



BRICKYARD BULLETIN



VOL. 47, ISSUE 8, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, AUGUST, 2022

Thank you to everyone who came to the Indy Chapter Luau at my house for the July meeting. Joe and I look forward to this every year. The weather was nice and the line of Studebakers and one Lincoln looked beautiful and drew the attention of many people driving by. After enjoying a wonderful pitch-in lunch we passed out the new Indy Chapter roaster to members in attendance. Beth Doran did a great job putting this together with color pictures of most members and/or their cars. We will be passing these out at upcoming Indy Chapter meetings.

Tom Lawlis brought a collection of very early club newsletters which I have started reading thru including the very rare first edition of "The Challenger" published for Nov-Dec 1971. Bob Palma was the editor of this bi-monthly publication that covered the whole state of Indiana at the time. Tom has also made a list of all newsletter editors and a time line of significant events in early Indiana Region SDC. This is the start of looking back and figuring out the history of the club with old publications and recollections of members that were part of the early days! If you have some club history you would like to share with us, Becky and I will be compiling things over the next few months to start sharing in the future.

Hope to see everyone at our upcoming events!

Nancy Bacon
President, Indy Chapter



Luau at the Bacon's, July 16

28 members gathered the Bacon's home for their annual Luau. It was a great turn out and a great day. Susan Easterday brought guest Eric Hook. Guest, Joe Hall and his wife, Tomoko, drove 158 miles from near Fort Knox, Kentucky to attend. Upon further discussion Larry Hopkins has family (also Halls) from the same area. We may have brought long lost families together! Founding member, Phil Brandt, was also in attendance.

President, Nany Bacon, opened the meeting thanking those who attended the Luau and mentioning the guest in attendance.



Ted Andrews visiting with Dwight and Sue Lile

Nancy announced that the 2022 Directory was finished and ready for hand out. A big thank you to Beth Doran for typing and assembling the directory.

Nancy reported we are working on the history of the club and will be asking members to donate any information or stories they have about the club.



Nancy Bacon showing off the new 2022 SDC Directory

Treasurer, Tom Flynn reported the club balance is \$15,152.07 with 73 paid memberships.

Becky Griffith reported that there was a mix up on the date for August and will get that cleared up but we are meeting in Hope.

Darlene Williams



Guests Joe and Tomoko Hall from Kentucky, possibly a distant cousin of Larry Hopkins?



SDC founding member, Phil Brandt with Cari Palma, Tom Lawlis and another founding member, Bob Palma



Andy and Cathy Hess with Tom Flynn with his son Joe in the background



Bob Palma's 1964 Daytona Wagonaire separating the twins, (L) Larry Hopkins 1962 GT Hawk and (R) Joe Halls 19162 GT Hawk

Studebakers in Ford Country

Becky Griffith

Charlie and I were invited to the 100th anniversary of Ford owning Lincoln in Dearborn, MI. Among the 400+ cars attending, we ran into a few Studebakers. They gave the Lincoln's a run for their money.



Mike Polasky of the Western Lake Erie Chapter 1952 Deluxe Champion

Dave Holtz's 1951 Champion Regal with only 24,000 actual miles





Odds 'N' Ends

HOW MUCH IS ENOUGH LIABILITY COVERAGE?

One day, a motorist in France stalled his Citroen on the railway crossing. Unable to move the car off the tracks as the train approached, he fled from it. The train, unable to stop, struck the car. The collision caused the train to derail and ripped up 300 feet of tracks, resulting in 20 boxcars of beer to be spilled into a nearby river. The beer killed all of the fish in the river, thus, it put the local fishermen out of work for a season.

The railway's service was disrupted for 6 weeks. The engineer suffered 2 cracked ribs. He, the fishermen and the railway sued the motorist's insurance company. The total for the claims exceeded 7 million dollars,

The lesson to be learned here is, first of all, to drive a Studebaker, not a Citroen, the second thing is not to park on the railway when the train is approaching and the third thing is to have enough insurance coverage.

holy s [red square] how fast was this rollercoaster going



UK Weather Forecasts is with Henz Baclayo and Randy McCauley.
July 3 at 9:26 AM · 🌤️



THE STUDEBAKER WEDDING CHAUFFEUR

by Danny G. Taylor

Since my article in the November 2021 newsletter, where I wrote about my first chauffeuring job, the Black over Shasta White over Black 1955 Studebaker President Speedster has been in two more weddings ~ one in May and one in June. I guess the word is out about the car and driver.

In addition to word of mouth, I placed an ad on a website specializing in using classic cars for weddings, reunions, parties, etc. One of the weddings came from that source.

The May wedding was held in Greenwood where I took the happy couple Connor and Rachel from The Barn at Bay Horse Inn on a short jaunt to The Bottleworks Hotel on Mass Ave in Indianapolis.



photographer SWEET CAROLINE PHOTOGRAPHY

For the June wedding held at the Ritz Charles in Carmel, the Studebaker cruised with newlyweds AJ and Suzi to an “undisclosed location”.

It has been a blast and an honor to be at the genesis of these couples lives together. They have said that **they** feel honored to be driven in such an iconic automobile !! They along with their guests have been intrigued and fascinated by the Studebaker and have asked many questions about it. But then we Studebaker owners are used to that aren't we !!

Some of the comments:

“This is a really cool car, thank you for taking us in it !!”

“We will tell some of our friends who are getting married soon about you and your car !!”

“Wow, can't believe this car is over 65 years old !!”

“Did you buy the car new ??” (Ouch ~ that one hurt !!)

It's been a busy spring with a few local meetings plus the International Meet in South Bend. And already the Studebaker has been reserved for a September wedding.

HELEN DRYDEN

From Riches to Rags

By Dan Kuhl

Helen Dryden was born on November 26, 1882 to a wealthy Baltimore family. Her future as a socialite in a prominent family was cut short with the failure of the family business. Soon after the business failed, the family moved to Pennsylvania where she attended the Pennsylvania Academy of Fine Arts to study landscape art. She soon found her real interest was 18th Century French design and dress. Sometime in 1908 she moved to New York City to show her fashion portfolio to the publishing industry. After numerous rejections she was hired by *Vogue Magazine* where she flourished until 1923. It was at this time she became a trendsetter for the social elite while becoming the highest paid female artist in America. Her first encounter with Raymond Loewy, who was also a fashion illustrator, was also at this time. It is worth noting that she was cultivating a second career as a Broadway costume designer.

By 1929 her influence on automotive design is documented in *Automobile Topics*, a weekly automotive news magazine. In 1930 she appeared with several celebrities in a Studebaker ad that stated “styled as befit champions by those whose word in art carries authority”. (Author’s note: There’s that name “Champion” that Studebaker would name their last all new car in 1939).

In 1935, in an article about the New York Auto Show in the *New York Times*, Ms. Dryden is listed as an industrial design and style expert. The following year she and Raymond Loewy were contracted as design consultants by Studebaker. Her salary at this time as reported to be \$100,000. This relationship continued through the 1938 Model year, in which Studebaker line was reported as the most beautiful car manufactured by the *Magazine of Art*.

By 1940 Helen Dryden’s art deco style was no longer fashionable and with the pending war, she was no longer in the limelight. Her future was beginning to change at the age 58. She was now on welfare and would be until her death in 1972. Although a sad ending, she should be remembered for her contributions: in the art world for her fashion designs; three of the most beautiful Studebakers ever manufactured that bore the red lazy “S” emblem that she created; and most of all that women could function in a man’s automotive world. She also realized that women were important automobile consumers and that car should be attractive to this segment of the buying public. Justifiably so, her work was the foundation of things to come as exemplified in the 2018 book *Damsels of Design*, about the ladies who designed auto interiors of GM during the Golden Age of Automobile.

References:

Fox, Fred K. “1936 Studebakers, A New Styling for Fast Paced Times” *Turning Wheels* Vol 41 No. 12 (December 2009), pp. 6-14

Smith, Constance “Damsels of Design: Women Pioneers in the Automobile Industry, 1939-1959” (2018) Shiffler Publishing Ltd.

Three articles readily available on the web about the life of Helen Dryden.





As one who was hit hard in the rear end (at age 20 or 21) by an uninsured motorist who wasn't paying attention (*and suffers back pain occasionally to this day -age 76- as a result*), I agree with many of the comments posted to this video about the perpetrator's **wholesale** lack of concern as to the fate of the people these guys **hit**.

Talk about self-serving; "built" 1964 Mercury Comets are of less than zero consequence compared to what probably happened to the poor folks in the Honda minivan. Who gives a rat's [REDACTED] about his stupid Mercury Comet? **And this from a dedicated car hobbyist (me)!**

Was it Forrest Gump who said, "Stupid is as stupid does?"

https://www.hagerty.com/media/news/this-mercury-comets-brake-failure-can-be-a-lesson-for-us-all/?utm_source=SFMC&utm_medium=email&utm_content=MED_UN_NA_EML_UN_DailyDriver_Wednesday&hashed_email=66f5c52210298eb121a63a63ffa96de53c6d20cf75e413a369e006fc15e7e11



This Mercury Comet's brake failure can be a lesson for us all

Driving is a privilege that demands respect because the consequences can be very bad, as one driver in a hot-rod Mercury Comet found out.

www.hagerty.com

Brian Reeves
October 13, 2019

Neat studebaker ad!

For '63 From the Advanced Thinking of Studebaker

AVANTI
America's Most Advanced Car

- Turbodiesel V-8 engine with optional supercharger
- 8-speed transmission and 4-speed overdrive
- High-back leather-placed bucket seat
- 2-speed floor shifter

 Equipment optional - see dealer for 1963 Studebaker without check.

LARK WAGON
First with a slide open roof - the best of convertibles, utility, space and family car combined.

- Turbodiesel V-8 engine with optional supercharger
- One of eight Studebaker 1963 models
- 1963 Studebaker Lark wagon, convertible, sedan

 Excludes an all '63 new from Studebaker. Excludes tax, title, license, registration, and other available options.

GRAN TOURISMO HAWK
America's Premier Grand Sports Coupe

- Turbo, V-8 and Euro-style V-8 engines
- 8-speed transmission and 4-speed overdrive
- Turbo V-8 or optional supercharger of Avanti engine
- 2-speed floor shifter

 Excludes an all '63 new from Studebaker. See dealer for details.

CRUISER
America's First and Only Limousine

- 8-speed transmission and 4-speed overdrive
- 1963 Studebaker Cruiser, sedan and coupe
- 1963 Studebaker Cruiser, sedan and coupe

 Excludes an all '63 new from Studebaker. Excludes tax, title, license, registration, and other available options.

Randy Alan ▶ AUTOMOTIVE GRAPHIC DESIGN PRE 1970
October 12, 2019
1963 Studebakers. Lovely artwork.

This is Willis Carrier.

He invented the air conditioner

Let's all take a moment and give thanks....

Oldtimers is with Robbie Guadiana and 6 others.
Poster based in Bulgaria · July 1, 2018



This month, I want to pay tribute to the wonderful people who make up the Indy Chapter of the Studebaker Drivers Club. Individuals join our club because of an interest in Studebakers, but soon find that the club offers much more than a monthly meeting filled with people exchanging car information and helpful mechanical tips. After attending a few meetings, it doesn't take long for a new Indy Chapter member to realize that they are making new friends. And then...over time...new friends become old friends!

**THE INDY CHAPTER IS NOT JUST A CLUB FILLED WITH CAR PEOPLE,
IT IS A TIGHTLY BONDED GROUP OF FRIENDS!**

What is a Friend Worth?

By Helen C. Elmore

**“What is a friend worth?”,
Asked a little boy twice;
And his Grandfather pondered,
“You can't set a price.”**

**“For a real friend is rare
And hard to find,
Like a miner's strike
Of the purest kind.”**

**“And a real friend won't tarnish
Like brass or pitchblende.
You know by the mineral
You've found in a friend.”**

**“It will shine in the rain,
It will never rust.
Mud won't hurt it,
Neither will dust.”**

**“If you lay it aside
In your daily care,
Just rub it a little
And the shine is still there.”**

**“And the Bible will tell you
When you learn to comprehend,
That a man will give his life
For a pure gold friend.”**

NOTES:

- 1. As you were reading the poem, did you wonder what on earth is pitchblende? Well since Random Ramblings tries to be an ALL-SERVICE column, I went online to find the definition: Pitchblende - Known today as Uraninite, the mineral used to be called pitchblende. (Why was it called pitchblende? The word was derived from 'pitch', because of its black color, and 'blende', from the word blenden meaning to deceive.) It is brownish black with golden streaks. The mineral consists of massive uraninite, has a distinctive luster, contains radium, and is the chief ore-mineral source of uranium.*
- 2. Helen C. Elmore, the author of the poem, just happens to be Dave Elmore's mother. This multi-talented lady not only wrote poetry, but also was a self-taught artist and musician.*

Upcoming Events

Saturday, August 20 at 1:00 p.m. Lunch at Willow LeaVes at 326 Jackson Street, Hope, IN 47246. Lunch choices are meatloaf or chicken and noodle with all the fixin's. After lunch, host Jim Lime has invited the club to visit Studebaker International just a few blocks away.



Mark Your Calendar:

Saturday, September 10 at 1:00 p.m. – *Drive Your Studebaker Day!*

Hosted by Jeff and Kathy Westcott. We'll meet up for lunch at LePeep Intech Commons, 6335 Intech Commons Drive, Indianapolis, 46278. There is lots of parking outside and a side room inside that holds about 40. The restaurant closes at 3:00 p.m. 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 at 317-759-8895 or 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

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.

Visit scenic Manitowoc and Two Rivers, Wis. on September 12-16, 2023!

Northeast Wisconsin is a beautiful place in late summer - and the Wisconsin Region Studebaker Drivers Club will have a wide range of great activities planned for the 59th SDC International Meet, Stay tuned for more details! **We'll see you there!**

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 August, 2022



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To:

