



# BRICKYARD BULLETIN



VOL. 48, ISSUE 11, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, NOVEMBER 2023

The Indy Chapter met for "Souper Saturday", hosted by Becky & Charlie Griffith, we enjoyed a variety of delicious soups on a chilly damp Saturday. Mark Enlow has offered to take over the activities director job for next year. If you would like to host a meeting or have a suggestion of a fun place to go let Mark know. Our monthly meetings are fun social events that keep our club active and connected with each other.

November 12th will be the Annual Thanksgiving lunch and election of officers at Mike Baker's Avanti Restoration Shop in Greenfield. We will also be voting on an amendment to club by-laws, see details in the newsletter.

Excitement is building for next year's 60th Diamond Jubilee International Meet in Dubuque, Iowa, June 24-29, 2024. Meet headquarters, at Best Western Plus has just been announced. *Turning Wheels* will have registration information in your November issue.

Hope to see everyone at a club event soon!

Nancy Bacon  
President, Indy Chapter

## Souper Saturday at the Whiteland Jubilee Lodge Saturday, October 14

Welcome to Soup-er Saturday!! 29 members feasted on five different homemade soups, lasagna, cornbread, salad, deviled eggs and seven desserts.

Thanks to Charlie & Becky Griffith for hosting the Soup-er Saturday gathering. There were no guests or new members present.

**Officer Reports** – Danny Taylor, Vice-President is looking for a replacement. He had no duties in the last three years and feels underappreciated and hurt. LOL. Any volunteers?

**Official Business** – Charlie Griffith is stepping down as Activities Director. Mark Enlow volunteered to take over the position. Mark had commented that we must drive our Studebaker vehicles to get younger people interested and excited about joining. Mark had several ideas for events in the future. He is working on having events in the North, South, East and West areas of Indianapolis.



It was also suggested that to get people interested and enthused, we should save our old *Turning Wheels* Magazines and take them to car shows, cruise-ins or other events to share with interested prospects.

Any other ideas – let Mark Enlow know. He would love to hear from you.

Beth Doran, Tom Flynn and Nancy Bacon will continue in their positions unless someone volunteers.

The Brickyard minutes had information regarding changing amendments of the club. The only way to presently amend by-Laws is to bring the ideas forward in October and vote on in November.

Here is the provision of Indy Studebaker By-Laws presently:

**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.

**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.

Thank you Sue Kennedy for scrutinizing the By-Laws.



**Activities – Please email your attendance 1 week before attending the next event so the planners will be able to prepare in better fashion.**

**60<sup>th</sup> Annual Studebaker Drivers Club International Meet** will be held at the Dubuque County Fairgrounds, Dubuque, Iowa on June 25-29, 2024. Make your plans and reserve your hotel room now. The Dubuque County Fairgrounds have been newly remodeled, with climate-controlled buildings or under the many shaded areas. There are suggestions to do excursions before, during or after the meet so you can fully enjoy Iowa. More

information is in the October 2023 Turning Wheels magazine. If you are a member of AARP or AAA, discounts are available.

When planning your event for the group, be sure to include who to RSVP too. Next month, we will meet at Mike Baker's for Thanksgiving. He has his RSVP included. As well as the December event.

Renewal of membership will be mailed shortly, so be looking for yours. If you know, will you include the year you became a Studebaker member on your renewal information - Local and/or National.



Motion was made by Charlie Griffith to adjourn. Seconded by Kathy Westcott. Meeting adjourned.

Submitted, Beth Doran  
Secretary

# Final Word from Manitowoc Studebaker International

## From Dave Arland:

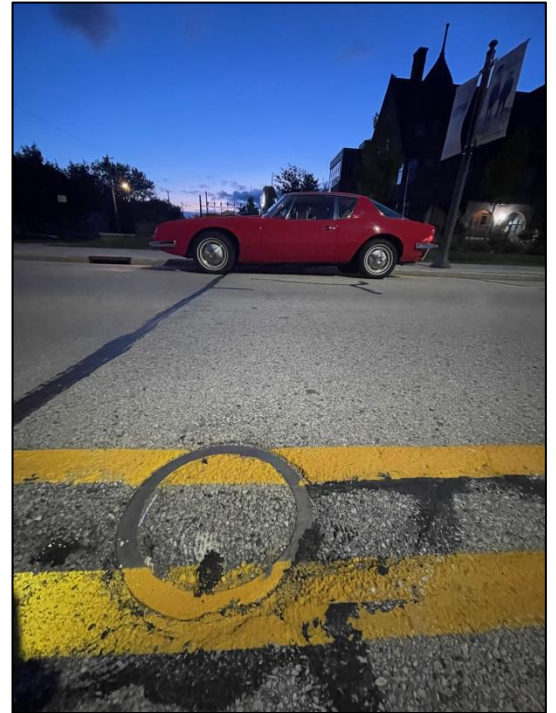
Manitowoc, WI has an unusual tie to the space race — as the middle of 8th Street was the final landing spot for a piece of famous space junk. A basketball-sized remnant of Sputnik 4 crash landed more than three years after it was launched by Russia, and also three years after the “passenger module” was recovered with a dummy and some animals aboard.

A bug in the rocket propelled Sputnik 4 to a higher orbit after ejecting the passenger compartment, leaving the remains in a slow orbital decay until it lit up the September sky of Manitowoc in 1963.

The fragment that reached the ground ended up embedded three inches into the asphalt and just feet away from the local art museum. Later, after the original was returned to Russia, NASA provided a replica that is on display in the art museum.

Later, the local machinists union provided a brass circle that marks the spot where parts of Sputnik 4 dropped to earth.

In town for the International Studebaker Meet, I brought my space-age Avanti to inspect the impact spot at dusk!



Mark Janowiak and Dave Arland at SDC Meet in Manitowoc.

Mark purchased the 1963 white Studebaker Avanti R1 A/C a few weeks earlier from Brenda Emsweller. He drove it 80 mph without any problems from Greenfield, IN to Chicago!



Jennifer, who was working the A&W food truck, really liked Dave Arland's 1951 red Studebaker Champion Bullet Nose convertible.

Photos copyright 2023 Avanti Restoration & Service Inc.  
Mike Baker

Hello Studebaker friends,

I'm helping a friend sell this 1962 Studebaker GT Hawk. Her husband passed away earlier this year. She can't keep all his toys.

The 1962 Studebaker GT Hawk is running with a new battery and SOUNDS GREAT! However, the brakes need fixed.

She is accepting best offers in as is condition.



Let me know if you are interested.



Mike Baker  
Avanti Restoration & Service Inc.  
4193 E US 40  
Greenfield, IN 46140  
317-498-2288

## Thanksgiving Jokes

- What do you call a sad cranberry? A blueberry.
- What did the autumn leaf say to the tree? I'm falling for you.
- Did you hear about the Thanksgiving engagement ring? It's 24 carrots.
- What happens when potatoes drink too much? They get mashed.
- What kind of music do Pilgrims listen to? Plymouth rock.
- Why did the cranberry blush? It saw the turkey dressing.
- Why should you never tell secrets in a cornfield? Because the corn has ears.
- What did the pumpkin say to the squash? Oh my gourd!
- What did the scarecrow wear to Thanksgiving? A har-vest.
- What's the best way to fix a broken pumpkin? Use a pumpkin patch.
- How do Pilgrims kick a bad habit? They stop cold turkey.

# Why Studebaker

By John W. Boyer

In the summer of 1961 I graduated from high school in Terre Haute, IN and was preparing to go to college at Rose Polytechnic Institute on the east side of town. My younger brother and I shared an 85cc Ducati motorcycle, and we had two family cars, but nothing was available for me to drive daily to Rose. No other guys planning to go to Rose lived close to me, so the only practical solution was to get a third car.

## First Studebaker-1953 Starliner Hardtop Coupe

A family that went to our church had a beautiful turquoise 1953 Studebaker Starliner hardtop coupe that had a "For Sale" sign on it one Sunday. I asked the father of the family how much they wanted for it. He told me \$300 and I told him "We'll take it" in an instant, not even checking what kind of engine it had or how many miles were on it.

It was a "bone stock" 53 with a red leatherette interior and a nice turned aluminum dash. It had a 232 V8 engine and an automatic transmission and was very clean. My brother and I split the \$300 purchase price and since he was one year behind me in school, dad dropped him off at school his senior year and I drove the 53 to Rose in the fall.



That winter I had three friends in the car with me and was out trying to set a "new record" on a county road "road course" south of town. I hit a patch of ice and slid into a big tree in a low-speed corner and bent in the front bumper and grill. My brother and I decided that rather than replace the bumper and grill, we'd design a "custom" front end for the 53.

Our dad worked in a hardware store, and we had both an arc and acetylene gas welder in our garage so we went to work closing in the "teardrops" with sheet steel so the radiator breathed through the opening under the grill. For a front bumper, we welded up a tubular "knerf bar" bumper and had it chrome plated.

While we were making "mods" we decided to add dual exhausts and swapped a 4-barrel manifold and carb for the original 2-barrel. We added 4 spun aluminum "Moons" to complete the "new look".

The automatic transmission "had to go", so we found a 3-speed w-OD in a junk yard and made the swap. After that, when we pulled out of our local "drive-in", we played like we had a 4-speed (like the rich kids had in their HOT CARS)

## Studebaker #2-1955 President (with seized engine).

My brother started to Indiana State in 1962, so we needed a 4<sup>th</sup> car in the family. I spotted a cream/brown 1955 President sitting on the street in Terre Haute. It didn't appear to have moved for some time, so I inquired about it. The owner confirmed that the engine had "seized" and they hadn't determined what to do with the car. I told them I'd pay them \$50 for it and after they accepted, I towed it four blocks to our garage with my dad's 56 DeSoto station wagon. After checking out the 259 V8, it looked like it was "toast", so I pulled the engine and transmission, nearly pulling down the ceiling of the barn we were in. I found a 283 V8 Chevy engine, bell housing and 3 speed transmission in a junk yard and had the engine bored 0.030" to 292 to clean up the cylinders.

The car had a 6v electrical system, so I used the Chevy 12v starter, and a "Relay" to switch a pair of 6v batteries in the trunk in "series" to start the stout engine. While the car was running, the pair of 6v batteries were charged in "parallel" by a 6v generator.

The car had a beautiful cream leather interior, turned dash and fiberglass fins. I found and installed a used Chevy Duntov camshaft in the engine that had a nice “lope” at idle. I also mounted a 3-speed floor shift. I barely finished building the car at the end of my junior year at Rose, and drove it to my first Summer Engineering job for Detroit Edison the summer of 1964.

I drove the 55 President with the 292 Chevy V8 for three more years. By then I had gotten married, graduated from Rose, taken a job in Indianapolis with Western Electric and we had a baby daughter. My wife didn’t like driving the Studebaker, which was our only car and convinced me to buy a used 66 Mustang “fastback”. (I should have kept the Studebaker as my “daily driver” to work)

### **Studebaker #3 – 1963 R1 Avanti “project car”**

Fast forward 25 years to 1991. I had retired from AT&T and moved back to Indy from Kansas City. I saw a “primed Avanti” sitting in a vacant lot on Indy’s NW side. I learned that the car was owned by an Indy fireman who had been having it worked on by Harry Weber, a well-known Studebaker mechanic who worked in a former gas station at 30<sup>th</sup> and Arlington. The “Jet-Thrust” engine and 4-speed transmission had come from a car that our Club President’s brother, Chris Drews had owned. The car wasn’t running, so after buying the car, I had it towed to my barn in Westfield, disassembled the engine and had it machined for new pistons and bearings, but never re-assembled the engine. Then I got busy with my new job at Delco Electronics and the restoration project slowed down considerably.

### **Studebaker #4-1963 Running R1 Red Avanti**

I thought buying a “running” Avanti would be helpful in getting my restoration project moving (I was WRONG-HA). I bought a beautiful red R1 with automatic transmission on EBay from Pittsburg, PA and drove out to bring it home on a trailer. When I arrived in PA, I discovered that the interior wasn’t “original” and a body shop had used a “velour” material instead to rebuild the interior. I was disappointed but still bought the car. I drove it infrequently over the next 20 years and stored it in my barn, finally selling it to David Arland, who has since joined our local Studebaker Club.



### **Studebaker #5-1948 M5 Green truck**

I had always thought that the M5 truck was “distinctive” looking, and bought one on Ebay in Detroit in 2006. The truck had a 3 speed floor shift and was a pretty “worn” farm truck. I found that the brakes were “marginal” and it had a “10 ft” paint job. I brought it home and after fixing the brakes, found that it was geared too “low” for anything but local city streets. Although it was “driveable”, I parked it in my barn with the 2 Avantis.

### **Studebaker #6-1950 2R5 Black truck**

I had wanted to have a “Rat Rod” truck, and the M5 just didn’t fit the bill. I found a 1950 2R5 on Ebay in North Dakota that a farmer had installed a 350 cubic inch Olds Cutlass engine and drive-train in it that seemed to fit the bill. It also had Olds power brakes for more stopping power. Besides the lightly dented body, the only drawback I found was that the wiring looked like a “rats-nest”, but the truck ran. I loaded it onto my trailer and towed it home.

I parked it behind the M5 in my barn, with plans to “rewire it” after I retired from Delphi. Months drug on, and both trucks (and Avanti’s) sat in my barn. I needed some INSPIRATION.

Mike Baker helped things along by helping me sell the red R1 Avanti to Dave Arland. My plan was to then sell the M5, but it was “land-locked” in my barn by the 2R5, so I needed to get it rewired next.

## Studebaker #7-1952 2R6 truck

Recently I saw an Email from our local Driver's Club Secretary that a man in Columbus, IN wanted to sell a 1952 2R6 truck. There was a photo, and the truck was BEAUTIFUL. It had a BIG 6 engine, "3 on the tree + OD" and a new paint job.

My wife said "you have to sell a truck" before you get another one. So I sold the little 1997 Chevy S10 that was my "daily driver" and bought the 2R6 that weekend. The owner had "alcohol-free" gas in it, so I drove it home at 65 mph on I-69 on a HOT day without any problems. That 4<sup>th</sup> gear OD was the greatest thing for that truck.



It doesn't have power steering, so I installed a knob to get around corners more easily. From the documentation that came with it, I found that I'm the 8<sup>th</sup> owner. It was originally sold in MI and the first



owner had it for 30 years. Then it went up to Ontario, back to MI, down to FL, and back up to IN six years ago. It also has Jim Turner disc brakes in front (but NOT POWER brakes-ha).

I'm driving it to our Club Meetings from now on so the rest of the Studebaker Club can see what a beautiful truck it is.

John Boyer

This morning I remembered an "interesting" fact about my 1955 Studebaker President that I swapped a Chevy V8 engine into while I was still in college.

Shortly after I got the car running, my brother was driving it and the hood "FLEW OVER THE ROOF" out on the highway and was run over by a Cement Mixer. He didn't bother going back to pick it up because he doubted that it could be "straightened out". He went immediately to both salvage yards in Terre Haute to procure a replacement hood. Finding that there weren't any available, he went back to where he lost the hood, and picked it up from the ditch. He took it home and straightened it out the best he could with a "sledge hammer". (It wasn't really THAT BAD-HA),

When I learned of the situation the next day, we both had a good laugh.

Jon





# Thanksgiving Car-B-Que

November brings that annual day of family and food ...THANKSGIVING! There are many ways to prepare the turkey for this traditional meal. Some cooks brine their turkey before baking, some swear by cooking it in a plastic cooking bag, and recently many have taken to deep frying their bird. But this month we propose a method you may never have imagined possible. Have you ever considered a Car-B-Que? Believe it or not, cooking old Tom Turkey on your car's engine is absolutely doable. We are told it is delicious and you will be able to skip all the kitchen cleanup!

Obviously, before you can employ any method of cooking, you must first obtain said turkey. While it's perfectly acceptable to purchase your bird from the local Kroger, you may decide to adapt Old Dave's unique Studebaker "chase and trap" method.

There are many cooking tips included in the book *Manifold Destiny* by Chris Maynard & Bill Scheller. Let's start with the safety instructions: 1.) Place your food in a static location. 2.) Do not jam the accelerator linkage or block airflow. 3.) Wrap your food items in at least 2-3 layers of heavy-duty foil. 4.) When removing the food, use tongs or oven mitts. And 5.) ALWAYS place the food on the engine when it is not running!

Actually the idea of cooking on an engine isn't new. According to Yahoo, it's been around since the 1920s...with cooking accessories to prove it. Check out the Model T Cook Box.

If you are still reading and mildly interested in preparing this unusual

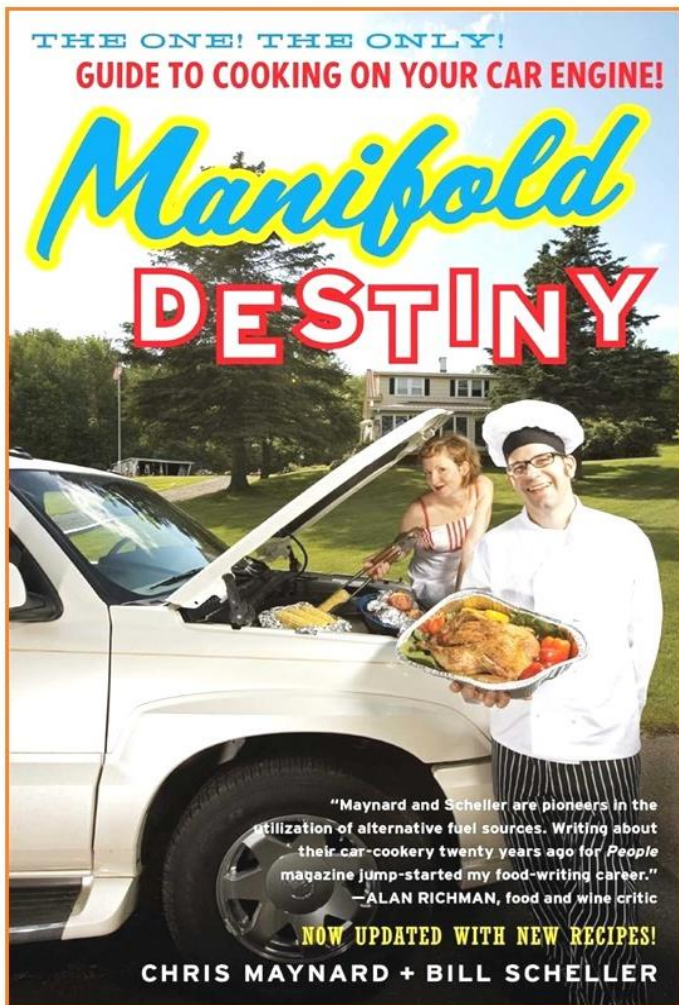


holiday meal, the recipe and instructions are as follows:

- 1 Boneless 5 lb. turkey breast—sliced into thin strips against the grain
- 3 large baking potatoes, peeled and diced
- 3 carrots, finely diced
- Dry white wine (or chicken broth)
- Flour for dredging
- Butter for greasing foil
- Salt & pepper to taste
- 3/4 cup heavy cream

At home combine the turkey, potatoes and carrots into a bowl with the wine (or broth) and cover. Marinate 2 hours in the refrigerator, then drain well. **(SAFE DRIVING INSTRUCTIONS: If using wine in this recipe, do not drink the marinade, unless you have a designated driver.)** Setting the vegetables aside, dredge the turkey pieces in the flour, then heavily butter 5 large squares of foil. Arrange equal amounts of turkey and vegetables in each square. Season with salt & pepper. Cup the foil around the turkey and vegetables, and pour a small amount of the heavy cream into each packet. Finally, seal carefully. Cook on the engine about four hours or approximately 220 miles of driving. Stop and turn the packets once during the cooking time.

**Bon Appetit!**





# Upcoming Events

**Sunday, November 12 at 1:00 p.m. - 14<sup>th</sup> 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 or dessert.

**RSVP [mikebaker@aoai.org](mailto:mikebaker@aoai.org) or 317-498-2288 by November 6.**

## Exciting news:

We have several special guest speakers coming to the Thanksgiving luncheon.

Arlene Kusek, picture attached, who's dad owned the largest Studebaker dealership in Colorado, KING STUDEBAKER, and her two brothers are flying in to meet Studebaker owners, look at Studebakers and share their story. I recently signed them up in the SDC. I'm looking forward to hearing more about the KING STUDEBAKER dealership. Everyone will receive the new color copy of the SDC Studebaker Story brochure.



Whoever drives their Studebaker to the Thanksgiving luncheon will receive a raffle ticket for a chance to win an all access ticket (\$38 value) to the Volo Car Museum in Volo, IL plus other door prizes.

## Mark Your Calendar



**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 1<sup>st</sup>. Their contact info is:**

SANDY- [bsfox@att.net](mailto:bsfox@att.net) or 317-439-4747

DIANE- [delmore44@hotmail.com](mailto: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

## National Directors

President: Dennis Foust - [studeguy54@gmail.com](mailto:studeguy54@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

Indy Chapter SDC  
Becky Griffith, Editor  
1526 S. Hunter Rd  
Indianapolis, IN 46239

## Published by the Indy Chapter Studebaker Drivers Club

The Brickyard Bulletin is published monthly. The deadline for summations is the 15<sup>th</sup> of the previous month.

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**Facebook:** Larry Hopkins at Studebakers in Indy or <https://www.facebook.com/groups/634984973222050/>

To:



November