



# BRICKYARD BULLETIN



VOL. 48, ISSUE 6, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, JUNE 2023

A couple of big events to kick off a busy summer season of Studebaker fun are coming up soon and I hope you all plan on attending. The Indy Chapter will be making its first trip to Bunker Hill Dragstrip May 27th. The change of venue will give us all a chance to make a pass on the dragstrip Ted Harbit called home for so many years. The next week, June 1-3, will find many of us in South Bend for their annual Spring Swap Meet and Car Show. Not only is this a great place to find that part for your car you have been looking for but also see many Studebaker friends who come from near and far for this event. Sunday, June 11th will be the Indy Chapter lunch at Bubba's 33 and to help the restaurant plan please RSVP to nancyjb1701@aol.com or call 317-440 2786. Plans are also being made for our Luau in July, a Cruz the Suds Day in August, and of course the International Meet in Manitowoc Wi. September 12-16. Hope to see everyone soon!

Nancy Bacon  
President, Indy Chapter

## Studebaker Nationals and Car Drags in Bunker Hill Saturday, May 27, 2023

What a perfect day the Poe's ordered for our first Drags at Bunker Hill, Indiana. Twenty nine Studebakers attended, some to race others to watch. I'll let the pictures do the talking instead of me trying to explain the day. Thanks to Beth Doran for helping with photos.

### Before Racing, In the Pit Area



Host, Richard Poe posing for a photographer beside his "Green Onion".



Host, Rose Poe (L) with Cheryl Parker serving up Rose's pies and cookies.







Ted Harbit sitting in his Stude Tomato with John Kern and Charlie Griffith



From left, Charlie Griffith, Dave and Beth Doran, and Sue and Dwight Lile ready for racino

### Let the Racing Begin

Great Day!!  
 Great Meet!!  
 Great Cars!!  
 Sunny weather – 72 degrees.  
 The day started with a Parade of Studebaker Cars.  
 Ten each got 2 Test Passes before the disqualifications began.  
 It was all about reaction









# Why Studebaker?

By Dave Doran

My father, Robert Doran purchased the model E-28 Studebaker in March of 1955 through his first cousin, Floyd Jones who owned the local Studebaker dealership in Mendota, IL. The order was received in South Bend on March 8 and the truck rolled off the line on March 16, 1955. This was a rush order, probably because it was spring and the truck was destined to have a grain box with hoist installed before it would be used on the farm. I was 5 years old when dad purchased the truck. The truck has the 259 V8 engine, with a 4-speed high/low axil transmission. There were no other frills or optional equipment in this truck. The truck was put to use immediately on the farm and was used daily. When I was 10 years old, I recall dad teaching me how to drive the truck. We would go out into the pasture and I would learn how to double clutch and shift gears but what I needed to work on was a steady foot on the accelerator, because we would leach forward or slow way down, but with practice I learned how to operate it smoothly. I recall driving through sweet clover as tall as the truck with my dad and brother in the bed of the truck looking for lost cattle. In the winter months dad would put chains across the dual's so we could drive in the deep snow drifts to go from one farm to another to fed the livestock twice a day. I recall the Studebaker truck just jumping through bumper high snow drifts. Again, my dad, brother and I would pile into the cab and drive the 3 miles from the home farm to the "west" farm where we had sheep to feed. Since the barn was down a long unplowed lane we would park by the gate and walk from the truck to the barn to feed the sheep. This truck had a livestock rack to place on top of the grain sides, this allowed us to take our 4H and FFA projects to the local fair, or relocate livestock from one farm to another. As I got older, dad would send me out with the truck to assist the neighbors in shelling corn. The truck was used either to haul the cobs away from the sheller or to haul the shelled corn to the local elevator. It was very common in our neighborhood to exchange labor for shelling corn.

Fast forward to the fall of 1965, I finally was able to get my drivers license and was driving a 1959 Lark 8 which had the same 259 V8 motor as the truck. The truck motor was losing oil pressure and dad had a new short block put in, at the same time I went through a rail road crossing that was below road grade or as I call it a dip, way too fast and broke the cam shaft in the Lark, fortunately we had the old parts from the truck to rebuild the Lark engine.

Since I was the second son in our farm family and suffered from hay fever, I went off to college, and my brother and father farmed. In 1972 dad died at the age of 56 from cancer, and my brother took over the farming operation and used the Studebaker for a couple of years before getting a larger truck. The last year the Studebaker was plated for road use was 1973. The truck sat unused for many years, first in a barn lean to, and that barn was destroyed by a tornado, but the truck in the lean too was not damaged. Then it was towed out into a pasture where it sat for years. In 1995 I took a picture of it sitting in that pasture.



At this time my son was showing interest in the truck, and we began a 23-year discussion on whether it should be restored and who was going to restore the truck. My career in agronomy and agricultural research and frequent relocations prohibited me from doing this project. My son, Michael was just starting out, finishing college and had several job changes, he did not have the time or location to do the restoration. In fact, there was talk of a bet among my relatives that, the truck would never get restored. I convinced my brother to move the truck out of the pasture and at least put it behind a farm building so it would not be vandalized. Thus, it sat for another 5 – 10 years. I know my brother was getting frustrated with the fact that the truck was still setting there, he threatened to take it to a salvage yard. Fortunately, he never did, but I did convince him to put the

truck into an unused corn crib. It sat in the corn crib for 5 years, until my brother retired from farming and the farm buildings were sold and a serious decision had to be made on restoration or not. At this time, I was retiring and had built a large garage and could store the truck. My son with an active and growing family did not have the time to take on the restoration

Thus, on May 19, 2018, we pulled the truck out of the corn crib. This relocation of the Studebaker became a neighbor event, with many of my brother's neighbors coming to watch the truck being loaded. The Studebaker was a "Landmark" in the neighborhood for 63 years and their fathers worked with the truck in various farm activities. The grain sides were removed because they were rusted badly and the truck was towed/pushed on to a trailer. Before this could be accomplished, I had to get new rubber on the split rims. It was a challenge to find someone willing to work with those rims. The many years sitting in the corn crib with the driver's side window down allowed the raccoons to destroy the interior of the truck. Thus, to load the truck I had to build a wood seat to place on top of the springs in order just to sit inside and steer it on to the trailer.



Once loaded, the truck was relocated to central Indiana for restoration. The



Truck bed removed and waiting for restoration to begin.

trip from Mendota, IL to central Indiana was via state highways at 50 mph due to load issues. Restoration began in October of 2018 at Bill & Butch Miller in Kokomo, IN. One of the first things to go was the truck bed, it had been twisted in dumping because one side was over loaded and there was a bow in the frame so it had to come off. From there it was a frame off restoration. The chassis was sand blasted then the motor and chassis were taken to Mark Terrel in Greentown, IN. The engine was seized and a replacement 259 V8 was obtained from Ted Harbit. The clutch and brakes were completely reworked and a new oil bath air cleaner had to be obtained due to the fact the original one rusted out. The window glass and rubber plus many other parts were obtained from Stephen Allen in FL. The seat was repaired and reupholstered at Don's auto trim in Indianapolis. The radiator was

re-cored by Paul's radiator in Indianapolis. The chrome was restored with the help of J. P. Chrome in Portland, IN. Redline Gauge restored the instrument gauges back to original working conditions. However, after the gauges were hooked up the oil pressure gauge leaked, thus a new oil gauge was obtained from Studebaker International. Bontrager welding created a new truck bed in which we placed an Ash wood floor on. The original keys were lost so the ignition switch was taken to Kash locksmith in Indianapolis for a set of keys. A new headliner was still available at Studebaker International which was installed by Tim Toole of Lebanon, IN. The floor mat was also obtained from Studebaker International, for a "C - Cab" truck but was only for trucks that had three on the tree, not floor shift, so I made a template out of the first, floor mat to use for the second one that I had to order.



# What the heck is Chat GPT and how does it relate to Studebaker

(By Jack Gregory)

Did you ever wonder about this “Chat GPT” thing? Well, I did. It turns out it’s not only useful as a tool that your “connected” grandkids use to do their homework for them, but it’s also great at generating actual useful information.

How does it work? I have absolutely no idea... for all I know it could be an alien robot or an underused CIA computer doing the work. However, after a little on-line googling I got that Chat thingy to generate the following from a couple of questions I asked it:

## Give a history of Studebaker.

The Studebaker was a brand of American automobiles that was active from the mid-19th century until the mid-20th century. The company was founded by brothers Henry and Clement Studebaker, who started out as blacksmiths in South Bend, Indiana in the 1850s. They began making wagons and carriages, and their business grew rapidly thanks to the high quality and durability of their products.

In the late 1800s, Studebaker began to transition into the automobile industry. They started producing electric vehicles in 1902 and gasoline-powered cars in 1904. The company's early cars were innovative and well-received, and they quickly became one of the leading automobile manufacturers in the United States.

Throughout the 1910s and 1920s, Studebaker continued to innovate and expand its product line. They introduced a number of successful models, including the Light Six, the Big Six, and the President. They also expanded their manufacturing operations, opening new factories in Canada and Europe.

In the 1930s, Studebaker faced financial difficulties due to the Great Depression. The company responded by introducing more affordable models and redesigning their existing models to be more streamlined and modern. One of their most successful models during this period was the Champion, which was introduced in 1939.

During World War II, Studebaker shifted its focus to producing military vehicles, including trucks and airplanes. After the war, they resumed production of civilian cars and continued to innovate with models like the Starlight Coupe, which had a unique and eye-catching design.

However, by the 1950s, Studebaker faced intense competition from other American automakers, and they struggled to keep up. The company merged with Packard in 1954, but the merger was unsuccessful, and Studebaker-Packard faced mounting financial losses.

In the 1960s, Studebaker attempted to turn things around by introducing new models like the Avanti, but these efforts were not enough to save the company. Studebaker produced its last car in 1966 and closed its doors for good in 1967.

Despite its eventual downfall, Studebaker remains a beloved brand among car enthusiasts and collectors, known for its innovative designs and high-quality craftsmanship.

## So, then I asked it to tell me about the best cars Studebaker produced.

Studebaker was an American car manufacturer that produced several iconic cars throughout its history. Here are some of the best Studebaker cars ever produced:

1. **Studebaker Avanti:** The Avanti was a high-performance sports car produced by Studebaker from 1962 to 1964. It was designed by famed industrial designer Raymond Loewy and is considered a classic of American automotive design.
2. **Studebaker Hawk:** The Studebaker Hawk was produced from 1956 to 1964 and was available in several different models. It was a stylish and sporty car that competed with other American muscle cars of the era.



3. **Studebaker Commander:** The Commander was a mid-sized car produced by Studebaker from the 1920s to the 1960s. It was known for its reliability and durability and was often used as a police car or taxi.
4. **Studebaker Gran Turismo Hawk:** The Gran Turismo Hawk was produced from 1962 to 1964 and was a more luxurious version of the Studebaker Hawk. It had a sleek design and was powered by a V8 engine.
5. **Studebaker Lark:** The Lark was a compact car produced by Studebaker from 1959 to 1966. It was designed to compete with other small cars of the era, such as the Volkswagen Beetle and the Ford Falcon.

*Overall, Studebaker produced a range of iconic cars throughout its history, but the Avanti and the Hawk are often considered the best due to their stylish design and high performance.*

Let me know if the robot got anything wrong.

## Welcome New Member

**Chad Walker**  
 119 N Washington St  
 Danville, IN 46122  
 317 439-4411  
 Chadwalker2@sbcglobal.net  
 1963 Lark 4-door, 6-cylinder  
 1964 Avanti R-1



**1963 GT Hawk.** 4-Speed, 4BBL. Engine rebuilt by Ted Harbit. 5000 miles since. More info and pictures 317-696-3921 or [gmcgarvey49@gmail.com](mailto:gmcgarvey49@gmail.com). \$4500.

