



BRICKYARD BULLETIN



VOL. 47, ISSUE 12, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, DECEMBER, 2020



The Indy Chapter November meeting, election of officers and Thanksgiving Pitch-in was hosted by Mike & Yvonne Baker. They prepared a wonderful early Thanksgiving feast! This was a joint meet with the Avanti Club. About ten Indy members were in attendance. We knew before the meet that many of our members were not going to attend and had already contacted the current club officers about continuing to hold office this coming year, all agreed. The December Club Christmas Party has been cancelled due to an abundance of caution with the rising Covid cases. Hopefully 2021 will bring a better year where we can all get together and socialize again!

Plans are still moving forward for the 57th Annual Studebaker International Meet, Sept. 8-11, 2021. Everyone wants and needs something to look forward to. The swap meet registration should be sent to all vendors the first of December as well as the list of hotels being made available for people to start making reservations. The registration form for the meet will be ready soon as well. We are still looking for people to help during the show so let us know when and what you would like to help with.

Have a safe and healthy holiday season and hope to see everyone soon! Merry Christmas & Happy New Year!!!

Nancy Bacon
Indy Chapter President

Minutes of the Membership Meeting Indy Chapter of the Studebaker Drivers Club, Inc. Sunday, November 15, 2020

Nancy Bacon, President, called the meeting to order and thanked our hosts, Mike and Yvonne Baker for a wonderful meet and meal.

Nancy called for nomination of Officers for the Indy Studebaker Chapter. Sue Kennedy made a motion that current Officers be retained. Larry Kennedy seconded the motion. By unanimous vote the current Officers are retained:

President: Nancy Bacon, 1701E. Lawrence Ave., Indpls, IN 46227 at nancyjb1701@aol.com or 317-783-4721
Vice 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
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Editor: Becky Griffith, 1526 S. Hunter Rd., Indpls, IN 46239, at becinin@msn.com or 317-353-8287
Web Designer: Jeff Westcott at www.indychaptersdc.org
Facebook: Larry Hopkins at Studebakers in Indy or <https://www.facebook.com/groups/634984973222050>

Sue Kennedy advised that recently the Indiana Gaming Laws were revised in 2019 by the Indiana Legislature such that a "Qualified Organization" does not need a gaming license for 50/50 and raffles. However, an organization must apply for a determination to be a "Qualified Organization." The plan is for the Indy Chapter to become a Qualified Organization in order to do 50/50 at the Marion County Fairgrounds for the 2021 International Studebaker Meet. First requirement of a Qualified Organization under Indiana Law is that a single award may not exceed \$2,500 and not more than \$7,500 total in one calendar year. Also, the governing instruments of the organization must say that upon dissolution all remaining assets shall be used for the stated not for profit purposes. Sue made a motion:

To add to the Indy Chapter Bylaws an Article Six: Upon dissolution, all remaining assets shall be used for the stated not for profit purposed in Article 1, Section 2 of the Bylaws.

Motion was seconded by Larry Kennedy and motion passed. This motion to be published in the newsletter and voted on by the membership at the next business meeting.

Sue Kennedy discussed information she had gathered regarding the Farewell BBQ dinner, Food Trucks and the Welcome Ice Cream Social for the 2021 International Studebaker Meet. Price of the BBQ dinner will be at least \$25 and the Ice Cream Social \$12.

Larry Kennedy advised that he has reserved the Franklin Township Civic League Building, 8822 Southeastern Avenue, Indianapolis, IN for a joint meet with the Southern Indiana/Kentucky Hudson Club Chapter and the Indy Studebaker Chapter on Sunday March 14, 2021. Details regarding lunch at 1:00 PM Daylight Saving Time will be determined at a later date.

Larry Kennedy made a motion to adjourn. Sue seconded the motion. Motion Passed

Submitted by:
Sue Figert Kennedy

Message from Susan Lusted and Clark Novak

Good afternoon all,

Please make your members aware of this message from Clark Novak the SDC Forum admin with regard to using Internet explorer. Susan lusted, What's Happening

Recently, I have begun receiving a number of messages from Forum members who cannot log into the Forum. They tell me that, upon entering their credentials, the "Logging In" message is displayed and the circle below it turns - but the login never completes.

