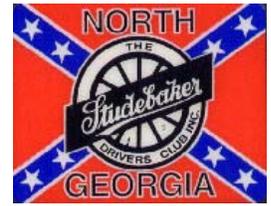


The Hillholder



In this issue:

- Meeting Calendar for 2005
- Minutes from December's meeting
- Birthdays and Anniversaries
- New column: *This and That* . . .
- Bob Hughes Photo Gallery

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January 2005

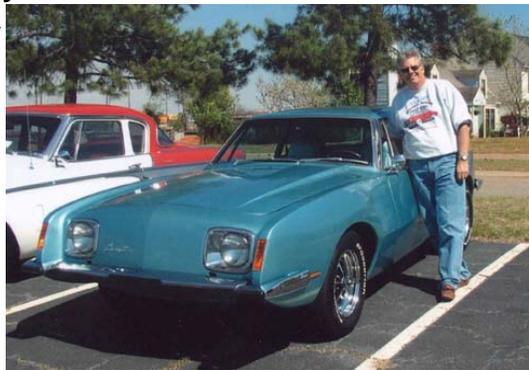
Christmas Meeting

Bethlehem, GA

The annual Christmas meeting was held in Bethlehem, Georgia, sponsored by **Billy and Charlene**

Carey and Ray & Brenda Phillips.

The buffet included turkey, ham, squash casserole, bean casserole, cream corn, cranberry sauce, giblet gravy, cornbread dressing, and strawberry shortcake for desert. **Ed Burris** opened the meeting with a prayer. President **John Hollier** started the meeting by thanking all who had



helped him in his presidency the last two years including **Ed Burris, Dan Miller** and **Don Smith**. John also mentioned that Hemmings Classic

Cars magazine had some Studebaker listings. **Rick Kamen** added that Hemmings new muscle car magazine had articles on Studebakers.

Free issues of *Turning Wheels*

Dan Miller offered *Turning Wheels* back issues to use as hand outs for prospective new members. He also has cook books from the bus drivers for sale.



Treasurer's Report

Please Pay Dues Now

Please remit your check for \$15 Payable to: North Georgia Chapter, Studebaker Drivers Club. Chuck Lampman, Treasurer, 4141 Lynette Ct NE KENNESAW, GA 30144

State Meet T shirts ads sold.

Don Smith reported that the ads for the shirts had all been purchased by four vendors. Don encouraged all to support the vendors who have supported the club. The T-shirt will be \$10 for all sizes except XXL which will be \$12. There are only 12 of the largest sizes. There will be a total 144 shirts. The advertisers are:

1. Jon Myer's Studebaker Parts
2. My Mercedes Place
3. Crazy Ray's Auto
- Pages 4. Shirtworks

SDC Members versus Owners

The DMV in California a few years back listed more than 20,000 registered Studebakers in the state with only 1,000 in the local SDC club.

This and That . . .

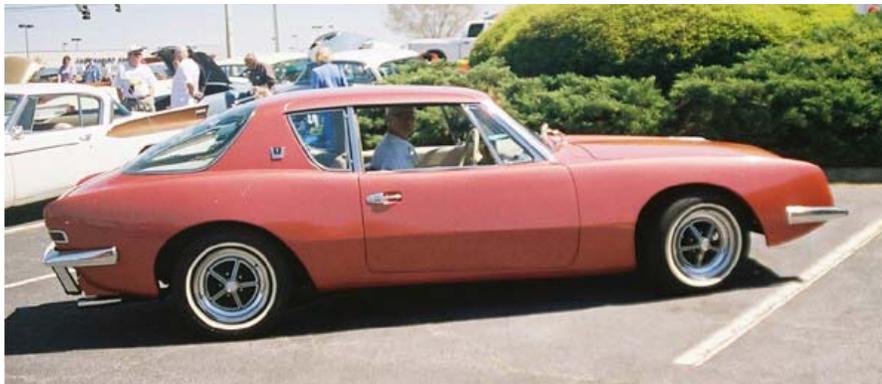
To: Studebaker National Museum From: **Wayne Lee, South Georgia Chapter - SDC** I and my family are members of the museum – have been for a long time. I would like to know how to contact Rebekah Bonham regarding a question I have about five murals to be in the new Museum building now under construction. It is my understanding that the Western Wheels Chapter of Nebraska is sponsoring a mural of a 1951 car and the Dakotas Chapter is sponsoring a mural of a 1964 car. What other murals are being planned for the new building and what are the sponsorship requirements please? If possible, I need this info prior to our next club meeting which is 6 Nov 2004. It might be **possible that both chapters in Georgia** can rally together to sponsor a mural.

South Bend's National Studebaker Museum has added four new cars to its extensive automobile collection. The new additions include a 2002 H2 Hummer donated by AM General, a 1916 Studebaker Series 17 Roadster, a 1951 Studebaker Commander used in the 1979 motion picture The Muppet Movie and a 1931 Studebaker Six Roadster that

Your Headline Here

Bob Lytle reported that there was about \$820 in the treasury. Chuck Lampman reminded everyone to pay their dues for 2005.

newsletter and are worth a little extra thought. In just a few words, you need to convey an entire idea while enticing the reader to read the story. The headline should tell the reader what the article's about. Don't create a cute headline that doesn't let readers know what they're getting into. Keep it short. Headlines should contain



Attendees & Cars

Edward and Myrtle Burris: **64 Avanti**

Dan & Barbara Miller

John & Arlene Hollier: 70 Avanti

Pete McCaffrey: 62 Champ

Don Smith & daughter Fleming:

64 Daytona Convertible

Marsha & Mike Byrd: 62 Hawk

Ina & Billy Greene

Fred & Paula Martin: 62 GT Hawk

Ray & Linda Downing

Bob Lytle: 56 Power Hawk

Marge Smith (Guest)

Crazy Ray & Diane Smith

Solon Couch, Jr.

Ray & Brenda Phillips, Lamar Phillips

Charleen & Billy Carey, 57 Commander

Buddy & Dot Hunt

Bob & Barbara Hughes

Rick Kamen & daughter, Brighton

Claude & Sue Griffith

Lenny & Phyllis Major

Tom & Maureen Elliot

John & Dorothy Brown

Hobo & Brenda Bodkin

Edwin Rhodes & E. C. Henley

William & Doris Cope

Harry & Margaret Parnell

Milford & Janeth Brown (guests):

50 Starlight Coupe

Squash Casserole

6 yellow squash, sliced

1 small to medium onion, sliced

½ cup grated cheddar cheese

⅔ cup cracker crumbs

3 eggs, beaten

4 tablespoons margarine

Cook squash and onion until tender. Drain well. Mix rest of ingredients. Place in greased baking dish; top with additional crumbs. Bake in preheated 350 degree oven until brown.

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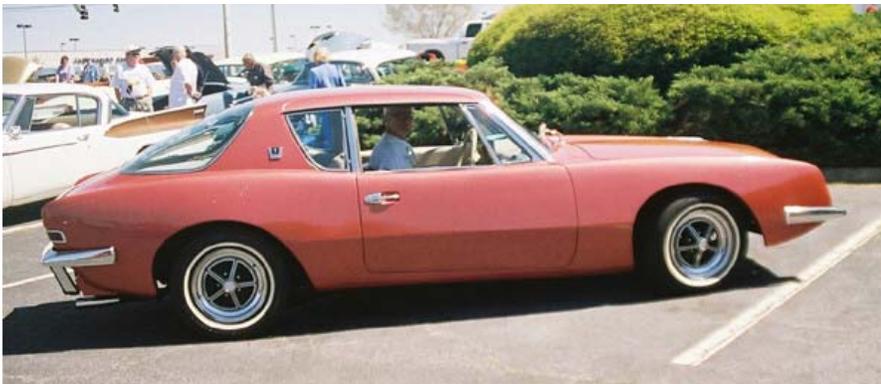
Our January meeting will be held at the Mellow Mushroom in Winder, GA. The Mellow Mushroom offers healthy and nutritious menu items, including specialty pizzas, monumental hoagies, calzones, fresh salads and baked pretzels. We offer an array of healthy toppings, from tempeh to tofu, and pesto to sun-dried tomatoes.

Opened by two Georgia Tech roommates who had been working in the pizza business, this "hole-in-the-wall" restaurant soon built quite a reputation for itself. These roommates were soon joined by a U.G.A student who found their second location. This trio of entrepreneurs has worked hard over the years to create the success story that Mellow Mushroom Pizza has become today.

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The Studebaker Story

...more than you promise

In 1852 Henry and Clem Studebaker opened a blacksmith shop in South Bend, Indiana. By the Civil War the shop was supplying wagons to the U.S. Army. In 1868 four of the brothers established the Studebaker Brothers Manufacturing Company. Despite setbacks, the Company grew to be the largest wagon factory in the world, delivering on its motto, "Always give more than you promise."

As the 20th Century dawned, Studebaker began building both electric and gasoline powered automobiles. After supplying wagons for the Allies during World War I, Studebaker put all its resources into automotive manufacturing. From the 1920s until its closing in 1966, Studebaker Automotive was a leader in styling and engineering. Many of the famous designs that rolled off the South Bend assembly lines are now an important part of our country's automotive history.

Birthdays January

David Gelmini 1/12
Barbara Hughes 1/4
Rick Kamen 1/8
Phyllis Major 1/7
Frank Petru 1/8
Jerry Robbins 1/12
Marilyn Sullivan 1/25

Anniversary

When storing your Studebaker for those long winters, there are a few guidelines you should follow.

1. Store it in a relatively low humidity storage area, with a wood floor, if possible. Concrete and/or dirt floors allow the car to "sweat", thus starting rust on the floor pans.
2. Block and jack the car off the ground and remove the tires (they will get flat if left on the car).
3. Disconnect & remove the car's battery.
4. Lock all doors and stuff wadded up socks into the tailpipe & carburetor (to prevent our animal friends from making our nice R-3 engine, their new home).

Tech Tips

Question:

I have a 64 GT Hawk. I see a lot of info related to the type of 289 V8 engines (Base, R1, R2, Avanti) that were available. Can someone explain the differences between these engines with maybe approx horsepower.

Answer:

If your car was a US model, then the standard engine was a 289 V8. The R1, R2, and R3 were all optional engines in 1963, and 1964.

The R1 is a 289 engine with 10.25:1 compression ratio and came stock with chrome valve covers, valley pan, and air cleaner. The R1 is rated at around 245HP.

If you are interested in knowing whether your engine is a R series or not, here's how to know... Look on the top of your engine block in the front and to the right, there should be a flat area and in that area is a number.

-If the number starts with a V (which is shouldn't for your case)

-If the number starts with a P you are looking at a stock 289 V8.
-If you see a JT or a JTS, you are looking at an R series engine (remember that you could be looking at an R2 or an R3 engine without the supercharger stuff).

Just as a point of interest, the power shift trans was offered as an option with a regular 289. Also, a chrome package could also be added as an option to a stock 289.

The R2 is a 289 engine with a supercharger. It too had chrome valve covers, valley pan, and piece for the top of the carb. The R2 has around 290HP.

The R3 is a 304.5 CID engine (289 bored out .090 i believe) and is too supercharged but instead of the carb being pressurized, the carb is set into a box and the inside of the box is pressurized. The R2 has all the chrome of the R2 with exception of the piece for the carb. The R3 is rated at 325HP.

---About the R1, R2, R3, R4

All R series engines came with a heavy duty Power Shift trans (automatic), or a 4 speed (T10). The Power Shift trans is a derivative of the Flightomatic but is a heavier duty version including more clutches inside the trans, and cooling lines which go to the radiator to help the trans oil to stay cool. No overdrive was offered with the R series engines.

I know that the R2 and the R3 had 6 quart oil pans and I believe the R1 did too (but am not sure).

There was also a package offered by Studebaker in 63 and 64 which included a R series engine and trans, Power Steering, Power Brakes, Twin Traction, Traction Bars, and a couple other things that have momentarily slipped my mind. These were called either a "Super Hawk" or a "Super Lark" as the Lark and the Hawk each had equal options of powerplants.

Answer from Studebakerbob