



BRICKYARD BULLETIN



VOL. 49, ISSUE 2, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, FEBRUARY 2024

The Indy Chapter started the cold New Year off with a nice lunch at El Azabache Mexican Restaurant. I was ask about how we chose locations for our meetings and it is pretty simple. We try to pick locations on all sides of town and surrounding towns. Our club is made up of families from the central Indiana area. If you know of a place that can accommodate our group of 30 to 50 people let Mark Enlow our Activities Director know. Restaurants are good if they can give us an area that is a private room or at least offer seating together. Club houses, community centers, parks and even back yards are great for the always popular pitch in lunches. Mark is working on some destination meetings and getting our cars out to show them off for the good weather months ahead. Hosting a monthly meeting is as easy as making a reservation! This year we are also trying to have everyone RSVP so we have a better idea of how many will be attending. Hope to see everyone at one of our upcoming events soon!!

Nancy Bacon
President, Indy Chapter

Lunch at El Azabache January 20, 2024

23 Studebaker Members gathered at the El Azabache Mexican Restaurant on Indy's South side for our Polar Vortex Luncheon. It was good to see everyone.

Nancy Bacon thanked everyone for being troopers on this COLD day. No new members or guests were present.

Tom Flynn had reported our Treasury balance was \$ 14,026.08.

Do we want to sponsor two cars again at the Studebaker Museum as in the past? Andy Swartz made a motion to sponsor the cars. Larry Kennedy 2nd. Motion passed.

Are we going to sponsor the Trophy Classes at Dubuque, Iowa? It's the 60th Diamond Jubilee International Meet on June 25-29, 2024. Mike Baker made a motion to sponsor. Joe Bacon 2nd. Motion passed.



South Bend Chapter has renamed their annual June swap meet to "StudeBaker Indiana".

Nancy received information on receiving *Turning Wheels* digitally –Digital Magazine will be \$29/yr, *Turning Wheels* will be \$46/yr. to receive the magazine, and member only, \$15/yr. If you receive the digital version, you can print off any page you wish.



Mike Baker spoke with Mark Enlow regarding the Avanti Club to tour in South Bend. We may possibly be able to have a combined meeting.

There is a possibility of caravanning to Dubuque, Iowa with the Avanti and Studebaker members. Agenda of Events for the week was discussed as well as other close interesting places to visit – Field of Dreams, John Deere Museum, etc. to make it a vacation and not just a meet.



Larry Kennedy made a motion to adjourn, Andy Swartz 2nd.

February 17, we will meet for lunch at the Copper Kettle in Morristown. Call or text Charlie Griffith with your reservation. We need a head count as all restaurants are

asking for a firm number they will be serving. Call or text Charlie at 317-538-1538 or chazwork@msn.com.



Submitted by
Beth Doran, Secretary

Back home again: Studebaker National Museum purchases race car built for the Indy 500



Ed Semmler

South Bend Tribune

0:03

0:59



SOUTH BEND – An important part of Studebaker history has made its way back home – and this time it’s permanent.

A Studebaker race car built and later modified for the running of the Indianapolis 500 in 1932 and 1933 was acquired in early August from a private collector in Kansas City, who

had been using the vehicle for vintage racing up until 2021, according to Andrew Beckman, archivist with the [Studebaker National Museum](#).

The entire article can be read in the *South Bent Tribune*, October 24, 2023



NATIONAL MUSEUM
STUDEBAKER SPOTLIGHT

Studebaker National Museum & Razorfly Studios Announce the Start of Fozzie Bear's Studebaker Restoration!



The Muppets hold a special place in the hearts of many as does their first feature film, the 1979 classic *The Muppet Movie*. The Studebaker National Museum (the Museum) is home to the iconic bullet-nosed 1951 Studebaker Commander driven by Fozzie Bear and Kermit in the movie.

The Museum is working with RazorFly Studios out of Sylva, North Carolina, to restore the Muppet car. RazorFly Studios is an International Academy Award-winning costume, prop house, and custom car builder, specializing in building screen-accurate replica vehicles. The Museum plans to have the car back in South Bend the summer of 2025.

We will continue to seek donations for special components of the restoration and to build an exhibit in the Museum that brings the movie magic to life! Both the Museum and RazorFly Studios will be sharing regular updates on the car's progress -- please follow:

Studebaker socials attached at the bottom!

RazorFly Studios

Facebook: facebook.com/razorflystudios.com

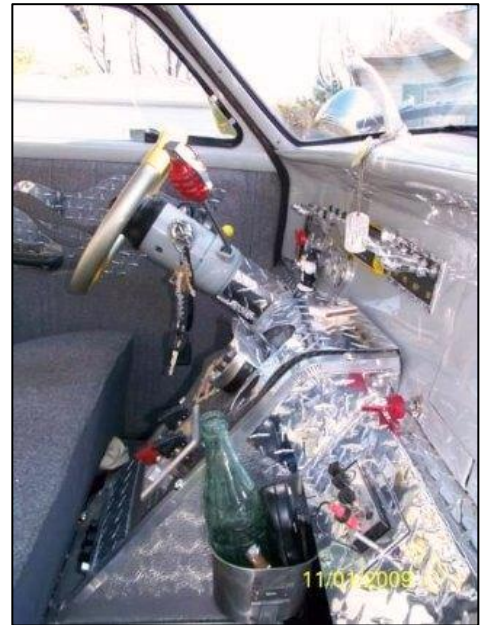
Instagram: @razorflystudios

Twitter/X: @RazorflyStudios

Car for Sale

Josh Wehr (317.777.2268) has a 1950 customized Starlight Coupe is for sale by the son-in-law of the owner who has passed away.

He is not totally sure of all the info needed but says it has a different engine. Automatic tranny. Needs a new battery. Not driven for two years (per my friend). Has a clean title. Asking \$18,000.



Little Known or Forgotten Facts About Studebaker

Source: e-mail to Pete Yuen

Before WW1, there was a 100,000 Mile Club for Studebakers that had been driven 100,000 miles or more. In 1918, A Studebaker Big Six Touring car, called "Old Granddaddy," was driven over 500,000 miles in 5 1/2 years.

The first wagons were built in 1852. The first carriage in 1856 and the first car in 1899. It was an electric car.

The first gasoline Studebaker was built in 1904. The first 4- cylinder Studebaker was built in 1905 and had a driveshaft. Many cars still used chain drives at the start of WW1.

In 1925, Studebaker built a \$1,000,000 proving ground. GM had built a smaller one in 1924. Proving ground trees spelled out the Studebaker name and can be clearly seen at 10,000 feet altitude.

In 1926, a Studebaker Commander Six had beaten the transcontinental record by 16 hours and beat the transcontinental trains by 6 hours and 25 minutes.

In 1926, all counties in the desert states of New Mexico and Arizona used Studebaker Commanders exclusively for their Sheriff's cars.

In the teens and twenties and early thirties, Studebaker used more Timken Bearings than any other car maker, even using them on kingpins and spindles. They also used ball bearings in the shackles on some models. Also, in the teens and twenties, Studebaker exported more high-powered cars than any other makes. There were probably 150 makes at the time. Only 7 brands had more horsepower than the Big Six. In the late 1920's three President Straight Eights were driven on the Atlantic City Speedway continuously, 24 hours a day for 30,000 miles at over 60 MPH. Three Commanders were driven for 25,000 miles at over 60 MPH.

In 1931, Studebaker built a 10 cylinder-in-line experimental engine.

Studebaker placed 8th at the 1930 Indianapolis 500 Race.

During 1931, a Studebaker was driven from South Bend to Indianapolis, around Monument Circle and back to South Bend. the trip was 300 mile while the car was driven at an average speed of 75 mile per hour. At the Indianapolis 500 Race came in 5th place. The car used ran the National Racing Circuit all year, finishing in 3rd place. The car cost \$1,500 and repair for the year was just under \$2.00. The same car was entered in the Indianapolis race the next year (1932) and finished in 3rd place. It was the first car with a stock engine to average over 100 miles per hour. The average worked out to be 102.66 MPH.

The following year, Studebaker won the Pikes peak Race and also set a new trans-continental record. Studebaker has held more records than all other companies combined for speed and endurance, still holding over 100 records in 1970, four years after auto production had ceased. Studebaker in 1933 had a factory team of 5 cars entered at Indianapolis. All five cars finished along with two other Studebaker powered cars, taking 7 of the first 12 places. Andy Gratelli owns one of these old factory cars and in 1962, made exhibition runs at Indianapolis before the race at 140 MPH, 29 years later.

These racing cars used the President Straight Eight engines. The only modification being 2 carburetors and manifolds to match the higher compression. This engine was then put in production and used in the Speedway President Models.

When, in 1927, stock car meant just that, Studebaker entered the 75-mile race at the new Atlantic City Speedway on Labor Day for 6- cylinder cars. Two roadsters were entered and finished first and second at an average speed of 86 miles per hour, beating Buick, Chrysler, Hudson, Nash and a Star. Later the same year, the AAA Contest Board made a new classification for six- cylinder cars costing \$2,000 or less. It was to be a 75-mile race at Charlotte, N.C. Studebaker entered three Commanders which all qualified at better than 85MPH. The other entrants, Buick, Chrysler, Hudson and Nash all withdrew, saying that their engines could not maintain that speed for the full distance. Three Commanders then raced alone. Being the only entrants, all three cars finished at better that 88 MPH. The Studebaker Commander Six engine had the longest run of any six-cylinder engine a period spanning over 30 years.

In the 30's the Big Six Commanders were often referred to as the "Bootleggers" being popular with those law breakers of prohibition days. The big luxury cars could outrun anything else on the road at the time. Very handy if the following car was the police in pursuit.

An Avanti in 1964 ran 92 mile plus in a one mile from a standing start and ran 168 plus mile per hour in a flying start. Both runs were made in two directions and then average. In all Studebaker record events, the AAA had strict supervision. In the 20's and 30's, when a company entered a speed of endurance event. the AAA came to the factory and picked the cars off the assembly line, saying, "These are the cars that you will race." There could be no cheating.

In 1964, the Avanti averaged 170.8 MPH for all distances from 1KM to 10 miles.

Studebaker held Indianapolis stock car record in the 500- mile race for 15 years, 1933 to 1948.

Thousands of trucks were built by Studebaker as well as thousands of engines for the B-17 Flying Fortresses for WWII.

TURNING WHEELS[®]

ANNOUNCES: NEW DIGITAL MAGAZINE



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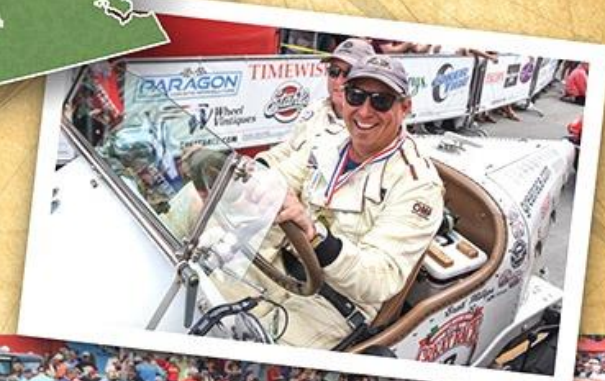


2024
HEMMINGS MOTOR NEWS
GREAT RACE
OWENSBORO, KY TO GARDINER, ME
PRESENTED BY
COKER TIRE



2024 Great Race Route

June 22-30, 2024
Owensboro, KY to Gardiner, ME





♥ Love is in the Air ♥

A Tippecanoe Place Wedding

Over the years, Clement Studebaker's 40-room mansion, Tippecanoe Place, has become a very popular wedding venue in South Bend, Indiana. Today, 138 years after its completion in 1886, the stately home of Clement Studebaker stands ready to make many brides' dreams come true. But only one bride can claim the honor of being escorted down the aisle by none other than Mr. Studebaker himself.

During eleven years of marriage, Clem lost not only two infant children, but ultimately his wife, too. Happily he and his second wife, Anna, were blessed with two sons and one daughter...George, Anne, and Clement, Jr. And so, on September 17, 1891, Clement Studebaker's only daughter, the 23 year old Anne, was married at Tippecanoe Place. Unfortunately, no pictures

of the wedding have survived. However, local newspaper archives reveal that the wedding was described as "the social event of the year".



Her new husband, Charles Arthur Carlisle, was from Chillicothe, Ohio and had worked his way up through the ranks to become a purchasing agent for the entire system of Toledo & Ohio Central Railroad. Carlisle relocated to South Bend after the wedding and went to work for the family business. For almost 50 years, he served as a purchasing agent for the company and on the Studebaker Board of Directors. Carlisle earned the military rank of Colonel by serving four years on the military staffs of two Indiana governors...James A. Mount and Winfield T. Durbin.

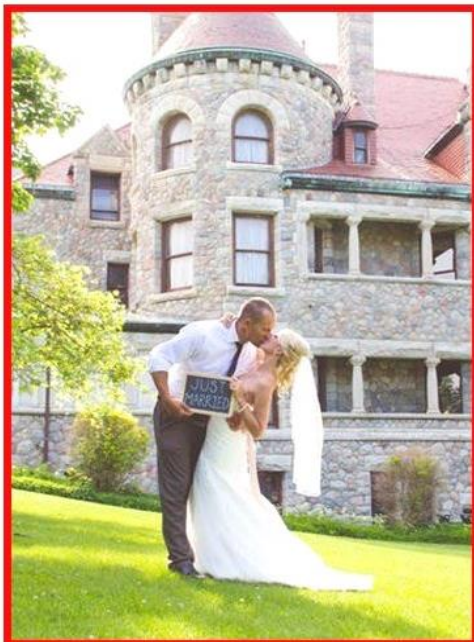
This very first Tippecanoe Place marriage was reportedly a happy union and produced seven children. Anne went on to become one of the most widely known and respected women in the State of Indiana. The World War I memorial in downtown Indianapolis stands as a memorial to her work as chairman of the Home Service Activities committee, which helped provide necessary services to over 500,000 Hoosiers during the war. Anne died in 1931 with Charles passing in 1938. They are buried in South Bend's Riverview Cemetery.

Where Timeless Splendor Meets Historic Charm

According to a Tippecanoe Place advertisement brochure we are invited to "imagine a wedding ceremony taking place on a perfectly manicured lawn with the unmatched backdrop of a majestic castle-like setting" or taking place on a "grand staircase fit for a royal wedding".

The bride-to-be can choose to have the wedding in many different areas of the mansion. The entire main level has a capacity of 200, while the lower level will accommodate 300 people. Obviously, if one would choose to have an outdoor wedding, the wedding party could be even larger.

FYI: Anyone contemplating holding a wedding at Tippecanoe place might want to prepare themselves for a possible haunting during the ceremony. Apparently, over the years, there have been several sightings of a "Woman in White". Since the restaurant opened in 1980, patrons and staff alike have encountered a ghostly woman in white. Whether you believe in ghosts or not, these people's experiences makes one wonder...is there still a Studebaker spirit roaming the halls of Tippecanoe Place?



Upcoming Events

Saturday, February 17 at 1:00 p.m. – Lunch at the Kopper Kettle restaurant, 135 West Main Street, Morristown, IN 46161. We have two food selections, filet mignon or fried chicken which they are known for. Lunch is served family style and includes salad with choice of dressing, whipped potatoes, creamed gravy, country season green beans, dinner rolls and ice cream for dessert.

Charlie Griffith needs a head count by Saturday, February 10. Call or text Charlie at 317-538-1538 or at chazwork@msn.com with your order of chicken or steak.

Mark Your Calendar



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

Saturday, May 11 at 11:00 a.m. Tour at the Atterbury-Bakalar Air Museum at 4742 Ray Boll Blvd, Columbus, In 47203. See inside the Fairchild C-119 Flying Boxcar. Same type aircraft used in Studebaker Avanti Operation Airlift, May 1962 to fly two Avantis around USA for dealer demonstrations.

At Noon – Lunch at Hangar Five Restaurant at 2770 Ray Boll Blvd, Columbus, IN 47203. After lunch a free guided air museum tour by Patrick Billey, former Studebaker Owner.

Also, photos opportunities of Studebakers at the Miller House.

RSVP by May 6 to Mike Baker at mikebaker@aoai.org . Designated parking for Studebakers and Avantis.

Saturday, May 25 Studebaker Nationals Drags - The annual Studebaker Nationals held in Bunker Hill, Indiana. All performance and skill levels welcome. Bunker Hill, Indiana, is about 14 miles north of Kokomo, IN and the Studebaker Nationals will be Saturday the 25th so bring your car to race, or not, and come to and enjoy the day with us. This is a track day and open to us so you can make passes in you Studebaker just for the fun of it. There's a snack bar at the track. For more information about this event Checkout Bunker Hill Dragstrip web site @ www.Bunkerhilldragstrip.com or call Richard Poe at 812-345-5414, or rosrichpoe@att.net

May 31 – June 1 –StudeBaker Indiana Annual June Swap Meet in South Bend at the St. Joseph Fairgrounds.

June 25 – 29 - 60th Diamond Jubilee International Meet is June 25-29, 2024 in Dubuque, Iowa.

National Directors

President: Dennis Foust - studeguy54@gmail.com
Vice President: Don Jones
Secretary: Cindy Foust - cfoust1966@gmail.com
Treasurer: Jane Stinson - jestinson@aol.com
Past President: Tom Curtis - tomnancurtis@aol.com

National Board of Directors

Crossroads Zone National Board Director: Bob Henning
at 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 \$37.00 for new members 1st year only. Renewals are \$46.00 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, 2024

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

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To:

February