



BRICKYARD BULLETIN



VOL. 48, ISSUE 4, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, APRIL 2023

Thank you to Larry and Sue Kennedy who hosted the annual March get together with the Hudson Club and the Indy Chapter. As always the food and fellowship were outstanding!!

Many of you have received an email invitation to join Group Works. This is a new club communication management platform. Participation is totally optional. If you want to join, accept the invitation. If you don't want to be included either decline or ignore the email. More information will be coming out in Turning Wheels and at the June SDC Zone Meet in South Bend and at the International Meet in September.

Be sure to get your Early Bird Registration in for the 59th International Meet before April 30th save \$10. The registration form was published in February Turning Wheels or can be found on the web site sdcmmeet.com. The Wisconsin Region SDC has planned a week of fun with the swap meet starting Tuesday, September 12-16, an ice cream social, many seminars, driving tours, a parade and a sock hop with food trucks and lots of Studebaker fun scheduled throughout the week.

Hope to see everyone at one of our upcoming events!

Nancy Bacon
President, Indy Chapter

Studebaker and Hudson Pitch-In, Wanamaker Saturday, March 18, 2023

What a wonderful gathering! 50 members of the Studebaker and Hudson Drivers Clubs came together in Wanamaker to be warmed by each other's friendship on such a cold, blustery March Day.

Nancy Bacon opened the meeting thanking Larry and Sue Kennedy for hosting the joint Winter Meet.

Two new members were present. One member has a 1927 Essex and lives in Greenwood. The other member has a 1951 Hornet and belongs to the Hudson Club.

Mike Baker will be helping Tom Price join the Studebaker Club very soon. Tom has a 1959 Lark. Tom lives in Zionsville.

Officers Reports – Danny Taylor, Vice President, made an observation that the heaters in the Studebaker cars did not work as well as the heaters in the Hudson cars. There were 9 Hudson cars present. 0 Studebakers and 1 Avanti present.



Treasurer's Report – as of March 13, the balance was \$ 14, 466.78. We have 76 paid members this year compared to 73 paid members last year.

A Bob Palma Memorial/Tribute was discussed, since Bob was such a Studebaker advocate, enthusiast and contributor of enthusiasm, articles, and Studebaker Guy. There were many options discussed and a donation has been received to start the Memorial Fund. A motion was made by John Boyer and seconded by Jeff Westcott to pursue the suggestion. Pictures were taken at Bob Palma's Funeral of the Studebaker vehicles present and sent to Turning Wheels.



We sponsor 2 vehicles at the Studebaker National Museum and have received 10 free passes to be used by February 28, 2024. They were awarded to 10 lucky people looking forward to attending the Studebaker National Museum in South Bend.

Members were asking about "Group Works" email which has been sent out lately. The "Group Works" is an email message system that is designed to send out updates, notices, important information we need to know promptly. 4,000 invites have been sent out by Cynthia Sails who is the originator. So, if you see her name on your email, that is about "Group Works" so don't delete it. You can accept or wait until later.

Don Bookout from Greenwood wanted to thank our Studebaker Club for inviting his Brass Band to play at the National Studebaker Meet held here in Indianapolis at the Marion County Fairgrounds. He originated the 30-piece Brass Band. Don also has a 1950 Champion Studebaker which has been restored and is possibly up for sale. It is Bermuda Green. If you're interested, give Don a call.

Saturday, April 8 - Steve and Robbi Ortman have invited the club to a day of fun. See page 10 for details. Hosts, Steve & Robbi Ortman do need you to RSVP if you plan to attend. 765-860-0639 or rsogoodlife51@gmail.com **by April 5th.**

Sunday, May 7, 2023 – Lorri and John Pontius, from Auburn, Indiana, have invited us to tour the National Automotive Museum on Sunday along with a Pitch-in. You are also invited to come on Saturday evening for a picnic.