We have investigated and found that this problem is confined to members running Windows, and using the Microsoft Internet Explorer web browser.

Internet Explorer has been discontinued by Microsoft, and as a result many websites based on the latest code, including your SDC Forum, do not run properly within Internet Explorer.

If you are using Internet Explorer and experiencing the login problem described, we recommend upgrading to a Web browser that can run the newest sites without issue. Browsers we recommend include:

- Mozilla Firefox
- Google Chrome
- Microsoft Edge

Thank you for your participation in the SDC Forum. We hope to see you online soon.

Sincerely,

Clark Novak
SDC Forum Administrator

Welcome New Members

Rick & Susan Crawley
6062 Logansport Road
Logansport, IN 46947-8866
Phone: 574-722-6413

1948 Commander Starlight
1953 Commander 2-dr HT
1978 Avanti II



Kevin & Deb Wolford
20640 8th Rd.
Plymouth, IN 46563
574-340-9050
kwolford4@gmail.com

1955 Champion 4-door
1960 Lark Convertible
1963 Avanti Coupe

**WE NEED
YOUR HELP**

We Need Volunteers

Even though members have stepped up to be position leaders we still need volunteers to work Studebaker International. If you can work even a few hours it would be a big help. We especially need workers in hospitality, parking, registration and clean up. Please give this serious consideration and contact Joe Bacon if you are able to help. 502-553-6745 or jbwhttail@aol.com

2021 SDC Membership Renewals

Membership renewals were mailed early November. Renewals are due to Treasurer, Tom Flynn by December 31. If you did not receive your renewal, contact me at becinin@msn.com or 317-353-8287.

Becky Griffith

From Susan Lusted:

I am forwarding a copy of a document that outlines how Studebakers were packed and shipped in knockdown version. This gentleman spoke at our meeting last year. It is a very interesting concept. The Hamilton Studebaker factory was located at Wentworth St. and Mars Ave in Hamilton. This facility was located at the north end of Wentworth St. at the Hamilton harbour on the Wentworth St. dock. You may, if you wish, include this in one of your newsletters.

As you can see, I don't have the name of the author of the article on pages 4 and 5, however, it's interesting enough to print.

Packaging air is waste of money

Packaging technique is the critical factor in an export operation that turns out 18 crates containing 24 completely knocked-down (CKD) cars every eight-hour shift.

Location is a 50,000-sq ft dockside plant in Hamilton, Ont., where Great Lakes Overseas Packing Division of Summerhayes Industrial & Wood Products Ltd. is engaged in a constant fight to reduce cubic content—"cube" to anyone in or around the shipping business. And the reason is elementary—the more space crates take up, the more it costs to ship them.

Great Lakes Overseas Packing Div. currently works only for Studebaker of Canada Ltd., crating and shipping

Model Y sedans to Israel, South Africa and Australia.

Studebaker in the U.S. has shipped automobiles and trucks in CKD condition to assembly plants abroad for more than 25 years. During this time, it has amassed a great deal of experience, developing high efficiency and economy through parts processing, packaging and shipping methods.

This experience is now being used to advantage in the Hamilton operation where the packaging plant manager is Don Bidelman, for 28 years with Studebaker in the U.S. He was in the export department for 15 years, last seven years as manager, and joined

Great Lakes Overseas Packing Division when that company started its Hamilton operation in April 1964. Bidelman designed all the packaging now being used there.

The economics of shipping cars in CKD condition are best shown by comparison with the cubic content of assembled units. Twenty-four completely assembled cars for South Africa would occupy between 7,000 and 8,000 ft. Total space occupied by 18 cases containing 24 CKD units is 2,596 cu ft. Total weight is 71,469 lb.

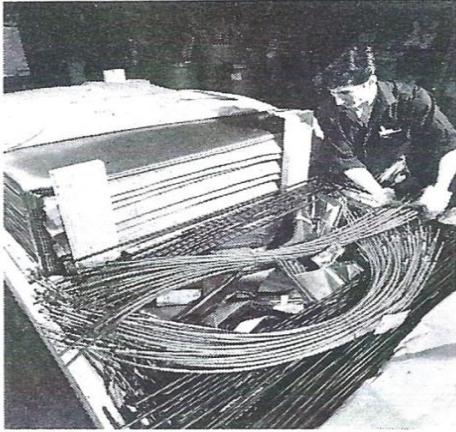
Parts are delivered to the dockside operation from Studebaker's Hamilton plant and from the latter company's

As much space as possible is being used here by packing between frames, such items as springs, tubing, hubs and drums, bags of components.



suppliers, working to a schedule formulated by the packing company and Studebaker.

Naturally, a packing operation involving about 5,000 different automobile parts requires much organization behind the scenes. Studebaker supplies a complete set of IBM cards for all parts and all countries. Every part has a number. A particular part may be included in a shipment to Israel, but not to Australia.



Panels share crate with cables, other parts.



Nuts, bolts are weighed, not counted.



Parts are removed, fitted between motors.

A separate card system records all parts received and ties in with the firm's method of stocking in bins and bays. Once a part is identified by number, it's easy to locate by using the card system.

All crates used by the company have plywood facing and tops, with bottom construction of $\frac{7}{8}$ x 6 in. lumber. Most crates have 2 x 6 in. railing, and all are nailed, with corner straps. When gross weight is more than 5,000 lb, crates are banded using $1\frac{1}{4}$ in. plain and perforated and $\frac{3}{8}$ in. banding supplied by Acme Steel Co. of Canada Ltd.

Crates are lined with VCI rust-inhibiting paper and, before being nailed down, have a 3-mil polyethylene shroud placed over the parts. Both paper and film are stocked in four sizes and supplied by Smith Packaging Ltd., Toronto.

The packing company tries to use every available cubic inch of space in a crate because, as Bidelman says: "Packaging air is expensive." One example of this type of thinking can be shown in the packing of motors.

Motors are received complete at the plant but, to conserve space, the following are removed: bell housing, clutch plates, distributors, coil, water inlet, oil filter, starter and manifolds. Motors are packed in a special crate—eight V-8's or 12 6-cylinder motors. Parts are then placed between the motors. A T-bar bracing arrangement keeps all components firmly in place inside the crate.

For framing components, the frame is first laid down inside the crate and as much space as possible used up by placing brake cables, hubs and drums, axles, etc. between frame members. Axles are tied down at the base of

the crate for maximum protection.

For windshields, the packing company has devised a special Masonite pack, with 2 x 2 in. framing, which holds 12 windshields.

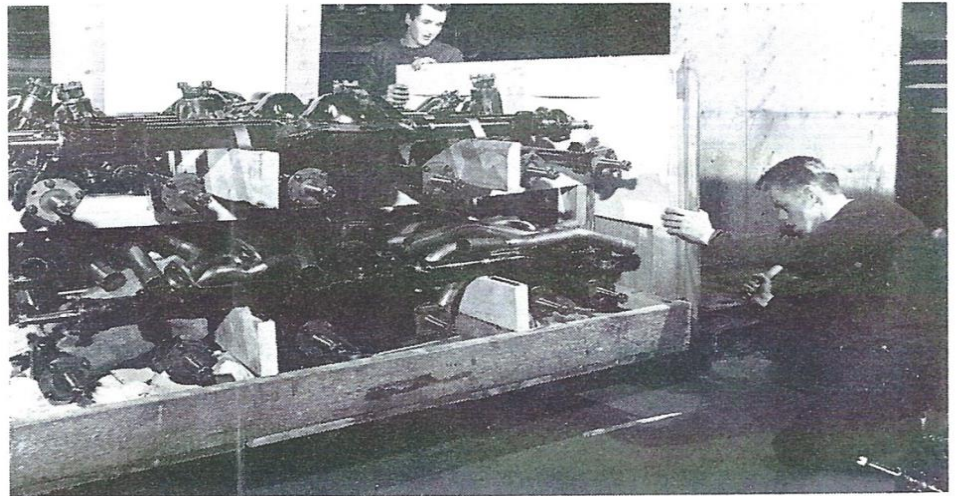
For critical components—clocks, speedometers, voltage regulators, etc.—added protection is provided by placing them in corrugated boxes. The company stocks 40 different sizes of corrugated boxes which are supplied by Bonar & Bemis Ltd., Burlington, Ont.

All chrome parts are wrapped, using kraft for the inner, and cellulose paper for the outer. Small parts are packed in polyethylene bags and cotton bags supplied by Smith Packaging. Such small items as nuts and bolts are not counted but weighed, using a Toledo over-and-under scale.

When a shipment is scheduled, special tickets are made out in the office, one for each part number. These provide information to packers as to part number and amount of parts to be shipped. A section of each ticket is attached to the appropriate part and travels to the country of destination for identification when the crate is opened. After packaging is completed, all ticket information is returned to the office, for use in the preparation of shipping records.

For every change in model or automobile design, Bidelman must re-engineer the company's packing, and search for more efficient methods to cut down cubic content.

Illustrating the efficiency of current packaging methods, Bidelman cites a figure of less than 1% in damages, shortages, etc. On Australian shipments last year, total replacement (including shortages) occupied only 200 cu ft. And total delivery during the period amounted to 2,500 vehicles. □



Here's another example of how various car parts are packed to conserve space in crates.



Door Screw Removal... The Easy Way!!

(I initially wanted to title this article "Door Nuts" because it sounded like "Doughnuts" but they aren't nuts, so nuts to that)

by Jack Gregory

So, I'm rapidly into the final stages of destruction on the '60 Lark convertible I bought for my wife. She actually didn't want it, but I thought she'd like it, (kind of like buying your mom a new ball glove when you were a kid). After several months of begging, she surrendered in a moment of weakness, and that's how I got it! When I get to the point of dismantling the Lark, where the doors have to come off before I take the body off the frame and I hit the brick wall we've all probably hit at one time or another....those %\$#^& Phillips headed screws that Studebaker in their mean, twisted, logic decided to inflict on the world. Don't even get me started on the entire concept of a Phillips screw, why on earth would have Henry Phillips ever invented the Phillips screw in 1933 is one of the great mysteries ever. I, personally, think he was extremely upset with the auto industry and had invented the best joke ever on Detroit.

Anyway, I root through the back corners of my toolbox and come up with the tool I used last time, the hammer driver thingy. It didn't work last time and it didn't not work any better this time (I know, a double negative, but those screws deserve all the negatives they get.). All these things do, is make you cry and strip the cursed Phillips door screw.

Off to the interweb and a search through the wonderful SDC Forum and after a few rewordings in the search bar (who knew search bars don't like swear words??), I arrive at a link that sends me to a video made by a wonderful Studebakerer who solved the problem. Unfortunately, I don't remember his name or have the address of the YouTube video, so your on your own. However, I took pictures of the tool I made and the following is a description of what you need to do and how well it actually works.



1. First, if you don't have one of these, waste your money and buy one. Then throw away the red thing on the left and keep the two pieces on the right.

A note on the door hinges, start a couple of days ahead and spray it with you favorite penetrating oil. I used Gibbs, wow, is that stuff great. I was gifted a bottle of that miracle juice, and I've since ordered two more and have "paid it forward" by giving one to a friend of mine.



2. Find a nice long socket extension that you don't really like and cut off the part on the right that holds the socket.



3. Go find one of your bits from your air chisel and cut the sharp end off. Throw the sharp end away, you're just going to lose it anyway.



4. Next you weld it all together something like above. Except, be a better welder than me so you won't have to grind all your welds off and start over because you didn't use the right heat settings and you're a crappy welder that works under the theory "pile enough on and it should stick".



5. Lastly hit that screw with your new tool plugged into the air chisel and start working it. All my screws that were frozen to the body came out easily, and no, they would not have come out any other way, because I tried for a few days before I looked up how to do it on the interweb.

Almost all the nuts, bolts, screws (yes even the crappy Phillips) benefited from a treatment of Gibbs. If you have a source of heat, like a cutting torch, go for it (no, 5 gallons of gas and a match will not work, so please don't try). It takes one whole can of Gibbs to do your average Studebaker.

Santa's Elves drive Studebaker Trucks



Arctic cold on the Alcan highway doesn't faze these big Studebaker trucks

How does Santa Claus receive all the supplies he needs to make thousands and thousands of toys for the world's little boys and girls? What vehicle can withstand the brutal temperatures of the Arctic Circle and still stay on schedule? It looks like the Jolly Guy depends on the reliability of big Studebaker trucks to haul his precious cargo.

Traveling over 1,740 miles from Fairbanks,

Alaska to Santa's workshop at the North Pole, these sturdy trucks carry tons of supplies through sub-zero weather and over treacherous roads. Is it any wonder that Santa is a Studebaker Guy?

MERRY CHRISTMAS!



Upcoming Events

Saturday, December 12, 2020– Christmas Dinner **CANCELLED.**

Mark Your Calendar for 2021:

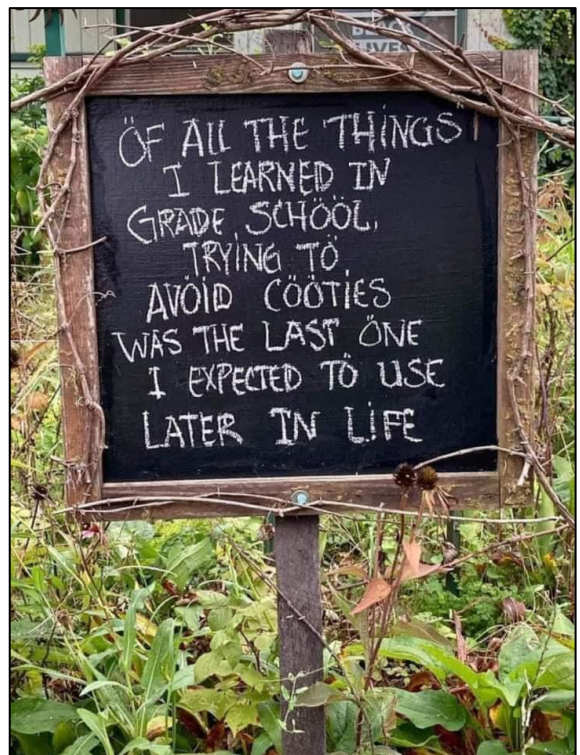
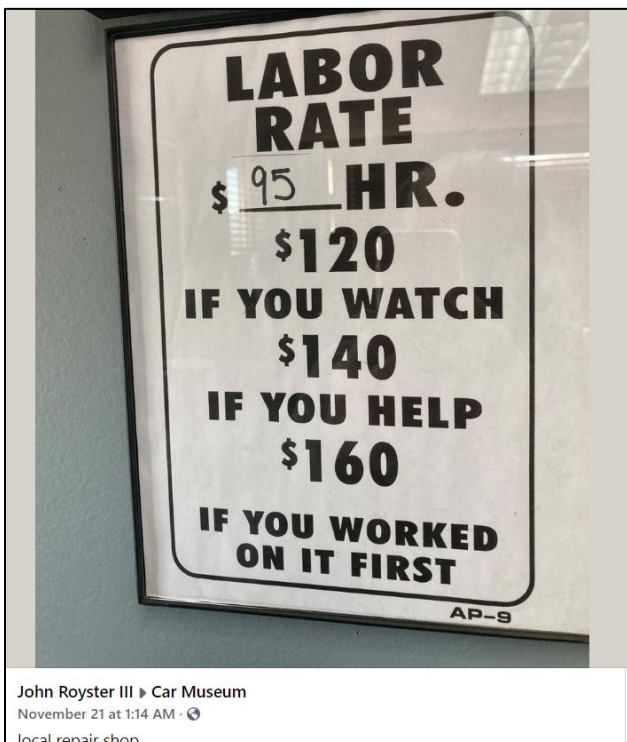


Saturday, January 23 at 1:00 p.m. – Lunch at the Pit Stop in Brownsburg. Address is **932 E. Main Street**. Brownsburg, IN 46112.

Sunday, March 14 at 1:00 p.m. - Larry Kennedy has reserved the Franklin Township Civic League Building, 8822 Southeastern Avenue

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

Please Note: All the above dates are subject to change due to COVID Virus. Please be sure to read your Upcoming Events for changes.



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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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 December, 2020



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To:

