



The HILLHOLDER

The official newsletter of the North Georgia Chapter SDC

North Georgia SDC May meeting pictures



More on page 6

Next meeting will be on Sunday, June 3.

Details on page 7



The meeting was held at Marlowe's Tavern in Tucker.



Ken and Mary Molinelli were our hosts.



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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 last month, the May issue. Below is part 2 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 you may well imagine, there are many advantages to being the son of an automobile dealer. You get to wander from department to department, hanging out with the workers. As long as you stayed out of the way, you could watch people doing their jobs and determine if you could picture yourself doing a particular job and liking it. I learned a lot watching mechanics work on engines, body-workers and painters fixing wrecks, and cleaners and detailers preparing cars for delivery. I didn't loiter in the showroom much for obvious reasons. Most workers were pleasant and helpful, partly because it didn't hurt to suck up to the boss' son but also because they were just plain nice people. When I was about fourteen, I started driving the shop Jeep around the property. That is how I learned to drive a standard transmission and actually preferred a "stick" over an automatic. The biggest kick was my job washing cars from the used car lot.

To get to the wash bay from the used car line, I had to drive about 200 feet on the street. It was still the 1950's and traffic was light; but looking back, I'm sure my father and uncles were crossing their fingers whenever I or my unlicensed cousins would drive a car on the street. Occasionally, we would "burn a little rubber " either intentionally or accidentally, and one of the brothers would appear and ream some butt.

When I was old enough to get a learner's permit, I honed my driving skills in a 1950 Studebaker Champion 4-door with my mother as co-pilot. I practiced all the maneuvers necessary to pass the road test portion of the exam. I had to demonstrate proficiency in driving, turning, signaling, executing a K-turn, stopping and parallel parking. Signaling was done with hand signals even if the car used for testing was equipped with turn signals. My left arm, extended through an open window, was used to signal a left turn, a right turn, and slowing and stopping. The testing center did not have a closed course so testing was done on a pre-determined route on city streets in traffic. I passed the test on my first attempt, driving the straight stick Champion that had no power steering. My father was particularly critical of women drivers and their lack of knowledge of hand signals. His favorite comment was "If there is a woman driver in front of you and she has her left arm out the window, what is the only thing you know for sure?" The answer? "The window is open." I was able to use the Champion as my personal car until I was able to find and purchase a car of my own. My brothers and I had saving accounts started from the time we were born, and it was expected that we would use the

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

Ken & Mary Molinelli	'62 GT Hawk
Tim & Guadalupe Taylor	
Rochelle & Alan Ziglin	'29 Studebaker
Hobo & Brenda Bodkin	
Rich Knoblock	'56 Sky Hawk
Jim Carto (rode with Rich K)	
Dan & Barbara Miller	
Richard Hickock	
Peter McCaffrey	'51 Chevy Delux
Wayne & Terry Ziemer	
Loren Nelson	
Helen & Richard Forgay	
Wayne & Ann "the boss" Lee	
William Delli	
Joel Quarterone	'57 Silver Hawk
Rick Kamen	



**JUNE
CELEBRATIONS**

BIRTHDAYS

Joshua McCord	6/18
Terry Smith	6/24
Charlie Attaway	6/25

ANNIVERSARIES

Richard & Helen Forgay	6/06
Frank & Beverly Petru	6/09
Alan & Rochelle Ziglin	6/14
Wayne & Ann Lee	6/23



TREASURER'S REPORT
Submitted by Barbara Miller, Treasurer

April 1, 2018 Beginning Balance	\$4941.35
Deposits	
50/50 \$28.00	
Dues \$20.00	\$48.00
Withdrawals	
None	\$0.00
April 30, 2018 Ending Balance	\$4989.35



North Georgia Chapter SDC Minutes
Sunday, May 6, 2018
Marlowe's Tavern, Tucker, GA

Standard Items:

- President Loren Nelson called the meeting to order at 2:51 p.m. He thanked Ken & Mary Molinelli for hosting the meeting at this location. The sign-in sheet was passed around.
- Terry Ziemer moved, Barbara Miller seconded, to approve the April minutes as published in the May Hillholder. Motion carried.
- Alan Ziglin moved to approve the February Treasurer's Report as published in the April Hillholder. Motion was seconded and carried.
- President Loren Nelson congratulated club members celebrating birthdays or anniversaries in the month of May.



Reports

- Barbara Miller, Treasurer, reported an opening balance of \$4941.35 on April 1 and an ending balance of \$4989.35 on April 30. Her detailed report appears on page 3 of this Hillholder.
- Jim Carto, Membership Secretary, reported that replacement membership cards are on order for those who have recently rejoined the club.
- Tim Taylor, Hillholder editor, reported that Ken and Mary Molinelli's '62 GT Hawk was one of the cars featured in an article and the cover of the June issue of Turning Wheels.



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.
- Howard "Hobo" Bodkin announced that Studebakers are needed for participation in a car show on Main Street in Loganville on Saturday, May 12 from 9:00 to 3:00. Proceeds go to a food bank.
- Ed Burris will be going to South Bend and is offering to pick up any parts needed by members. He will be staying at Fred Myer's place in Ohio, too.
- Wayne Lee reported some statistics on the Southeast Zone meet in Gainesville, Florida: There were 147 registrations, 272 participants, 200 at the Friday dinner/dance, and 225 at the Saturday banquet. Ninety photos are available for viewing at Wayne's web site: <https://georgiastudebaker.weebly.com>.
- Barbara Miller reported that the Cope family had send us a Thank-You card for the flowers and condolences sent by our club after the passing of Doris Cope. Barbara also reported that the Shriners Hospital organization had sent us a letter of gratitude for the monetary donation made to the Shriners in memory of Ray Garner.



Adjournment:

At 3:05 PM, a motion was made and seconded to adjourn the meeting. Motion carried.
The 50-50 was won by Hobo Bodkin, and the club banked \$33.00.

Photos from the May Meeting
Photos by Guadalupe Taylor



More Photos from the May Meeting
Photos by Guadalupe Taylor



North Georgia Chapter SDC June Meeting

The June, 2018 meeting of the North Georgia SDC will take place at Provino's Italian Restaurant in Kennesaw.

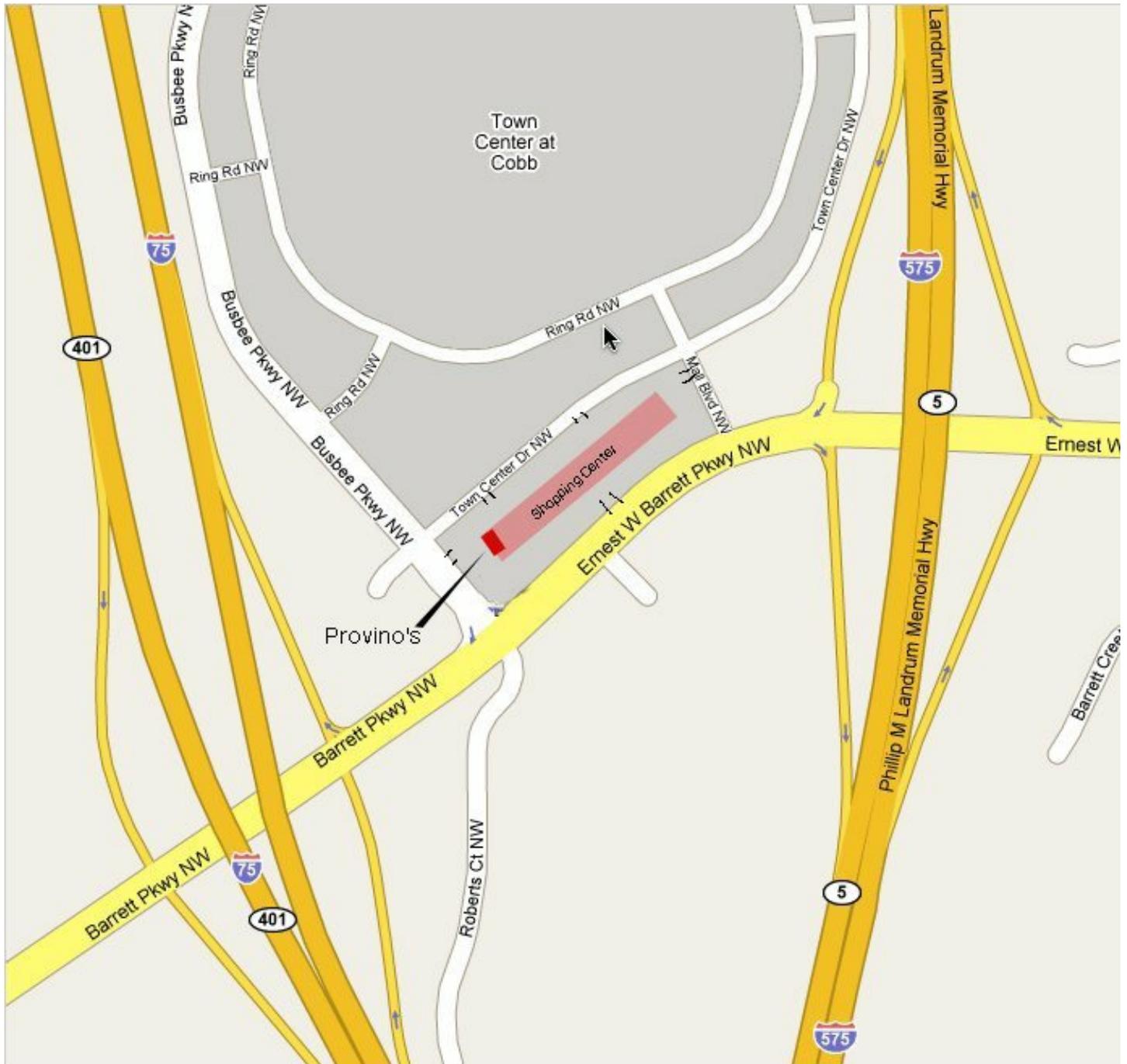
Date: Sunday, June 3, 2018

Time: 2:00 PM

Address: 440 Ernest Barrett Parkway, Kennesaw, GA 30144 Phone: 678-594-5055

Hosts: Chuck & Cindy Lampman. Phone: 404-483-5380.

Directions: Near Town Center mall, north of Marietta; accessible from either I-75 or I-575. (If you use I-575, your path to the parking area will be 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. This map is marked to show parking lot entrances.



STUDEBAKER CALENDAR

NORTH GEORGIA CHAPTER MEETINGS

Jun 3, 2018: Kennesaw, GA. Hosts: Chuck & Cindy Lampman. Info: 404-483-5380. See details on page 7 of this Hillholder.

Jul 1, 2018: Blairsville, GA. Hosts: Dr. John & Arlene Hollier. Info: 770-354-6412.

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.

ZONE MEET UPDATE

Wayne and Ann Lee report the following: "This was probably the best show of the year. North Ga. chapter members present were: Loren & Helen Nelson, Edward Burris, Richard & Helen Forgay, John Hollier & Grandson, and Wayne & Ann Lee. Edward Burris picked up a 2nd place trophy for his 307775-mile '63 Cruiser!"

Recollections - continued from page 2

money to buy our own car. I went on the hunt for a '53-'54 Commander hardtop that would fit my few hundred dollar budget, but it had to be a "stick." My father helped me by calling Studebaker dealers in the area for such a car.

He found one, a 1954, in Freehold NJ that was about to be painted by the dealer for resale. I was able to purchase the car before it was painted, thereby saving some money and having it painted at my father's dealership. I did all the sanding and prep work and chose the color— not just any white, I wanted pure white. The painter warned me that if he did not use a very small amount of blue tint the paint would "yellow." It turned out extremely white. With shiny chrome and wire wheel covers, the car was gorgeous; and it was mine. I added two bar spinners in the center of each of the caps and wide whitewall tires. My Uncle Mike tried to convince me that since the car was so white I should consider black wall tires. I was not swayed and went with the white tires. It looked great! It wasn't long before I felt the "need for speed." The 232 wasn't cutting it. There was total wreck '59 Lark in the yard from which I was able to appropriate the 259ci engine. I did all the work myself and added a four barrel manifold and carburetor. I installed a floor mounted shifter and glass packs. Hot damn! I drove it like that through high school; it wasn't until after graduation that I got bored with it. It was 1961 and the hot new GM paint color was a metallic maroon called Titan Red.

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GSRA BENEFIT CAR SHOW

for

HONOR FLIGHT GEORGIA



A program transporting veterans to Washington, D.C.
to visit memorials dedicated to their
service and sacrifice



Saturday – June 2, 2018 10 a.m. to 3 p.m.



**Summit Racing – McDonough, GA
I-75 Exit 216 - 20 King Mill Road**



Show Activities

Awards: Top 20, Kid's Choice, Manager's Choice, Best Motorcycle and Club Participation (5+ vehicles) - Chosen by Participant Vote

Hot Rodders of Tomorrow: Displaying their skills by dismantling and rebuilding a small block engine in minutes!

Quilt Raffle: One of a kind quilt crafted exclusively for this Honor Flight show !

50/50 Drawing & Door Prizes Throughout the Show!

GSRA Car of the Month Selection

Food & Drink Vendors

**ALL VEHICLES WELCOME!
\$20 Entry Fee Per Vehicle**

(Customs, Street Rods, Military Vehicles, Rat-Rods, Classics, Motorcycles & Modified)



"Cruzin' to the Oldies" – DJ Tommy Landrum

Additional Information: Contact Fred Martin @ 404-202-0920 or carshow@gsra.com



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. One photo may be included for each ad. All ads and photos should be sent to e-mail 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 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 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 8

Pontiac called the same color Honduras Maroon, and every GM division had its own name for the same paint. I stripped my car to bare metal and had the painter apply the color in lacquer, which I hand rubbed. That was the first and last time I hand rubbed a paint job. That color in hand rubbed lacquer was absolutely stunning. Bet you thought I was finally satisfied, didn't you? It was 1961 and what happened in 1961 with Studebaker? Four-speed transmissions, that's what! I spent hours in the parts book, ordering every nut, bolt, and washer I would need for the conversion. Since I had the so called run of the place, it was not all that difficult a job; and I learned a lot from watching the mechanics. After about another year or so, a 1957 Golden Hawk came in on trade. Had to have it! It was all gold, including the fins. I converted the '54 back to 3-speed overdrive, sold it, and put the 4-speed in the Hawk. A 4-speed 1957 Golden Hawk! Go figure. I loved that car. Then, the summer of 1962 happened and the word was that you would be able to get any car you wanted with a supercharger. No way! My head was spinning. I asked my uncle Tony to show me how to fill out a new car order form and ordered a 1963 Daytona convertible—silver blue, blue bucket seat interior, white top, R2 with 4-speed and 3.73

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Collector Car Food for Thought

By Guadalupe & Tim Taylor

Guadalupe came across an interesting article called *How Baby Boomers Created Today's Classic-car Market - and How They Could Crash It*. The author is Rob Sass, and the article appeared in the March issue of Car and Driver magazine, 2014. Following are some key points made in the article:

- About 58% of the roughly 5 million collector cars in the US are owned by baby boomers.
- The younger generations do not seem interested in their grandparents' and great grandparents' cars.
- Haggerty statistics show that the majority of Baby Boomers' collector cars have not increased in value since 2010; the value of most Baby Boomer collector cars has reached a plateau.
- A similar thing happened to pre-war car collecting. Following WWII, members of the Greatest Generation preserved and restored cars like Deussenburg, Cord, Packard, and other notable marquees; they started clubs like CCCA and the AACA.
- From the 1970's to the 1990's, the value of pre-war cars rose consistently. In the 1990's, however, those values reached a plateau, and interest in those cars began to decrease as that generation aged and began to die off.
- The current plateau in the value of 1950's-era cars may be an indication that history is going to repeat itself with the aging and eventual disappearance of the Baby Boomers.

If you're hanging on to your collector car in hopes of collecting a ton of money, you might want to think about selling before values start to plummet. We enjoy our Studebaker simply because it's a living piece of history; we won't be selling any time soon. How about you?

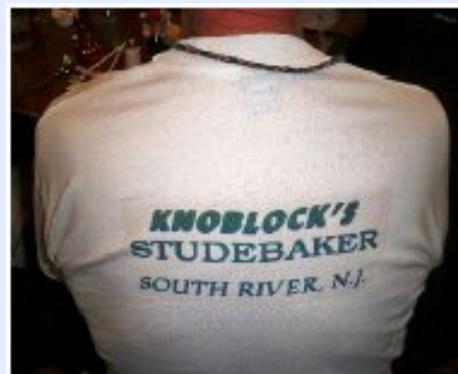
- Guadalupe & Tim Taylor

Recollections - continued from page 11

Twin Traction. When the car arrived, my cousin in the parts department gave me a set of stainless steel Air-flow wheel covers. I kept the Daytona for about two years. I had received a draft notice. Since I really didn't want to be in the Army, I went to a Naval Reserve Center and signed up. I sold the Daytona and reported for active duty. The first stage of my active duty had me reporting to Gun Fire Control Technician Class A School in Bainbridge MD. Since that was only about 2 hours from my home in New Jersey, I kept a car off base to go home on weekends. That car was a 1955 President Coupe. After graduating from the Class A School, I was assigned to the USS San Marcos LSD 35. Its home port was Little Creek VA. The '55 President was a loaner from my father and I turned it in when I reported to the ship. Since Little Creek was about six hours from home, I thought I would buy a car to keep on base. That car was a 1960 Silver Hawk. I used it for an occasional drive home on a 72-hour pass (three day weekend for you landlubbers) and for local driving. When the USS San Marcos was ordered on a Mediterranean deployment, I asked my younger brother to care for the car for me.

When I returned from my six month deployment, I had a surprise waiting for me. My brother thought I had given him the car so he yanked out the automatic and put in an overdrive with a floor shifter. I thanked him for the stick shift and drove the car back to Virginia to finish out my hitch. He wound up with the car anyway since I bought a 1966 Coronet 500 Hemi 4-speed when I was released from active duty. Studebaker had ceased production in South Bend in December 1963 and the Knoblock brothers became Dodge dealers.

- 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 1st) 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, click "About," and then click "Membership."

**NORTH GEORGIA CHAPTER OFFICERS
for 2018**

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