

JANUARY 2010

The Hillholder

North Georgia Chapter of The Studebaker Drivers Club

CHRISTMAS PARTY, HOSTED BY BILL AND CHARLOTTE DELLI



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President's Message

December 8, 2009



What a beautiful day for our annual Christmas meet!! Our attendance was fantastic; thanks to everyone who attended. It was great to see some of those who can't always come. Charlotte and Bill really loaded the counter with some absolutely delicious food. We appreciate the group of last-minute volunteers who jumped in to help.

Thanks to the membership for the vote of confidence in the current slate of officers, and allowing us to continue serving you during the upcoming year.

I was so glad to see Paula Martin's surgery went well. To anyone else scheduled for a "tune-up", we wish you a speedy recovery and keep in touch, let us know.

I want to thank the membership for their participation in the ALS donation. With the help of all of you present at the Christmas meeting, we collected \$400, which enabled our chapter to donate a total of \$600 to ALS. WAY TO GO TEAM!!!

Everyone have a great Christmas Holiday and a Happy and safe New Year.

We will see you all at the January meeting on the 10th. Remember, drive your Studebaker every chance you get. Everyone that sees it will appreciate it.

Studebakerly,

Dan Miller



December 2009 Attendees

Ben and Janet Alspach		Richard Knoblock	1956 Sky Hawk
Hobo and Brenda Bodkin	1963 Avanti; 1937 Ford panel truck	Chuck Lampman	1956 Golden Hawk
Edward Burris		Bob Lytle and Marguerite Smith	
Mike and Marsha Byrd	1962 GT Hawk	Peter McCaffrey	
Billy and Charleen Carey	1957 Commander	Lenny and Phyllis Major	
Jim and Dotty Carto	1963 Avanti	Fred and Paula Martin	
Chris Collins		Jim Masone	
Bill and Doris Cope		Dan and Barbara Miller	1959 Silver Hawk
Solon R. Couch, Jr.		Jim and Carol Nichols	
Bill and Charlotte Delli		Thomas Odom	
Ray and Linda Downing		Ray and Brenda Phillips; Lamar and Bridget Phillips (guests)	
Tom and Maureen Elliott		Terry Smith	1951 Commander
Howard and Beverley Engle		Tim and Guadalupe Taylor	1960 Champ
Jim Fisher		Alan and Rochelle Ziglin	1951 Commander Starlight
Billy and Ina Greene			
Buddy and Dot Hunt			

Celebrations

Birthdays

Anniversaries

Loretta Malin	12/1	Barbara Hughes	1/4	Don and Margaret Smith	12/15
Charleen Carey	12/5	John Spang	1/4	Jerry and Joyce McKinney	12/18
Hobo Bodkin	12/9	Phyllis Major	1/7	Billy and Ina Greene	12/22
Edward Burris	12/11	Rick Kamen	1/8	Vince T. and Stacy Geiger	12/27
Barbara Miller	12/20	Frank Petru	1/13	Chuck and Cindy Lampman	12/30
Alan Ziglin	12/24	Wendell H. Geiger	1/13		
Bunny Hager	12/26	Mike Hopper	1/25	Jim and Carol Nichols	1/1
Ron Bergeron	12/28	Marilyn Sullivan	1/25	Buddy and Dot Hunt	1/6
Jett Gunn	12/31				



