



BRICKYARD BULLETIN



VOL. 49, ISSUE 4, A MONTHLY PUBLICATION OF THE INDY CHAPTER OF THE STUDEBAKER DRIVERS CLUB, APRIL 2024

Seventy members of the Southern Indiana Hudson Club and the Indy Chapter got together for the annual pitch in lunch March 16th. The weather was great and the food was amazing! The sunny day brought out many members and their cars that had been cooped up all winter.

During the meeting it was mentioned that there is some interest in caravanning to the International Meet in Dubuque June 24-29. Dubuque is about 400 miles from central Indiana and several Indy Chapter members are planning on attending. If you are going and want to join up with others let Mark Enlow, our activities director know and we will try put together a list of who is interested. The International Meet is always the biggest event in SDC of the year. It is a great way to take a vacation and a SDC meet at the same time. There are many fun events planned so plan on going, see new places, met old and new friends and we will see you there!

Nancy Bacon
President, Indy Chapter

Pitch-in at the Franklin Township Civic League Saturday, March 16

It was a sunny, warmer day for the Studebaker and Hudson Clubs to exercise their vintage vehicles and gather at Franklin Township Civic League Building in Wannamaker, Indiana. 70 members and guests enjoyed visiting and eating and enjoying friendships.

President, Nancy Bacon thanked Larry and Sue Kennedy for hosting.

Tom Flynn, Treasurer reported that 68 members are paid for this year. Bank balance is \$13,718.20. We have adopted two vehicles at the Studebaker National Museum in South Bend. They are a 1950 Champion Convertible and 1954 Commander Starlight (Bourke's Car) for the 2024 year. Five pairs of tickets were awarded to our Chapter for adopting the cars and are available on a first come, first served basis to our members to visit the Studebaker Museum.



Mark Enlow, Activities Chairperson, reported he needed help for a meeting place in April. The Doran's reported that we have reservations at **the Angry Donkey** at 230 Main Street, Michigantown, IN. for **April 13 at 1:00 PM** which brought a smile to Mark's face. It's on the far North side of Indy. Please RSVP to Beth Doran – 765-891-2704 by Monday, April 8.

May 11, we'll tour the Atterbury-Bakalar Air Museum in Columbus, IN. and have lunch at 11:00 a.m. at the Hangar Five Restaurant. Please RSVP to Mike Baker by May 6. There is designated parking for the Studebakers and Avantis.



Member Larry Hopkins brought his daughter, Michelle Proctor, and granddaughter, Zoey Hardin, visiting from California

May 25th, the Studebakers are at Bunker Hill & the Indiana Outlaw Gassers. See details on page 6 of the March Brickyard.

May 31 – June 1 is the Studebaker Indiana Annual Sway Meet in South Bend at the St. Joseph Fairgrounds. Joe Bacon is still the head judge.

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

Phil Schaefer invited all to the **Vintage Camper Rally** in Columbus on **October 5**, Saturday, to go through the campers. 12 – 3 pm is the Open House at the Cera Sports Park & Campground at 3989 S 525 E Columbus. The Camper Rally is FREE.

We could possibly caravan to Columbus. Contact Mark Enlow for details.

Danny Taylor invited all to the MCA's 3rd Annual **Rockin' Retro Father Daughter Dance** on Friday, **April 19th** from **6:30 – 8:30 PM** at the MCA Gym in Mooresville. Contact Danny if any questions.

Becky Griffith had a newspaper article of the Muppets Mobile Article in the January newspaper if anyone wished to learn more.

May 5 in Auburn Indiana at the NATMUS Museum, home of the Futureliner, also that building was the L-29 assembly, is a meet. The Auburn, Cord, Duesenberg Museum is also there. So Campus Passes to both museums are available. They have a nice meet. Contact Rick Crawley. 30 Collector Cars will all be displayed that weekend.



Rick Crawley made a motion to adjourn. Jeff Westcott 2nd the motion. Meeting was adjourned.

Beth Doran, Secretary



SDC Member John Boyer drove his new to him, bought in August, 2023, 1952 Studebaker pick-up for the first time to a meet.



ANOTHER FEATHER IN HIS CAP

By, and Thanks to Dan Kuhl

We, in the Studebaker world are celebrating the 60th Anniversary of the Avanti debut. I believe this celebration should include all aspects of this car's great history, including a little-known achievement by Raymond Loewy.

In my search for material concerning the anniversary, I chose a subject that was in its infancy in the 1950's and became one of the dominate features on the cars manufactured today. This feature is automobile safety.

With the rising death toll from auto accidents the Liberty Mutual Insurance Company and Cornell University embarked on a joint project in 1957, the first "research based" safety car.

Ford was responsible for the engineering and Raymond Loewy the esthetic design aspects of the safety car. According to media hype the car would allow its occupants to walk away, unharmed from a 50 mph collision.

Features of the Cornell-Liberty safety car included a rollover bar, shock absorbing bumpers, and side protection to protect the occupants during a side crash. Other features included seat belts that would protect the occupants from the "second collision" with the dash/steering wheel or the windshield.

For those that are interested the original 13- page manual describing the features of this car, it is available at the Henry Ford Museum web site. This car clearly demonstrated that safety can be achieved without destroying the cars aesthetic aspects.

Somebody at Studebaker was paying attention. The Avanti designed by Raymond Loewy's team in Palm Springs just four years later clearly demonstrates that safety and design can go hand-in-hand. The Avanti came with a padded dash, roll bar, seat belts, bucket seats, and special door locks, all of which were to keep the driver and occupants secure in the Avanti. And, to prevent accidents the Avanti came with disc brakes, very much ahead of other American manufacturers at the time of its debut. The Avanti was truly ahead of its time, and a real example of the Cornell-Liberty safety car. In closing the Cornell-Liberty safety car is on display at the Henry Ford Museum.

References:

Jacobus, John L. And Evelyn Jacobus, Contributor (Spring 2022). U.S. Automobile Safety Principles and Strategies of the 1950s and 1960s. *Automotive History Review*, No. 63, pp. 24-43.

The Henry Ford Museum at:

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/368754#slide=gs-226103>

Danny Taylor is looking for a few Studebakers for the event below: Be there at 6 until 7. It's a retro Father - Daughter dance at my buddy's school. Just wanted to have some old cars there for picture, taking as the father daughters come in. Three or four cars would be great. Call or text me if they can come so I can coordinate with them. 317-294-6177 or dgtaylor8888@gmail.com.

If our club members who bring a car, want to bring a daughter or granddaughter, they can get in the dance free.

Best regards,
Danny

MCA's 3rd ANNUAL

ROCKIN' RETRO
FATHER DAUGHTER DANCE

Friday April 19th
6:30-8:30PM
MCA GYM

RSVP

by April 15th
\$10/Adult Male \$5/Daughter
Invitees: MCA Students PK3-5th

SPONSORED BY
CAPITOL ADHESIVES
Building Bonds that Last



Adult Name(s) _____

Daughter Name(s)/Grade(s) _____

Email _____ Number Attending _____

Amount Paid _____ Bill To: FACTS Cash Check (made out to MCA)

Contact Taylor Hasting and Courtney Jackson with questions MCAfatherdaughterdance@gmail.com

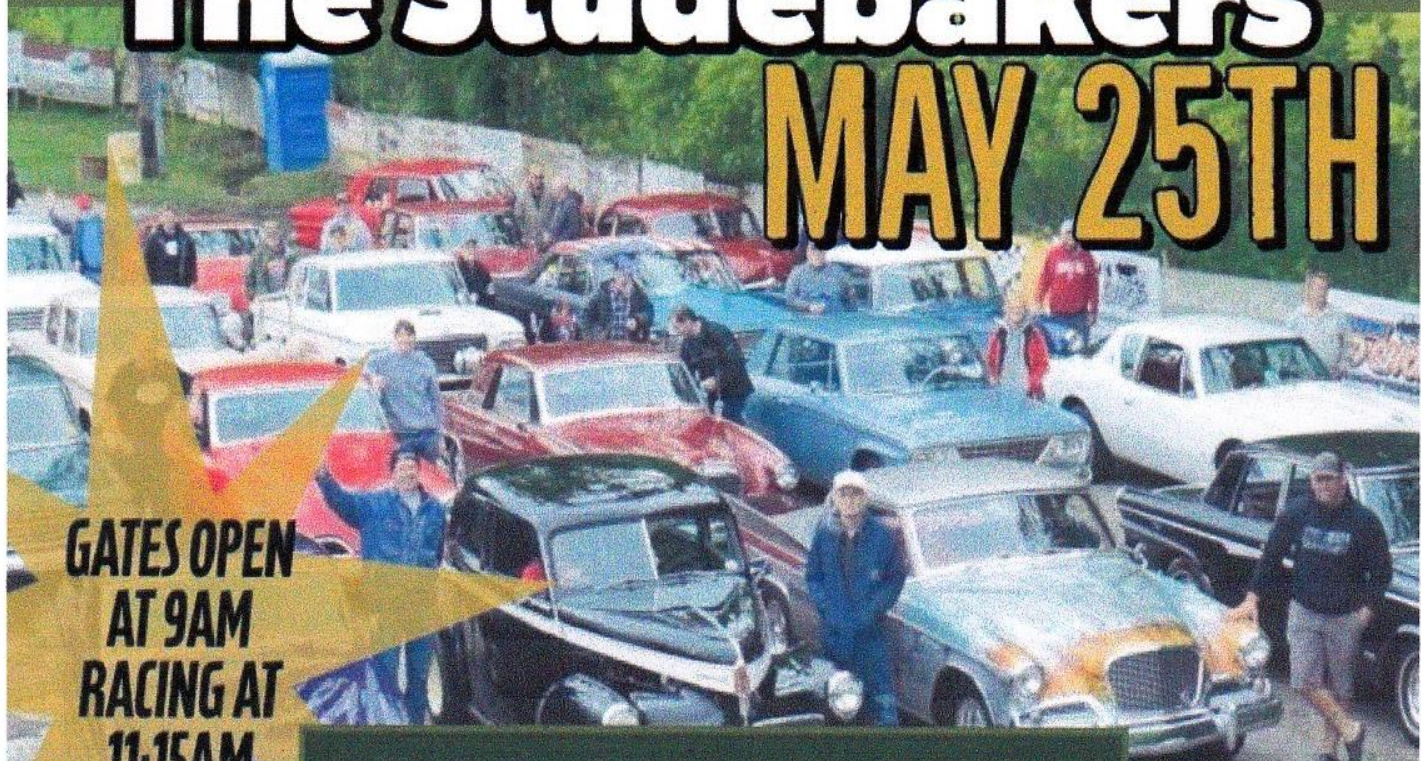
*To Register Online
Scan Here!*



COMING TO BUNKER HILL DRAGSTRIP

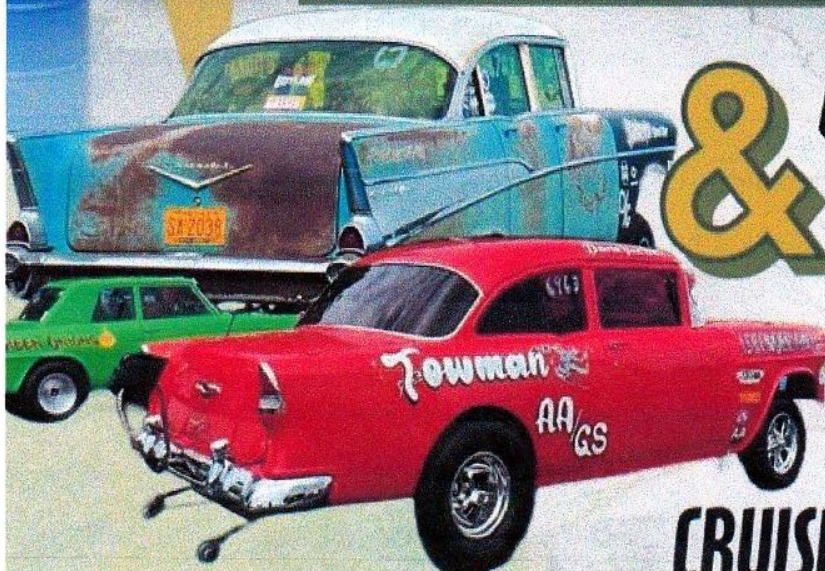
The Studebakers

MAY 25TH



**GATES OPEN
AT 9AM
RACING AT
11:15AM**

**SPECTATORS \$10-KIDS 12 & UNDER FREE
\$25 TO MAKE PASSES DOWN THE TRACK**



&

Indiana Outlaw Gassers

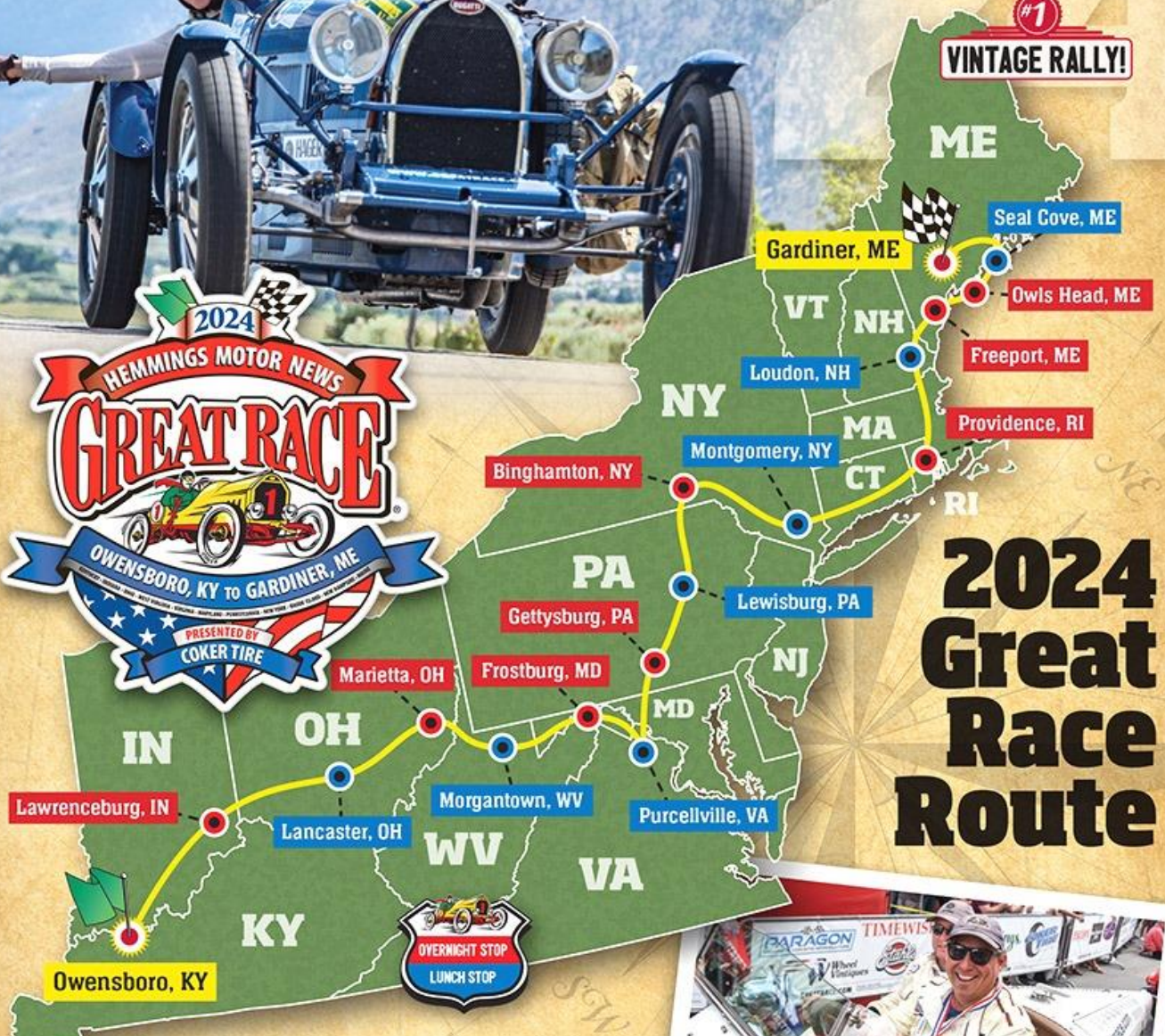
**STUDEBAKER
PARADE AT 11AM**

CRUISE IN AWARDS AT 12PM

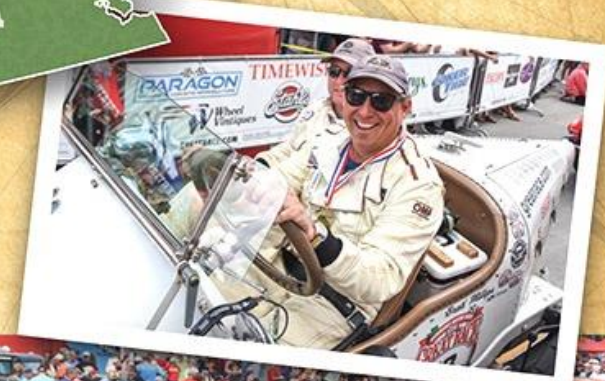
1512 W 900 S Bunker Hill IN 46914



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



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



HEMMINGS HAGERTY Drivers Club COKER TIRE McCollister's Auto Transport Roco SOUTHERN STAR SAMUEL SMITH



Forgotten Avanti Facts

The Avanti was not just the fastest production car of its time, but also an impressive style icon that was too good to die with Studebaker. It is often true that time has a way of blurring our memories. Recently, I ran across an article written by Simon Kim in which he lists 10 things that some people may have forgotten about this classic car. Let's take a look:

1. The Avanti was designed by Raymond Loewy. When Sherwood Egbert took over as president of Studebaker, he was handed the challenging task of putting Studebaker back on the map. He immediately reached out to bring designer Raymond Loewy on board to reinvent Studebaker.



2. The Avanti started as a secret project. Raymond Loewy set up a design studio in Palm Springs and designed the car in secret. The vehicle's design layout was ready 40 days after design work commenced, and after Egbert's final layout approval, Loewy's team sent a one-eighth GT clay model to Studebaker's design team.

3. Studebaker Designed And Built The First Avanti Prototype Within 14 Months. Surprisingly they were able to present the Avanti at the New York Auto Show on April 25, 1962.

4. It had a fiberglass body because of budget constraints. Contracting Molded Fiberglass Products Co. to make the fiberglass construction meant that the Avanti would be tooled up much cheaper and more quickly than using a typical steel setup. The lack of funds also saw Studebaker complete the Avanti as a parts-bin special with an extensively modified X-frame from a Lark convertible, heavy-duty coil springs from the Lark police car, and the five-leaf semi-elliptic springs from the station wagon.

5. It had razor edge styling. Besides the remarkably slippery shape, asymmetrical hood hump, and distinctive single round headlights, the Avanti's hallmark was its clean grille-free nose, instead featuring a bottom breather design that gained popularity almost two decades later.

6. Avanti had three different engine options. The base R1 model featured a four-barrel naturally-aspirated 4.7 liter V-8 that made 240hp. The R2 came with a Paxton supercharger that boosted the 4.7-liter V-8 to chum a respectable 290hp. On the other hand, the R3 was an ultra-rare limited-production package capable of nearly 400hp thanks to a high-performance 5-liter Paxton-supercharged masterpiece.

7. Studebaker Publicized The Avanti With A 16-Day Tour to 24 cities. Studebaker had car dealers and the press come down to the airports and watch the Avanti models drive out of the plane and zip around the runways. The aerial hoopla worked like a charm, generating enough interest and excitement for people to place orders.

8. But the car failed To Live Up To The Hype. Unfortunately, the rushed production came at a cost. With more than 120 fiberglass components in play, Molded Fiberglass Company, which also built the Corvette fiberglass body parts, botched the Avanti bodies and Studebaker wasn't able to assemble enough cars even for display at dealerships. Studebaker had to set up a separate fiberglass production line, but quality issues and extensive reworking meant Avanti production got delayed by months. Failure to fill orders saw the advance buyers grow tired of waiting and cancel their orders. (Many would decide to purchase the Corvette.)

9. The Studebaker Avanti Broke 29 Bonneville Flats Speed Records. To whip up popularity, Studebaker executives okayed the speed record attempts. With a crew of 20 mechanics and several racing veterans at the wheel, the Avanti broke 29 standing and flying Bonneville speed records in 1963.



10. The Avanti Lived On After The Demise Of Studebaker. In 1963, Studebaker's closed the South Bend production plant after only an 18-month production run of Avantis, with just 4,643 units sold. But the Avanti was too sensational to die with Studebaker. It just kept motoring on with several starts and stops under a succession of owners for over four decades!

Upcoming Events

Saturday, April 13 at 1:00 p.m. – Let's kick off Spring with a little drive to the **Angry Donkey, 230 Main Street, Michigantown, IN 46057**. They have a real nice menu and plenty of street parking around the building. Bet your Studebakers would love to get out and stretch its *wheels!* Contact Beth Doran at doran68ba@hotmail.com or 765-891-2704 by April 10 if you plan to attend.



Mark Your Calendar



Saturday, May 11 at 11:00 a.m. – **Lunch at Hangar Five Restaurant** at 2770 Ray Boll Blvd, Columbus, IN 47203.

After lunch we will tour 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.

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. **See page 6 for more information.**

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.

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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.

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Indy Chapter SDC
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To:

