



BRICKYARD BULLETIN



VOL. 48, ISSUE 7, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, JULY 2023

Joe and I enjoyed a busy first part of June by attending the South Bend May Meet in June. It was well attended by Indy members and a good time. Next year the South Bend meet will be May 31st and June 1. Mark your calendar for this annual swap meet and car show. The week after meeting at Bubba's I learned of the passing of Don Bookout and that Dwight Lile was having health problems. The good news is that Dwight is back home now.

On a very personal note Joe, my husband of 52 years had a heart attack June 17th. He just didn't feel "right" and waited four days to go to the hospital. Emergency triple bypass surgery saved his life and the road to recovery is the next trip ahead for us. His doctor feels he will make a good recovery and for us to still plan on going to the International Meet in September. All I can say is everyone in the club is a very good friend and very important to me. We are still tentatively planning on having the luau at our house July 15th BUT that may change so watch for updates from Becky. Please take care of your selves and I hope to see you at a club event soon!

Nancy Bacon
President, Indy Chapter

Lunch at Bubba's 33 Sunday, June 11, 2023

It was cloudy and rainy, but 19 members of the Indy Chapter of the Studebaker Club gathered at Bubba's 33 in Indianapolis for lunch, visiting, and a meeting.

New members were present as well as a few members we hadn't seen in a while.

Nancy Bacon thanked everyone for coming. It was Becky Griffith's Birthday so we all wished her a Happy Birthday.

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. They will have it rain or shine.

Saturday, August 5 - Tri-State Invitational - more information in future Brickyards. This will be their 5th year and they really want us to come.

Saturday, August 12 - more information to follow in future Brickyards.

Saturday, August 19 from 11:00 a.m. - 4:00 p.m. - The White River Yacht Club Classic Boat & Car Show Festival. It will include a fund raiser for Riley Childhood Cancer.

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

Welcome to new members Mike & Sue Kiefer. They own a 1964 Studebaker Daytona Wagon Aire. Welcome to our guest, Lilly, granddaughter of Larry Hopkins.



Larry Hopkins with his granddaughter Lily and Beth Doran



New members Mike and Sue Kiefer, front, with Bob and Sandy Fox.

In the future, we are planning to visit The Suds Drive-In. It was built in 1957, is very Iconic, has been remodeled, and is very nostalgic. The Car Hops are enthusiastic. They have REAL fresh-made Root beer and Root Beer Floats. There will be a Cruise-in following lunch – more information in future Brickyards.

Nancy thanked our waiters and waitresses for serving us.

A \$100 donation has been received in Memory of Bob Palma. He was a Teacher & Educator and member of the Indy Chapter Studebaker Club for over 50 years. Two options of memorials were presented – Studebaker International Scholarship or Studebaker Museum Intern Scholarship Fund which is an ongoing project of the Museum. It would be a One-time Donation. Tom Mikesell made a motion to send \$200 plus the \$100 = \$300 to the

Studebaker Museum Intern Scholarship Fund. Becky Griffith seconded the motion. All approved. After the motion was made and completed, Larry Kennedy made a motion to increase the donation to \$500 which includes the \$100. Charlie Griffith seconded the motion. All approved.

South Bend International Studebaker Meet will be held May 31 – June 1, 2024.

Mike Kiefer reported that the Carmel Car Show had a contest for the most members bringing their cars to the show, would win \$250. The GTO Club had the most entries present and won \$250.

Larry Kennedy made a motion to adjourn the meeting. Charlie Griffith seconded the motion. Meeting adjourned.

Beth Doran, Secretary

About Our Members

I am sad to report that long time Studebaker member and Studebaker Band Member, **Donald Bookout** died unexpectedly June 15. Dons wife Debbie has contacted the club informing us that his 1950 Champion is for sale. You can contact Debbie at 812-204-1150 or dbookout@usi.edu.



Member, **Dwight Lile**, fell and went to inpatient rehab center. I understand he is now home. Good news.

Member, **Joe Bacon**, suffered a heart attack and was sent to Community North for a triple by-pass June 22. At this time he is sitting in a chair and doctors are feeling positive about his recovery.

“Life is what happens to us while we are making other plans.”

—Allen Saunders



Rick Crawley's 1953 Commander Starliner was used to pace the USAC Hoosier 100 race over Memorial weekend, celebrating the 70th anniversary of the race.

Why Studebaker?

Joe and Nancy Bacon

The why Studebaker story for Joe Bacon and myself actually started when my father Earl Drews bought his first Studebaker, a 1964 Challenger Station wagon as cheap transportation in October of 1969. The wagon served as a good car to drive our family of six around in, and deliver the paper routes us kids all had. We had just moved to Indianapolis at the time and I met Joe just a few weeks before Dad bought the Studebaker. It wasn't long before my Dad decided to buy another Studebaker or two and the addiction started. They were very cheap and easy to come by then. We soon found out about and joined the Studebaker Club in 1970 and started meeting many friends with like interest in these cars.

Joe was needing a car also, and bought a 1954 Champion two door Hardtop. Metallic Brown, chrome reverse wheels and shackles, flat head six with three on the tree. Pretty to look at but not much speed for a 17 year old young man. Joe sold the Champion and bought a 1960 Hawk that performed much more to his liking. The Hawk is the car Joe and I took on our honeymoon in 1971 and he drove



the wheels off that car. My first Studebaker was as 1960 Hawk that had been customized. The fins had been removed and it was a pretty copper color.

Many Studebakers passed through our family in the 1970's and 1980's. My two brothers, Chris and Ed, and my sister Annette all got a Studebaker when they were ready to drive and Joe and my Dad were always finding another Studebaker that followed them home. The fun we had as a family working on and driving these cars as our daily transportation are still some of my fondest memories. We had become very active in the Indy Chapter, organizing a couple of Zone Meets in 1973 & 1974 and then hosting the 12th Annual International Meet on the infield of the Indy 500 track in 1976. We were having the time of our lives going to car shows on the weekends and driving Studebakers as our daily drivers.



Some of the most memorable Studebakers that Joe and I had were a 1960 Lark four door with 11,000 miles on it. We repainted the car, added wide whitewall tires and fender skirts. It became my new favorite Studebaker. The car had a baby seat that hooked over the back of the front seat for our children to ride in. Joe worked on restoring a 1956 Golden Hawk that just didn't want to cooperate. Youth and impatience lead to him selling the car before it was finished but he always wished he had completed it. We bought a custom 1958 Hawk convertible that had been shortened 20 inches, two 1963 Avantis, a 1963 Super Hawk and so many more.



In 1984 we sold the Avanti that we had at the time to use as a down payment for the house we still live in today. With growing children we had less time for Studebakers but did remain in active in the club events going to shows with my parents who still had their Studebakers. In 1986 the Indy Chapter hosted the 22nd Annual International Meet. By 1993 the old car bug had bitten again and we purchased a 1970 Corvette. We

would go to cruise ins with my parents and the Corvette was invisible sitting next to Mom and Dads 1956 two door President. I kept telling Joe that we needed to get another Studebaker. Fast forward to 2002, my parents who had retired to Florida were visiting us. Joe was showing my Dad Ebay, and how you can buy a car on the computer. A 1956 Golden Hawk was up for sale, Joe bid on it but was not the high bidder. When the auction was over the high bidder backed out and the car was offered to Joe. He said yes and we were back in Studebakers!! Attending the first Indy Chapter meeting after being absent for so many years was just like coming home. So many of our same friends were there. Before long the club was approached about hosting a Zone Meet in Indy and Joe was ask to put together a plan. Next thing you know the Indy Chapter was hosting the 2004 Fall Zone Meet. It was just like old times!



The Golden Hawk was a nice driver but not the show car Joe envisioned. As soon as the Zone Meet was over Joe started taking the Golden Hawk apart for restoration. What was a nice driver became a true show car. The Golden Hawk was completed just in time for the 2007 South Bend International Meet. The prettiest Studebaker we had ever owned. Joe was able to brush away the regret of not finishing the original Golden Hawk project. We were honored to have the Golden Hawk as the cover car in the January 2008 Turning Wheels.

While at the 2007 International Meet Joe saw a 1963 Daytona R2 and fell in love all over again. He told Bob Palma of his desire to have one and in late September Bob told Joe to get his wallet out, he knew where one was that was just what we wanted. We quickly cleared garage space for the Super Lark by selling the Corvette which we rarely drove and we were a two Studebaker family again! We enjoyed the Super Lark for about seven years until someone called and wanted the car more than we did. It wasn't for sale but then it was.

Joe immediately was on the hunt for another R2 Studebaker. We looked at a few but it had to be just the right car.....After a Indy Chapter Meeting a few members were going to go look at a couple of cars being sold as part of an estate left to the Catholic Archdiocese of Indianapolis. There it was!!! Covered in twenty five years of dust, sunk to the rims in the dirt floor of the barn...our next Studebaker. A 1964 R2 GT Hawk in Bordeaux Red. We purchased the car in September of 2015 and immediately began the process of bringing it back to life. A quick bath with a hose and it already looked better but the thirteen wheel barrows of leaves and animal debris under the hood left no doubt that the car needed everything! I really wanted the car ready for the 2017 International Meet in South Bend and thanks to Joe and our son Tony they had the car mechanically ready for that show! We had a great time showing off our barn find R2 GT that summer but then it was ready for its frame off restoration. The next



goal was to have the car ready for the 2019 International Meet. Joe had retired by then and it became his new daily job to go to the body shop to help get it done, and it was! We have been enjoying taking the GT to many shows and events since its restoration was completed.



Why Studebaker? Over the years there have been so many reasons. It started with cheap transportation but turned into family memories and most importantly scores of new friends, over 50 years of Studebaker(s) and so much fun!

Studebaker Concept Cars

(By Jack Gregory)



I've been doing a little research on Studebaker with regard to concept cars for an article, so here is what I've found so far: Personally, I get the impression Studebaker wasn't that "engaged" in the idea of putting one out for people to wonder about what could be... they appeared to just do it. That is, come up with a great concept car and then immediately put it into production (the Lowey coupe and the Avanti both come to mind). I started my quest by asking the "Chat GPT" thingy its artificial intelligence's opinion of Studebaker's concept cars was. I firmly believe that someday artificial intelligence will identify humanity as the true destructive virus endangering the earth and then kill us all. If you don't believe me watch a bunch of movies, they never lie (do they?) ... I digress. Here is what that nasty little robot had to say:

Studebaker was an American automobile manufacturer that operated from the mid-19th century until the early 1960s. Although Studebaker is known for its production vehicles, the company also created several concept cars that showcased innovative designs and futuristic ideas. While I can't directly show you pictures as a text-based AI, I can describe some notable Studebaker concept cars that were produced over the years. You can easily find images of these concept cars online.

- 1. Studebaker Starlight Coupe (1953): While not a traditional concept car, the Starlight Coupe featured a unique design with a wraparound rear window. Its sleek and futuristic appearance made it stand out from other vehicles of its time.*
- 2. Studebaker Starliner (1953): This concept car was based on the Studebaker Starlight Coupe and shared its distinctive rear window design. The Starliner had a low, sleek profile and was considered ahead of its time in terms of styling.*
- 3. Studebaker-Packard Astral (1958): The Astral was a concept car designed by Studebaker in collaboration with the Packard Motor Car Company. It featured a bubble-top canopy with a futuristic appearance and a streamlined shape. The car also had a unique rotating front seat that swiveled out to ease passenger entry and exit.*
- 4. Studebaker Avanti (1961): The Avanti was not originally intended as a concept car, but rather as a production vehicle. However, due to financial difficulties faced by Studebaker, it became a limited-production model. The Avanti featured a radical design with a fiberglass body and a sleek, aerodynamic shape. It was one of the first American cars to incorporate a "Coke bottle" waistline and pop-up headlights.*

Studebaker Concept Cars

Continued

(By Jack Gregory)

Just to make sure I wasn't completely off track, I thought I would communicate with a real, live human being who actually knew what he was talking about. I sent off a missive to Andrew Beckman, Archivist Studebaker National Museum. Much to my surprise and delight, Andrew responded rapidly (thank you so much Andrew, you are a real treasure!), here is what Andrew had to say:

Studebaker's show cars mostly consisted of production models with some special paint and trim. The Sceptre was not a show car as such in that it was only for internal use and not public showings.

The most notable surviving Studebaker-related show cars are the Studebaker SS (Excalibur prototype) which is currently on display here at the Museum, the Packard Predictor and the Astral (both also here).

What did these cars look like? Next time you are anywhere near the Studebaker Museum, take time to seek them out! In the meantime, here are some pictures I pirated from the internet (the source of all truth, according to my grandchildren).



The Sceptre



Studebaker SS (Excalibur Prototype)



Packard Predictor



The Astral (I know it's in twice, but I like it!)

From Jim Roberts:

About 15 years ago a “friend” offered to paint my old Champ truck. I had just had Uncle Ted Harbit rebuild the Skybolt, and I thought it would be cool redone in John Deere green with yellow grille and bumpers. My well meaning “friend” said “It will look like a new Studebaker.”

He completely dismantled the cab and removed it from the frame, along with the bed and bumpers. He then lost interest, the job was over his head, but he wouldn't admit it.

I popped for CE floorboards, door patch panels and rockers.

Then he died. His family wants my stuff out of the garage.

He did paint the front clip, the hood, grille surround, front fenders and dash. They look pretty good.

Here's a short list: rolling frame with engine and transmission, and all running gear (engine now STUCK!!) Solid frame cleaned for painting, doors, side windows, rusty bed and tailgate. Partially assembled cab on rotisserie (included) CE floor pans (1 installed, CE door patch panels and rockers.

The pictures tell the sad story better than I can.

\$1500 obo. As is, where is.

Jim Roberts 812 360 0664



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

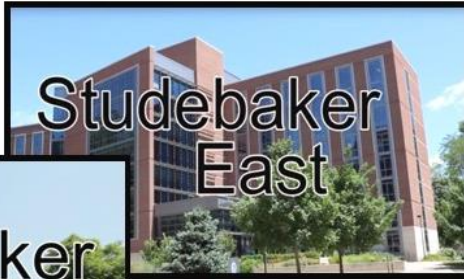
LUNCH will be provided at Noon.

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

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.



What's in a name?

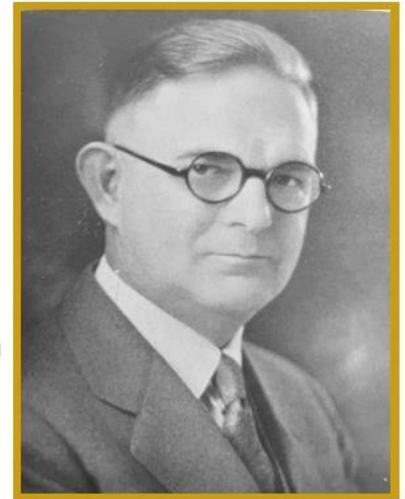


If you've ever visited the Ball State University campus in Muncie, Indiana, then you have probably seen the two dormitories that bear the Studebaker name. Recently I had one of my Curiosity Syndrome attacks and started wondering about these college buildings and if there was any connection to these two structures and our beloved Studebaker vehicles]



I put on my library hat and started doing a little rudimentary research to answer the questions twirling in my brain. The first thing I wanted to know was: Were the buildings named in honor of one of the Studebaker brothers?

The answer to that question is **NO**. The buildings' honoree was Dr. Mark E. Studebaker. A career educator, he began teaching at Ball State College when it was founded in 1918. He was serving as the head of the Business Education Department at his retirement in 1954. Upon his death, Dr. Studebaker was the last remaining professor of the original founding faculty.



Mark E. Studebaker
1888 - 1957

But this is where the story gets a tad weird. Dr. Studebaker was the only surviving child of Rev. George L. and Mary E. Studebaker. The Rev. Studebaker was a prominent religious leader in Muncie for more than a quarter of a century. **He was killed in October of 1936, when he stepped in front of an automobile.** He was alone when the accident occurred. He had just attended a supper and missionary meeting at the Church of the Brethren. Leaving the church, he crossed Council Street and walked east on Jackson street. Approximately 100 feet from the intersection, he suddenly stepped off the curb into the path of an automobile traveling east.



George L. Studebaker
1861 - 1936

Friends said the minister was grieving deeply over the very recent death of his wife. He had often expressed the desire to die with his wife. He told one of the members of his church the day before the accident that he did not expect to live much longer. His son (Mark E. Studebaker) said that his parents often prayed that the death of one would be followed soon by the death of the other.

So now we must acknowledge the elephant in the room and ask the burning questions: **Did Rev. Studebaker commit suicide? Could it be possible that the car he stepped in front of was a Studebaker? Is this a valid example of TRUTH BEING STRANGER THAN FICTION?**



ON A SIDE NOTE: In another eerie coincidence, just like the Studebaker Corporation being founded by FIVE brothers (Henry, Clement, John, Peter Studebaker, & Jacob), there were FIVE Ball brothers (Lucius, William, Edmund, Frank, & George). They joined together to form their canning jar empire. Ball State University is named in honor of the five Ball brothers who founded the school in 1918:



Upcoming Events

Saturday, July 15 at 1:00 p.m. – Joe and Nancy Bacon’s annual Luau and pitch-in at 1701 E. Lawrence Avenue, Indianapolis. Joe will be serving his famous smoked Texas Wild Hog. Bring your place setting and a favorite side dish. Come, rain or shine!



Mark Your Calendar



Saturday, August 5 at 10:00 a.m. – Tri State Chapter Meet at 3157 Sparkes Road, Cedar Grove, IN 47016. The meet is about 90 minutes down I-74. They are supplying meat and corn on the cob. They will have antique farm equipment and other collector cars on display. Contact Dave Wendel at 513-490-8823 for more information.

Saturday, August 12 at 12:00 p.m. – Lunch at the Suds, 350 Market Plz, Greenwood, IN 46142 – Bring chairs or there are several concrete picnic tables. We'll park the cars, have lunch and hang around as long as you like at the cruise-in.



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.

Saturday, October 14 at 12:00 p.m. – Souper Saturday! At the Jubilee Lodge #746 located at 39 S. Front Street, Whiteland, IN 46184. We'll have several crock pots of soup to chose. Bring an item to go along with the soups, such as appetizers, sandwiches, finger foods, crackers, fruit, veggies, desserts. The lodge has a complete kitchen for us to use (sink, stove, fridge, etc.) and restrooms. We will provide plates, bowls, silverware, napkins and bottled water.

Sunday, November 12 at 1:00 p.m. - 14th Annual Thanksgiving luncheon at Mike Baker's Avanti Restoration & Service shop at 4193 E US40, Greenfield, IN, 46140. RSVP mikebaker@aiai.org or 317-498-2288 by November 6.

Saturday, December 9 – Annual Christmas Luncheon at Green Street Station in Brownsburg.

National Directors

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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

Indy Chapter SDC
Becky Griffith, Editor
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Indianapolis, IN 46239

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To:



July