



# The HILLHOLDER

The official newsletter of the North Georgia Chapter SDC

Random photos from past  
March and April SDC  
meetings



The next meeting for 2021  
is planned for 2:00 PM on  
Sunday, April 11, in virtual  
fashion using Zoom. Terry  
Ziemer will send a link to  
everyone ahead of time.

**See page 2 for more details.**

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## President's Message - by Terry Ziemer

Hello North Georgia SDC.

Who would have thought that we'd not see each other for a year?! I clearly remember thinking in March 2020 that it would just be a few weeks at most that we would be staying home and avoiding face to face meetings. So, keeping score for 12 months, I have:

- ~ left the house only to go to the doctor, get vaccinated, or pick up my grandchildren
- ~ ordered groceries online from Walmart and had them load my order in my car trunk
- ~ ordered household supplies online from Amazon and Boxed
- ~ completed 10 paint by number pictures
- ~ finished my 400th crossword puzzle
- ~ put together three 1000-piece jigsaw puzzles
- ~ voted by mail
- ~ cut my hair myself with a pair of household scissors!

We will have our **April meeting** on Sunday, April 11th at 2:00 pm as a Zoom meeting. Meeting ID is 957 308 1381 and passcode is e2UrFn. I will send everyone an email invite the morning of the 11th. Please note this is the second Sunday in April. We are meeting then because the first Sunday in April is Easter. Our meeting schedule for the rest of 2021 is June 6, August 1 (club picnic at Ft. Yargo), October 3, and December 5. The club officers will consider all safety measures and determine when we can meet in person.

I hope everyone has ways to keep their sanity and to communicate with loved ones. Call if you need a pick me up or help with a problem. Take your Studebakers for a drive and get a milkshake to go!

Terry

North Georgia Chapter SDC Meeting Minutes

Sunday, February 7, 2021

An Online "Zoom" Meeting

Report by Bill Startt, Recording Secretary

**Attendees:**

- Terry Ziemer
- Wayne Ziemer
- Chuck Lampman
- Cyndi Lampman
- Ron Bergeron
- Connie Bergeron
- Frank Petru
- Alan Ziglin
- Rochelle Ziglin
- Joe Flannery
- Bill Startt



**Standard Items:**

- President Terry Ziemer called the meeting to order at 2:00 p.m.



**Reports**

- Wayne and Ann Lee shared their regrets but could not attend due to illness.
- Membership secretary Brenda Bodkin reported that 50% of members have renewed for 2021.
- Treasurer Wayne Ziemer gave a report for the month of December, 2020. Opening balance \$4,524.93 Ending: \$4,574.93 (pending deposit of \$50).



**Announcements / New & Old Business:**

- Wayne Z. stated that last chapter meeting (Zoom) was recorded for our Facebook site – as will today's meeting.
- Some discussion about a SE Zone Meeting in future – probably to be resolved after 2021 International Meeting in Indianapolis
- Some discussion about problems with our e-mail distribution
- Suggestions of setting up a PayPal account, to handle membership dues, etc.
- New Recording Secretary: Bill Startt (by acclamation)
- Joe Flannery introduced some information on Savoy Automobile Museum (under construction) in Cartersville.



**Adjournment:**

- President Terry Ziemer adjourned the meeting at 2:50 PM.

## An Invitation From Rick Kamen

Please note that we have two events coming up for the Hudson Club, one in May and another in June. We'd like to invite the Studebaker Club and the Packard Club to join us for both.

The May meet will just be a gathering of friends at the Flying Machine restaurant at the Lawrenceville Airport, you pay for whatever meal you order. The AMC Club usually joins us and now you can, too! The highlight of this meet will be the unveiling of David Jackson's custom 1954 Hudson. David and I both rent hangers at the airport and he has his Hudsons stored there, I have Old Toby and my old Econoline stored at mine. Hopefully, all our cars will be running by the day of the meet!

The June meet will be a driving tour to Clarksville and the Miles Through Time Museum. The Museum is located at the Old Clarksville Mill, which includes a large flea market for shoppers. The Museum is sponsoring a car show this day, so there will be many other cars to see. See attached copy of press release. Driving route is not planned yet, but will be within the next few weeks.

We hope to see a plethora of Packards and a swarm of Studebakers!

Rick Kamen  
 Willys Aero Survival Count  
 P.O. Box 2273  
 Lilburn, GA 30048-2273  
 404.314.8910  
 aeroman@aol.com  
<http://clubs.hemmings.com/willysaero/>  
<https://www.facebook.com/groups/689227651157877/?ref=bookmarks>

**Note:** *The SDC North Georgia Chapter is not formally extending this invitation, nor are we encouraging members to go as representatives of our club. We encourage members to continue taking a safe, conservative approach to the Covid situation.*

**JUNE 26, 2021**  
 10 AM TO 2 PM  
**ALL YEARS**  
**MAKES & MODELS**  
 ANTIQUES | VENDORS +  
 FREE ENTERTAINMENT  
**LIMITED EDITION**  
**FREE T-SHIRTS\***  
 583 GRANT ST.  
 CLARKESVILLE, GA 30523

MILESTHROUGHTIME.COM

\*FREE T-SHIRTS WHILE SUPPLIES LAST WITH ADMISSION TO THE MUSEUM.

# Celebrations



## MARCH CELEBRATIONS

### BIRTHDAYS

William Deli	3/13
Brenda Bodkin	3/17
Eugene Young	3/20
Robert Langford	3/24
"Crazy" Ray Smith	3/27
Sharon Stone	3/31

### ANNIVERSARIES

John & Arlene Hollier	3/03
Ben & Janet Alspach	3/20
Mike & Marsha Byrd	3/22
Kenneth & Tracey Jones	3/27



## APRIL CELEBRATIONS

### BIRTHDAYS

Lenny Major	4/01
Karen Rawley	4/01
Vince Geiger	4/04
John Hollier	4/12
Ann Lee	4/25
Arlene Hollier	4/27

### ANNIVERSARIES

Scott & Linda Soncrant	4/05
Dan & Barbara Miller	4/06
Snell & Arlene Buchanan	4/17
Jim Nichols	4/18
Jim & Linda Fisher	4/19
Henry & Loretta Malin	4/20

# Treasurer Report

Submitted by Wayne Ziemer



## North Georgia Studebaker Drivers Club finance report

			\$4,524.93
deposit	27-Jan		\$50.00
			\$4,574.93
depoit	23-Feb		\$160.00
			\$4,734.93
deposit	9-Mar		\$20.00
			\$4,754.93



## *Head Start on Studebaker/Avanti Spring Check-Up*

The following Technical Topic is taken from a column called Odds 'N' Ends written especially for SDC Editors by Pete Yuen, retired Newsletter

The year 2020 has not been a great year for car club activities due to the Covid Virus. With optimistic views, we can look forward to things getting back to normal and we can enjoy the club functions once again.

To get the maximum enjoyment from your Studebaker or the original Studebaker Avanti which is at least 54 years old, a spring check-up would not be out of order as things can deteriorate with time, usage, and in some cases, neglect. The spring check-up may be the difference of getting to your destination safely or being stranded en-route to your destination, so let's do it! The check-up does not, however, guarantee that you will not have a problem with the car, but it should reduce that possibility.

### **Checks:**

- Specified fluids should be maintained to the proper level in the engine, transmission, radiator, brake master cylinder, and the rear axle unit.
- Check for any sign of leakage on the radiator core and hoses, and repair or replace as necessary. Claims are that there are more cooling related problems than any other to spoil a road trip in the car. Hoses for water that have soft, bulgy spots on them are weak and should be replaced as they may rupture, causing loss of coolant.
- Brake Hose check: Check for signs of dampness on the brake hoses. Dampness indicates leakage and weakness in the hose. Unlike coolant hoses that are weak when they get soft, the brake hoses can be soft or they can harden after years of use. If the hoses seem to be hard and rigid, they should be replaced. The hoses should flex fairly easily.
- Fan Check: Check for flexing. If there is any flexing fore and aft, that is, towards the radiator and then towards the engine, then further inspection is necessary, especially if the fan has rivets that are centered on the blades and on a ridge. The fan blade of this type is more prone to cracking at the rivet than fans that have rivets near the edge of the blade.
- Flexible Oil Hose Coupling: This is the short hose located between the engine and the oil pressure gauge that is shown in the 1959 – 1964 Parts Catalogue, page #4, item 0116-39. Description: Coupling- Gage pipe flexible and has several part numbers that depend on the years and models that the hose is used on. This hose should be flexible. If there is any sign of oil wetness on the coupling (hose), it is time for a replacement. Rupture of this hose will have oil, under pressure, spewing in the engine compartment. Not sure if the oil that lands on the exhaust manifold will reach the flash point or not to create a fire; it may. A ruptured coupling (hose) will spew oil as long as the engine is operating and will make a mess in the engine compartment.
- Spare Tire check: This is easy. Take a moment to check the pressure in the spare tire. If it is very low on pressure, then it is useless. If this is the case, a person can have two "flat" tires on the car. A flat tire on a car is no fun. Remember, most if not all gas stations do not fix flat tires anymore.

## *Head Start on Studebaker/Avanti Spring Check-Up - continued*

- Wiper Blades: If they don't wipe clean, change them.
- Lighting: If the lights are not as bright as they should be, they may have a poor ground.
- Engine ground: Make sure that the ground cable is in good condition and that it is well secured to the engine. The battery posts and cable connections on the battery should be clean.
- Batteries and tires: These have a life span of about 6 or 7 years. Beyond that, one is taking a chance. Driving around town or close to home might be okay but they may give trouble on the highway far from home.
- Clean Windshields: For better visibility clean inside as well as the outside.
- Drive Line: If there is any squeak, rattle or thunk noise coming from the drive line when the gear is engaged and the car is in motion, the universal may need to be changed. Many universals do not have grease fittings anymore.
- Wheel Check: The wheels do flex a bit while the car is driven. Over time, the flexing takes a toll on the steel and it crystallizes and cracks. If cracks do appear, it likely will be at the holes where the wheel nuts are. Remove hub cap, check to see if there are any rust spots in the wheel nut area. If there are, the wheel may have a crack or the wheel nut may be loose. Wheel nuts should be tightened to 75 -80 Ft pounds of torque on Studebakers and Avantis. A car driven with loose wheel nuts will wreck the wheel as the holes will wear and the nuts will no longer secure the wheel. Loose wheel nuts on a car will have noise being emitted when driven. The noise can be heard by someone outside of the car but it may not be audible to the person inside of the car. If a wheel had previously been tightened by someone using an impact wrench, check to see it is not over-tightened to a point that you cannot remove it. Better to know this when you are at home than finding out on the highway somewhere when you need to change a tire.
- Studebakers and Studebaker Avantis used the Dana differential units. These units, while being sturdy, are not like the differentials used in the Avantis that have GM/Chevrolet differential units. The Dana rear axle units require cleaning, greasing, and repacking of the bearings at 25,000 mile intervals according to the 1959-1964 Studebaker shop manual, pages 4, 4A, and 4D, Fig 2 in the Lubrication section. I suspect that many Studebakers do not get this servicing done. Wheel bearing grease is to be used. I believe that it has a higher melting point than the chassis grease. The difference between the Dana differential units and the GM units is that the GM units are self-lubricating with the differential gear lube. Dana differential units may have been used on Avanti until the late 1980's. The Avantis that used wheels with the Studebaker/Ford/Chrysler/AMC wheel patterns used Dana rear axles. The Avantis in the late 1980's that used the Chev/GM pattern wheels have the GM rear axle unit that likely was made by Eaton.
- Uneven wear on Tires: Wheel alignment needs to be checked.
- Vibration: Check tires/wheels for balance. Vibration can also be caused by bent driveshaft
- Steering: Check for excessive slack on steering wheel while driving. The excessive slack may possibly be reduced with adjustment of the steering box. Also check ball joints and tie-rods for wear.

## *Head Start on Studebaker/Avanti Spring Check-Up - continued*

An effective cooling system on a car is essential. If overheating occurs, it may be a simple thing like the tightening of the water pump drive belt to solve the problem. On some newer model cars (not Studebakers) the plastic water pump impeller may become loose on the shaft. When this happens, the impeller that should be rotating with the shaft is not doing so and therefore not pumping the hot water out of the motor into the radiator resulting in the motor running hot. A visual inspection will not reveal the problem with the water pump as the shaft is rotating while the motor is running. The impeller on water pumps cannot be seen until the water pump has been taken off the car. After much usage, the water pump on Studebakers or Avantis may have water seepage past the seal but I do not know of any pump impeller ever coming loose on the water pumps.

On the second, third, and fourth generation Avantis that have the GM/Chev drive that have air conditioners, there is about a 1-inch gap between the air conditioning condenser and the radiator. During the fall, I had noticed that there was slight dampness on the top left corner of the radiator so it was removed for a new core. This was when I had noticed that some maple leaves had been drawn in between the radiator and the air conditioner condenser. These leaves were effectively limiting the air flow through the radiator. Since these leaves were caught between the air conditioning condenser and the radiator, they could not be seen, but seen or unseen, they were reducing the amount of heat to be emitted. Hence, an overheating could occur on a relatively hot day. The thing to do is to eliminate the chance that the leaves will be drawn in between the radiator and the condenser. As a suggestion, some door screen could be placed and secured in front of the condenser that is closest to the front of the car. Wrap the screen under the condenser and the radiator, and secure it. Check the screen periodically and if it looks laden with leaves or bugs on it, remove the screen to clean it or blow compressed air through it from the motor side of the radiator. If this does not clean the screen enough, then it will have to be taken off to clean. When the screen has been cleaned, secure it back on to the car.

I do not know the proximity of the radiator to the air conditioning condenser spaced on Studebaker-made Avantis. It is likely a good idea to have the screen placed in front of and below the radiator anyway.

To remove the radiator on a non-Studebaker Avanti is a fairly big job. The fan shroud has to be removed. To be able to do that, the fan has to be removed, and the bolts that secure the radiator need to be removed. After that, it takes two people to lift the radiator out so as not to scratch the paint on the car. Removal of the fan is not as difficult as putting it back on due to limited working space.





# Studebaker Corral, p1 of 3



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.



**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

1956 Golden Hawk, \$19,995. Excellent appearance, excellent driving, always garaged, maintained by Studebaker mechanic, daily driver. Only reason selling making move and no place to house. This car is an eye catcher and people like to have their picture made with it! Chip Branch, 770-532-8993.

Bill Sudderth of Macon GA is interested in purchasing a 1963 or 1964 non-supercharged Avanti. If you have one or know of one for sale, please contact Bill at [jusudd@cox.net](mailto:jusudd@cox.net)



# Studebaker Corral, p2 of 3



**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.



1953 Studebaker,  
9" Ford Rear End,  
350 Transmission,  
355 ZZ4 motor,  
\$25,000  
Paul Jones: (205) 365-0285



1959 Lark 2 door hardtop

Chevy 350, TH 700R4, much new chrome, new paint, air, PS, PB (disc). Call George Gratton at 912 433 3330 or email [ggratton@gmail.com](mailto:ggratton@gmail.com). \$15,900. or offer? 5/27/19

## AVANTI and OTHER PARTS

**Chuck Lampman** has sold his Avanti and has two complete disassembled 259 engines, complete with heads, clutches and bell housings free to somebody who will put them together and get at least one good engine out of the parts. One block has a cracked cylinder wall, so it would have to be sleeved. Also have a 232 crankshaft and various used transmission and other parts I need to get rid of.

Also, for sale, various shop equipment- industrial Lincoln welding machine, bead blasting cabinet with exhaust fan, hydraulic press, other stuff. Also Turning Wheels from the late 70s onward, as well as Skinned Knuckles: a Journal of Automobile Restoration from Vol 1 number 1 until 201X.

Call Chuck at 404 483-5380 to discuss what you need and what he needs to get for the stuff.



# Studebaker Corral, p3 of 3



## 1951 Studebaker Starlight Coupe

V8, 3 speed w/OD, 82,000 miles, Nice paint & interior, New fuel pump, carburetor, battery, always garaged, owned since 1964, 3 scratches...2 are 2", 1 is 4"...plus some bubbling at very bottom of door. All on passenger door, \$19,900...price includes multiple extra parts totaling approx \$2K, Kountry4kim@gmail.com, 843-705-9631

### Free Engine & Parts

1951 V8 engine block & heads. This V8 Engine is from a Bullet Nose with several other engine parts. If interested in these free parts, please contact: South Georgia member A. J. Jarvis by phone: 229 268-6283



Sherman Woods, Sulligent, Alabama, has three Studebaker project cars for sale at \$5000.00 for all three. First is a '51 V8 4-door solid body, bad paint but very complete except for missing "bullet" nose. Second is a '63 Lark 6-cylinder, 4-door, very complete. Third is a '62 Grand Turismo body only, no control arms and no hood. Interested parties can reach Mr. Woods at 205-698-9921 or shermanw@centurytel.net

'62 GT

'63 Lark

'51 V8 4-door

**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 Brenda Bodkin  
PO Box 2895  
Loganville, GA. 30052

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 2021**

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