



The HILLHOLDER

The official newsletter of the North Georgia Chapter SDC

Photo from the September meeting.



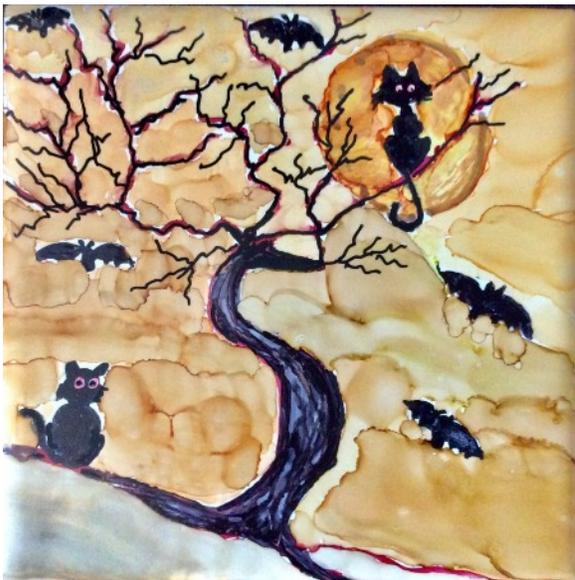
More on page 4

The next meeting will take place in Lawrenceville.

Details on page 7



The September get-together began with a tour of the Douglas County Museum. Pictured above is only a portion of the museum's amazing lunchbox collection.



Alcohol-based ink on ceramic tile
By Guadalupe Taylor

CONTENTS

Oct., 2019 Vol. 44, No. 10

2. Tech Tip - Brake Fluids
3. Celebrations
3. September Meeting Minutes
4. September Meeting Photos
7. October Meeting Details
8. Studebaker Calendar
9. Studebaker Corral
11. New Membership Form

Tech Tip - Brake Fluids

Brake fluid does wear out and become contaminated. Some people are still rejecting the notion of changing transmission fluid on a regular basis. How are we going to convince them that they should now change brake fluid regularly? For years, many considered brake fluid to be a brake-job-to-brake-job service item. Do a brake job, and rebuild the wheel cylinders. Then, bleeding the brakes will flush the system The brake fluid always was, and continues to be, hygroscopic - meaning that it absorbs moisture like a sponge. Leave a container of brake fluid open for a few hot, humid summer days and it will likely absorb enough moisture to render it unusable according to DOT (Department of Transportation) specifications. From a brake engineering point of view, absorbing and dispersing moisture throughout the system is good. It keeps moisture from forming in puddles within the system. Of course, these water puddles would settle into the lowest areas - such as wheel cylinders and calipers - where they can easily be boiled into steam by the heat generated by hard braking conditions and cause a loss of braking known as brake fade. The downside of brake fluid being so hygroscopic is that the moisture dispersed throughout the system lowers the brake fluid boiling point, increases its viscosity, and promotes rust and corrosion.

BRAKE FLUID SPECIFICATIONS

The DOT 3 specification requires a minimum boiling point of 401° Fahrenheit for “dry” brake fluid - fluid that contains no moisture whatsoever. To meet DOT 3 specs., “wet” or fully saturated fluid should reach 284° before boiling. DOT 4 specs calls for minimum boiling points of 446° dry and 311° wet. Most DOT 3 and DOT 4 brake fluids sold today meet or exceed these specifications, but it is important to know the numbers. NAPA DOT 3 brake fluids, for example, actually exceed minimum DOT 4 standards with a dry boiling point of 450°, while many of the cheaper brake fluids barely meet the minimum requirements to call themselves a DOT 3. As with most other things, there really IS a difference between a cheap brake fluid and a quality brake fluid. DOT 5 is silicone-based brake fluid with a wet boiling point of more than 500° F. You may ask yourself why the manufacturers do not simply switch to DOT 5 spec fluid. After all if some is good, more is better, and too much is just right. Right? The DOT 5, while better under heat conditions than DOT 3 or DOT 4, does NOT absorb any moisture, so any moisture that finds its way into the system WILL puddle up somewhere causing rust, corrosion and, possibly, brake fade. You don't want slugs of water floating around any brake system. Also, DOT 5 silicone fluid contains more absorbed air than DOT 3 or DOT 4 glycol and it will aerate much more easily when it is pumped through small orifices such as those on an ABS system. For that reason, most manufacturers warn against using a DOT 5 fluid in cars with ABS. DOT 5 is recommended for vehicles that sit for long periods such as antiques and classics that are stored all winter, and, of course, for racing due to its high heat tolerance. But conditions within the hydraulic system MUST be monitored. Even in sealed automotive brake systems, brake fluid will absorb one percent or more moisture every year simply from opening the reservoir to check fluid level, opening the bleeders and through microscopic pores in the rubber hoses. According to one trade publication, many two-year-old vehicles have been found to contain two to three percent water in the brake fluid.

Continued on page 10

**ATTENDEES
NORTH GEORGIA CHAPTER SDC
SEPTEMBER 2019 MEETING**

STUDEBAKER CLUB MEMBERS

Wayne & Terry Ziemer
 Tim Taylor
 Alan Ziglin '51 Starlight Coupe
 Rick Kamen & Dee Roper
 Joe Flannery '63 Lark
 David Stone
 Loren Nelson
 Bill Startt '64 GT Hawk
 Frank Petru '78 Avanti II

HUDSON CLUB MEMBERS

Rick Kamen & Dee Roper
 Ted & Elaine Saugstad
 Earl & Lindy Lively
 Beverly Belk
 Henry Dabrowski
 Don White
 Preston Stevens '52 Hudson Hornet



**OCTOBER
CELEBRATIONS**

BIRTHDAYS

Brighton Rose Kamen 10/09
 Tracy Jones 10/14
 Peter Pownall 10/16
 Terry & Dora Smith 10/19
 Marsha Byrd 10/27
 Dotty Carto 10/27
 Scott Soncrant 10/29

ANNIVERSARIES

Pete & Deborah McCaffrey 10/09

North Georgia Chapter SDC Meeting Minutes
 Saturday, September 21, 2019
 Hudson's Hickory House, Douglasville, GA

Standard Items:

- President Terry Ziemer called the meeting to order at 12:45 p.m. The sign-in sheet was passed around.
- Terry thanked our host Rick Kamen for arranging the tour of the Douglas County Museum of History and Art followed by the meal and meeting at Hudson's.
- Given the sparse attendance and the uniqueness of the dual-club atmosphere, President Terry Ziemer opted to skip the formal meeting and defer pending issues until the October meeting. When she asked whether anyone had news or announcements to share, Bill Startt reviewed his recent experience traveling to Hershey, PA and attending the car show there. Bill will be sharing some pictures with us in future issues of this Hillholder.

Adjournment:



- President Terry Ziemer adjourned the meeting at 12:55 p.m.

The next meeting of the NGSDC will be held on Sunday, October 6, at 2:00 PM in Lawrenceville. See page 7 of this Hillholder for details.

Photos from the September Meeting

Photos by Tim Taylor



Preston Stevens' 1952 Hudson Hornet



Joe Flannery's 1963 Lark



Bill Startt's 1964 GT Hawk



Frank Petru's 1978 Avanti II



Alan Ziglin and lots of pedestrians outside the museum



Alan Ziglin's 1951 Starlight Coupe

More Photos from the September Meeting

Photos by Tim Taylor



More Photos from the September Meeting

Photos by Tim Taylor



Hudson club member Preston Stevens treated museum visitors to a piano concert.



North Georgia Chapter SDC October Meeting

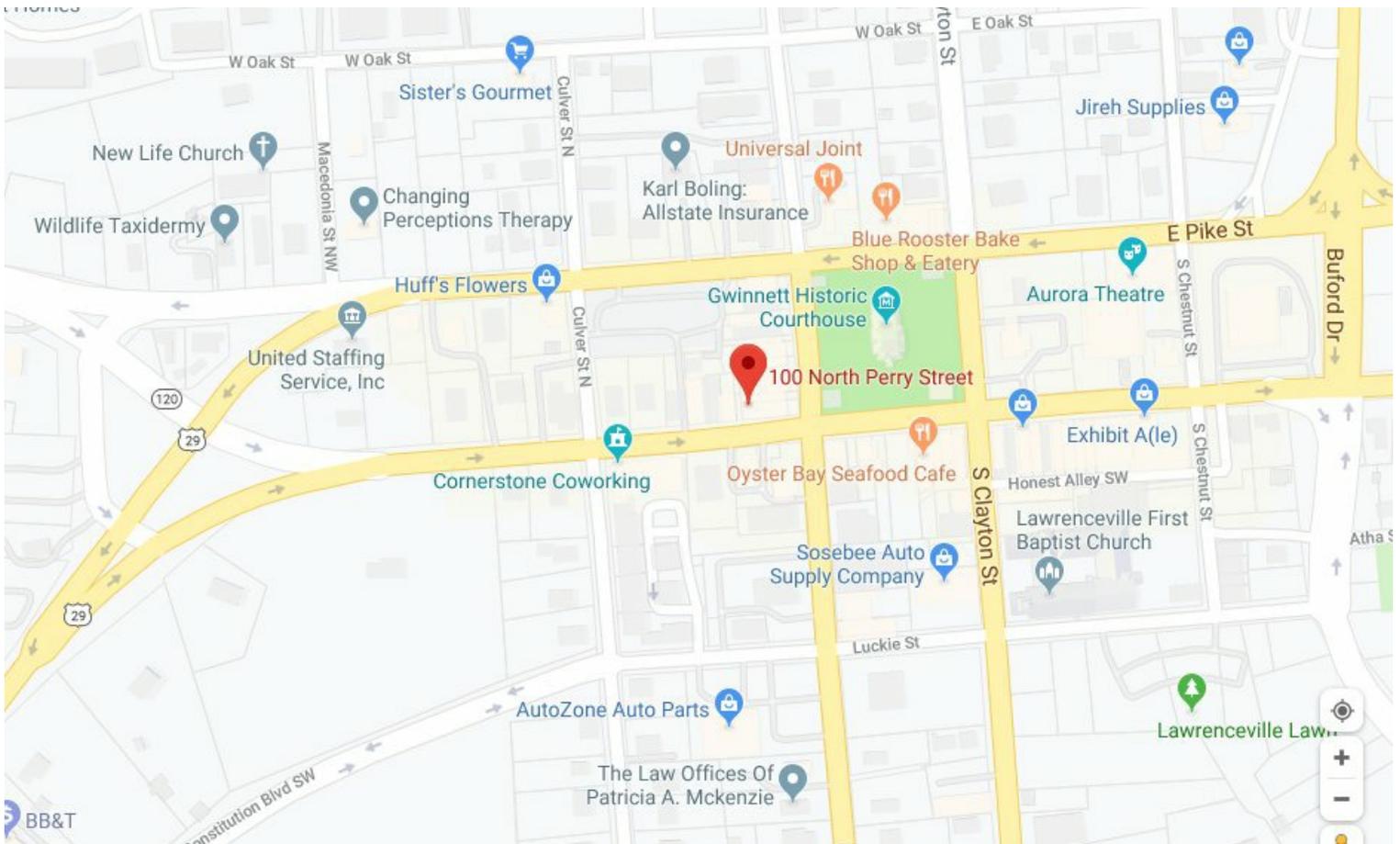
The October, 2019 meeting of the North Georgia SDC will be held at McCray's Tavern on the Square in downtown Lawrenceville.

Date: Sunday, October 6, 2019 Time: 2:00 PM

Address: 100 N Perry St, Lawrenceville, GA 30046 Phone: 770-407-6754

Host: Richard Knoblock Phone: 404-395-4187

Directions: From 316 eastbound, take the exit for Highway 120, go right and take that into Lawrenceville. The restaurant is on the left at Perry Street (and 120). From 316 westbound, turn left at Highway 29 and take that into Lawrenceville. Make a left on Perry Street and the restaurant is one block on the right. All parking in town is free, and there is a parking deck and lot within one block of McCray's by the courthouse.



STUDEBAKER CALENDAR

NORTH GEORGIA CHAPTER MEETINGS

Oct 6, 2019: Lawrenceville, GA. Host: Richard Knoblock. See page 7 of this Hillholder for details.

Nov 3, 2019: Kennesaw, GA. Hosts: Ron & Arlinda Martinez. Info: 818-337-9346.

Dec 8, 2019: Loganville, GA. Hosts: Wayne & Terry Ziemer (706-255-5492), and Wayne & Ann Lee (404-805-9404). Annual Christmas Party & Chapter Officers Elections.

Thanks to Ann Lee for organizing the slate of meetings for 2019.

Also, for everyone who volunteered to host a meeting, we sincerely THANK YOU as well.

OTHER STUDEBAKER EVENTS

2019 FLORIDA STATE MEET

October 11-12, 2019, Clearwater, FL.
Information: Larry and Joanne Good
larjo1@msn.com

2020 INTERNATIONAL MEET

Wednesday, August 5 - Saturday, August 8, 2020,
Chattanooga (East Ridge), Tennessee. (See update below.)

OTHER AUTOMOBILE EVENTS



Gateway Classic Cars - Caffeine & Chrome.
1870 McFarland Parkway, Suite 300, Alpharetta, GA.
9:00 AM until noon every last Saturday of the month.
Cost: Free! To register, call Chrissy at 618-589-9952.

2020 SDC International Meet Update by Wayne Lee

August 5-8, 2020 Chattanooga, TN

Mr. Stu Chapman, former Head of Marketing and Advertising for Studebaker in 1963-64, has agreed to be our Member's Night Buffet guest speaker.

The Hilton Garden Inn, has been approved by SDC as our host hotel: 2343 Shallowford Village Dr, Chattanooga, TN 37421, 423-308-4400, (Service animals only). The Studebaker room rate is \$124. Meet registration, all meetings, seminars, memorabilia room and hospitality suite will be here. The cook-to-order breakfast is extra, but the hotel is providing \$5 discount coupons. There is also a Cracker Barrel restaurant across the street.

The Home2 Suites by Hilton, shares a parking lot with the host hotel: 2330 Center St, Chattanooga, TN 37421-1766, 423-702-2600, Pet friendly. The Studebaker room rates are \$114.

The TownePlace Suites, is near the host hotel: 7010 McCutcheon Rd, Chattanooga, TN 37421, 1-866-599-6674, Pet friendly. The Studebaker room rates are \$89.

The Best Western Arbor Inn, is near Camp Jordan. 6710 Ringgold Rd., East Ridge, TN 37412, 423-893-7979, No pets. The Studebaker room rates start at \$89.

The Hampton Inn, 623 Camp Jordan Parkway, Chattanooga, TN 37412, 423-269-6600, Service animals only. The Studebaker room rates are \$114.

In all cases, you have to mention you want the Studebaker Drivers Club group rate. We are working on securing group rates for other nearby hotels and will publish that info soon.

The best place to find out more about Chattanooga is here: <https://www.chattanoogaafun.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.

Continued from page 9

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.



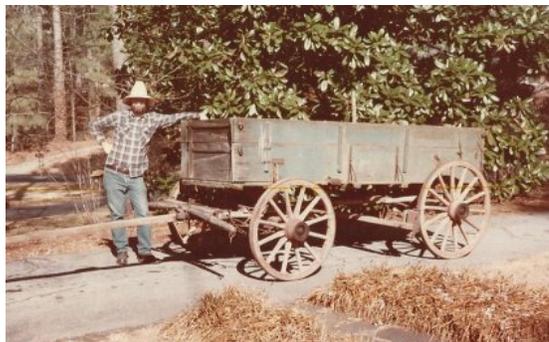
1954 Commander hard top. New paint, bumpers, brakes with finned front drums. Carb rebuilt, new Coker wide whites, original red vinyl interior. 232 V8 3-speed with overdrive. Most exterior chrome replaced with NOS. From the Bill Tilden estate. \$18,000. Richard, 770-775-2064

4.09 Twin Traction rear axle assembly for Avanti- TT works, and assembly is painted in shiny black Imron. \$990 OBO. Contact Chuck Lampman at 770-926-7142.

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.

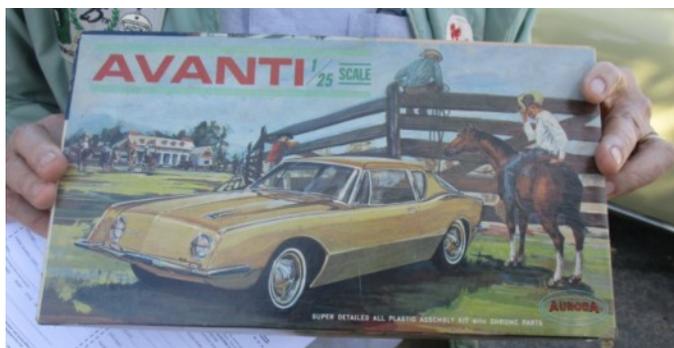


Studebaker Corral, p2 of 2



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.



1/25 scale model Studebaker Avanti made by Aurora. Brand new, all parts still inside unopened plastic bag. Contact Preston Stevens 404-351-5110 or hudsonewss@aol.com

Tech Tip - Brake Fluids: Continued from page 2

Imagine how much water must be contained in some six, seven, eight year or older vehicles that have never had their brake fluid serviced. One percent water content can push DOT 3 fluid down to a 369° boiling point while two percent can push it down to 320°. Three percent can get it down to 293° - dangerously close to minimum DOT 3 requirements. The rate at which this occurs depends on a lot of things such as the age of the vehicle and the type of hoses used. Better quality hoses are lined to make them less permeable to moisture. Some manufacturers chose to skip the lining in order to sell their product a little cheaper. You get what you pay for. DOT 3 and DOT 4 specification brake fluids are made from glycol and additives. Glycol absorbs and disperses moisture. The additive package helps to keep the moisture from attacking the internal components of the brake hydraulic system. Another area of concern on today's automobile that was not a factor years ago is Antilock Braking Systems or ABS. There are many close tolerance components within the ABS system and moisture can wreak havoc with them. Replacing a single ABS component is often much more expensive than a simple brake fluid service would have been. The average car on the road today is 10 years old. According to Brake & Front End Magazine, only half of these cars have ever had their brake fluid changed. For the average motorist, there might not be that much risk under normal driving conditions. But, prolonged braking such as mountain driving and trailer towing might tax old brake fluid beyond its capability to do the job for which it was meant to do.

*Credit and Thanks to Dave Jarvis,
SDC Member, Vancouver Island Chapter*

**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 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, click "About," and then click "Membership."

**NORTH GEORGIA CHAPTER OFFICERS
for 2019**

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Membership Secretary: Brenda Bodkin
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Georgia Regional Manager: John Hollier
770-354-6412