



# The HILLHOLDER

The official newsletter of the North Georgia Chapter SDC

*North Georgia SDC June meeting pictures*



*More on page 5*

*Next meeting will be on Sunday, July 1.*

*Details on page 6*



Photos by Richard Hickok and Guadalupe Taylor



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July, 2018 Vol. 43, No. 7

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### Editor Commentary

Many of you will remember the series of articles submitted five years ago to this newsletter by Rich Knoblock. Since memories fade over time and a lot happens in five years, I have decided to reprint them here in 2018, starting with the May issue. Last month featured part 2, and below is part 3 of 3. I hope you enjoy these as much as I have enjoyed re-reading them myself.

*-Tim Taylor*

### Recollections of a Studebaker Dealer's Son

Submitted by Richard Knoblock

As I mentioned in the first of this series, I became very defensive of the Studebaker brand. My friends were not attracted to Studebakers and drove the usual Chevys, Fords, and SOBs (some other brands). The single exception to that was my friend Paul who, while favoring the V-8 Oldsmobiles, was impressed with how responsive my 1954 Starliner was. He purchased a 1953 Commander coupe with an overdrive transmission and hot rodded that for a while; however, he then purchased a 1935 Ford pickup and replaced the flathead with an Olds V-8. While my friends thought my Studebaker was great looking, they just couldn't bring themselves to actually buy one.

Another friend, Tom, had a 1956 Chevy Bel Air convertible. It was painted lavender and had a nice rake. In the fifties, you either lowered the rear end of a car to achieve a certain look

or you raked it by lowering the front. You could actually lower the front suspension or put larger tires on the back to get the same result. Tom and I faced off a few times with our cars, my Starliner and his Chevy. He would always beat me but never by a lot. Even after I installed the 4-speed, I still came up short. Thinking back, I believe I could have beat him if I had shaved the heads and changed the cam on the 259. I also had a problem getting the secondaries on the WCFB four-barrel to open reliably. I accepted the limitations of my Starliner and was never apologetic about it. It was a sharp-looking car and fit in very well at any drive-in hangout I went to. I really enjoyed watching other guys duke it out with their hot rods.

Things changed when I got my 1957 Golden Hawk. The average Power Pack (four-barrel, dual exhaust) Chevy or Ford was no match for the Hawk. My friend Ed had a 1957 Chevy Bel Air hard top with a Power Pack 283. He always wanted to race but knew in his mind that he would be beaten. When we finally did race, it was no contest. The Golden Hawk was a true factory hot rod that did not need constant care and attention to be quick. It was great around town and answered the call whenever I floored it. I got my one and only racing citation with the Golden Hawk while racing from a stoplight with my friend Joe and his Ford. We both hired the same lawyer and paid a fine for careless driving—better than losing my license for racing. My 1963 Daytona convertible was truly a memorable car—blue mist, white convertible top, blue bucket seats, R-2 engine, 4-speed transmission and 3:73 Twin Traction. It was not a package car, which meant that I had to order everything as a line item.

*Continued on page 7*

**ATTENDEES  
NORTH GEORGIA CHAPTER SDC  
MAY 2018 MEETING**

Rich Knoblock  
 Jim Carto  
 Dan & Barbara Miller  
 Tim & Guadalupe Taylor  
 Wayne & Terry Ziemer  
 Richard A. Hickok  
 Ron & Connie Bergeron           1990 Avanti  
 Peter McCaffrey  
 Chuck Lampman  
 James Fisher  
 Jack Partain  
 Jim & Mara Loftin  
 Frank Petru                           1978 Avanti  
 Loren & Helen Nelson  
 Ron & Arlinda Martinez



**JULY  
CELEBRATIONS**

**BIRTHDAYS**

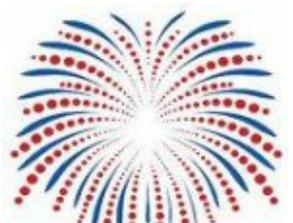
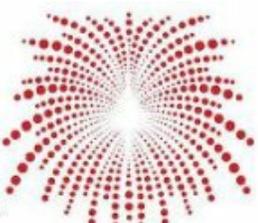
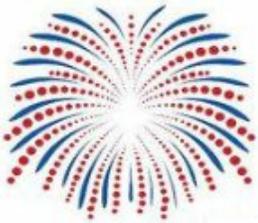
Jim Fisher	7/01
Henry Malin	7/02
Janet Alspach	7/05
Amy Deull	7/09
Guadalupe Taylor	7/13
Richard Hickok	7/19
Carol Nichols	7/19
Mary Molinelli	7/21
Connie Bergeron	7/22
Bob Haggard	7/29

**ANNIVERSARIES**

“Hobo” & Brenda Bodkin	7/01
Robert & Amy Deull	7/02
Jim & Dotty Carto	7/24

**TREASURER’S REPORT**  
Submitted by Barbara Miller, Treasurer

May 1, 2018 Beginning Balance	\$4989.35
Deposits 50/50	\$33.00
Withdrawals 17 name badges from Creative Awards and Promotions	\$205.38
May 31, 2018 Ending Balance	\$4816.97



North Georgia Chapter SDC Minutes  
Sunday, June 3, 2018  
Provino's Italian Restaurant, Kennesaw, GA

**Standard Items:**

- President Loren Nelson called the meeting to order at 3:24 p.m. He thanked Chuck & Cindy Lampman for hosting the meeting at this location. The sign-in sheet was passed around.
- Terry Ziemer moved, Connie Bergeron seconded, to approve the May minutes as published in the June Hillholder. Motion carried.
- Chuck Lampman moved, Helen Nelson seconded, to approve the April Treasurer's Report as published in the June Hillholder. Motion was seconded and carried.
- President Loren Nelson congratulated club members celebrating birthdays or anniversaries in the month of June.



**Reports**

- Barbara Miller, Treasurer, reported an opening balance of \$4989.35 on May 1 and an ending balance of \$4816.97 on May 31. Her detailed report appears on page 3 of this Hillholder.
- Jim Carto, Membership Secretary, reported no new news regarding membership.
- Tim Taylor, Hillholder editor, reported no new news regarding the Hillholder.



**Announcements / New & Old Business:**

- Rich Knoblock still has some shirts for sale for the bargain price of \$5.00. All funds go into the club treasury.
- The local Hudson club has been in touch with several people in our club, including Loren Nelson and Tim Taylor. The Hudson people are interested in having a joint meeting with our club at some point. Loren will be communicating with the president of the Hudson club (whose name happens to be Hudson) to see what we can arrange.



**Adjournment:**

At 3:40 PM, Connie Bergeron moved, Barbara Miller seconded, that the meeting be adjourned. Motion carried.

The 50-50 was won by Helen Nelson who generously donated her \$35 winnings back to the club treasury, meaning that the club received a total of \$70. Thank you, Helen.

The next meeting of the North Georgia chapter of the Studebaker Drivers Club will be held at the Griddle Café & Deli in Blairsville GA. Details are provided on page 6 of this Hillholder.

*Photos from the June Meeting*  
*Photos by Guadalupe Taylor and Richard Hickok*



## North Georgia Chapter SDC July Meeting

The July, 2018 meeting of the North Georgia SDC will take place at the Griddle Café & Deli in Blairsville GA.

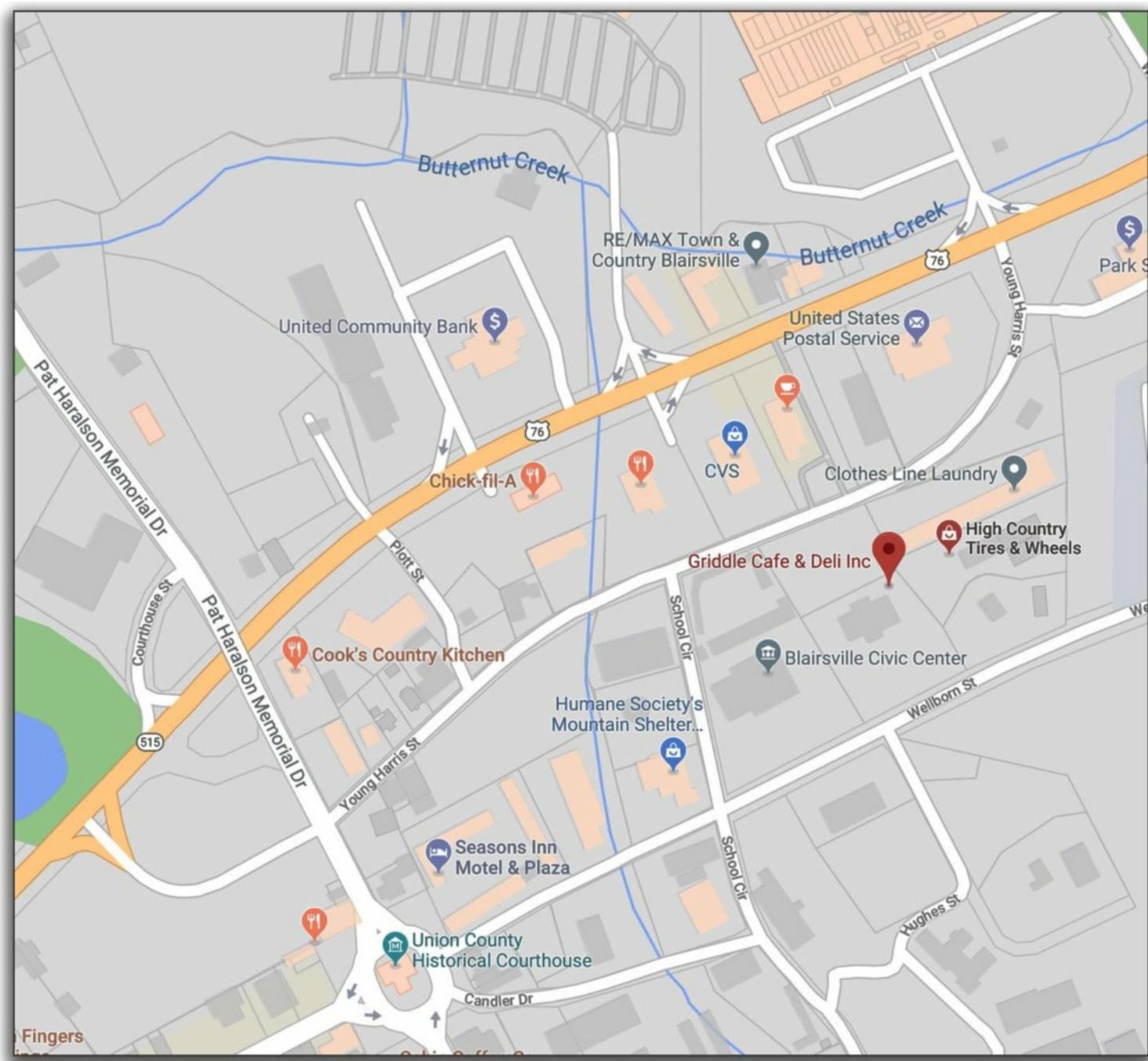
**Date:** Sunday, July 1, 2018

**Time:** 2:00 PM

**Address:** 19C Cobalt Street, Blairsville, GA. 30512 Phone: 706-781-1330

**Hosts:** Dr. John & Arlene Hollier. Phone: 770-354-6412.

**Directions:** The Post Office is on the corner of Hwy 515/76 and Young Harris Street. Turn on Young Harris street and the “Griddle” is on the hill behind the Post Office, on the Left. They feature a full breakfast menu as well as lunch/deli selections made to order. They can be found on Facebook.



# STUDEBAKER CALENDAR

## NORTH GEORGIA CHAPTER MEETINGS

**Jul 1, 2018:** Blairsville, GA. Hosts: Dr. John & Arlene Hollier. See details on page 6 of this Hillholder.

**Aug 5, 2018:** Winder, GA. Hosts: Bill & Charleen Carey. Info: 770-867-2060, Annual club picnic at Fort Yargo State Park.

**SATURDAY Sep 8, 2018:** Cumming, GA. Hosts: Loren & Helen Nelson. Info: 770-781-3722, International Drive Your Studebaker Day.

**Oct 7, 2018:** Smyrna, GA. Hosts: Suzana Williams & Melvin Bohannon. Info: 770-635-8404.

**Nov 4, 2018:** Cartersville, GA. Hosts: Henry & Loretta Malin. Info: 770-606-8785.

**Dec 2, 2018:** Loganville, GA , Miss Dot's Diner and Sweet Shop. Hosts: Wayne & Terry Ziemer. Info: 706-255-5492, Annual Christmas party & chapter officer elections.

Thanks to Ann Lee for organizing the slate of meetings for 2018. And for everyone who volunteered to host a meeting, we sincerely THANK YOU as well.

## OTHER STUDEBAKER EVENTS

**Aug 29 - Sept 1, 2018:** Studebaker Drivers Club International Meet, Tacoma, Washington.

**Sept 8, 2018:** International Drive Your Studebaker Day - Same day as our September 2018 meeting.

## Recollections - continued from page 2

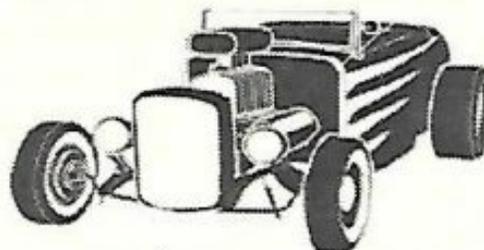
Later, a Jet Thrust Package could be ordered and would include traction bars and proper name plates. My car did not have traction bars, but the factory mailed "Avanti Supercharged" name plates to me with instructions for mounting. I was considering a "Super Lark," a stripped down two-door coupe with all the performance goodies, but my friend Tom convinced me to get the convertible. While I was waiting for the Daytona to be delivered, a factory representative drove into my father's dealership with a program car he wanted to sell. Program cars are vehicles that auto manufacturing managers drive for a short time and then offer them for sale below dealer cost. This particular car was a 1962 Daytona convertible, black with black top and 289 with 4-speed. Since the dealer cost on my 1963 Daytona was \$3200.00, my father was hoping I would cancel the order and buy the black one for a price around \$2500.00. I am pretty sure I thought about it for about a full second before I decided not to take the offer. I happened to be at the dealership the day the hauler pulled up with my car. It was on the top level of the hauler, and I nervously watched as the driver drove it off the hauler. After he parked it, he said, "Somebody's got a real hot car here." I proudly told him that the somebody was me. It was a hot car and looked great. I had a lot of fun beating up the average SOBs. The most notable loser was a 1964 Ford Galaxie 500 convertible with a 352 ci engine and a 4-speed.

The guy was really cocky and wanted a piece of my Daytona. My friends talked me into it. We went to one of our favorite straight roads to have it out. It was a beautiful summer evening and we both had the top down. I was a little anxious, but there was no need to be. I handily beat the Ford. He was in so much shock; he kept repeating that his car needed a tune up. He didn't need a tune up. He flat out got beat!

*Continued on page 10*



Hosted by Fitness  
& Recreation



# 3rd Annual Car Show

## June 30th 2018

Rain Date July 14th

Registration 10am - Noon

Music

Awards at 2pm

Door Prizes

Food Vendor

Raffles

Pastors Choice

Top Car Club

Best Ford, GM, Mopar

BOPC, Orphan, Truck, Foreign

Contact:

Jerry Parr 309-258-4395

Registration Fee:

**\$15.00**

Bethlehem First UMC

709 Christmas Avenue

Bethlehem, GA 30620



# Studebaker Corral, p1 of 2



These advertisements are provided as a service.. Ads will be posted on a "first come, first served" basis with preference given to Studebaker-related ads. North Georgia Chapter members will be given priority when space does not permit all ads.

Each ad will be posted for 3 months. If space permits, ads can be posted for additional 3-month periods. To extend or delete an ad, contact the Newsletter Editor at e-mail [studebiker@hotmail.com](mailto:studebiker@hotmail.com). One photo may be included for each ad. All ads and photos should be sent to e-mail [studebiker@hotmail.com](mailto:studebiker@hotmail.com). The Newsletter Editor and members of the North Georgia Chapter SDC shall not be responsible for the accuracy and authenticity of the contents of the ad. The advertising party shall be solely responsible for the ad contents, although the newsletter editor reserves the right to reorganize ad contents, without changing facts, to best fit the space available.

## CARS AND PARTS FOR SALE



1963 GT Hawk. New Rosemist paint, re-chromed bumper, new fuel pump, water pump, motor mounts, brakes, rebuilt carb, 289 2-bbl duel exhaust, automatic, manual steering and brakes. Original interior. From the Bill Tilden Estate. \$14,000. Richard, 770-775-2064



### SOME THOUGHTS ON RESTORING A STUDEBAKER

Written by Chuck Lampman, this 99-page book is based on articles written by Chuck Lampman, North Georgia Chapter SDC member, that appeared in *Turning Wheels* in the early 1990's and won the SDC Churchill Award for Best Article, Non-paid. Some material edited out of *Turning Wheels* is included

in the book as well as updates and several new items written after the *Turning Wheels* series was published. "Some Thoughts" is aimed at the first time restorer but will be of value to the more experienced. It is not intended to be a "how to restore" book but gives a look at the decision-making processes, tools, spaces, and basic skills needed to do a restoration. It also provides a framework to help structure a project and contains several chapters of Studebaker-specific advice.

Cost for the book shipped to continental US addresses is \$22.50 plus \$4.00 for handling and postage. Payment can be made through PayPal sent to [chuck@lampman.com](mailto:chuck@lampman.com) or by mailing a check or money order to Chuck Lampman, 4141 Lynette Court, Kennesaw GA 30144-2293.

Contact Chuck Lampman directly for purchases outside the continental U.S.

1949 Studebaker **4-ton Stake Truck**. Rust-free body from Oregon. Call Andy Matlock, 850-896-1081, Winder, GA.



1954 Commander hard top. New paint, bumpers, brakes with finned front drums. Carb rebuilt, new Coker wide whites, original red vinyl interior. 232 V8 3-speed with overdrive. Most exterior chrome replaced with NOS. From the Bill Tilden estate. \$18,000. Richard, 770-775-2064

NOS Studebaker Water Temperature Sending Unit Switch 1956 - 1963 1539876 USA Brass.

I ordered this when it showed up under my 37 Studebaker eBay search, without remembering that my car does not have an electric temperature sender and I guess I didn't read the post. It has a closed system with a tube connecting the sender to the gauge. Getting old is tough. I paid \$35.99 and will sell for \$30 so I don't have to send it back. See Loren Nelson or contact if interested.

[lorenhelenn@gmail.com](mailto:lorenhelenn@gmail.com) or 770-781-3722.



# Studebaker Corral, p2 of 2



1910 Studebaker farm/grain wagon. \$3500. Good original condition. Includes single tree. Has been under cover or garaged since we bought it in 1984. The original owner bought it new in Marietta, GA. We are the second owners. Dan and Barbara Miller, 770-932-1615.



1962 GT Hawk. \$15,000. 289 V8, Flight-O-Matic transmission, power steering, factory air conditioning, white with red interior. We are the second owners. Dan and Barbara Miller, 770-932-1615.

### Car Wanted

Wayne Lee is looking for a Willys station wagon to work on. If you have such a car or know where he might find one, please give him a call at 404-803-8489.

### Car Search

In 2002 I sold a red 1960 Lark convertible with a white top, 259 V8, Flightomatic, and an internal crank up antenna to someone in the Stone Mountain area. I hope to find the car again and see if it is available. If you own this car or know where it might be, please call me at 404-939-0805 or email me at kmolinel@gmail.com.  
-Ken Molinelli-

### Recollections - continued from page 7

My most notable loss was to a 1963 Tempest with a 326 ci engine with a 4-speed. I was really surprised at how quick that car was. I later found out that it was a sleeper with some engine modifications that were not obvious by looking at the engine. I took my losses in stride, not like the guy with the Ford. Since the Daytona did not come with traction bars, I enlisted the help of my friend Jim, who was a welder by trade, to install a set on my car. I had the car up on the two post lift so Jim could work on it. Since I was standing around doing nothing, I thought it would be a good time to change the oil. I drained the oil, installed a new filter and waited for Jim to finish. When he was done, I let the car down, backed it out of the shop and locked the shop .

The engine was making an unusual noise like a tapping valve lifter, but I did not think much about it. I was excited to have the trac bars. I drove down to a gas station I used to hang out at and talked to some of my friends, all the while wondering about the strange noise. I drove up to the highway thinking that maybe if I cranked it up that would help. That made sense, didn't it? If something is acting strange, beat it up until it stops.

*Continued on page 11*

### An Opinion on Studebakers and Unibodied Cars

A few things a person should keep in mind when considering the purchase of a car with a unitized body:

1. Either buy a new car or one that has not been in an accident.
2. Rust on a car with a frame generally affects its cosmetic appearance, but in a unibody car, it can affect the car's roadworthiness.
3. A unibodied car that has had major repairs might look fine but might have lost some of the crash protection that was originally built into it.
4. Proper alignment of body sections is far more critical in a unibodied car than in a car with a frame. "Close to proper" alignment might be good enough for the frame-based car, but not so with today's unibodied cars. Unibodied cars can be compared with a jigsaw puzzle. When all the pieces are in place, the car is strong, but take a few pieces away, and the puzzle starts to fall apart. The parts on a unibodied car are more interdependent than on a car with a frame.
5. Stick with Studebakers, or refer to item 1 above. -Pete Yuen

*This Technical Topic, contributed by SDC Publications Director Larry Swanson, is taken from a column called Odds 'N' Ends written especially for SDC Editors by Pete Yuen, retired Newsletter Editor.*

### Recollections - continued from page 11

Well, I wound that engine tight through three gears, but the sound never went away. All in all, I traveled about 5 miles and then drove home to have something to eat. I made a sandwich and sat down to eat. What the heck was that noise? In mid-bite on the sandwich, it came to me! I ran out to the garage, pulled the dipstick (it was HOT) and got a sinking feeling when I realized that I did not put any oil in the engine. May God strike me down. I swear I then put oil in the car and never had a problem of any kind with the engine. By the way, the noise also went away. That is a testimony to the benefits of STP oil additive. STP was a division of Studebaker, run by the Granitelli brothers, and all Studebakers were delivered with STP added to the oil. It works! One evening in 1992, while I still lived in New Jersey, I was at a Tuesday cruise night at a local restaurant with my Sky Hawk. I was a member of the Cruisin' Knights and we sponsored the informal gathering every week. A man I did not know came up to me and introduced himself. He said he wanted to share a memory with me. He was at a red light on the highway when I pulled along side with my Daytona; when the light went green, we raced. This type of racing was common and I lived for it. He didn't think I would remember that night since it was almost 30 years before. I asked what car he was driving and he said it was a Chevrolet Corvair Monza Spyder convertible. I told him I remembered it just like it happened yesterday. I was out "checking the posts" with four friends in my car. Checking the posts involved driving through local towns just to see what was happening— if anything, just killing time. When we pulled along side the Spyder, we had a discussion about the car. We all agreed that we did not know how fast it was but we knew it was turbocharged. There were five people in my car so I felt handicapped. You want to know the outcome of the race? The man said, and I quote, "I've never been beaten so bad in my life and I was totally embarrassed. I just wanted to share that with you." Just gotta love those Studebakers, don't ya? I know I do.

- Rich Knoblock

**MEMBERSHIP APPLICATION  
NORTH GEORGIA CHAPTER, SDC**

To join this chapter, complete this application and mail with \$10 dues (\$5 if joining after July 1<sup>st</sup>) check or money order in US funds to the following:

North Georgia Chapter SDC  
c/o Jim Carto  
1109 Ivey Brook Dr.  
Bethlehem, GA. 30620

Note: You must be a member of the National Studebaker Drivers Club to join this chapter.

National SDC Member Number \_\_\_\_\_

Date joined National SDC \_\_\_\_\_

Today's date \_\_\_\_\_

Name: \_\_\_\_\_

Birthday (month/day) \_\_\_\_\_

Spouse/Companion \_\_\_\_\_

His/Her birthday (month/day) \_\_\_\_\_

Wedding Anniversary (month/day) \_\_\_\_\_

Street address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Cell phone \_\_\_\_\_

Email \_\_\_\_\_

Studebakers owned (Year/Series/Model)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**NOTICE**

To be a member of the North Georgia SDC, you must be a member of the National Studebaker Drivers Club.

To join the National SDC, go to [www.studebakerdriversclub.com](http://www.studebakerdriversclub.com), click "About," and then click "Membership."

**NORTH GEORGIA CHAPTER OFFICERS  
for 2018**

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**Recording Secretary:** Guadalupe Taylor  
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**Treasurer:** Barbara Miller  
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**CHAPTER WEB SITE**  
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Email: [studebiker@hotmail.com](mailto:studebiker@hotmail.com)

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770-354-6412