**CAR FOR SALE...\$12,000 now \$8,500**

1960 Lark, 4-door, V8  
 Black w/ red interior  
 64,658 miles  
 ALL ORIGINAL (seller is only 3<sup>rd</sup> 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](mailto:Ted@TheRollsREALTOR.com) or 317-694-8946**

[www.facebook.com/IndyFirebirdClub](http://www.facebook.com/IndyFirebirdClub)

[www.facebook.com/IndyGTOAssociation](http://www.facebook.com/IndyGTOAssociation)

[IndyFirebirdClub@gmail.com](mailto:IndyFirebirdClub@gmail.com)

**\$250 Award to Club with MOST Participation**



## **AMERICAN LEGION POST #155**

### **Homeless Veterans Donations List (HVAF):**

*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

## **Studebaker & Avanti Tech Seminar/Inspection Day**

**Saturday, August 26th 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](mailto: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.



# 2023



# 2023 GREAT RACE ROUTE

St. Augustine, FL to Colorado Springs, CO

June 24-July 2, 2023

St. Augustine, FL

FL

GA

AL

MS

TN

AR

MO

KS

CO

- SATURDAY, JUNE 24**  
**START:** Francis Field, St. Augustine, FL - 8 a.m. to 1 p.m.  
**OVERNIGHT:** Main Street, Tifton, GA - 5 p.m.
- SUNDAY, JUNE 25**  
**LUNCH:** Toomer's Corner, Auburn, AL - 12:15 p.m.  
**OVERNIGHT:** Uptown at Protective Stadium, Birmingham, AL - 4:30 p.m.
- MONDAY, JUNE 26**  
**LUNCH:** Lee County Courthouse, Tupelo, MS - noon  
**OVERNIGHT:** Guesthouse/Graceland, Memphis, TN - 5 p.m.
- TUESDAY, JUNE 27**  
**LUNCH:** Argenta, Downtown, North Little Rock, AR - 11:45 a.m.  
**OVERNIGHT:** Russellville Depot, Russellville, AR - 4:30 p.m.
- WEDNESDAY, JUNE 28**  
**LUNCH:** BW Inn Of The Ozarks, Eureka Springs, AR - 12:15 p.m.  
**OVERNIGHT:** Main Street/Historic US 66, Joplin, MO - 5 p.m.
- THURSDAY, JUNE 29**  
**LUNCH:** Lyon County Fairgrounds, Emporia, KS - 1 p.m.  
**OVERNIGHT:** Mosely Street/Old Town, Wichita, KS - 5 p.m.
- FRIDAY, JUNE 30**  
**LUNCH:** SRCA Drag Strip, Great Bend, KS - noon  
**OVERNIGHT:** Main St./Stevens Park, Garden City, KS - 5 p.m.
- SATURDAY, JULY 1**  
**LUNCH:** Colorado Welcome Center, Lamar, CO - 11:00 a.m.  
**OVERNIGHT:** Pueblo Union Depot, Pueblo, CO - 4 p.m.
- SUNDAY, JULY 2**  
**FINISH:** Tejon Street, Colorado Springs, CO - 1 p.m.



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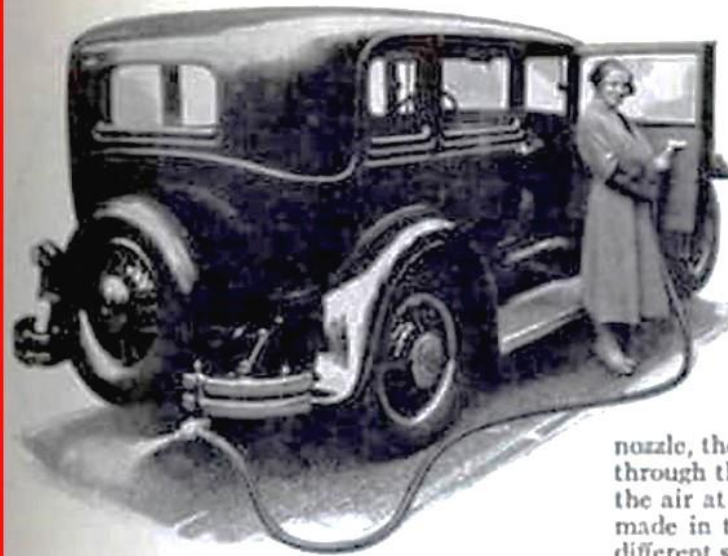


# Truth in Advertising???

As you can see in the two advertisements displayed in this article, we have been dealing with false advertising for decades. Though we might laugh now, back in the day "snake oil" salesmen made a killing by fooling our great-great-grandparents and literally stealing their hard-earned dollars.

The Federal Trade Commission was established in 1914 and its principal mission was *the enforcement of civil (non-criminal) antitrust law and the promotion of consumer protection.*

## USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a

nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions



Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of automotive grade insecticide.

For almost 110 years, the FTC has pledged to *prevent unfair methods of competition and unfair or deceptive acts or practices in or affecting commerce.*

But in today's technological world that encompasses TV, the Internet, and Social Media, the enforcement of fair and truthful advertising is becoming harder and harder to enforce.

Cyber salesmen are today's version of the old Medicine Show huckster... **"Step right up, ladies and gentlemen. What you will see today will make your life happier than ever before! This patented elixir will cure you of warts, grow hair on bald heads, take away your arthritis pain and make you smile every day. Buy a bottle of *Cocainia* today and we guarantee you will be begging for more tomorrow!"**

So, even with the FTC to protect us, we are still at the mercy of scammers: As my mother taught me...**BUYER BEWARE!**



**Pictured (left) is the illusive Wheel Ant. Native to North America, the Wheel Ant thrives in closed garages and auto dealerships.**



# Upcoming Events

**Sunday, June 11 at 1:00 p.m.** - Lunch at Bubba's 33, 7799 S U.S Highway 31, Indianapolis, IN 46227. Contact Nancy Bacon at 317-440-2786 or [nancyjb1701@aol.com](mailto:nancyjb1701@aol.com) to RSVP.



## Mark Your Calendar



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

**Saturday, July 15 at 1:00 p.m.** - Bacon's annual Luau, Smoked Texas Wild Hog Pitch In. Bring your place setting and a favorite side dish.



**August – Looking into meeting at the Suds for lunch and hanging out.** More information to come.

**Saturday, August 19 from 11:00 a.m. – 4:00 p.m.** – The White River Yacht Club Classic Boat & Car Show Festival. A fund raiser for Riley Childhood cancer. \$35 to register a car. No judging just a peoples choice award. Lots of fundraising events going on with this event. 1400 E 74th St, Indianapolis. 317-796-5351 to get entry form

**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.

Pickles by Brian Crane for October 29, 2004



Drive United  
May 26 at 11:05 AM · 🌐

#trucking #trucks #truckdriver #truckingjobs #trucklife #truckerlife #truckdrivers

**BE LIKE I-70. NEVER STOP WORKING ON YOURSELF NO MATTER HOW INCONVINENT IT IS FOR EVERYONE ELSE**

## National Directors

President: Dennis Foust - [studequy54@gmail.com](mailto:studequy54@gmail.com)  
Vice President: Don Jones  
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: Dave Hamblin  
Regional Manager Indiana: Bob Henning

## National SDC Membership

Regular membership dues in the National Studebaker Club are \$29.00 for new members 1<sup>st</sup> 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](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 January, 2023

## Published by the Indy Chapter Studebaker Drivers Club

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We hereby give permission to other S.D.C. chapters to use information from the newsletter when proper credit is given. *"Reprinted or Reproduced from the Indy Chapter, Brickyard Bulletin."*

## Indy Chapter Officers

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**V. President: Danny Taylor**, 4083 Primrose Path, Greenwood, IN 461432 at [dgtaylor8888@gmail.com](mailto:dgtaylor8888@gmail.com) or 317-294-6177

**Secretary: Beth Doran** 2717 E 75 N, Lebanon, IN 46052 at [doran68ba@hotmail.com](mailto:doran68ba@hotmail.com) or 765-891-2704

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**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/>

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To:



June