



# BRICKYARD BULLETIN



VOL. 48, ISSUE 12, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, DECEMBER, 2021



The Indy Chapter joined the Avanti Club for a very nice pitch in lunch at Mike & Yvone Bakers Avanti Restoration Shop. Pitch in lunches are always a fun time with lots of tasty food and plenty of time to visit with everyone. Thanks to the Bakers for hosting our group.

November is our club election and we do have a couple of changes in officers this year. A big thank you to outgoing Vice President, Diane Elmore and Secretary, Sandy Fox. Danny Taylor will take over as Vice President and Beth Doran as Secretary. Tom Flynn will continue as Treasurer. Be sure to send him your Indy Chapter renewal that you should have received in the mail earlier this month. The newsletter editor and activities director are not elected offices but are very important jobs keeping us all connected and informed of activities in the club. Becky and Charlie Griffith have done a great job of this during the crazy last couple of years when getting together was sometimes difficult and while we were planning the International Meet. Thank you to these club members who have volunteered their time to make the Indy Chapter the great club it is!

The Indy Chapter December 5th Christmas meeting at the Mayberry Cafe will be to celebrate the very successful International Meet we hosted and show how much we appreciate our members. Hope to see everyone soon!

Nancy Bacon  
Indy Chapter President

## **Annual Thanksgiving Pitch-in at Mike Baker's Sunday, November 14, 2021**

President, Nancy Bacon, thanked our hosts, Mike & Yvonne Baker and the Avanti Club for having this Thanksgiving Dinner.

There were no officer reports. We had an election, of sorts, with two new officers. Nancy Bacon will remain as President, Danny Taylor is now VP (taking over from Diane Elmore), Beth Doran is now Secretary (taking over for Sandy Fox) and Tom Flynn will remain as Treasurer. Nancy informed Becky Griffith that the Editor of the newsletter is not elected so she **MUST** remain in this position for life! Charlie Griffith will stay on as Activities Director.



Nancy assured us that the final numbers for the National, that we hosted, will be ready soon. She also said that we have about 30 Indy Chapter patches left (although I think quite a few were sold at this meeting). They are \$5.00 each. There were 4 coffee mugs left at \$10.00 each. Also FREE dash plaques!

The upcoming activities, which will be in the newsletter, are: Christmas at the Mayberry in



Danville (12/5), Thurs, 12/16, lunch at Pit Stop, as it is closing. January will be at Bubbas, February is open, March 13 – Kennedys. We also may have a tour this summer of Capital City Ford museum.

Meeting adjourned at 2:30 p.m.

Submitted by Sandy Fox



These are the only three Studebakers/Avanti's at the luncheon and of course they were all in Mike Baker's shop. And yes, that is snow in the windows. Explains why no one drove their Studebakers!



Red 1963 Studebaker Avanti 63R1662

Dave & Karen Arland just purchased it from John Boyer after it had been sitting in a garage for 20 years.

White 1964 Studebaker Avanti R5432

John Allen had new claret red interior install with new 5 speed transmission.

Turquoise 1964 Studebaker Avanti R5508

Owned by Eric Olson, a good friend from Tucson, AZ, who recently purchased it back from the forth owner. Eric first purchased this Avanti when he was 15 years old with money from a paper route and working at ACE hardware in Indianapolis. Eric is so excited to have is first Avanti back! In the Springtime, we are going to drive it to Tucson.

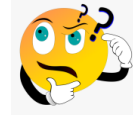


Greetings Fairborn Studebaker friends, I am writing you to announce that Fairborn Studebaker (FS) is planning a transition, of sorts. As you know, I really enjoy doing the performance & special parts. Because I want to focus more on that side of the Studebakers parts business, I will be turning over all parts sales, except for the specialty parts to a much younger fellow Studebaker enthusiast and military veteran, Kevin Orloff and his wife, Jaimie from Wisconsin. Kevin's background has afforded him clear mechanical knowledge, plus, he is also very knowledgeable about Studebakers. Please give him the opportunity to be your Studebaker parts dealer. All current, open accounts receivable will still go to FS. It is hard to believe that since retiring from my day job after 34 years, it has been 16 years since Fairborn Studebaker was started. I feel that things will be in capable hands to support the Studebaker hobby and needs of club members. For my local Chapter member friends, I will try to supply your needs, although I may not have your item in stock and would need to order. Feel free to order from either, Kevin or me during the transition period. I encourage you to support Kevin. Thanks for being customers and friends over the years. Contact me at any time, if you have questions or if there is anything I can do for you.



Best regards, Phil Harris

## November's Brain Teaser



In Diane Elmore's November article "Studebaker's Revolutionary Idea" Diane posed the question, "how many were sold?" of the 1934 Sedan-Ambulance. Thanks to Bob Palma and Dick Quinn, here's what we found out.

Here's Dick Quinn's answer, Diane.

This is kind of what I thought; the "**Dictator Sedan-Ambulance**" was not a separate **model**, but simply an accessory...admittedly, a **big** one...but so was air conditioning or a matched set of luggage in the 1950s.

So, the answer to Diane's question as to production would be like asking, "*How many 1935 Dictators had a factory-installed radio?*" Nothing wrong with that question, but nobody has taken the time to cull all the production records to be able to answer it.

Thanks for the brain teaser!

Best. Bob

## Changing Times

I'm sad to inform the Club that our popular January hangout, The Pit Stop, has been sold to Dawson's of Speedway. I'm sure it'll be a nice restaurant but the menu is changing and our meeting room will be no more. I'm guessing down the road we'll give it a try. If anyone eats there, let me know what you think.

I don't know how many members were getting ready to drive up north to eat at the Studebaker Diner in Sault Sainte Marie, Michigan, but it too has closed and is now a Mexican restaurant.

## An Interesting Non-Studebaker Story

Sent by Sue Easterday who received the article from Phil Brandt

It was a 1960 DiDia 150. A luxury, custom-designed iconic, handmade car also known as the Dream Car forever associated with its Dream Lover second owner, singer Bobby Darin.

The car was designed by Andrew Di Dia, a clothing designer, who Bobby Darin had met whilst on tour in Detroit in 1957. Darin telling Di Dia at the time that he would purchase the car if he ever hit it big.

For seven years, from 1953 to 1960 the DiDia 150 was hand-built by four workers, at a cost of \$93,647.29 but sold to Darin in 1961 at a cost of over \$150,000 (1.5 million today).

At the time the car was listed as most expensive 'custom-made' car in the world by the Guinness Book of Records. The body was hand-formed by Ron Clark and constructed by Bob Kaiser from Clark Kaiser Customs. Its metallic red paint was made with 30 coats of ground diamonds for sparkle.

Built in Detroit, Michigan, clothing designer Andrew 'Andy' Di Dia designed this "unrestrained and unconventional" automobile. Only one example was ever built.

The normal V8 engine is located at the front with an engine displacement of 365/427. It has a rear-wheel drive, the body and chassis is hand-formed from 064 aluminium with a 125-inch wheelbase alloy tube frame. It has a glass cockpit in back, which would have cost a mint to make back then, a squared steering wheel and thermostatically controlled air conditioning system.

The interior is rust coloured in contrast to the ruby paintwork. The design included the first backseat-mounted radio speakers and hidden windshield wipers, that started themselves when it rained.

Other features include retractable headlamps, rear indicators that swivel as the car turns, 'floating' bumpers and a trunk that was hinged from the driver's side. Each of the four bucket seats have their own thermostatically controlled air conditioning, individual cigarette lighters and ashtrays, as well as a radio speaker.

The original engine, a Cadillac V8, was later replaced by a 427 high-performance by Ford when it was taken on the show circuit.

Darin drove his wife, Sandra Dee, in the car to the 34th Academy Awards in 1961. When Bobby drove the car to the Academy Awards, Andrew Di Dia and Steve Blauner followed behind him in a limousine. The car had two fans and a switch that you had to turn on Bobby didn't realise, so it heated up.

All the magazines said the car caught fire but it didn't.

Di Dia toured the car around the country, when Darin wasn't using it for public appearances.

After publicity and film use, Darin donated his "Dream Car" to the St Louis Museum of Transportation in 1970 where it remains.





# WHEN A BELT HELD UP MORE THAN YOUR TROUSERS

Thanks to Dan Kuhl, Member, Grand Canyon State Chapter

Going into 1892, Clem and Peter Studebaker were hot enthusiasts for the planned gathering to celebrate the 400th anniversary of Columbus' discovery of the Americas. As part of Indiana's response to exposition officials of all 44 states, the brothers decided to sponsor a Studebaker exhibit the world would remember. With their new Chicago repository, just down the street from the yet-to-be start of Rte 66, the Studebakers felt they wanted to participate in a big way in the successes of the fair. Because of the enormity of the endeavor, the 1892 Chicago Worlds Fair did not actually open until May, 1893.

Even with the downturn in the economy the Studebakers prepared an incredible display of their products and a beautiful souvenir booklet describing, in Currier and Ives style, the factory and their products. In the narrative of the booklet it describes a factory covering 95 acres (72 football fields) that contained: length of line shafting 6000 feet, number of pulleys on shaft 1000, number of dynamos in use 15, number of board feet of lumber on hand 48,000,000, and length of all belting 7 miles. Dynamos are mentioned here because they were direct current power sources used prior to the widespread acceptance of AC current motors in 1896 (see factory photo at right of factory shafts, pulleys and belts). Thirty types of vehicles were displayed with images of men working in a factory setting that seemed more like a community.

Cottonwood and whitewood were the woods of choice for the vehicles manufactured. The cottonwood tree is very common and readily available in the Midwest, while whitewood is cut from many types of trees including the following: spruces, basswoods, tulip, pines and silver firs. The name whitewood comes from the white grain isolated from the dark sap wood. The importance of the wood cannot be overstated with over half of the Studebaker factory devoted to lumber yards and drying kilns.

Because this technology is so antiquated, a reference is added to a website where one can see a factory museum still operating with shafts, pulleys and belts since 1903, when the factory was started. (In Google go to Sept. 10, 2009 Video of Raye's Mustard Mill in Eastport, Maine\*\*). When viewing this video imagine yourself touring the Studebaker complex at the time of the 1893 World's Fair.

A change in the wind was on the horizon. Starting in 1902, Studebaker began to dabble in automobile manufacturing, and by 1911 had jumped in with both feet. However, the first Studebaker automobile produced in its entirety at the old wagon works in South Bend wasn't until April 30, 1920. It was at this same time that the last buggy and farm wagons were built. It is said that had J.M. Studebaker still been living the change to automobiles may not have occurred so quickly.

By 1921 Studebaker was polishing a new reputation for itself. In the July *Co-Operator*, a factory magazine, it was stated that only Ford had manufactured more automobiles during the first half of the year than Studebaker. By 1923 the fledgling auto company had grown so much that the sales for that year alone exceeded the total horse-drawn vehicle sales from 1852 to 1920. And of course, by this time the belt had been relegated to holding up your trousers and operating the cooling and electrical system in our Studebakers.

\*\*One final note, Raye's Mustard is the crème de la crème of mustards. Please try it or donate to the museum.

## References:

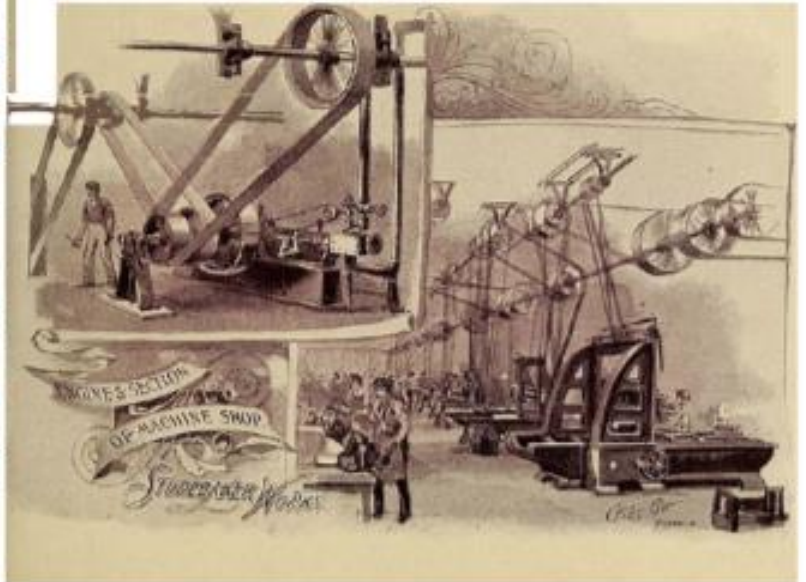
Fox, Fred. "The 1920-24 Light Six, The Car that Brought Automobile Production to South Bend". *Turning Wheels* Vol 31, No 6 (June 1999): pp. 6-17.

Smallried, Kathleen Ann and Roberts, Dorothy James.. (1942). *More Than You Promise*. Harper and Brothers.

Illustrated Studebaker Souvenir Booklet published for the 1893 World Exposition in Chicago. (Personal Copy)

YouTube Website, Welcome to Raye's Mustard. Sept. 10, 2009.

Thanks to Dan Kuhl and Chris Collins, Editor: ECHO





## **GOVERNMENT PIPE SPECIFICATIONS**

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole.
2. All pipe is to be hollow throughout the entire length - do not use holes of different length than the pipe.
3. The I.D. (inside diameter) of all pipe must not exceed the O.D. (outside diameter) - otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust - this can be more readily applied at the job site. Some vendors are now able to supply pre-rusted pipe. If available in your area, this product is recommended as it will save a lot of time on the job site.
6. All pipe over 500 ft (153m) in length should have the words "long pipe" clearly painted on each end, so the contractor will know that it is a long pipe.
7. Pipe over 2 miles (3.2 km) in length must have the words "very long pipe" painted in the middle, so the Contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a very long pipe.
8. All pipe over 6" (152 mm) in diameter must have the words "large pipe" painted on it, so the contractor will not mistake it for small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts quite separate from the big hole in the middle.
10. When ordering 90 degrees, 45 degrees or 30 degrees elbow, be sure to specify right hand or left hand; otherwise you will end up going the wrong way.
11. Be sure to specify to your supplier whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill, the water will flow the wrong way.
12. All couplings should have either right hand or left hand thread, but do not mix the threads - otherwise, as the coupling is being screwed on one pipe, it is unscrewed from the other.





What I wouldn't give to go back in time and be part of this picture! I would so love to see my Mom and Dad again, visit my little hometown, and once more enjoy a true old-fashioned Christmas! What could be better than to have a Studebaker delivering your Christmas tree? Hoping you have a lovely Christmas and all your holiday wishes come true!



1½-ton 12-foot stake—also available on 2-ton chassis

## STURDY STUDEBAKERS HAVE BEEN DOING AMERICA'S HAULING FOR OVER 100 YEARS

The Studebaker reputation for low-cost transportation began back in the middle of the last century. Husky, powerful Studebaker trucks by the hundreds of thousands are adding new luster to that reputation day after day.



Good-looking exterior design makes you proud to own a Studebaker truck. Your choice of streamlined ½ ton, ¾ ton and 1 ton pick-ups and stakes or handsome, powerful, extra rugged 1½ and 2 ton models.



Roomy cab is weather-tight—and Studebaker's marvelous Truck Climatizer, available at extra cost, keeps you snugly warm, defrosts windshield and windows. Steering post gearshift, shown, on light duty models.



Cab steps are fully enclosed so that slippery muck, snow and ice won't endanger you. Wide doors have automatic "hold-open" stops and tight-grip rotary latches. Windshield and windows of big visibility.



Exceptionally low upkeep is assured by Studebaker's wear-resisting truck craftsmanship. Day after day, you get the benefit of over 100 years of Studebaker experience. © 1951, The Studebaker Corp., South Bend 27, Indiana, U. S. A.

# MERRY CHRISTMAS!

# Upcoming Events

**Sunday, December 5 at 1:00 p.m.** – Christmas dinner at the Mayberry Café located at 78 West Main Street, Danville, IN 46122 [www.mayberrycafe.com](http://www.mayberrycafe.com) (317)745-4067. Dinner will be in their upstairs room and order off the menu. . No gift swapping but we will throw in a quick game or two. **This is a member appreciation meal meaning the Club will pay for ALL MEMBERS meals. But I need a head count, call me at 317-353-8287 or [becinin@msn.com](mailto:becinin@msn.com) no later than November 28.**



## Mark Your Calendar:



**Thursday, December 16, 2021 at 1:00 p.m.** – a Farewell Lunch at the Pit Stop in Brownsburg. No meeting. Hope you can join us for lunch and to say thank you to the restaurant and staff for the many years they served us.

**Sunday, January 16 , 2022** – Lunch at **Bubbaz Bar & Grill** at 7799 US Highway 31 S, Indianapolis, IN 46227 · (317) 883-4833.

**February – Open, any ideas?**

**Saturday, March 12, 2022 at 1:00 p.m.** – Pitch-in at the Wanamaker Civic League hosted by Larry and Sue Kennedy

**April – Open – any ideas?**

**May 4-7 – Studebaker International** hosted in South Bend, Indiana

**June** – Plans are in the works to visit Capital City Ford on East Washington Street in Indianapolis in the morning and then making our way to Edwards Drive-In Restaurant a few miles away. Capital City has a large building in the back home to many beautiful vintage cars. Edwards was recently voted best tenderloin in Indy on Fox 59. The plan is to display our cars in their parking lot for about two hours having lunch around the cars.

**July** – Bacon's Annual Luau





# The Brickyard Bulletin

## Published by the Indy Chapter Studebaker Drivers Club

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

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### Indy Chapter Officers

President: Nancy Bacon, 1701E. Lawrence Ave., Indianapolis, IN 46227 at [nancyjb1701@aol.com](mailto:nancyjb1701@aol.com) or 317-440-2786

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

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

Treasurer: Tom Flynn, 4531 S CR 500 E, Plainfield, IN 46168, at [tom\\_and\\_trudy@yahoo.com](mailto:tom_and_trudy@yahoo.com) or 317-837-5671

Activities: Charlie Griffith, 1526 S. Hunter Rd., Indianapolis, IN 46239, at [chazwork@msn.com](mailto:chazwork@msn.com) or 317-538-1538

Editor: Becky Griffith, 1526 S. Hunter Rd., Indianapolis, IN 46239, at [becinin@msn.com](mailto:becinin@msn.com) or 317-966-9817

#### In addition

Web Designer: Jeff Westcott at [www.indychaptersdc.org](http://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](mailto:studeguy54@gmail.com)

Vice President:

Secretary: Cindy Foust - [cfoust1966@gmail.com](mailto:cfoust1966@gmail.com)

Treasurer: Jane Stinson - [jestinson@aol.com](mailto:jestinson@aol.com)

Past President: Tom Curtis - [tomnancurtis@aol.com](mailto:tomnancurtis@aol.com)

### National Board of Directors

Crossroads Zone National Board Director: Bob Henning at [rhnn15090@aol.com](mailto: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 1<sup>st</sup> 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](mailto: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 November, 2021

# Brickyard Bulletin December, 2021



Another beauty from Studebaker International, Indianapolis, In.

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

To:

