



BRICKYARD BULLETIN



VOL. 47, ISSUE 10, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, OCTOBER, 2020

It was certainly great to see so many of our Indy Chapter friends at the first International Committee planning meeting and at our local chapter International Drive Your Studebaker Day get together. Both events were at Bubba's 33 which accommodated our group in their outdoor seating tent. The weather could not have been better and it was great seeing everyone! We also got to meet new members Carl & Karen Finchum who recently purchased a 1916 Studebaker Touring.

Plans for the 57th International Meet are coming along every day. We are getting motel accommodations and rates negotiated at this time. Our planned meetings each month are to keep the chair people up to date on the planning progress but any club member is welcome to attend. We are looking for people to work during the meet in the registration, hospitality, parking, swap meet and judging areas. Pick what area you would like to help in and let us know!

Hope to see everyone at some of the events we have planned for the next few months! Stay well & see you soon!

Nancy Bacon
Indy Chapter President

International Drive Your Studebaker Day Saturday, September 12, 2020

On a beautiful Saturday afternoon eleven Studebakers, one DeSoto and twenty five members and guest gathered for lunch at Bubba's on Indy's south side. The cars drew lots of curious lookers. There was no meeting, however, Nancy Bacon did introduce new members Dave Arland, Carl and Karen Finchum, and Andy and Chantel Ebbert.



New members, Dave Arland (C), Carl and Karen Finchum (L) with Danny and Karen Taylor



New members, Andy and Chantel Ebbert (R) with Don and Debbie Bookout





Welcome New Members

Carl & Karen Finchum
902 West Epler Avenue
Indianapolis, IN 46217
317-696-4503
carlfinchum@comcast.net
1916 Series 16 Touring



Mark & Rachel Myers
888 Meadowbrook Drive
Lowell, IN 46356
708-446-1674
Mm1953c@yahoo.com
1963 Lark 2 door

Studebaker International 2021 Committee Meeting

The first committee meeting for Studebaker International was held Wednesday, September 9 at Bubba's on the south side of Indy. We had a great turn out, 21 members attended. Minutes from the meeting are attached.

The next International Meet Organizational Lunch and Meeting will be **1:00 p.m. on Wednesday, October 7, at the Brownsburg McAlister's Deli**. Bob Palma has reserved the private meeting room. We can close the doors at either end of the room and it will be completely private. He said we could stay all afternoon if we wanted to. The room is currently set up for 36 people, but he said we could squeeze in another table at the last minute if need be.

FYI

Check it out, guys:

In this morning's (Friday, September 11th) *Hemmings Daily Blog*, the lead item is the announcement of MCACN 2020 being cancelled.

There are only **three** previous-show photographs in the announcement. **One of them is an excellent photo of the Studebaker display** at the 2019 event, featuring *The Whistler* after professional lettering. 'Way cool; who said there's no such thing as bad publicity?'

Very nice:

https://www.hemmings.com/stories/2020/09/11/muscle-car-and-corvette-nationals-announces-cancellation-of-2020-event?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-09-11

Bob Palma

The Quiz

By Bob Palma

This back page from the early 1959 Studebaker brochure illustrates a popular 1958 Regular Production Option (RPO) available that was not available as an RPO on any 1959 Lark or Hawk, so the brochure contains an error. What is it?

The first person to e-mail or call Bob Palma with the correct answer wins \$4 worth of McAlister's food tickets: (2) \$2 tickets.

Best. Bob



SPECIFICATIONS

| DIMENSIONS AND WEIGHTS: | LARK 4-DOOR SEDAN | LARK 2-DOOR HARDTOP | LARK 2-DOOR SEDAN | LARK STATION WAGON | SILVER HAWK |
|------------------------------|----------------------|------------------------|----------------------|-----------------------|----------------|
| Overall length | 175" | 175" | 175" | 184.5" | 204" |
| Overall width | 71.38" | 71.38" | 71.38" | 71.38" | 71.3" |
| Overall height, loaded | 57.5" | 57.5" | 57.5" | 58.75" | 55.5" |
| Wheelbase | 108.5" | 108.5" | 108.5" | 113.0" | 120.5" |
| Shipping weight, lbs./6 cyl. | 2600 | 2710 | 2577 | 2815 | 2810 |
| Shipping weight, lbs./8 cyl. | 2957 | 3066 | — | 3190 | 3165 |
| Turning diameter: | 37' 6" | 37' 6" | 37' 6" | 39' | 41' |
| Headroom: fr-rear | 36"-35" | 36"-35" | 36"-35" | 36"-35.25" | 35.5"-33.75" |
| Legroom: fr-rear | 44"-41" | 44"-41" | 44"-41" | 44"-41" | 44"-36" |
| Hiproom: fr-rear | 59.5"-59.0" | 59.5"-59.0" | 59.5"-59.0" | 59.5"-57" | 59.5"-56" |
| Shoulder Room: fr-rear | 55.5"-54.5" | 55.5"-54.5" | 55.5"-54.5" | 55.5"-53.3" | 55"-53" |



| ENGINES: | L-HEAD 6 | OHV V8 |
|-------------------------------|----------------|----------------|
| Bore & Stroke | 3.0 x 4.0" | 3.56 x 3.25 |
| Piston Displacement (cu. in.) | 169.6 | 259.2 |
| Horsepower, Maximum | 90 @ 4000 rpm | 180 @ 4500 rpm |
| Torque, Max. ft.-lbs. | 145 @ 2000 rpm | 260 @ 2800 rpm |
| Compression Ratio | 8.3 to 1 | 8.8 to 1 |
| Carburetor, Downdraft | 1 barrel | 2 barrels* |
| Crankcase capacity | 5 qts. | 5 qts. |
| (add qt. for filter) | | |
| Cooling system capacity | 11 qts. | 17 qts. |
| (add qt. for heater) | | |
| Fuel Capacity | 18 gals. | 18 gals. |
| Fuel Recommended | Regular | Regular |
| Battery | 12 Volts | 12 Volts |

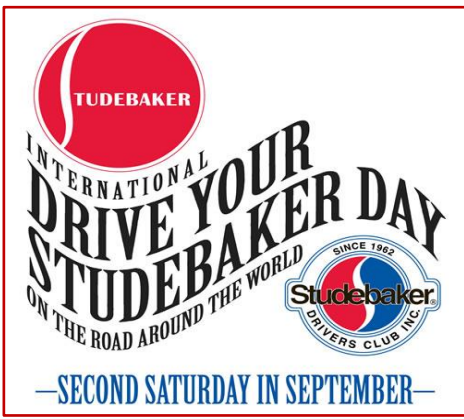
* 1 bbl. carburetor optional . . . develops 125 hp @ 4500 rpm; 265 ft. lbs Torque @ 3000 rpm.

CHASSIS AND BODY:
Transmission—Conventional 3 speed; optional Overdrive or Flightomatic. *Front Suspension*—Direct double air shock absorbers mounted in variable rate coil springs. *Rear Suspension*—Sea leg—mounted shock absorbers, leaf springs asymmetric to axle, w/4 leaves (5 leaves on Station Wagon and Silver Hawk). *Twin Traction* Optio

STATION WAGON CARGO COMPARTMENT DIMENSIONS:

| | |
|--------------------------------------|-----------|
| Length: rear seat down—tailgate down | 92" |
| Length: rear seat down—tailgate up | 73" |
| Length: rear seat up—tailgate down | 66" |
| Length: rear seat up—tailgate up | 46.5" |
| Width and height (max.) | 58"x36" |
| Rear opening width and height | 45"x30.5" |
| Tailgate loading height | 27.5" |

The manufacturer reserves the right to change specifications, designs or prices without notice and without incurring obligation. Information contained here is from data available at time of print.



Several members sent me pictures of what they did on *Drive Your Studebaker Day*. Others posted on Facebook and I am going to reprint them here.

From **Tom Flynn**:

My son and I took Old Blue out for a cruise on IDYSD and stopped at a nearby park for a while. Fun time.



From **Cathy Hess**:

We drove our 1941 Studebaker around southwest Michigan this morning. We drove it to Lawton, MI to the local Farmer's Market at the park. We also drove out to Whitten's apple orchard and then had lunch at Amy's Fabulous Diner in Marcellus, MI. We always enjoy motoring around in our vintage unrestored Studebaker. Pictured next to her is another vintage unrestored classic, a 1954 Ford tractor, Model NAA . This photo was taken today at our farm outside of Marcellus, MI.

From **Andrew Ebbert**:

Out & about on what is apparently a big Studebaker day. Elaine, the 1929 Commander.

Drive your Studebaker Day on the west side!
Elmore's, Snider's and Fox's



Studebaker - First By Far With A Post-War Car

A new design for the auto industry was introduced to the public by Studebaker for the 1947 market. The design was credited to the Raymond Lowey Design Studios. The design was quite a radical departure from the preceding, conservative models which had many people at that time suggesting that they did not know which way the car was going. The most likely reason for that statement would be the rear glass of the car. It had nearly as much on the 2 and 4 door sedans and more glass on the rear of the body on the Starlight models than it did on the front windshield. Indeed, there were things within the Studebaker that were coming and going . . .

The '47 Studebaker was a very comfortable riding car for that era. The original plan was for the car to have the torsion-bar front suspension but due to inadequate supply of the high- quality steel necessary, the front suspension kept the single, transverse wide leaf, multi-layer spring. For the 1950 model, this single leaf front suspension system would be replaced with the more modern independent front suspension. For shock absorbers, it used the now obsolete Houde (brand?), rotary, 2- way with linkage using the longer linkage units for the rear suspension and the shorter linkage for the front suspension. These shock absorbers were adjustable for ride control and repairable unlike the ones that they gave way to which is the telescopic type that would be much cheaper to produce than the Houde ones as they were castings and much machine work had to go into their production. The Houde shock absorbers, (Right) would be replaced with the telescopic type in the 1950 model cars which used the independent front wheel suspension with "A" frames. This type of front suspension would be used from the 1950 models right through to the time that last Studebakers were produced in 1966.



Soon to go were the vacuum windshield wipers to be replaced with electric units in the 1951 models. The front grille of the '47-'49 models were made of stainless steel and were the last Studebaker models to have it. Replacements were made of pot metal/chrome or steel/chrome. Even the exterior door handles were made of stainless steel for the '47-'50 Champion models. It seems like that Commanders and Land Cruiser models of that period may have used chromed exterior door handles. They were molded, shinier and heavier than the stainless-steel ones that were fabricated.

While Studebaker cars had many innovations, they were not as quick to change over from the 6 volt, positive ground electrical system to the currently used, 12 volt, negative ground system as other brands of cars. The year of the changeover was 1956.

Were there design shortcomings? "Yes," in the writers' opinion: The trunk lid has nice appeal but when it rains, the water sitting on this rear deck is dumped into the trunk compartment when the lid is lifted. Also, in some models, the glass in the front doors are too floppy after some use. When opening and closing the doors, the glass should be fully raised or fully lowered and not in between when shutting the door. Regardless, it is a beautiful car.

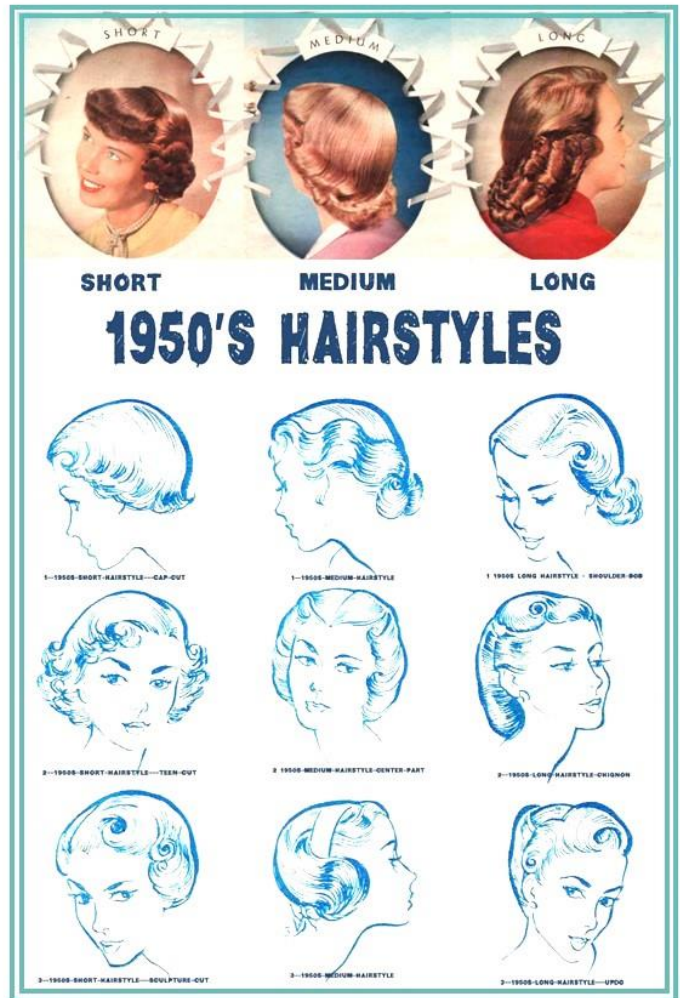
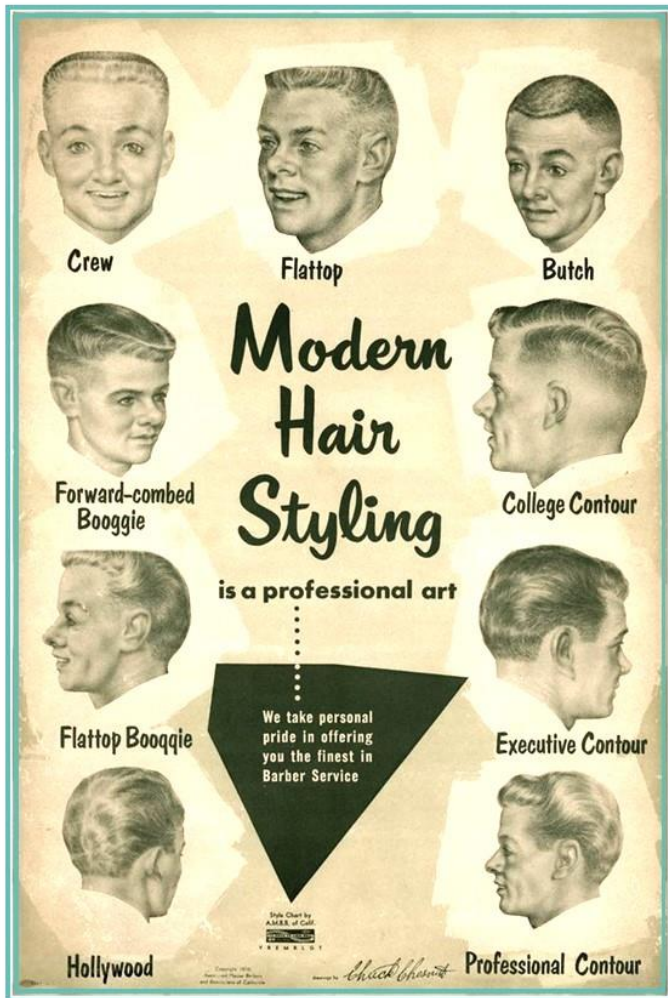


The Nifty Fifties

If you had to pick your favorite decade, which ten-year period of time would you select?

For me, there is only one choice...I absolutely loved the 1950s. It was the time of my youth; a time of feeling safe (we never locked our doors); there was unity and patriotism in our county; and we all looked cool!

As we cruised around town or the local burger hangout (hopefully in a Studebaker), we all were looking good in our saddle shoes or penny loafers, bobby sox, poodle skirts, pegged jeans, stand-up shirt collars, and our up-to-date hair styles. Check these out. Is one of these your signature style back then?



But best of all, the 1950s didn't just have nifty clothes and unique hair styles, it also boasted some of the most iconic Studebaker styling the company ever produced. Some experts will even go so far as to say that between 1950 and 1959, Studebaker Corporation was at its all-time best. The next decade would see the demise of the mighty brand, but "for one brief shining moment that was known as Camelot!" Studebaker ruled!

A Decade of Studebaker Style



Upcoming Events

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. If you have comfortable chairs you might bring them. Call the Doran's at 765-891-2671 if you have any questions.



Mark Your Calendar:



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. Bring a favorite side dish and your drink.



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.

January – No date has been set but it's tradition for the club to meet at the Pit Stop in Brownsburg. More info to come.

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

It's hard to believe but we need to start thinking about events for 2021. If you know of a car show or restaurant the club might be interested in please give Charlie Griffith a call at 317-538-1538 or chazwork@msn.com

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.

We hereby give permission to other S.D.C. chapters to use information from the newsletter when proper credit is given. *“Reprinted or Reproduced from the Indy Chapter, Brickyard Bulletin.”*

Indy Chapter Officers

President: Nancy Bacon, 1701E. Lawrence Ave., Indianapolis, IN 46227 at nancyjb1701@aol.com or 317-783-4721

V. President: Diane Elmore 699 S Co Rd 400 E, Avon, IN 46123 at delmore@hotmail.com or 317-745-5616

Secretary: Sandy Fox, 7956 Oak Hill Dr., Plainfield, IN 46268, at bsfox@att.net or 317-839-4361

Treasurer: Tom Flynn, 4531 S CR 500 E, Plainfield, IN 46168, at tom_and_trudy@yahoo.com or 317-837-5671

Activities: Charlie Griffith, 1526 S. Hunter Rd., Indianapolis, IN 46239, at chazwork@msn.com or 317-353-8287

Editor: Becky Griffith, 1526 S. Hunter Rd., Indianapolis, IN 46239, at becinin@msn.com or 317-353-8287

In addition

Web Designer: Jeff Westcott at www.indychaptersdc.org

Facebook: Larry Hopkins at Studebakers in Indy or <https://www.facebook.com/groups/634984973222050/>

National Directors

President: Dennis Foust - studeguy54@gmail.com

Vice President:

Secretary: Cindy Foust - cfoust1966@gmail.com

Treasurer: Jane Stinson - jestinson@aol.com

Past President: Tom Curtis - tomnancurtis@aol.com

National Board of Directors

Crossroads Zone National Board Director: Bob Henning at rhnn15090@aol.com

Crossroad Zone Coordinator: Joanne Hamblin

Regional Manager Indiana: Bob Henning

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.

Updated October, 2020

Brickyard Bulletin October, 2020



Larry and Sue Kennedy's new to them 1965 Lark

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

To:

