



BRICKYARD BULLETIN



VOL. 48, ISSUE 10, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, OCTOBER 2023

The 59th Annual International Meet in Manitowoc, Wisconsin was a fun week for all who attended. They planned a great week at a very nice fairgrounds with beautiful fall weather. Welcome Night was an ice cream social at the site of the first ice cream sundae, located along the coast line of Lake Michigan. It was fun to see friends from all over the world. I would like to thank the Indy Chapter members who helped Joe with the task of judging the 100 plus cars that were judged, Rick & Laura Bowman and my brother Chris Drews from Florida. Jeff and Kathy Westcott for the third year were the official photographers for the meet. Now attention turns to the 60th Diamond Jubilee Meet in Dubuque, Iowa, June 25-29, 2024. Registration information for this meet will be in your November Turning Wheels.

The Indy Chapter will hold its annual election at the November meeting if anyone is interested in holding an office let me know. We have some fun meetings planed for the remainder of the year, a Souper Saturday pitch-in, Thanksgiving pitch-in and election and a Christmas Party. Hope to see everyone soon!

Nancy Bacon
President, Indy Chapter

Drive Your Studebaker Day Saturday, September 9, 2023

Drive Your Studebaker Day started off early on Saturday morning with five Studebakers attending the Coffee & Cars at the Indianapolis Motor Speedway.



IMS Continued



Coffee & Cars Photos By
Jeff Westcott

And Then

Members from IMS then drove to LePeep on the northwest side of Indy for lunch where several more Studebakers and members joined them. It was a great day and a big Thank You goes out to Jeff and Kathy Westcott for arranging the day.



The Minutes

President Nancy Bacon began the meeting by thanking the Westcoff's for the day's events and welcomed Mark Enlow's guest, Monroe.

Nancy reminded the club that November is elections of officers. She emphasized that new officers are always welcomed and so if anyone would like to participate, let her know.

Becky Griffith stated that new member Dave Blackburn suggested the Studebaker Club have their cars photographed in front of the Studebaker new roundabout on 96th Street. This will take some planning and getting in touch with the City of Carmel. Maybe this could be a spring breakout tour in April. We'll keep the club informed.

We discussed if the club wanted to change renewals for next year giving one or three year renewal options. The club agreed that our present system is working fine.

Member, Sue Kennedy, prepared the following changes to our Chapter by-laws to be introduced:

Here is the provision of Indy Studebaker By-Laws **now**:

Article 5: Amendments

Amendments to the foregoing by-laws of the Indy Chapter may be proposed by the Executive Committee or a member in good standing. Changes are to be introduced to the general membership only during the month of October. The amendment will be published in the newsletter and voted on by the general membership at the November business meeting.

Here is the **proposed revision**:

Amendments to the foregoing by-laws of the Indy Chapter may be proposed by the Executive Committee or a member in good standing. Changes may be introduced to the general membership at any monthly business meeting. Thereafter the amendment will be published in the newsletter and voted on by the general membership at the following monthly business meeting.

Monroe motioned to adjourn, Dwight Lile 2nd. Meeting was adjourned.

Submitted by Becky Griffith



Larry and Sue Kennedy's 1950 Land Cruiser in front of the Speedway at the Cars & Coffee event September 9

And Then

Danny Taylor left the meeting early, went out to the parking lot at the restaurant, changed into his chauffeurs uniform, yes in the parking lot, drove to Little Flower on the east side of Indy in his 1955 President Speedster to chauffeur this lovely newlywed couple on their special day.

The End



Studebaker International in Manitowoc, Wisconsin



The swap meet. That's our very own Indy member Jim Lime (L) of Studebaker International with his grandson Declan.





From SDC Member Dave Arland

While I might be one of the youngest people at the annual International Studebaker Meet in Manitowoc, Wisconsin, I am inspired by this generation of "joiners" who keep a hobby going and stage annual events like this salute to a long-gone Indiana company.

More than 100 Studebakers made the trek to Wisconsin -- some under their own power and others carefully packed on trailers. We enjoyed ice cream socials and Wisconsin cheese, a days-long swap meet and educational sessions, and more.

Studebaker exited South Bend in 1963, the year I was born. This week, I was honored to join the volunteer Studebaker Band — sightreading and performing for an appreciative crowd. Conductor Glen Shull has owned 25 Studebakers, and this was his 24th year as band director. The music we made together was spirited and joyful! The Studebaker Company had its own 60-piece employee band, at one time -- and they even had uniforms!

Thanks to friend and mechanic Mike Baker (who drove the '51 convertible from Indiana), I was able to shown off both of my Studebakers. I drove the Avanti and Mike drove the Champion to Wisconsin (a 350 mile trip, one-way.)

Studebakers on display ranged from an early 1900's doctor's buggy ("one horsepower") to the last Canadian Studebakers from 1966 were on display.

The best part of any event like this is seeing old friends and making new ones.

Studebaker may be gone, but the Stude Spirit lives on!



Not bad for the first time my Studebaker Avanti had been judged by the experts -- a score of 355/400, earning Second Place in my category. Huzzah!



Photo by Nancy Bacon

Dave's 1961 Avanti being judged



Original Avanti owner Dennis played first chair trombone in the Studebaker Band. I was happy to be playing lower notes as second chair. One of the selections was "76 Trombones" -- so we were only missing 74...

Why Studebaker

Dave Elmore

When talking with people about the car hobby, I am often asked this very question, and my answer is always... "because they're cheap." But after thinking back over my history with Studebaker, I think the answer is buried a bit deeper. Since my father was a Studebaker owner and driver, I'm thinking perhaps there is a Stude gene in my DNA. My father owned a 1939 Champion, a 1946 Skyway Champion 4-door, a 1950 Land Cruiser, a 1953 Land Cruiser, and a 1961 Hawk (which has resided in my various garages for over 50 years, as it undergoes my tortoise speed restoration efforts).

With that background information in mind, it's not hard to figure out why in the early summer of 1959, at the tender age of 16, I bought the 1950 Champion from my Dad for \$100.00. This car sported a bad brush-painted red color similarly to the color of rust. I proceeded to rebuild the engine and drivetrain under a shade tree in our back yard. I repaired the rust, removed the old paint, and repainted it with a white top & black bottom. I drove the car to high school and part-time jobs through my Junior and Senior years. This is the car that I drove while dating Diane. (I even taught her how to drive a manual transmission, while holding my breath, in this car.) After high school, I commuted from Veedersburg, IN to Indianapolis, IN and Flint, MI with this little Champion for 3 years. I then sold it to a local high school kid, but unfortunately lost track of the vehicle after that.



In 1964, I spotted a 1962 Daytona hardtop at Wilson Used Cars in Crawfordsville, IN, which I was able to purchase for \$1200.00. This Desert Sand Mist beauty was equipped with a 259 C.I., 4-speed, 4:11 rear axle, bucket seats, and dual exhaust. Wow! I sure experienced a significant performance change from the old '50 Champion. It topped out at 100 MPH...but boy-oh-boy did it ever get to that speed FAST! Diane and I went on our honeymoon, in this car, to Colorado Springs in early August of 1965. I was pleasantly surprised when the car climbed Pikes Peak without any issues and I could still spin-up 2 rooster tails at the top! Upon our return to our home on the west side of Indianapolis, I used the car to commute to Allison in Maywood for several years. In the late '60s, I sold the car to my boss, who gave it to his son for the kid's first car. (2 weeks later, the boy hit a 4-foot Elm tree, head on, at approximately 100 MPH! (He lived through some pretty serious injuries, but the Lark was totaled...with the engine shoved back between the bucket seats!)



From 1969 through 1972, I entered the barren Studebaker years. . My home, garage, and driveway became a Studebaker Desert...there was not even one die-cast model car sitting on a shelf! But shortly after the birth of our second son, I purchase my Dad's well used and rusty 1961 Hawk. It boasted a 4-speed 289 c.i. V-8, bucket seats, and dual exhausts. (As stated earlier in this article, my restoration of this Hawk has been about par with the speed of a South American Rain Forest 3-Toed Sloth!) So, even though I had ownership of a Studebaker, I was still in the middle of the desert...with no Stude to drive.

Then in 1994, I purchased a 1950 2-door Champion in Mooresville, IN. The car was originally a Wisconsin car. In the early 1980s it was purchased from an Indianapolis dentist by Indy Chapter member David Neitzel. After obtaining the car Mr. Neitzel proceeded to do considerable mechanical and body work. He eventually changed the color from the original tan to what Barb called "Electric Red". After enjoying the Champion for three or four years, the Neitzels decided to sell it through a consignment with a Mooresville auto dealer. Another Mooresville resident owned the Stude for several years before selling it to me. Soon after purchase, I repainted the top a creamy white, did some tune-up work and was ready to roll. We have taken this car on

many long and trouble free trips including a 2200 mile run on the Blue Ridge Parkway. As the car had proven to be a very reliable vehicle, Diane and I decided to transform this bright orange-red car into a Fire Chief's vehicle to pay homage to our hometown. . We obtained permission from the town of Veedersburg, to place the town/ township official signage and logo on the car. After ordering the



decals, I outfitted the car with red lights and siren. And thus we launched a new and exciting old car adventure. Little did we realize that this fantasy chief's car (as the town of Veedersburg never actually owned a 1950 Studebaker chief's car) would provide the most fun we've ever had in the front seat of a car! We have participated in multiple parades, car shows, and trips to Indy Chapter meetings. Everywhere we take the car, we are surrounded by people with lots of questions. This little car has certainly been a wonderful Studebaker Ambassador!



In approximately 1988, I purchased a 1959 Lark VI from a home town neighbor and childhood friend. Since then, I totally rebuilt the drive line in the mid-1990s, including a new service engine. We participated in three Channel 6 auto Tours in the car. In fact, at the end of our youngest son's honeymoon, he and his new wife accompanied us on the tour with a huge "JUST MARRIED" sign in the back window.

Needless to say, they were interviewed and included in the special TV coverage of the Auto Tour. Now, 28 years later, the Honeymoon-mobile resides with them at their home in Batesville.

Sometime after the new millennium, I purchased a 1964 Cruiser from an auctioneer in Flora, IN. My original plans for this vehicle were to turn it into an Indiana State Police clone. These plans have since been discarded and the car is being "gently" refurbished. Rumor has it that another family member is extremely interested in acquiring the '64 at a future date.

I'm currently working on a mechanical and cosmetic restoration of a 1946 Skyway Champion 4-door. I have changed the car to a two-tone by adding a maroon top. (Unfortunately not shown in the photo.) Several years ago, the Studebaker Museum was looking to clear out some of their stored inventory and decided to use the Internet to help them sell some cars. They placed several vehicles on eBay and I had the winning bid. Since I am being assisted in this restoration project by Mr. Arthritis and Mr. Old Age, the progress is not happening at anything near blinding speed. It's more like painfully (literally) slow motion! But, the Good Lord willing, she will get done and back on the road! Then I will once again be enjoying my "cheap" Studebaker hobby!



We need

YOU!



Officer elections are coming in November. Please consider volunteering to help the club. Activities Director, Charlie Griffith is stepping down so we need to fill this position. Activities is a big job, so if we could elect a Director and have two or three others volunteers to form a committee it will make the job a lot easier and take a lot less time. We really could use your help.



B.S. Column ('bout Studebakers)

V-8 Heat Riser Replacement

By, and Thanks to Jerry Blount



Or, as the Shop Manual calls it: "Manifold Heater Valve"

This valve is installed on the passenger side, between the exhaust manifold and the front exhaust pipe connection.

During warm up, the valve is held closed by spring tension and deflects hot exhaust gases into the lower passages of the intake manifold. As the engine warms up the spring loses its tension and the weight on the valve operating shaft opens the valve, allowing the exhaust gases to pass directly from the exhaust manifold to the exhaust pipe. The valve improves the engine economy by heating the fuel-air mixture, and reduces the time for engine warm up.

The main failure of these valves, as used on 1955 - 1964 models, is cracking of the main body casting at the shaft pivot points. The valve may seem to be intact up to the time of unbolting the front exhaust pipe from the manifold, but will come off in two pieces - thus needing replacement.

There has never been an exact reproduction Studebaker heat riser valve ever made, and one reason may be that a certain Cadillac valve has always been available. It fits and functions well on any Studebaker V-8, '55 - '64 (except R-3, R-4 Avanti)

For years, all after-market exhaust system suppliers had this Cadillac valve available - I was selling them in the 1980s. Then, they gradually became less available until they were finally reproduced, which is what Studebaker parts dealers sell today.

These function perfectly fine on a Studebaker but don't necessarily look the same. They should be installed with the larger side of the internal valve opening to the downstream of the exhaust flow.

Lately, our local Studebaker mechanic, Mr. Chuck Tubens, has dealt with several cars with the valve installed upside down. Chuck then had to remove the valve and install it properly.

So, make certain that your new replacement valve is installed correct side up. I typically will mark "top" or "up" on the ones I sell.

Upcoming Events

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 have five crock pots of soup to choose from. Bring an item to go along with the soups, such as appetizers, sandwiches, finger foods, crackers, chips, 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.

Mark Your Calendar



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. The Baker's will provide the meat, bring a side dish. **RSVP mikebaker@aiai.org or 317-498-2288 by November 6.**

Saturday, December 9 at 12:30 p.m. – Annual Christmas Luncheon at Green Street Station, 911 N Green St, Brownsburg, IN 46112.

We will have our own private room and be ordering off the menu. There will be NO gift exchange, however you have a great chance to win a prize by participating in a game or two. If you enjoy good food and love to visit with your Studebaker friends, make plans now to attend this annual holiday bash.

Sandy & Diane need a headcount by December 1st. Their contact info is:

SANDY- bsfox@att.net or 317-439-4747

DIANE- delmore44@hotmail.com or 317-386-8357

Saturday, March 16, 2024 at 1:00 p.m. - Larry and Sue Kennedy will host a joint Winter Meet with the Indy Chapter of the Studebaker Drivers Club and the Southern Indiana/Kentucky Chapter of the Hudson Club. This joint meet will be held at the Franklin Township Civic League, 8822 Southeastern Avenue, Indianapolis, IN 46239 (located two houses beyond the Ordinary in downtown Wanamaker). Hosts will provide a meat dish, water, coffee and iced tea. Bring your place settings and a dish or dessert to share. This facility is handicapped accessible and has a handicapped restroom, but no kitchen facilities. There are lots of electrical outlets for crockpots and plenty of parking spaces. If you have questions, contact Larry Kennedy at 317-862-2020

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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.

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Indy Chapter SDC
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1526 S. Hunter Rd
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To:

