



# BRICKYARD BULLETIN



VOL. 49, ISSUE 6, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, JUNE, 2022

It was great to see many Indy Chapter members at the 58th International Meet in South Bend. The weather could have been better but the cars and friends that we saw were great! Darlene Williams showed her 1963 R1 Avanti that she bought at the Indy meet last September and she was thrilled when it got First Place in the Avanti Class!!! Our 1964 R2 GT Hawk won Best of Division in the GT Hawk Class. The Michiana Chapter also got great news that the St. Joe fairgrounds where they hold their annual May swap meet as well as the International Meet every 5 years would be available the first weekend in June for all future Studebaker events. No more cold wet first week of May car shows and swap meets!

We are also glad to learn that the Wisconsin Region of Studebaker Drivers Club will be hosting the 59th Annual International Meet next year in Manitowoc, Wisconsin, September 12-16, 2023! They have already started planning and it looks to be a fun area to visit.

Hope to see everyone at the upcoming Indy Chapter events.

Nancy Bacon  
Indy Chapter President

## Indy SDC Members at Studebaker International May 4-7

It was cold and it was rainy. Never the less nineteen Indy SDC members in different capacities attended Studebaker International in South Bend, Indiana. Some of us were there to look, others brought their cars to be judged, some worked in the Judges Building and others sold their wares. Here are a few photos of the meet.



Darlene Williams and her 1963 R1 Avanti that won first place in the Avanti Class.



Joe and Nancy Bacon and their 1964 R2 GT Hawk that won Best of Division in the GT Hawk Class



Studebaker International Photographer and Indy member, Jeff Westcott and Kathy Westcott. Kathy was working as a Scribe for the judges.



Indy Chapter member, Joe Bacon, in orange, was a judge at Studebaker International in South Bend



Indy member, Mark Enlow, drying his 1963 Lark Daytona R2 before judging



Danny Taylor's 1955 Speedster



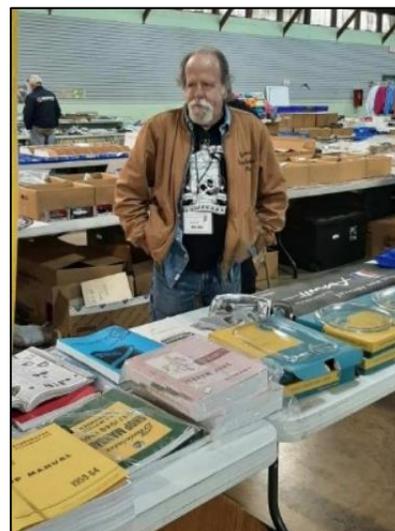
Many Indy members may remember former member Steve McNutt here with his 1952 Champion. Steve moved to Florida several years ago but is now living in Warsaw, In.



Indy members, Dave and Beth Doren, Andy and Teri Swartz and Charlie and Becky Griffith touring the grounds in the rain.



This is Corey from Mishawaka in his Studebaker work coat.



Jim Lime, SDC Indy member and Studebaker International owner, at his booth at Studebaker International.



On behalf of the family of our late mother, Alice Palma, many thanks are extended to The Studebaker Drivers Club / Indy Chapter for the chapter's generous contribution to Little Town of Bethlehem Preschool in "Mom's" Memory. Greatly appreciated...and will be put to good use!

Again, thank you very much.

Bob Palma and family



## Hancock County Arts "Cruise the Living Alley" Car Show in Greenfield, IN, April 23

Indy member, Ed Witham sent these photos of the Cruise the Living Alley. Mike Baker reported that Ted Andrew's 1961 Hawk earned "Top 15 Award" out of 60 classic cars on display.



Ted Andrew's 1961 Hawk  
Photo by Mike Baker



Ed Witham's 1958 Packard Hawk 1958, 1 of 588, Ed's is 476.



Mike Baker with his Avanti's

# Very Studey-ously

*By Roger Hill, Member , Hamilton Chapter*

The 1939 Champion was a success. It was a "clean sheet" design where no significant existing components from older models were used on the new right-for-the-times car.

Studebaker wanted to be very careful in the execution of this car because the company enjoyed a reputation as a maker of well-engineered, good looking, quality, medium-priced cars and trucks. The "medium-priced field" had lots of competition like Hudson, Nash, Oldsmobile, Pontiac and Desoto. Ford had also just introduced the Mercury because they formerly had no product line for loyal customers to move "up" to, except much higher-priced Lincolns. Studebaker also saw the wisdom in having a more full line for their customers, and in their case, they needed/wanted a volume lower-priced car in addition to their existing higher lines of Commanders and Presidents. In the Great Depression, and in the sharp recession of 1938, higher-line cars sold very poorly.

Studebaker tried the lower-priced Erskine from 1927 until early 1930, but it was wrongly designed and not priced low enough. The Rockne was another, better attempt for 1932 and '33. A good argument could be made that the Rockne was not a failure, as has often been portrayed, but the necessities of managing Studebaker out of its 1933 to 1935 "voluntary receivership" made operating a second make too financially burdensome (Rockne and Erskine were both registered as separate brands from Studebaker. The separate names were probably a good move. Packard lived to regret using the Packard name on some of its lowest-priced "volume" cars.).

And so, the Champion was born - to bring in a new customer base and to create more sales volume. Well - conceived, well -engineered, decent looking, decent performing, decently priced and quite economical, it was also a quality product befitting the corporate reputation. It sold quite well, brought the company many new customers, and elevated the industry status of Studebaker's management to "star quality"! And in turn, confidence in management was instrumental in the granting of many high-profile government contracts to the corporation during the war.

But, how good was the new Champion? Well, as car manufacturers do, they want to see what the competition is up to, so they buy examples of other maker's cars to test and tear down for examination. GM bought a Champion. An engineer, whose group did the work in 1940, privately revealed that they were surprised at the quality and light weight of various parts, and that at the conclusion, "seldom have more favourable comments about a competitor's product been uttered"! That was the result of 300,000 miles of extensive pre-production proving ground testing (Studebaker - in 1926 - was the second American automaker to have a "real" proving ground in the modern sense. GM was the first, in 1924 and Packard was third, in 1928).

The 1939 Champion was Studebaker's last "clean sheet" car! EVERY "new" model after that used a major component from a previous design, usually a chassis and/or engine!

**A Cautionary Tale:** When doing your "spring diligence" and awakening your Studebaker from winter hibernation, get lots of sleep yourself! Otherwise, while changing the oil, you may do what I did one year (40 years ago)! In the middle of doing an oil service, an SDC friend popped by for some fine conversation. Great! When he departed, I resumed the task. BUT - you guessed it, my dozy memory had forgotten that the drain plug had not been replaced. So, I dumped 6 quarts of clean 10W30 through the engine of my Power Hawk and down the driveway! A classic Three Stooges-type goof!  
And it only needed one "stooge"!

\*\*\*\*\*

From Ted Andrews:



23

SATURDAY, JULY 23, 2022 AT 8:30 AM – 12 PM

## Cars & Coffee Cruise-In Hosted at Inskeep Ford



Ted Andrews <Ted\_Andrews@msn.com>

Tue 4/26/2022 9:11 PM

To: Mike Baker; Becky Griffith; Thomas Goesch; Max & Nikie Starkey

Mike,

This will be after our event in South Bend and it is literally right down the road from you. Maybe some of us in the SDC / AOAI Indy Chapters can have an informal cruise in here?

Ted

<https://www.facebook.com/events/1016008942630580/?ref=newsfeed>



<https://schweinefiletring.com/home>



## The Tire Squeal™ 2022: June 25-July 10 - HOME | SCHWEINEFILETRING

Road Hog Productions™. In association with. Indianapolis Cars & Coffee. Presents: THE TIRE SQUEAL 2022 presented by Dynamat. The 4th Annual Running of the Pigs at the Schweinefiletring™

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# Louis "Satchmo" Armstrong

Even though he never owned a Studebaker, one of the South Bend manufactured vehicles played a huge part in cementing two young men's appreciation for the great Louis Armstrong.

It was the early 1950s and Satchmo was headlining at the Manitau Lake Danceland in Rochester, Indiana. This venue was just a 2-hour drive from Buchanan, Michigan where the high school seniors (Van Young and Don Boyer) were in their school band and had also formed their own Dixieland band. They were determined to see their trumpet playing hero...live and in person.

Don talked his Dad into allowing them to drive the family **Studebaker** to Indiana. When they arrived, they discovered that the first set was scheduled for 7:00 p.m., but the excited duo had arrived at 5:00 p.m. They immediately entered Danceland and found a table.

They were amazed when they glanced across the floor and saw Satchmo sitting at a table. He was busy two-fingering his beloved typewriter. (They later learned that he took the typewriter with him everywhere that he traveled and religiously recorded a diary of his various travels.)

The two guys were overwhelmed when the famous musician looked up and waved them over to his table. He took the time to talk to them. He asked where they lived, about their interest in music, and their future plans. One of the boys confessed that he had a dream of moving to New Orleans after he graduated. Louis gave him information on how to

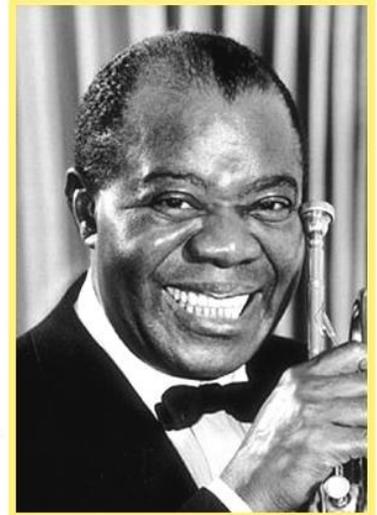


contact the owner of the Mardi Gras Lounge and told him there was an apartment to rent above the Lounge.

Van Young related this memory in an article in *The Syncopated Times*. He said that the star's gracious manner that day was very typical of Mr. Armstrong's love of young people, as illustrated in this photo of him, on the steps of his Queens home, with 3 future fans.

Louis Armstrong was famous for his 1000-watt smile, his big cheeks, his unparalleled talent, and his star status. But he wasn't born a star...no he was the grandson of slaves. He was born in a poor neighborhood in New Orleans, known as the "Back of Town".

His father abandoned the family when he was just an infant. When his mother became a prostitute, Louis and his sister had to live with their grandmother.



Early in life he proved to have a gift for music. With 3 other kids, he sang in the streets of New Orleans and his first earned money consisted of coins thrown to the quartet.

A Jewish family named Karnofsky, who had emigrated from Lithuania to the USA, had pity for the 7-year old boy. They brought him into their home and fed the hungry boy. He remained and slept in this Jewish family's home. Here, for the first time in his life, he was treated with kindness and tenderness. When he went to bed, Mrs. Karnovsky sang him Russian lullabies. He later learned to sing and play several Russian and Jewish songs.

Over time, Louis would be adopted by this family. The Karnofskys gave him money to buy his first musical instrument. (This was a long-held custom in Jewish families.) They sincerely admired his musical talent. Later, when he became a professional musician and composer, he used these Jewish melodies in compositions...such as *St. James Infirmary* and *Go Down Moses*.

In his later years, Louis would write a book about the Jewish family who had adopted him in 1907. In memory of this family and until the end of his life, he always wore a Star of David. He was quoted as saying that it was in this family that he had learned "how to live real life and to embrace determination".

A little know fact is that Louis proudly spoke fluent Yiddish. In fact, his famous nickname, "Satchmo" comes from the Yiddish word for Big Cheeks!

# Upcoming Events

**Sunday, June 12 at 1:00 p.m.** – Lunch at Bubba's 33 in Greenwood. Their address is 7799 S U.S Hwy 31, Indianapolis, IN 46227

## Mark Your Calendar:

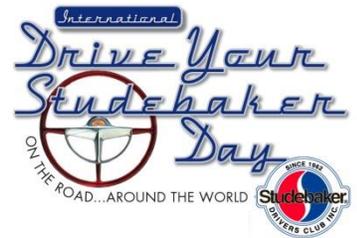


**Saturday, July 16 at 1:00 p.m.** – Bacon's Annual Luau. Bring a favorite side dish or dessert and join us for some fun. Joe once again is providing the meat. The Bacon's address is 1701 E. Lawrence Avenue, 46227.



**Saturday, August 14 at 1:00 p.m.** – Lunch at Willow LeaVes at 326 Jackson St, Hope, IN 47246. After lunch, host Jim Lime has invited the club to visit Studebaker International just a few blocks away.

**Saturday, September 10 at 1:00 p.m.** – *Drive Your Studebaker Day!* We'll meet up for lunch at LePeep Intech Commons, 6335 Intech Commons Dr., Indianapolis, IN 46278. There's lots of parking outside and a side room inside that holds about 40. The restaurant closes at 3PM so don't be surprised if we're the last ones there. They serve breakfast and lunch items, we'll order off the menu. Hope to see you there. Call, text or email Jeff Westcott. 317-759-8895, [Westcott2@gmail.com](mailto:Westcott2@gmail.com)



**September 16-17** - 2022 Pure Stock Drags in Stanton, Michigan

**September 30, October 1 & 2** – Newport Antique Auto Hill Climb

**October – Open**, any ideas?

**November** – Annual Thanksgiving lunch hosted by Mike and Yvonne Baker.

**Saturday, December 10 at 12:30 p.m.** – Indy Chapter Christmas Party at Green Street Station in Brownsburg, hosted by Diane Elmore and Sandy Fox.

# 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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### 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 March, 2022

# Brickyard Bulletin June, 2022



Two of the many Studebakers at Studebaker International in South Bend, Indiana

Photo by Nancy Bacon

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To:

June