



BRICKYARD BULLETIN



VOL. 48, ISSUE 8, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, AUGUST 2023

Thank you to everyone that was able to join us for our annual Luau this year! We had 30 Studebaker friends and 6 pretty Studebakers and Avantis come to enjoy the day. It was just what Joe needed, to see and visit friends as he continues to recover from his heart attack and bypass surgery. Don Wendal from Cedar Grove, In. drove up for the meet to invite the Indy Chapter to the Tri State meet August 5th. They are furnishing the meat and fresh corn on the cob. Sounds like a fun road trip about a hour and a half down interstate 74. Be sure to check the Upcoming Events in the newsletter as the club has many fun events listed for us to attend in the next couple of months. Hope to see everyone soon!

Nancy Bacon
President, Indy Chapter

Bacon's Luau Saturday, July 15, 2023

President Nancy Bacon thanked all 30 Studebaker Club members for coming to the Luau!! She and Joe were very appreciative to all. Several guests were present.

The **Tri State Invitational** is August 5. All are invited to attend. Also, there will be a tour of the antique farm tractors and kitchen items. They have an Old Time Country General Store. The building which houses all the farm items is 98 X 120 building. So, there's lots to see and enjoy. They will furnish the meat and fresh sweet corn. They are about 1 1/2 hours from South Indianapolis. Please come.

Mark Enlow officially announced that he has purchased Darlene Williams White Avanti. He even drove it to the Luau for all to see.

Becky Griffith is needing help in locating a James Berg. Does anyone have any information?

In **October** we are enjoying a Souper Meal in Whiteland on **October 14 at 12:00 pm**. We need five volunteers to bring a crock of soup. Contact Becky Griffith if you able to help,

August 26 there is an Avanti Inspection at Mike Baker's Avanti Shop. If you need help with your vehicle – Avanti or Studebaker – He will try to help you.

Sunday, November 12 at 1:00 PM is the 14th Annual Thanksgiving Luncheon at Mike Baker's. 4193 East US 40 in Greenfield, IN. A Colorado Studebaker lady will be present to tell stories and show pictures of Studebaker's. She owns King Studebaker in Colorado, which is the largest Studebaker Shop in Colorado. She is very interesting and has great stories to tell.



From left, Joe Bacon, Tony Bacon, Dan Wendel, host of the Tri State Meet in August and his granddaughter

Mike Baker has talked to Denny Foust who has 125 copies of the New Studebaker Brochure to share with all of us. You never know when you'll meet Studebaker people to reminisce with.

Andy Swartz made a motion to adjourn the meeting. Becky Griffith seconded the motion. Meeting adjourned.



Beth Doran, Secretary



Darlene Williams 1963 Avanti (R) that member Mark Enlow bought along with Mike Baker's Avantis.



Ted Andrews 1961 Hawk



The Bacon's 1964 R2GT Hawk (L) and 1956 Golden Hawk



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@aai.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.

Insights of Life

- **True happiness is contentment with what we have.**
- **Time is a very precious commodity.**
- **Arms should be used for hugging, not war.**
- **Age is a very high price to pay for maturity.**
- **For every action, there is an equal and opposite government program.**
- **Middle age is when the broadness of the mind and the narrowness of the waist change places.**

Why Studebaker?

Tom Flynn

My first Studebaker experience was with the 1965 Lark Daytona Wagonaire by Matchbox. My mom bought it for me at the local drug store where she worked part-time. I was about three years old at the time. As a kid, I loved the sliding roof above the cargo area. It was decades later before I realized that the car was a Studebaker. I still have that Matchbox car, though the figures that came with it – a hunter and his dog – have long since been lost.



Studebakers really began to grab my attention when I was sixteen. My folks bought me *The Encyclopedia of American Cars 1940-1970* for my sixteenth birthday. That book's section on Studebakers showed the make in a very positive light. I was impressed that the company was in the transportation industry decades before the automobile

Though it looks a bit rough, my first Stude is still original!

came on the scene. I also began to appreciate the unique styling Studes had compared to most other U.S. makes. The bullet nose on the 1950-1951 cars and the strong central grill found on the Hawks told me that Studebaker dared to be different when it came to styling. The 1953-1954 coupes convinced me that Studebaker was indeed ahead of its time. In addition, my dad usually spoke well of Studebakers whenever they came up in conversation. His dad had purchased a new Studebaker in the late 1940s. I enjoyed seeing Studes on the road, at car shows, and in other various places, but it would be years before I would be able to act upon my fondness of those vehicles.

By the time the Stude bug bit me for good in the fall of 2000, I had the means to afford an old car and a place to keep one. About that time, I purchased a book about American cars in the 1950s which featured several pictures of the 1959 Lark, among its many other pictures of Studes from that decade. "That's a cool-looking car. I'd like to have one," I thought to myself. Well, what do you know? Around mid-November of that year, I found a 1960 Lark VIII for sale online at auto-rv.com. It was a blue four-door sedan with a 3-speed transmission. The price was in my range. The car looked good in the accompanying picture. I was also eager to finally own a car with a V-8 engine. Overall, I was very impressed. However, the car was located some 300 miles away in Sterling, Illinois, so I couldn't just drop by and look at it after work. I told my father-in-law, JR, about the car. I suggested that if it were still for sale after Thanksgiving weekend, we could go to Illinois to look at it. He agreed. On the Monday following Thanksgiving, I looked online and found that the car was still for sale. I called the owner. When he shared detailed information about the car, I liked what I heard. He said he would be home that week. I told him if we were to come to Sterling, we would give him a call when we arrived in town.

I was able to take a day off from work. JR and I loaded some tools in his truck. I stopped at the bank to withdraw the cash I would need if I were to make the purchase. After taking the long drive to northwestern Illinois, we met up with the seller of the Lark at his place of business in Sterling. He had a warehouse there where he kept his old cars, including some early Corvairs, a Pontiac from around 1960, and of course, the 1960 Studebaker Lark he was now selling. The car lived up to its description. There were no disappointments or unpleasant surprises when we looked it over and when we took it for a test drive. The seller had repainted the car in gulfstream blue, which was the car's factory color. A bug had landed on the trunk while the new paint was drying; that bug remains there to this day. That didn't bother me, though. I thought it gave the Lark some

character! I was a bit reluctant to make the purchase at first. I felt that I still knew very little about Studebakers in general and Larks in particular. After playing Hamlet (“to buy or not to buy”) for a while, however, I decided to take the plunge and purchase the car that I would later call Old Blue. JR wholeheartedly agreed with my decision. Though I knew how to drive a stick shift, I had not driven a stick with a column shifter (at least in my adult life) until I test drove Old Blue. I didn’t think rush hour traffic, even in a smaller city such as Sterling, was a good time to learn. I let JR drive Old Blue from Sterling until we stopped for dinner. We were not familiar with the process of turning on the heat in the car at first, so poor old JR nearly froze on the first leg of our trip back to Indy. A quick read of the owner’s manual while we stopped for dinner at a Subway gave us the information we needed to bring heat to the car’s interior. I drove Old Blue home from there without incident. By the time we got home, it was the middle of the night. Trudy woke up when I came in, but said she would wait until morning to look at my new purchase, which I thought was understandable. Trudy and I had decided to join the Studebaker Drivers Club even before we found Old Blue. As it turned out, our new membership cards for the SDC were on the kitchen table when JR and I returned. They had arrived in the mail while JR and I were on our journey to Illinois. What timing! In February 2001, we found and joined the Indy Chapter SDC. I have since bought a ‘62 Lark Cruiser and a ‘64 Cruiser. Though I am quite fond of Cruisers (and their working rear vent windows!), Old Blue still reigns supreme in our Stude lineup. I feel like I was extremely lucky to find Old Blue within just a few short weeks of taking an interest in Larks. I hope all Stude fans enjoy their Studes as much as I’ve enjoyed Old Blue!



Here is Old Blue relaxing at home after our trip to the 2021 SDC International Meet in Indy.

It Pays To Read The Instructions – True Story!

NASA, the space shuttle people developed a gun to shoot chickens at the wind shields of space craft and other aircraft to test the effects of a bird hitting it at a high speed. It uses compressed air to shoot a dead chicken at the velocity of about 500 MPH. The English and French train operators heard about the gun and wanted to test it on their high-speed trains due to the increased speeds they were trying to achieve. After much paperwork and red tape, the arrangements were finally made and the gun was shipped to Europe for testing. The test commenced and the test engineers were horrified to find that the chicken went through the windshield, smashed the train engineer’s seat back and lodged itself in the back wall of the cabin. They sent off a quick letter to the NASA engineers to see if maybe they could explain why their results were so bad, was it the design of their trains?

NASA sent back a one - line response. THAW THE CHICKEN.
Sometimes it does pay to read the instructions.

*Gleaned from the S’Coupe Express,
Willamette Chapter Newsletter. Thanks to Jean Lasseter, Editor*

Carmel Will Celebrate Indiana's Classic Cars With 4 New Roundabout Sculptures on 96th Street Corridor

STUDEBAKER at 96th Street and Hazel Dell Parkway

Studebaker produced vehicles for more than 100 years, from horse drawn carts to electric vehicles, military vehicles to gas vehicles. The car maker contracted with world famous designer Raymond Loewy whose team produced many ground-breaking designs including the Hawk and Avanti. One of their Studebaker logo designs became a mid-century design classic known as the lazy "S."

In a dynamic composition that takes cues from Studebaker's famous "Lazy S" car badge and logo, three tapering forms rise to the sky. The sinuous large, medium and small forms vary in height from 18 to 36 feet high. As drivers navigate the roundabout, the elegant, diamond-sectioned trio seem to undulate, dancing with one another, as light kisses their metallic painted sides.



SDC member Larry Hopkins took these photos of the new Studebaker sculpture showing his beautiful 1962 GT Hawk





BLEEDING YOUR BRAKES

By Malcolm Berry

One maintenance item on a car that almost no one does is bleed their brakes. Hydraulic brake systems attract moisture over a period of time. If you don't do something

to get the moisture out of the system, brake components will rust. This includes the master cylinder and wheel cylinders. Once the rust pits the bore of the wheel cylinders, you usually have to replace them.

Every few years, you should completely bleed the brakes. You need to bleed each wheel cylinder until you see clean fluid coming out. When you do this, put a clear plastic tube on the bleeder so you can see when the clean fluid has traveled completely thru the system. You should start with the wheel that is the farthest away from the master cylinder. Begin with the right rear--then left rear--next the right front and last--the left front.

CAUTION: During the bleeding, make sure you do not let the master cylinder get completely empty. That will let air get into the system and then you'll have to start over again. **DON'T FORGET--Standard brake fluid destroys paint!**



A GUARD IS AGAIN ON DUTY AT STUDEBAKER

By, and thanks to Dan Kuhl

Studebaker was flush with cash in 1928. As stated in numerous previous articles, the company had just come out with the Erskine, a brand new "World Car", purchased the Pierce Arrow line of cars, opened a new car proving ground just outside of South Bend, and with new building construction completed a new guard house at Gate One into the factory complex. The auto business was looking good for Albert Erskine, President of Studebaker.

As part of this beehive frenzy of activity were two signature entrances to Studebaker complexes, the entrance to the Proving Ground with its beautiful Studebaker wheel adornments on top of the brick entrance fence posts and the brick guard house and gate at the entrance to the factory complex on Sample Street in South Bend.

The guard house served the factory from 1928 until just after the factory closed its doors on December 9, 1963. The melancholy photo taken of Gate One on that last day has some interesting aspects: the flag at half-mast for John F. Kennedy who was assassinated weeks before and the operating archaic running light in the grill of a Lark leaving the factory on that snowy winter day.

The guard house was eventually torn down with the adjacent factory building in 2008. All 3,863 bricks and miscellaneous construction materials from the 1928 construction were placed in storage in another Studebaker building to await its fate. In the spring of 2022 the guard house was reconstructed at its new home in the 600 block of South Lafayette near Building 84. \$25,000 has been spent on the project with an additional \$30,000 needed for addition of the original gate to the guard house location.

During the 2022 SDC International Meet its Grand Opening was celebrated.

In November of last year, the final touch was added, a guard standing in the door to the guard house. A donated mannequin dressed in a guard uniform is an impressive addition to the project. His name is "Earl" after Earl Smith, a dedicated project volunteer who passed away in the fall of 2022. It took only 60 years to get the guard house back into service at Studebaker.



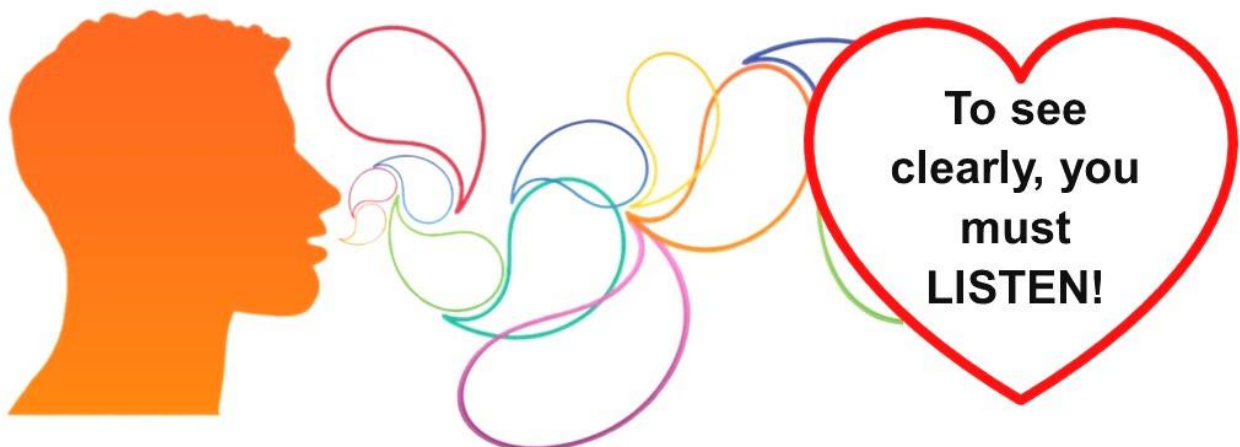
Verbal Illustrations

We have often heard the saying “a picture is worth a thousand words”. And while that is true, often there are things that we simply cannot actually capture on film. Yes, we can take a picture of the thundering Niagara Falls...but we can't take a picture of the electrical force that the rushing water creates as it tumbles and rumbles to the river below.

Thus I present my theory that there are many concepts and things in our world that need what I call **verbal illustrations**. We must use our words to describe these things. It is only after hearing the words, that we can “see” the thing. Here are a few examples of my theory.



- (1) Once upon a time, in a small village in Italy, the draught-stricken town decided to pray for rain. On the day of the prayer, all the people gathered in the little town square. But only one boy came with an umbrella. That is **FAITH**.
- (2) When playing with babies, often people will throw them up in the air. What usually happens? They laugh...because they know they will be caught. That is **TRUST**.
- (3) Every night we go to bed without any assurance of being alive the next morning. But still we set the alarm clock to wake us up. That is **HOPE**.
- (4) We plan big events for a date far in the future. But unless we own a crystal ball, we have zero knowledge of the future. That is **CONFIDENCE**.
- (5) Every time we turn on the Evening News, we see the world suffering, but still we continue to get married and have children. That is **LOVE**.
- (6) At a fast food restaurant, an older gentleman was spotted wearing a tee-shirt that said, “I am not 80 years old; I am Sweet 16 with 64 years of experience! That is **ATTITUDE**.
- (7) Always Give More Than You Promise. That is **ETHICS**.



Upcoming Events

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

Mark Your Calendar



Saturday, September 9 –The IMS Museum is holding a "Cars & Coffee" gathering from 8AM to 12 Noon on Saturday, September 9, 2023. We'd like a good showing of Studebakers this year. The Museum is open for browsing during the show. Afterwards we'll be gathering at Le Peep Intech Commons, 6335 Intech Commons Dr Suite A, Indianapolis, IN 46278 from 1PM to 3PM for a lunch and meeting (same as last year). There's plenty of parking and easy access to I-465 and I-65. Any questions please contact Jeff Westcott westcott2@gmail.com or 317-759-8895,

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 choose. 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@aai.org or 317-498-2288 by November 6.

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

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Treasurer: Jane Stinson - jestinson@aol.com
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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
1526 S. Hunter Rd
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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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To:

