attend or at the very least drop an email as to what you have done in your duty or the resources you are in need of.

My email is jbwhittail@aol.com If this time or day of the week does not work because of job or ? let me know and we can try another time in the future.

Thanks in advance, Joe Bacon

Odds 'N' Ends

Pete Yuen

Thought of The Day:

You do not have to brush all of your teeth, just the teeth that you want to keep.

Durability of modern car engines

The modern engines last longer than engines of the 1910's through to 1977 at which time the multi grade oils were introduced. From that time forward, the engines lasted longer between overhauls if the oil is kept relatively clean. The longer lasting modern engines have pretty well put the engine rebuilding shops out of business. Perhaps there are still and odd automotive machine shop still operating but it would be a rarity. In large cities, with the property values being so high, there are many well established garages going out of business as well.

The reason that the multi-grade oils provide better engine wear protection than the mono-grade oils is that it maintains optimum viscosity throughout the engine's operating temperature range. This is one factor but other factors include the precision machining that goes into the manufacturing of the engine and 'over-fueling' that occurs in cars that are equipped with carburetors that leaves excess unburned gasoline in the engine that will reduce the effectiveness of the lubrication from the oil through dilution. The modern engine is equipped with a computer to deliver the right amount of fuel through fuel injectors and sufficient oxygen/air for better combustion so that there would be less 'over-fueling'.

A car that is equipped with the computer and fuel injection gives advantages in the form of better engine durability and also better miles per gallon/litre of gas for the consumer over the carburetor equipped cars.

Prior to the use of the multi-grade oils, the most common oil used in the motor vehicles would be the mono-grade SAE# 30 viscosity oil. Some would say that this is a "30- weight oil." As the engines get worn, heavier, higher viscosity oils, such as SAE# 40 oil would be used. Viscosity may be described as a flow rate. The higher the number, the slower the flow rate. The slower the flow rate, the better the lubricating film will be on the moving parts of the engine. However, there is an optimum or ideal flow rate for each application. Example: High viscosity gear oil would not be used in the engine for lubrication.

The crankcase oil should be maintained to the level that the engine manufacturer considers desirable, the amount is shown on the dip-stick. Overfilling will cause foaming which, in turn will cause poor lubrication as the oil pump will pump air and oil instead of just the oil. Air has no lubricating value. The present-day oils for engines do contain an anti-foaming agent but overfilling the crankcase may still cause foaming when the engine is operating.

Note: Excessively dirty oil in some newer model cars can destroy the engine.

However ---- Not all oils in some of the modern car engines are multi-grade. Some hybrid cars in which the engine does not work hard, uses a very thin oil which is suppose to give better mileage on fuel consumption. As in many things in life, there are compromises:

- 1- The oil is expensive.
- 2 - The engine is likely to wear faster than if the multi-grade oil is used.



Studebaker Goes Big Time

It was 1931...our country was in the heart of the Great Depression...and Studebaker Corporation decided to build the world's largest automobile. They constructed a replica of a Studebaker President Four Seasons Roadster as a prop for a short film entitled *Wild Flowers*. The fake car was over 40 feet long and stood 14 feet high. It was so big that a regular size car could be fitted under the enormous hood. Weighing over 5.5 tons, its body was constructed of white pine. After its starring role in the movie, the mammoth vehicle was parked outside the gates of the proving grounds, where it was enjoyed by many and became quite a local tourist attraction.

Studebaker Builds World's Largest Auto — 41 Feet Long

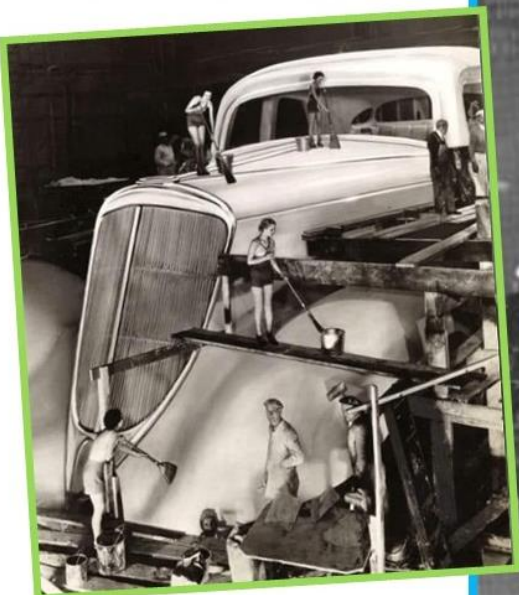


Mammoth auto is located outside the Studebaker proving grounds. Compare it with the roadster.



Jumping ahead to the 1933-34 Century of Progress World's Fair in Chicago, we find that Studebaker intends to out do its competitors and even over-shadow the company's enormous automobile sitting back in Indiana, just outside of South Bend. This World's Fair was celebrating the Chicago's 100th anniversary and to provide jobs and inspiration for the millions of people suffering through the Depression. The immense President Land Cruiser was framed in wood and covered in plaster. It was painted Canary Yellow and measured 80 feet long, 28 feet high, and 30 feet wide. Below the running board was a door that led visitors into an 80-seat auditorium, where they could watch films extolling the virtues of the new Studebakers! (Look closely at the picture below on the left. Those are real people cleaning the Studebaker display.)

Sadly, at the conclusion of the World's Fair the Land Cruiser was dismantled and burned. Then, in 1936, after enduring several harsh Michiana winters, and the fact that its styling was outdated, the car at the Proving Grounds was also burned.



Upcoming Events

Wednesday, September 9 at 1:00 p.m. – Studebaker International Committee meeting at Bubba's 33 in Greenwood. All members are welcome to attend.

Saturday, September 12 at 1:00 p.m. – **Drive your Studebaker Day** – Let's all meet at Bubba's 33 parking lot at 7799 S. US 31, Greenwood, 317-883-4833, order lunch and eat next to our cars. Bubba's 33 has a large parking lot on the south side of the restaurant.



Mark Your Calendar:



September 18-19 – Studebakers at Dunkirk - Studebaker Swap Meet in Dunkirk, New York

Saturday, September 26 from 10:00 – 2:00 – **Car show in Hope, In.** on the Square. There will be judging and an award handed out. There will be a couple of food vendors and a band. Jim Lime reports that Studebaker International will be open until 3:00 p.m. They're just around the corner.

Saturday, October 17 at 1:00 p.m. Lunch at SDC members David and Beth Doran's home at 2717 E. 75 N, Lebanon, In. The Doran's will provide meat and drinks. Bring a favorite side dish or dessert. Dave has a real nice woodworking shop I'm sure the guys will enjoy visiting. There is plenty of space for safe social distancing. Call the Doran's at 765-891-2671 if you have any questions.

Sunday, November 15 at 1:00 p.m. – **Annual Thanksgiving Luncheon and Chapter Business Meeting** at Mike Baker's Avanti Restoration & Service Shop at 4193 E US40, Greenfield, IN. 317-498-2288

Saturday, December 12, 2020 at 1:00 p.m. – Christmas Dinner and Party at The Green Street Pub, 911 N. Green St., Brownsburg, IN. Once again, we have some fast, fun games and no gift exchange. Order off the menu.

September 8 thru 11, 2021 – Studebaker International in Indianapolis, Indiana



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 are available.) Application is available upon request or e-mail studebakerdriverclub.com.

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.

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Brickyard Bulletin September, 2020

Pretty sure the birds on the roof are employed by the car wash.



Indy Chapter SDC
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To:



September