Saturday, May 27, 2023 – Richard and Rose Poe are again hosting the Annual Studebaker Nationals and Car Drags in Bunker Hill, Indiana.

Sunday, August 13, 2023 – Rick Crowley has invited us to a pitch-in at their Logansport home and then view his extensive collection of vehicles.

Saturday, September 30, 2023 – Tim Lloyd in Bloomington has a Model A Drag Race for us to enjoy. This is a Hudson event but Studebaker enthusiasts are welcome.

59th Studebaker Drivers Club International Meet in Manitowoc, Wisconsin being held on September 12-16, 2023 – information is in the February edition of "Turning Wheels". Registration deadline is August 15, 2023. Register on line or use the form in the February "Turning Wheels".

Doug Wildrick (HET Club) made a motion to adjourn the meeting. Larry Kennedy seconded the motion.

Members toured the vehicles in the parking lot.

Beth Doran, Secretary

Why Studebaker?

Studebaker, Insects, the Fever and Me

By Tom Lawlis

Many of my friends and members of the Studebaker Clubs believe that my association with Studebaker began when I stumbled onto a rare 1959 Golden Hawk 400 in 1960. But hold on my friends, not so fast! My affliction began like so many others. My dad, Ishmael Lawlis, bought his first Studebaker on June 6, 1952, a Metallic Green 1948 Commander Convertible with O.D. and brown leather interior. I soon became so enamored and so proud of it that at only age eight I believed that I could have been a good Studebaker salesman. Ha! This could be the end of the story, you know, like so many others, dad had one or more so I had to buy one when old enough.

But digging deeper, why had dad chosen a Studebaker after owning a Whippet (before my time), a '36 Oldsmobile and a '44 Dodge Luxury Liner with Fluid Drive? According to legend, the Olds would never start at the most inappropriate times and according to my memory the Dodge, though roomy and soft riding, was underpowered with its flat head six and fluid drive transmission, and couldn't get out of its own way. Dad was not happy with either.

Dad worked as head of the welding department at South Wind Division of the Stewart-Warner Corp., Indianapolis, makers of various heat exchangers and compact, self-contained gas heaters for the home. S-W also had a government contract making parts for the all new B-52 Bomber, still in use today. S-W sent dad to Wright Patterson AFB, Dayton, OH to learn how to properly weld aluminum and titanium so he could teach the welders at S-W. S-W also flew dad to Dallas, TX the summer of 1951 to teach S-W employees there about the nifty, compact, high tech South Wind heaters and how to install them. (Dad installed them in our house replacing an awful coal furnace that sat in the living room.) Now, just where am I going with this? Without a car in Texas, dad was dependent on others in the group for transportation. Turns out the employees became very good friends and the one who did most of the driving just happened to own a very spiffy 1947 Studebaker Champion Convertible. On weekends they would drive it to a beach for swimming and so on. Obviously, dad fell in love with the Studebaker and when he returned home he began shopping for a used Studebaker convertible. I remember tagging along on many of his trips. Dad was particular and thrifty and walked away from many "deals" before settling on a 1948 Commander Convertible from Strickland Motors, 3327 N. Illinois St., Indianapolis for \$800 cash on June 6, 1952. (I have the bill of sale.) The whole family fell in love with the Studebaker, me included. The story of how I caught the Studebaker bug could end here too, but it is just the beginning.



Dad's very sharp 1948 Commander Convertible in Balsam Green Metallic shortly after purchase in 1952. It has updated 1949 grille treatment; new whitewalls were installed in short order. At the wheel is next door neighbor, Marie McCafferty.

The Studebaker Bug Bites Harder and Deeper

Dad had grown up near the Indianapolis Motor Speedway and had be a racing and speed enthusiast since his youth. I am sure he was aware of the remarkable Studebaker performances at the Speedway in the 1930's, and I had noticed Hot Rod type magazines about the house. I am still pretty young at this time and don't know all the

technical details but for whatever reason he decided to “soup up” the Commander six. Dad’s father, Ralph Lawlis, my grandpa, had opened a small auto repair business, R.W. Lawlis Garage, during the Depression after losing his machinists job at Marmon, the car company, when they shut down. As a sidebar, while working at Marmon in 1911, grandpa had fitted the crankshaft into the engine of the Marmon Wasp, the winning car of the 1911 Indy 500. So working out of grandpa’s garage, they pulled the engine and sent the block to a well known engine rebuilder for machine shop work to include cylinder boring, installation of new pistons and a hotter camshaft grind. Dad bought an Edmunds finned aluminum cylinder head and an Edmunds aluminum dual carb intake manifold (which I still have) and Edmunds aluminum capped air filters for each carb. Dad detailed the engine compartment, assembled the accessory items to the already assembled short block from the rebuilder and painted the engine Cardinal Red. With the polished aluminum extras, the engine looked awesome to me. And I am sure it was plenty powerful as dad could really lay a patch of rubber when he wanted to, much to my delight and to mom’s chagrin and scolding. The engine performed well until while cruising to Columbus, IN for a family reunion, there was a sudden, very heavy knocking noise from the engine compartment. I learned some new words that day as dad became very upset! Turns out that the rebuilder didn’t secure one of the rods to the wrist pin securely. The wrist pin slipped out of the piston and into the cylinder wall and gouged it so deeply that it ruined the block. Glad I didn’t hear the verbal exchange between dad and the rebuilder.

What to do now? The Studebaker V-8 had been out new for a few years and was building a good reputation. Grandpa’s brother, Daniel Webster Lawlis, Webb for short, had bought a new 1951 Commander V-8 and had been praising its power and performance. Dad got the idea that he wanted to install a Studebaker V-8 into the ’48 Convertible and began the search for an engine. Low and behold he found a low mileage 1953 Studebaker 232 V-8 at Bud’s Auto Salvage on Rockville Road in Avon, IN. turns out the 1953 Studebaker sedan had been totaled as a result of the tragic May, 1955 Indy 500 accident that took the life of two time winner Bill Vukovich. As Vuky’s car cartwheeled over the outside backstretch and a Ford pick-up. Google the horrific accident and the Studebaker can be seen in some still shots and possibly the videos.

Dad purchased the V-8 from Bud’s, and being a welder he fabricated motor mounts, a fan shroud and all the necessary items for the conversion. The ’48 Commander Convertible was soon back on the road with ’53 v-8 power. It ran flawlessly until retired after the chassis and body rusted away many years later making it unsafe. I did, however, learn to drive in this car and eventually drove it to high school and so on.

Back on September 26, 1953, dad took me to the Indiana State Fairgrounds for the inaugural Hoosier 100, a 100 mile champ car race on the 1 mile dirt track. All the 500 drivers were on hand to compete. What a race it was! The first four finishers finished with .9 seconds of each other with Bob Sweikert taking the win. So what does this have to do with Studebaker? Well, Studebaker was the Pace Car that day! The personal car of Indy Studebaker dealer Charlie Stuart, it was a 1953 Commander with no top, white with red leather interior and a lowered custom windshield! What a beauty of a car and what a special day it was as I was bitten by both the Studebaker Bug and the Racing Bug. For posed photos of the ’53 Pace Car, Google “1953 Hoosier 100” then scroll down and click on the heading “Studebaker Pace Car for the Hoosier 100, Indianapolis” to see photos from the Chuck Stuart Collection. Chuck Stuart is Charlie Stuart’s son. Did you know that Studebaker had a company airplane? It is the backdrop for one of the photos of the “Topless” ’53 Commander.

Dad loved the 1953 Commander Hardtop he saw out on the road and began searching for one in about 1956. I tagged along on most trips. The cars would always have issues or be the coupe model and he wanted the hardtop Starliner, or the price was too high. I was sure hoping he would find just the right one as I too thought they were really cool.

Sadly, dad would never get that ’53 Commander Hardtop that he dreamed of and searched for. He contracted lung cancer in the fall of 1957 and passed away on New Years Day, 1958. Mom became the owner of the ’48 convertible, but she never drove. As a result it was shared by my older brother and sister, Jerry and Jody, and

then eventually passed down to me. Books could be written about all the adventures the '48 took our family on and I should mention there were two brothers much younger than me in the family as well.

We drove the wheels off that '48 convertible until rust and mechanical issues got the best of it and made it unsafe to drive. The V-8, however, was still purring like a kitten when we gave it away for scrap. But seems as though it never made it to the scrapyard as I saw it about two month later going down W. Michigan St., top down and radio blaring. Has anybody seen it?

Back in 1958, I believe, a young man in the neighborhood, Gelroe Andrews, had a '53 Studebaker Commander coupe, dark green over light green and somehow talked grandpa into installing a Corvette V-8 engine into it. Grandpa was not keen on such things, was pretty old by now and didn't even like radios in cars. But he did a good job installing the engines heavy duty hydraulic clutch and doing all the conversion work. I would stop by to help grandpa on my way home from grade school and loved to admire and sit in that '53. The body styling was growing on me ass it had with dad. When all finished, Gelroe took me for a ride in that '53 down two lane Cossell Road past two cemeteries. I learned all about speed and G-force and fear that day, *but oh how exhilarating!*

The Fever Sets In

By now the Hawks were unveiled and out on the road. These '56 and '57 Golden Hawks were awesome and boy could they fly. A '56 Golden Hawk, green and white, arrived in the neighborhood and I would ride my bike the mile or so to stop and gawk at it.

Soon after, drag racing began on the runway of nearby Stout Field. My older brother, Jerry and I, decided to go and see what it was all about. To our pleasant surprise, a '56 Golden Hawk was competing and winning every round. It was white and Tangerine with cool graphic and the drivers name emblazoned on it, "Buck Rogers". Jerry and I made our way to the Golden Hawk in the pit area. Buck was a big hulking character with a full beard as I remember, intimidating in appearance but was very friendly. He showed us his modified Packard engine which sported six carbs! He had been experimenting between running a manual transmission or an automatic. This day it was an automatic and it was fast.

Studebakers were making a big, favorable impression on me and I developed a trained eye, spotting them where I had never noticed them before. I would change my long walking paths to grade school and then high school to walk past the homes of these beautiful, low slung '53's, '54's, and '55 black and white speedster and some Hawks. The owner of nearby Kidd Bakery had bought a new '53 Commander Hardtop, cream over coral. Wow! To stand there and admire the car and smell the aroma of fresh baked bread from the oven was, well, just heavenly!

Time passed and by now I had a really keen eye for spotting Studebakers which helped me to spot that rare 1957 Inca cream colored Golden Hawk 400 that my brother then bought in 1960. A large book could be written about the story of this car but read the short version by Bob Palma in issue #3 of Richard Lentnelli's Crankshaft Magazine. As the 400 entered our family I soon realized that I was afflicted with Chronic Studebaker Fever and endless bites by the Studebaker Bug.

The fever got worse when I saw my first Avanti in May, 1962 at IMS. It was white with orange interior and took a ceremonial lap before qualifications pacing some 1930's Studebaker Indy Cars. Cool! And then there was Studebaker/STP sponsorship of the fabulous Novi Indy Cars and the Granatelli connection and the Studebaker assault on speed and endurance at Bonneville. And one day, after visiting the IMS Museum, I climbed up the first turn grandstand for a view only to discover that Studebaker was having a private showing of Avanti's for the press. Andy, wearing a crash helmet, then hot lapped IMS, & I do mean HOT, in a roll cage equipped dark red or maroon Avanti! ² This Avanti may have been one of the Bonneville record setters. And then I went to a

USAC late model stock car race at the Indiana State Fairgrounds and to my surprise a driver/owner named Dick Passwater (no joke) shows up with a '64 GT Hawk, maroon with white vinyl top. Turns out this car was a Bonneville record setter he had purchased from the Granatelli's. **3**•It could blow by all the big brand X's on the long straights but couldn't corner as it was still set up for straight line Bonneville speed.

Please, somebody pass the aspirin, I need to knock this fever down!

So here is it about 1966 and I need a car of my own, a Studebaker. I finally find a used '64 GT Hawk, dark metallic blue. It is at Essie/Collins Oldsmobile on West 16th street, Indy. I test drive it, take it to grandpa's garage and inspect it and return and talk turkey. The salesman gave me a better than expected price and I said I would be back with cash in the morning, hot dog! Morning came and the Hawk was gone. He had sold it for the high asking price just after I had left the night before. Never saw it again. Talk about major disappointment. More aspirin please.

In a pinch for wheels, I bought a '65 Comet Cyclone with the other "289" and 4 speed. Later, after a two year stint in the Army I added another brand X, a "62 Ford Sunliner on a deal I couldn't pass on. I thought I would quickly resell it but never did. Both cars served me well for many years.

In 1973 I learned of the Studebaker Drivers Club and joined and have been a member ever since. But, I still had no Studebaker to call my own. To get my Studebaker fix I had to be content with reading the wonderful *Turning Wheels* each month and helping my brother to keep his, now high mileage, Golden Hawk 400 on the road. Finally, in February, 1976 at age 32 I bought my very first Studebaker, a Tiara Gold, 1957 Golden Hawk. Hurriedly, I prepped it for the SDC International in Indy that summer. It placed 2nd in class. I joined the Indy Chapter at this time. I did more work on the Golden Hawk and took it to the SDC International at Cincinnati, OH the following year where it won 1st in class. Shortly thereafter my brother Jerry donated the '57 Golden Hawk 400 to me as promised, but with 200,000 miles on it, it was totally worn out and rusted out. So now I have two Studebakers, both are '57 Golden Hawks.



My first Studebaker of my own is this 1957 Golden Hawk in solid Tiara Gold that I purchased in February, 1976.

I have maintained my first Golden hawk, Old Gold, for forty seven years and have completely restored the Inca Cream colored Golden Hawk 400 that once belonged to my brother. They have given me some great enjoyment over the years.



My rare 1957 Golden Hawk "400" in Inca Cream with a special "460" tan leather interior, donated to me by my older brother Jerry, in about 1976 with 200,000 miles on it. It took me 20 years to restore it to like new again.

So, in summation, I have only owned just two Studebaker and I still own them today. Both are very drivable and presentable. And I have remained in SDC and the Indy Chapter since I joined so long ago. So many fond memories along the way thanks to Studebaker, SDC, the Indy Chapter and members, past and present. Happy motoring to all in you Studebaker!

1. See *Turning Wheels*, Oct, 1990, p. 45 and/or the 1953 Studebaker News for a photo of the topless 1953 Studebaker driven by Wilbur Shaw, pacing the starting field of race cars.
2. See *Turning Wheels*, Nov, 2022, p. 7 for a photo of Andy Granatelli and the R-3 Avanti at the Indy Press Preview, Fall of 1962.
3. See *Turning Wheels*, July, 2019, pp. 18-19 for an interesting story and great photos of Dick Passwater and the 1964 R-3 GT Hawk.

P.S. In August of 1964, I saw both the 1953 Charlie Stuart convertible and the Buck Rogers 1956 Golden Hawk drag car parked side by side inside the Stodghill Paint and Body Shop at 9 N. Keystone, at E Washington St., in Indianapolis. Does anybody know what ever happened to them?



COMING TO BUNKER HILL DRAGSTRIP

THE STUDEBAKERS


May 27th

GATES
OPEN @ 11AM
RACING @ 1PM

ENTRY

Studebaker Tech Card \$25
Spectator \$10
Kids 12 & Under FREE

Studebaker
Match Races
&
Summit Super
Series Bracket
Races
All Day



Studebaker & Avanti Tech Seminar/Inspection Day

Saturday, August 12th from 11:00 a.m. – 5:00 p.m.

Mike Baker's Avanti Restoration & Service shop 317-498-2288

4193 E US40, Greenfield, IN 46140

LUNCH will be provided at Noon.

RSVP by 8/9/2023 mikebaker@aoai.org

The Studebaker & Avanti Technical Seminar/Inspection Day is for Studebaker or Avanti owners who want me to inspect their Studebaker on my Rotary 4 post lift, or to do a test drive and help them figure out what is wrong with their Studebaker. We will have a Studebaker Technical session so members can ask me questions about problems they are having with their Studebaker. Members can email me their automotive technical questions ahead of time and we can consolidate the types of issues folks are having. It will be a fun educational day for all with good food, fellowship and seeing lots of Studebakers and Avanti's.

CAR FOR SALE...\$12,000

1960 Lark, 4-door, V8

Black w/ red interior

64,658 miles

ALL ORIGINAL (seller is only 3rd owner)

Rust Free – Excellent Condition

Contact former Indy Chapter member Jo Williams

at 765-474-2094_



HUGE OPEN CAR SHOW

FREE Coffee and Donuts with Registration!

Sponsored by the American Legion Post #155,
The Indy GTO Association and The Indy Firebird Club

All Years, Makes and Models!

All Cars, Trucks, and Motorcycles Welcome!
Muscle Cars, Antique Autos, Exotics, German Autos,
Project Cars, Silent Auction!

JUNE 10, 2023 (SAT.)

American Legion - Post #155
852 West Main Street
CARMEL, INDIANA 46032

\$15 Day of Show / Visitors FREE

Reg. is 9am - 11:30am / Awards at 2:00pm

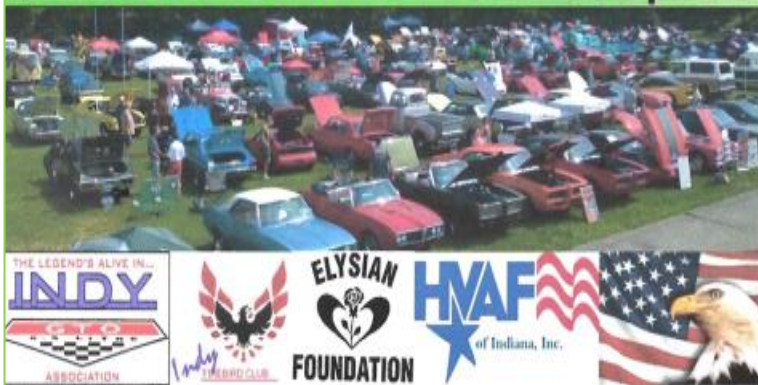
INFO: Ted Durlacher at Ted@TheRollsREALTOR.com or 317-694-8946

www.facebook.com/IndyFirebirdClub

www.facebook.com/IndyGTOAssociation

IndyFirebirdClub@gmail.com

\$250 Award to Club with MOST Participation



AMERICAN LEGION POST #155

Homeless Veterans Donations List (HMAF):

*Please Bring Some Or Any Of These To The Show
To Support Our Homeless Veterans (Men and Women).*

THANK YOU!

- New Twin Sheet Sets
- New Pillows
- New Bath Towels
- New Wash Clothes
- MANUAL Can Openers
- Canned Meat (Chicken, Tuna, Etc.)
- Canned Fruit and Soups
- Pasta and Pasta Sauce
- Peanut Butter
- NEW Men's Boxers and Briefs (ALL Sizes)
- NEW Men's Undershirts (ALL Sizes)
- Bottled Sports Drinks
- Umbrellas
- Ponchos
- Shaving Cream
- Shaving Razors
- Deodorant
- Shampoo
- Toothbrushes
- Toothpaste
- Bars of Bath Soap
- Household Cleaning Supplies

If any of you have been looking high and low for the reproduction Halibrand wheels of the type that were a dealer-installed option on Studebakers in the 1963-64 timeframe, which were previously available from Real Rodders Wheels in CA, they are available again, at long last, after having been sold out and unavailable for at least 4 years. My set of four wheels and spinners is arriving next week and I'm excited.

If you wish to order, the wheels are \$369 each (\$1476 for a set of 4); a set of 4 matching reproduction Halibrand spinners is \$275. To order, call Pat O'Brien at Real Rodders Wheels, at 805-402-2212.

<http://realrodders.com/product-category/aluminum/halibrand/>

I am only providing this heads-up as a courtesy to chapter members. I have nothing to gain by promoting these wheels.

Pete Rutledge
Newsletter Editor, Potomac Chapter



STUDEBAKER and the BOOKMOBILE

Part Two



The purchase of the South Bend Public Library's Studebaker bookmobile was approved in 1952 by the Board of Education, which was then responsible for governance of both the school system and the library. The vehicle cost \$7,942.91 and had the capacity to hold 2,000 volumes on its built-in shelves.

Shown in the picture is the launch of the new bookmobile in March of 1953. Roger Francis, Director of the library, is on the left. Helen Spears, the first driver librarian, is in the middle but the gentleman on the right is unidentified. This Studebaker bookmobile remained active until the 1980s.

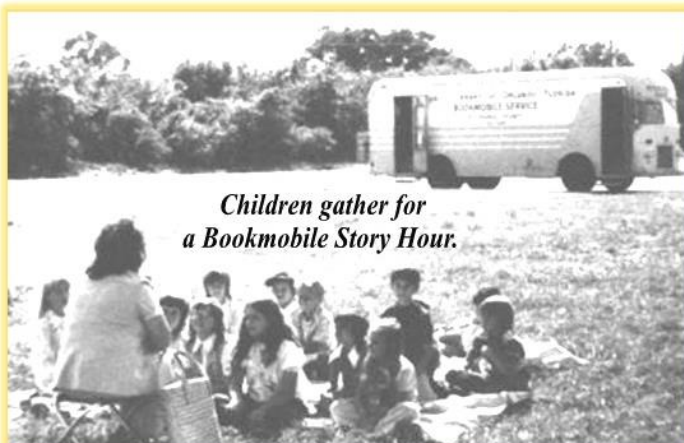
According to our resident expert



on all things Studebaker, Bob Palma, the basic vehicle was probably manufactured from what they call a "cut-off" unit. It came off the assembly line with only a dashboard and everything in front of the dashboard. It would have had a temporary wooden seat on which the operator could "drive" it to wherever the rest of the structure, including the windshields, would have been installed by an aftermarket body manufacturer, not Studebaker. Using cars in the parking lot as a reference point, Bob estimates that the truck was a 1949 or 1950 model.



Meanwhile, the Albertson Public Library was about to become the first library in Florida with a bookmobile. The Orange County Chamber of Commerce proposed the purchase of a bookmobile. The ladies of the Orlando Sorosis Club raised \$6,000 for the purchase and the Board of County Commissioners appropriated \$10,000 for the staffing, books, and upkeep of the vehicle. The bookmobile was an all steel custom-built body from the Wayne Bus Company of Indiana and was mounted on a Studebaker chassis. In November of 1949, with 2,000 books onboard, it was on the road.



Children gather for a Bookmobile Story Hour.

Bookmobiles are still in use in the 21st century...sadly just not Studebaker bookmobiles! Although some people feel the bookmobile is an outmoded service, proponents point to their cost efficiency versus the building of more branch libraries. Just recently, the Albertson Public Library celebrated 100 years of service with the announcement of the purchase of a bookmobile and even some book bicycles. In a unique twist of fate, like in 1949, the money came from a \$100,000 donation from the Sorosis of Orlando Woman's Club. *Everything old is new again!*

Upcoming Events

Saturday, April 8 Steve and Robbi Ortman have invited the club to a day of fun. The following is the day's agenda:

11:00 a.m. – Lunch at Bookers Bar & Grill
109 N Main St, Kirklin, IN 46050

405 E Madison St, Kirklin, IN 46050
and
Travelers Point Distillery **Hand Crafted Bourbon**
405 E Jefferson St, Kirklin, IN 46050 765-605-1291

3:00 p.m. – Tour private car collection, Goodwin Funeral Home 200 S. Main, Frankfort, IN and Ice Cream Soda Fountain

Hosts: Steve & Robbi Ortman 765-860-0639

RSVP rsogoodlife51@gmail.com by April 5th

Mark Your Calendar:



Saturday, May 27, 2023 – Studebaker National Drags. We are moving to Bunker Hill Dragstrip. The 2022 Studebaker Nationals was held at Brown County Dragway on Saturday May 28th. The track had recently been sold and they didn't have any events scheduled for 2022 other than No Prep racing put on by an independent promoter.

Since the Studebaker Nationals is an annual event held on the same weekend in May for the last 15 years they agreed to continue the tradition for 2022. This was a favorite of the previous track owner Sandy who passed away. She loved the Studebakers and especially the Studebaker owners, or as she called us Studebaker people, that brought their cars every year. Unfortunately the future of Brown County Dragway is uncertain, and we need to make a change for 2023.

But this year we are starting a new tradition and moving to a new track! Bunker Hill Dragstrip also has a new owner, NHRA Top Fuel veteran Terry McMillen and his family have purchased Bunker Hill Dragstrip, known as Indiana's first drag strip. Terry McMillen Buys Indiana's Bunker Hill Dragstrip (dragzine.com)

The Studebaker Nationals will be at Bunker Hill Dragstrip May 27th 2023. The 1/8th mile dragstrip is about a one hour drive south of The Studebaker national Museum in South Bend, Indiana off IN31 about 13 miles north of Kokomo, Indiana. The McMillen Family runs an efficient track and keep things moving along. They have a large pit area and maintain a family friendly environment with a playground for kids, snack bar, overnight camping, and \$10 spectator admission, kids under 12 free! Indiana Outlaw Gassers will also hold an event on the same day and always entertaining show. Studebakers and Gassers what more can you ask for?

We are really looking forward to starting new at Bunker Hill Dragstrip and having you all back along with new cars and racers. Make your plans to attend! See you May 27th at Bunker Hill.

For more Information Bunker Hill Drag Strip www.bunkerhilldragstrip.com

Or Bunker Hill Dragstrip on Facebook

Or Richard Poe 812 345 5414

Saturday, May 20th - Andrew Ebbert has invited the club to the Shirley Community Visionaries who are hosting a car show during their annual Strawberry Festival from 10-4 in Shirley, Indiana. They will have live music, vendors, and two small local museums. This car show is a new activity. We will have trophies with classes to be determined. You can email Andrew for more information. andrewebbert@gmail.com

June 1-3, 2023 South Bend, In. Michiana Swap Meet & Crossroads Zone Meet St. Joseph 4H fairgrounds

July – The Bacons annual Luau. Info to come.

Saturday, September 9 – International Drive Your Studebaker Day hosted by Jeff and Kathy Westcott.

September 12-16, 2023 - Studebaker International in Manitowoc and Two Rivers, WI, hosted by the Wisconsin Region Studebaker Drivers Club.

National Directors

President: Dennis Foust - studequy54@gmail.com
Vice President: Don Jones
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: Dave Hamblin

Regional Manager Indiana: Bob Henning

National SDC Membership

Regular membership dues in the National Studebaker Club are \$29.00 for new members 1st year only. Renewals are \$36.00 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 January, 2023

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