North Georgia Chapter, Studebaker Drivers Club

Meeting Minutes

December 6, 2009

- President Dan Miller opened the meeting. It was a pleasure to see members who have not attended in some time, such as Jim Fisher, and Tim and Guadalupe Taylor. With tomorrow being the anniversary of the 1941 Pearl Harbor bombing, Dan asked that members say a prayer for those who served, as well as for those now serving our country in the armed forces.
- A big thank you to Bill and Charlotte Delli for hosting us today. The Christmas party tends to be one of our best-attended events, and this year was no exception, with about 50 members and guests present. That translates into a lot of cooking, and Charlotte pulled it off in fine fashion. Charlotte thanked a number of the chapter ladies who helped with the decorations and other preparations.
- Announced birthdays, anniversaries, and those we need to keep in our thoughts and prayers.
- By unanimous vote of the members present, your current officers were re-elected to serve in 2010. We thank you for your support, and will do our best to lead the chapter to even greater success next year.
- Brenda Phillips thanked the members for all the concern shown for them and their daughter; she is stationed in Ft. Hood, Texas, site of last month's terrorist attack.
- Chuck Lampman mentioned that he is helping Dorothy Brown market John's 1963 Avanti and 1955 Speedster. We sent members with e-mail addresses a link to the chapter website ad during late November. We will also list the cars in *The Hillholder* classifieds. If not sold by end of the year, these vehicles will go to *Turning Wheels* and eBay. Once they are sold, Chuck can begin prepping the other cars and parts for sale.
- Tom and Maureen Elliott thanked everyone for the tremendous support shown to both of them as we learned of Tom's illness, and for the enthusiastic participation in the Walk to Defeat ALS. Today Tom and Maureen wore the team shirts that their son designed for the walk. Tom's Scooterbakers has raised \$7,945 as of December 8. That includes a direct \$200 contribution from the chapter. We had a donation box set up at the meeting today, and asked members to contribute to the ALS fund-raising in lieu of the gift exchange we have done in past years. The chapter advanced additional monies for the fund, so that today's gifts would also count toward the team total. The ALS Walks in Atlanta, Augusta, and Macon raised over \$520,000 overall.

Tom and Maureen gave a special gift to Chuck Lampman, who was the lead contributor to the team: a handmade wooden Avanti model, #1 of 90 produced.

Tom also thanked the chapter for the confidence shown in him as he continues to be our vice-president. Alan Ziglin has graciously offered to be available on a standby basis, should Tom desire some assistance in the future.

- Ed Burris shared with the chapter his copy of the SDC membership roster. According to Mark Wheeler of Cornerstone Registration, in 2008 the SDC Board voted to produce a roster bi-annually rather than annually. A new roster will be produced for the 2010-2011 years. This roster is expected to go into production in late January and should be available for sale in February. You can order one through the club store on the SDC website, or by using the membership application form in the back of *Turning Wheels*.

(continued next page)

Ed is not aware of anyone running against him or Wayne Lee for re-election as SDC Board Member and Southeast Zone Coordinator, respectively.

Ed gave a synopsis of the speech he gave on banquet night of the Florida State Meet. His comments related to the ultimate cost of making compromises: whether re-using a worn part on your Studebaker as “good enough”, or in more consequential personal and family matters.

We are disappointed to learn that Richard Dormois has resigned as International Meet Chairman. Richard had brought a great deal of effectiveness and integrity in taking on those responsibilities for the SDC.

- Charlotte Delli presented highlights from the Treasurer’s Report; a copy will be in *The Hillholder*. Bill and Charlotte were collecting 2010 member dues (\$10) today. Please remember that we need to have them by year’s end.
- Our hosts gave poinsettias to those members who had the longest and the shortest drives to the meeting. We also drew for a number of door prizes as well. Jim Fisher won the 50/50 drawing, splitting the \$126 pot with the chapter.
- The 2010 calendar of events we published last month had the wrong date for the January meeting. We will meet the second Sunday, **January 10th**, not the 3rd. The corrected calendar is as follows:

2010 Meeting Date	Hosted By	2010 Meeting Date	Hosted By
January 10	Chuck and Cindy	July 11 (<i>second Sunday of</i>	Henry and Loretta Malin
February 7	Alan and Rochelle	August 1	Billy and Charleen Carey
March 7	Enrique and Norma	September 12 (<i>second</i>	Ben and Janet Alspach;
April 4	Fred and Paula Martin	October 3	Jim and Carol Nichols
May 2	Mike and Marsha Byrd	November 7	John and Arlene Hollier
June 6	Buddy and Dot Hunt	December 5	Bill and Charlotte Delli

- Next month’s meeting will again be at Provino’s Italian Restaurant in Kennesaw. Details will be in *The Hillholder*. No need to RSVP for this meeting.

There being no further business, the meeting was adjourned. See you next month at Provino’s!



Florida State Meet Notes

by Ann Lee

Since we were getting so much rain up here, I suggested Wayne take advantage of the dry day we had to load my '53 Starliner on the trailer. This was several days before our trip to Florida. After it was loaded he parked it in the back yard to wait for next Friday and put the keys away.

When Friday finally got here, Wayne hooked up the trailer and put our bags in the truck. As the garage door closed, I asked him several times if we had everything - did you forget anything? As usual he just nodded saying ...no - we've got everything except the kitchen sink. We finally pulled away at 8:30 A.M. - Florida here we come!

We made it through Atlanta easy enough, but drove through some heavy rain from McDonough to Macon. In Forsyth the temperature jumped from 62 to 72 degrees in the space of a mile. By the time we got into Florida it was in the 80s. We didn't see a single Studebaker until we pulled into the Holiday Inn in Deland that evening at 5:30 P.M.

While I'm checking in and chatting with old friends Wayne pulled around back to unload the Starliner. He undid all the tie-downs and put the ramps in place and then he came up to the room asking me for a coat hanger. He was pretty quiet so I asked him what he needed the hanger for and he said he couldn't find his keys so he needed the hanger to unlock the door so he could get his spare key inside the car.

From my 3rd floor window I can see Wayne walking around the car scratching his head and wiping the sweat from his forehead and walking around the trailer several times. I told myself something is not right. Finally, Wayne came up to the room one more time to tell me he found the extra key but it wasn't for the ignition - it was for the gas cap. So there it was - we had driven all the way from Atlanta to Deland, Florida and the key was still on the work bench at home.

So I immediately started calling some of our friends to see if anyone could help him. I told them what had happened. I thought maybe I could borrow someone else's '53 keys that might work on our car - but no luck. Wayne tried to explain to me that Studebaker keys won't work in a car with a Cadillac steering column in it. Thanks to my quick thinking -

how about a locksmith - maybe they can make a key for you? A phone call later we learned it would cost \$145 and the steering column would have to be disassembled - meaning more \$\$\$\$. Wayne decided just to leave it on the trailer and eat crow all weekend.

We enjoyed catching up with old friends and seeing some Studebakers we hadn't seen before - such as the 1924 Big Six Ambulance - hearse with the skeleton in the front seat. As always the North Central Florida Chapter did a great job. The hospitality room was their best yet - they never ran out of goodies all day long. The delicious lunch was spare ribs and chicken barbecue that was catered in from Gainesville and cooked on-site Saturday morning. Dinner and the awards banquet were great with lots of folks in Halloween costumes. The banquet room was pretty big and I'd guess there were about 120 people there - maybe more.

At the end of the show, two hard luck stories had been told when Stephen Cade stood up and shouted across the room for Wayne to tell his hard luck story. Wayne did so and closed by saying his wasn't a Studebaker hard luck story; it was more of a brain dysfunction. The entire room laughed and clapped - but he didn't win the hard luck trophy. That went to a guy who melted something on his motor.

As we were leaving Sunday morning several people in the parking lot waived their car keys at Wayne - all with big grins. Some came up to me suggesting I keep the car keys the next time.

Kudos to the members of the North Central Florida Chapter for their hard work and putting on a great show - even though our car didn't get off the trailer.

North GA Chapter members present included: Jim and Carol Nichols, Richard Knoblock, Edward Burris, Wayne and Ann Lee, Henry and Norma Hernandez.



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South GA Chapter members present included: George and Ann Klutkowski, Glenn and Jackie Hayes, Joel and Karel Daniel, Wayne and Ann Lee, Stephen Cade and family, and Edward Burris.

Big Bend Chapter members present included: George and Ann Klutkowski, Wayne and Ann Lee, Glenn and Jackie Hayes, John and Barb Andras.



How Many Late-1920's Studebakers Are There in Atlanta??

By
Alan Ziglin

My answer to the above question is, "I don't know, but at least TWO!! You may have seen our 1929 Commander. A few weeks ago, my son Michael told me there was a 1928 Studebaker Dictator for sale on eBay and that it was listed as being in Atlanta. Shortly after that, Dan Miller contacted me with the same information.

In the late 1920's and early 1930's, Studebaker's line of cars had the President at the top of the line, the Commander in the middle, and the Dictator at the low end of the price range. In addition, from 1927 to 1930, Studebaker offered an even lower-priced car called Erskine (named after the president of the company). In the early 1930's, with war growing in Europe, Studebaker began using the model name Director instead of Dictator.

I contacted the owner of the '28 and (making clear that I was not in the market for another Studebaker of that vintage) was wondering if I could come see his car. As it turned out, he was most willing to have me come visit. The car was at his home in Buckhead.

Some club members may recall that when Terry Smith hosted our meeting at Dante's in Buckhead, I brought our '29 to the meeting. Given that successful journey from home to Buckhead and back, I decided to surprise the owner of the '28 by driving our '29 when I went to see his car.

Rochelle and I took Stu (that's our '29's name) down to Buckhead and had a very enjoyable visit with the owner and his daughter. Our son, Michael, joined us in Buckhead.

Although the cars were similar in many ways, there were substantial differences since for the 1929 model year, Studebaker made significant changes in their offerings. For instance, the '28 had the six cylinder engine that Studebaker had such great success with in the mid-1920's. On the other hand, our Commander has the straight 8-cylinder engine that Studebaker introduced successfully for 1929. Very shortly thereafter, Studebaker boasted that they sold more cars with 8-cylinder engines than any other manufacturer in the world!

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In the late 1920's Studebaker transitioned from a long visor on the outside of the front windshield to a smaller one and then to no outside visor at all. This transition is clear when you compare the long visor of the '28 with the shorter outside visor of our car. On the 1929 models, Studebaker referred to the visor as a "polo cap visor."

Another feature that attracted my attention was the stop light. When the brake light comes on in our car, in the red glass there is the word "STOP" embossed in the lens.....I guess this is in case the driver behind the car did not know what it meant when this red light came on. Well, on the 1928, when the stop light comes on there are TWO words illuminated.....above the word "STOP" is the word, "STUDEBAKER"!!!!!! I guess in 1928 they wanted you to know not only that the car in front of you was stopping, but also that you were about to stop behind a Studebaker!

The owner of the Dictator inherited this car from his father. It seems that his father had set a goal of owning one of each of the cars that his father had owned! Ultimately, after a couple of cars, he realized his goal was not to be reached and he simply held onto the last one he had bought, which was this 1928 Dictator. I was very interested in hearing about the Dictator, which like our Commander, is over 80 years old and is a survivor, with no major alterations. I was also glad to show him features of our Commander. In all the conversation, I did not think to place both cars side-by-side for a picture, but I did snap a couple of pictures showing his car with mine in the background.

I am including a few pictures from this meeting of these two old Studebakers. The car did not sell on eBay. As of now, the ended auction for the '28 can still be viewed. There are two dozen pictures of this fine car on the eBay site. The ended auction number is 120491394270.

I guess the moral of this story is that you never know where an old Studebaker will show up.

Maybe that's why we say, "Studebakers! Love'em and Drive'em!"



**Treasurer's Report
North Georgia Chapter SDC**

1 November 2009

Beginning Balance \$5008.45

Deposits 39.00
50/50

Withdrawals (500.00)

\$200 Donation to ALS

\$300 Advance to ALS
in anticipation
of donations at the
SDC Christmas Party*

30 November 2009

Ending Balance \$4547.45

*\$400 was donated at the Chapter's Christmas party to be reported in the December report. Thank you for your generosity. Merry Christmas.

ANNUAL DUES ARE DUE!

It is that time again for me to collect the dues for another year—2010. The dues are \$10.00 per membership, not per person. With the quality of the Chapter's newsletter, the fellowship and fun at the meetings and the pleasure of being a part of an organization that fosters Studebaker, this is a real bargain!

Please send your checks, not cash, to Bill Delli, 169 Aubrey Avenue, NE, Calhoun GA 30701.

Also, the dues should be paid in January. According to the Chapter By-laws, any dues not paid by the first of March will result in the member being removed from the roster. In the past, we have not followed the By-laws; but now that we know what the By-laws stipulate, we must follow them.

I know that not paying dues is usually an oversight. I look forward to hearing from you if you have not paid yours.

Bill Delli

**Upcoming Events
North Georgia Chapter Meetings**

DATE	PLACE	EVENT	DETAILS
January 10	Provino's Italian Restaurant, Kennesaw	<i>Chapter Meeting</i>	Details on next page. Hosted by Chuck and Cindy Lampman.
February 7	Hosted by Alan and Rochelle Ziglin	<i>Chapter Meeting</i>	Details will be in the February issue.
March 7	Hosted by Enrique and Norma Hernandez	<i>Chapter Meeting</i>	Details will be in the March issue.

Other Event Opportunities

(Studebaker Club - sponsored events are in *Italics*.)

DATE	PLACE	EVENT	DETAILS
December 26	From Roswell to Adairsville, Georgia	Tenth Annual Polar Bear Run	Flyer on page 11. Rick Kamen enjoyed this event last year.

JANUARY 10, 2010 AT 2 PM

(SECOND SUNDAY OF THE MONTH)

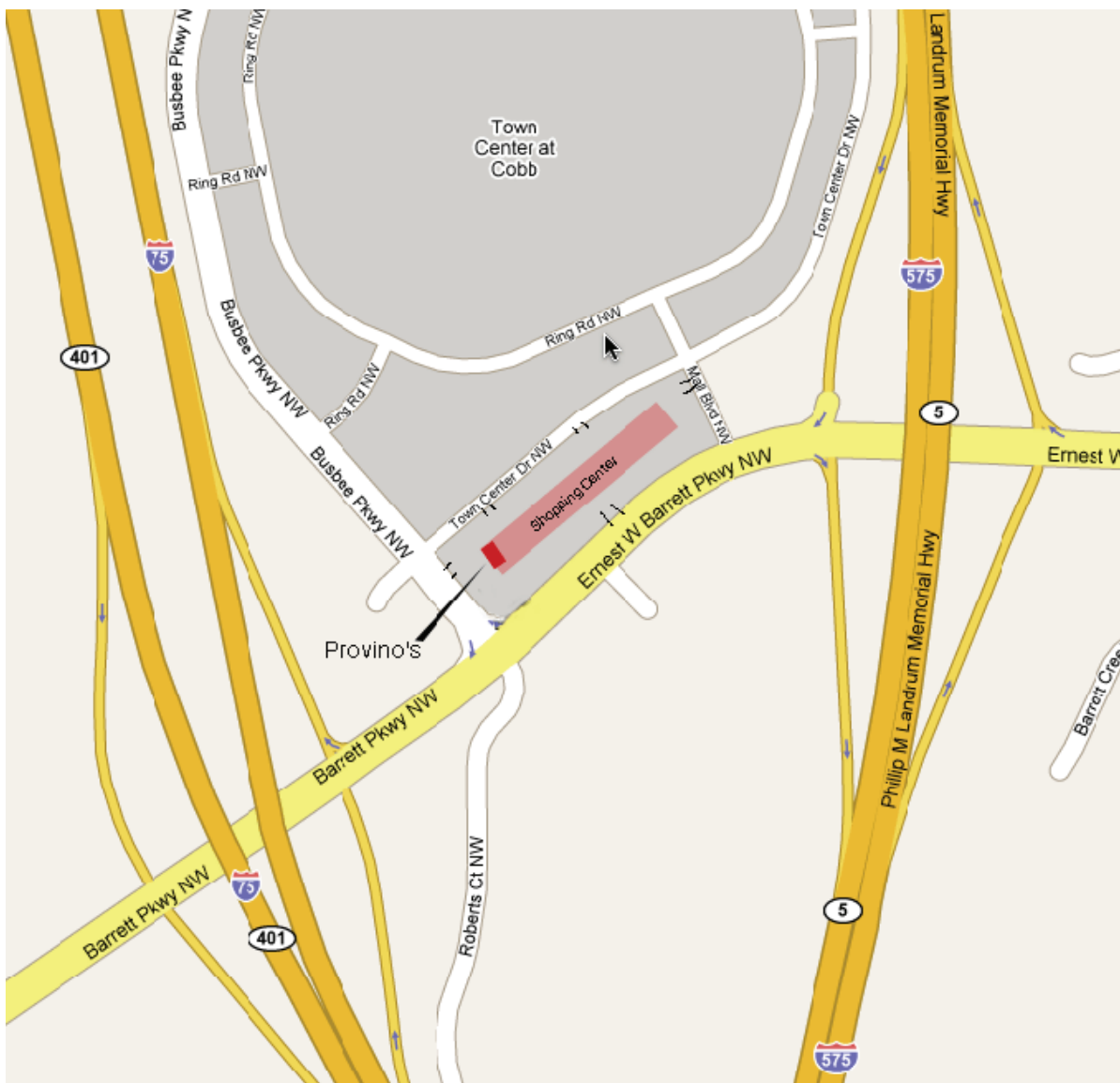
Provino's Italian Restaurant
440 Ernest W. Barrett Pkwy. NW
Kennesaw, GA 30144

Restaurant telephone 678.594.5055

Host: Chuck Lampman; telephone 770.926.7142

Near Town Center mall, north of Marietta; accessible from either I-75 or I-575. (I recommend using I-575 since entrance to the parking area is all right turns.) If you use I-75 from the South, be sure to get in the correct lane on the off-ramp; it is marked for entrance to Town Center. I have marked the map to show parking lot entrances - we will have reserved parking near Provino's door.

We will have a private room, and will order from the menu with separate checks. View the menu online at <http://www.provinos.com>. No need to RSVP for this meeting.



Polar Bear Run X

Saturday, December 26, 2009

The Georgia Triumph Association is pleased to announce our Tenth Annual Polar Bear Run, and would like to invite all classic auto owners and enthusiasts to join us for another day of automotive fellowship.

This year's tour will take us to the beautiful

Barnsley Gardens Resort

Located near Adairsville, Georgia, the resort is designed in the fashion of a classic English country village, and contains amenities, such as luxurious guest suites, historic gardens, a Spa (a great gift idea for Mama Bear!), and an 18-hole Golf Course. Lunch will be available at either the Woodlands Grill restaurant overlooking the golf course, or at the Beer Garden in the center of the village. For a special treat, the Resort is offering deeply discounted room rates for any Polar Bears wishing to spend the night.

For more details on Barnsley Gardens, visit them on line at www.barnsleyresort.com.

The day will begin with a gathering and drivers' meeting at **Starbuck's** at the corner of Alpharetta Highway and Mansell Road in Roswell. Be there about 9:00 AM to see the cars and meet the other participants. We'll plan to queue up for the drive shortly after 10:00.

As always, driving directions will be provided to each participant. There's no need to "follow the leader," so each group is free to travel at a comfortable pace and make stops as necessary. We'll do our best to point out attractions and rest areas along the way. You'll be on your own once you arrive at our destination, which is located near I-75, US 41, and GA 140.

For the latest updates, check out www.GaTriumph.com or email geo4-ster@hotmail.com for more details. We look forward to seeing you in December – Drive Safely!

THE MARKETPLACE

FOR SALE:

CARS AND TRUCKS

1952 Land Cruiser. Light gray, V-8/automatic. Overall fair condition; needs interior and paint work, has a little rust at front fender. \$2,000. Contact Ray Phillips, Royston, GA. 706.245.6440, or email: stude35@webtv.net. (2/2010)



1952 Kaiser Manhattan. 2-door Traveler, not a Virginian. Factory never made one; created in the early 1970's from a 1951 2-door Traveler and a 1952 Manhattan. Recently boiled & sealed gas tank, new steel fuel lines, new master cylinder and wheel cylinders. Runs decent, has some engine noise. Rear axle problems. Some minor rust but looks presentable. 3 speed/OD, but overdrive never hooked up. Do some mechanical work and it's a very presentable car. Red

bottom, cream top. Interior decent condition, smooth maroon vinyl. Wood slats are good. Have extra reproduction windshield rubber and other extra parts. Excellent hood ornament plastic (rare!). Car is in Atlanta. Additional pictures are available on request. I have enjoyed this car, but must let it go because of higher priorities. Asking \$5,000. Rick Kamen, 404.288.8222; or email: aeroman@aol.com. (2/2010)

1955 Commander 4-door. V-8/automatic. Gray/Coral Red. Southern car, no rust. \$3,000. Contact Ray Phillips, Royston, GA. 706.245.6440, or email: stude35@webtv.net. (2/2010)



1957 President 4-door. Automatic, factory air. Runs good, has new tires. In restoration, chrome has been redone, have new Phantom interior kit. No body rust. Needs painting and chrome, etc. re-installed. \$3,850. Located in Hartwell, Georgia. Contact Ed Lane, 706.376.8589 or 706.436.1947. (2/2010)

1958 Scotsman 4-door. Black, 6 cylinder with 3 speed/OD. Approx. 15,000 original miles. No body work, paint or interior work necessary. Only thing needed would be a good detailing. \$6,000 O.B.O. Ray Downing, Monroe, Georgia. 678.227.4609. (2/2010)

VEHICLE FLOCKS AND PARTS



(New Listings) 1955 Speedster. Very rough but restorable car. VIN 7155219. Lemon-lime exterior, yellow leather seats. P/S, P/B, has been converted from automatic to a floor-shift T86 trans. w/OD. Moderate-to-severe rust in usual places, but fenders & quarter panels quite good. 259 engine appears to be the original; turns easily. Interior leather severely worn. Looking for \$2,000.



1963 Avanti. R-1, P/S, P/D/B, Powershift, A/C. White exterior, turquoise/fawn interior. VIN R-4258; 72,716 miles indicated. Always garaged and only 12,000 mi. added since purchased in 1979. Extensive documentation of improvements made to car. Probably a 2.5 on OCPG scale of 1 (best) to 6. Several minor cracks on dash pad and driver's seat shows some wear, but no major imperfections. Being sold with NOS set of extremely rare AC-3521 wire wheel covers installed. With a new battery put in, car started right up and ran perfectly. Would not hesitate to drive anywhere. Looking for \$12,000.

I am selling both of these vehicles for the widow of our late chapter member John Brown. If not sold locally by end of year, they will be listed in *Turning Wheels*, and then on eBay. More pictures can be viewed on the SDC-North Georgia website: <http://www.studebakerclubs.com/NorthGeorgia/>. Please contact me at 770.926.7142 or e-mail: chuck@lampman.com and I will pass all offers on to Dorothy. (3/2010)

(New Listings) 1964 GT Hawk R-1. Fresh motor and transmission, .30 over with new pistons. New brakes, tires, stainless exhaust. R-3 manifold, P/S, P/D/B, automatic, air blows cold. \$13,500 (includes \$1,000 worth of extra parts).

1964 Cruiser. 289 4V, P/S, P/D/B, Automatic. 65,000 miles. New interior, rubber kit, chrome. Used A/C parts in trunk. \$7,000 invested; priced at \$3,500.

NOS Overdrive trans. For pickups or other V-8's with two-piece driveshaft. \$850.

1955 Speedster Hub Caps. \$250 for the set.

For more information, please call Pete McCaffrey at 678.758.9772. (3/2010)

1951 Champion Engine. Restored with show-quality level of detail. Some customization with chromed parts and fasteners. This is a drop-in fit for later years as well. \$3,000.

Champion Engine. 6 cylinder flathead, full block, new in crate. \$1,500.

Bumpers: T-cab truck front \$400. 1952 Studebaker front \$300. Both show-quality. Custom chrome plated by Jerry Forrester.

T cab sliding back window kit. Complete, \$300.

Various other parts for sale as well. Please call Tom Elliott at 770.460.1727 with questions. (1/2010)

Studebaker Parts for sale. Both new and used; I can offer these for less than the out-of-town dealers. I also stock ZDDPlus™ oil additive to replace the zinc that older engines need, but which has been eliminated from modern motor oils. Contact Dan Miller, 770.932.1615; email: alexmil@comcast.net. (2/2010)

Studebaker 259 Engine. Serial V555133, which the book says came from an early 1962 car. It comes complete with heads, manifolds, etc. \$75.

Free to a good home: Home-built trailer hitch for Lark-type Studebakers.

I travel for a living, so I am only home Noon until 6 PM on Saturdays, Thursdays and Mondays, and all day on Tuesdays; please call only during these hours. Jim Fisher, 770.928.7841. (2/2010)

1934 Dictator 4-door roadster. Top removed, frame and body blasted and epoxy primed. Have all the parts including a running 472 Caddy engine with TH400 trans. Would make a really cool rat rod project. \$2,500.

1935 Dictator Sedan Delivery (Panel Truck). Work in progress at this time, should be ready to go in about a month. Converted a 35 Dictator sedan to sedan delivery. Chrysler 318 V8 power with 904 auto trans. Gold/Green pearl/metalflake paint, leather interior. Machine-turned dash with Dolphin gauges. A/C, P/S, P/B, Mustang II front end, Cadillac posi rear end. Custom wheels/tires. Unique street rod. \$38,500.

1937 Coupe Express. Barn find, very solid with surface rust. Truck came out of west Texas. Complete with all original engine and running gear. Original panel. Only piece missing is the tailgate. \$12,500.

1937 Coupe Express. RestoRod. Solid truck; it is my daily driver. 350 Corvette engine, 700R4 trans, posi rear end. Mustang IFS. No body mods, looks stock. Not a show truck, just a great driver that could be turned into a real show winner. \$29,000.

1937 Dictator Sedan. Parting out; good sheet metal, some interior, frame very good. Call with what you need.

1937 President 3C four-door sedan. Frame-off restoration. Medium gray with burgundy fenders and running boards. All original with straight 8, manual 3 speed and working overdrive. Interior redone using original style materials, dashboard restored using all original gauges. Retains the original 6 volt electrical system with new harness from Rhode Island Wiring. Headlights changed to sealed beam for safety. \$24,500.



1958 Studebaker. Based on a 58 Silver Hawk with the addition of a Cadillac 429 engine w/TH400 auto trans. Fresh Infinity pearl white paint with dark green trim. Changed to front disc brakes. Aftermarket heat/ac. Interior in white and green with all new S-W winged gauges. New shocks and suspension parts. Walker radiator with Staycool fan and shroud. Car runs at 160 no matter the outside temp. All chrome items replated, stainless polished. Riding on 17" Billet Specialties Vintec wheels with BFG radials. Includes CD player and multi-speaker sound system. On market for \$34,500; will sell to SDC members for \$29,500.

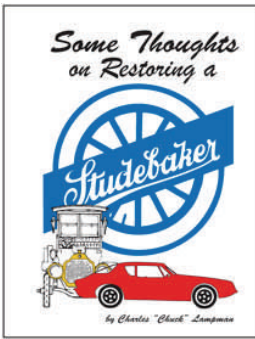
1958 Golden Hawk project. Rough but all there, includes a 1957 Golden Hawk parts car and a large quantity of Hawk parts. This is the last Hawk I have and I am going to include everything I have for one. This car comes with a running-when-removed 289 with working supercharger. Also includes Flightomatic transmission out of the same car. This is a project worth doing because it is a 58 and not that many were made. \$6,000 for everything.

289 Engine. Mfg. 2/63 as a 259 Jet Thrust. Rebuilt by Tommy Goza using as many NOS parts as possible. Changed to a 289. Pistons and rings are .10 over; everything else is standard including all bearings. Hardened valves and seats to run on unleaded pump gas. Call for full specifications. Ready to drop in and run. \$4,900.

289 Engine pulled from a running car. It was a supercharged engine but the supercharger is not included. It has the Bendix WW series carb. It was running just fine but I have not broken it down to determine the internals. \$600.

Please call Steve Detch: 770.516.5434 or 678.481.4492. You may also email to sadetch@comcast.net. I do have pictures and will email them to you on request. Offers and trades will be considered. (2/2010)

STUDEBAKER MEDIA



This is a 99 page book based on the articles of the same name that appeared in *Turning Wheels* in the early 1990s and which won the SDC's Churchill Award for Best Article, Non-Paid. The book contains all the material from the original series, which ran for a year and a half in *The Hillholder*, and not only replaces some material edited out for the *TW* series, but has updates and several new items that were written after the *TW* series was published.

"Some Thoughts" is aimed at the first-time restorer, but will be of value to the more experienced; it doesn't try to be a "how to restore a car book", but gives you a look at the decision-making processes, tools, spaces and basic skills you'll need to do a restoration, and will provide a framework to help you structure your project.

There are several chapters of Studebaker-specific advice. In the chapter devoted to engine rebuilding, I've tried to describe a step-by-step process that anybody can follow, and I've tried to include tips I've picked up in building 60+ engines. I've received many compliments on the engine chapter, and I'm glad to finally be able to get it in print.

Some Thoughts on Restoring a Studebaker is available for \$22.50 USD, plus \$4 for handling and postage, for a total of \$26.50 to US addresses. Canadian orders add \$6.50 USD for postage, total \$29.00 USD. To order a second book in the same order, add an additional \$3 (\$4 USD for Canadian orders). For Australia and Europe, shipping is \$12, total \$34.50 USD paid by PayPal only.

The easiest way to purchase (and only way if you are in Australia or Europe) is to PayPal the appropriate amount to me at chuck@lampman.com, and mention Some Thoughts in the remarks section. Otherwise, if you live in the US or Canada, send your name, mailing address and a check or USPS money order for \$26.50 (\$29.00 USD bank draft for Canadian buyers) to:

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If mailing payment, please email me to notify me that the check is coming so I can set one aside for you, or get some more printed. (I try not to keep too big an inventory because they are expensive to stock.) (3/2010)



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North Georgia Chapter of The Studebaker Drivers Club

President: Dan Miller 770.932.1615; alexmil@comcast.net

Vice President: Tom Elliott 770.460.1727; maureen.elliott@nelsonmullins.com

Webmaster: Chuck Lampman 770.926.7142; chuck@lampman.com

Chapter Website: <http://www.studebakerclubs.com/NorthGeorgia>

Secretary: Chris Collins 404.233.5747; chris195630327@yahoo.com

Treasurer: Charlotte Delli 770.547.4871; Calh407@comcast.net

Membership Secretary: Bill Delli (see previous)

Photo Contributors this issue include: Edward Burris, Wayne and Ann Lee, Thomas Odom, and Alan Ziglin.

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The Hillholder

4419 Northside Pkwy NW, apt. 191

Atlanta, GA 30327

404.233.5747 chris195630327@yahoo.com

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