



The HILLHOLDER

The official newsletter of the North Georgia Chapter SDC

Random photos from past
September and October
Hillholders



The annual picnic and
meeting, originally planned
for October 8, has been
canceled.



The final meeting for
2020 is planned for
December 6 in Canton, GA.
Stay tuned for news on
whether the meeting will
take place.



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Editor Commentary By Tim Taylor

Fall weather is finally making its arrival. We hope that everyone is safe and healthy as the nation and the world continue to battle the Corona virus. For the safety of all concerned, our annual club picnic, originally scheduled for October 4, has been canceled.

Next Meeting

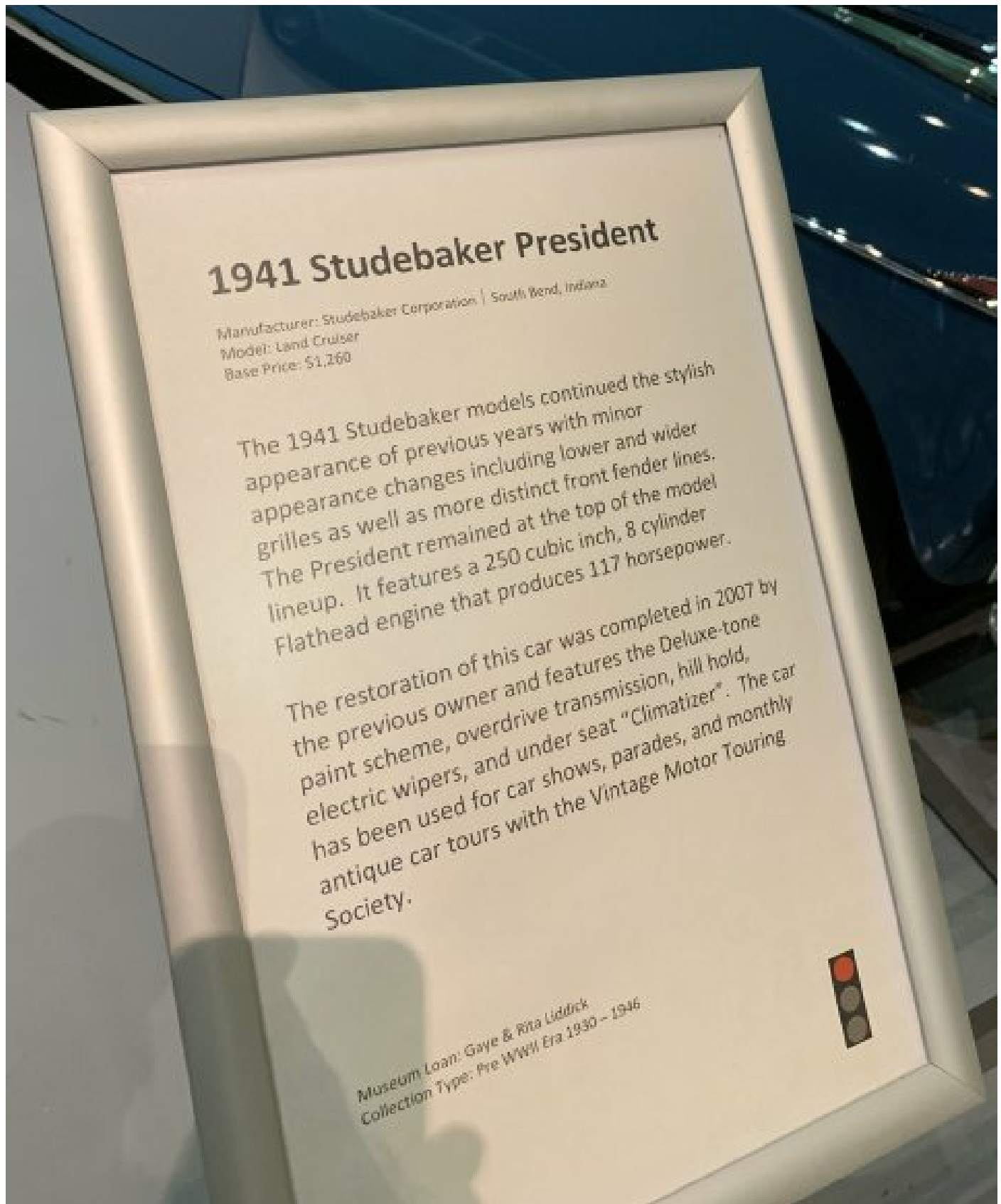
Our next meeting is scheduled for December 6 in Canton, GA, hosted by Frank and Beverly Petru. We will send a note as soon as we determine whether this meeting will be held or not. Hopefully some "normal" times are not too far in the future.

Bill Startt's visit to Hershey

Last year, Bill Startt began sharing his photos from the 2019 Hershey meet. We will look forward to including Bill's photos here in the Hillholder for as long as he has more to share. Thanks Bill!



See descriptions on the next 2 pages

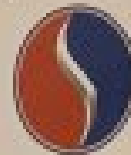


1957 Studebaker

Manufacturer: Studebaker Motor Corp., South Bend, Indiana
Type: Champion Deluxe 4-Door Sedan

This car was purchased from Swab Wagon Co. Inc. in Elizabethville, PA by Elsie Chubb on June 27, 1957. Elsie traded her 1942 Studebaker Champion coupe, for which she received \$270.50. Her balance due was \$2,163.00. Elsie was a businesswoman in her small home town of Halifax, PA. She was the owner of the local grocery & mercantile store. Elsie only drove the car around town and to church. In 1972, she decided it was time to give up driving after scraping the rear fender twice on the same country road bridge.

She sold the car to her niece and nephew-in-law, Ronda & Wilbur White of Penbrook, PA for the sum of \$50.00 with only 15,000 miles on the odometer. The Whites have owned the car for the past 47 years. Now, with a little over 40,000 miles and a new headliner, wind lace, full wheel covers, and whitewall tires the car looks the same as when it came out of the factory. There was no other restoration needed. Today, this car is only used for Studebaker Club functions and occasional Sunday drives by the owners. Their hope is to keep it in the family for many years to come.



Museum Loan: Ronda & Wilbur White
Collection Type: Post-War Era 1948 - 1969

Technical Topic - Liquids

THE LIQUIDS USED ON, IN AND AROUND YOUR CAR

by Pete Yuen

Before any liquids are put in your car at the auto plant, the liquids used are in the paints and thinners applied to the body, chassis and the drive train components.

At one time, most of the car manufacturers used lacquer as the paint of choice on the bodies. Currently, the enamels are mostly being used. The formulation of the enamel is constantly being changed to reduce pollution as it is applied to the cars.

Generally, the belief is that lacquers and enamels do not mix. It is possible to apply a coat of enamel over the top of lacquer but it is ill advised to reverse the sequence as the enamel will blister under the lacquer. The lacquer thinner is capable of evaporating very rapidly. Therefore, it is highly volatile and care must be used while handling. It should not be spilled on the paint as it will mar the finish. I have seen people use it as a cleaner but because of its volatility, it is not recommended. In particular, one thing that definitely should not be cleaned with lacquer thinner is the carburetor. It is made of a porous alloy, pewter and given a coating to seal it. The coating is resistant to gas but it is not resistant to lacquer thinner which will cause the coating to deteriorate and leave the metal in a porous state so that the gas will seep through it. Damage will result if lacquer thinner is used to clean a carburetor.

WATER is very versatile liquid. It is composed of Hydrogen and Oxygen. Hydrogen is the lightest of the elements and it is highly combustible. There is thought by one or more car manufacturers to using hydrogen as a fuel in the future. Oxygen is not combustible but supports combustion.

We depend on oxygen to survive. Without it, our brains would fail to function in a matter of minutes. We can go without food and water for a much longer time and survive. Oxygen is paramount in our survival. Water comes in three states, - solid, liquid and gas (vapor). We use it for drinking, washing, making beer, a medium for cooking, used in drilling of oil wells, extinguishing fires and as a coolant in our cars. It falls from the sky in the form of rain. In freezing temperatures, the rain will solidify and fall to the ground as snow or sleet in the winter. With freezing temperatures on the ground, the water will solidify also. Water in the car engine can freeze during a cold spell and if it does not have adequate anti-freeze mixed in to the coolant solution, the water will expand as it solidifies. As it does this, damage can be done to the engine block and heads as well as to the radiator and heater core.

The water is, like many things in life, be a blessing or a curse. It is absolutely necessary in sustaining human, marine, animal and plant life. Excessive amounts of water without adequate control can result in tidal waves, floods and mud-slides. To a person dying of thirst, water gives a new lease on life. To a person that has drowned, it is the cause of death. To a car, it can cause rust on unprotected areas and on Studebakers, there are a few areas on the car that is prone to rusting where dirt is washed into seams and crevices.

Water is used without antifreeze as a coolant in the storage battery. Antifreeze is mixed approximately 50/50 with water as an engine coolant and put into the radiator. When handling antifreeze, one must remember that it is toxic and must be kept away from children and pets. In the olden days, many cars operated without a water pump to circulate the water through the cooling system in the car. For cooling the engine on these cars, it was strictly thermal-siphon, absorbing the engine heat to make the hotter water rise to a point that it would enter the radiator. After the water cooled a bit, it went to the lower part of the radiator and then into the lower part of the engine ready to pick up the heat again and getting cycled without mechanical help. Today, every car that is water cooled in North America is believed to have a water pump to increase the cooling efficiency.

Oh humid days in the winter, any water that has entered into the interior of the car from leakage of rain or the heater core will cause the glass areas of the car to fog up quickly. As the water in the car is warmed up, it evaporates. Some of the vaporized water hits the glass and is condensed and becomes fog. This fog on extremely cold days will even turn to frost on the inside of the car. Unlike cars that are dry in the inside, the defrosters will have a difficult time to clear the fog in a car with a damp interior. This makes the car difficult to drive. Lower the stress by fixing the leak!

THE LIQUIDS USED ON, IN AND AROUND YOUR CAR (Continued)

On some cold days, a frost which is vaporized water that has condensed and frozen will appear on the windshield when the car is park exposed to the weather. There is an easy fix to this . . . Park the car in the carport or garage (assuming that you have one). If you do not have a carport or a garage, frost on the windshield is something that you will have to live with. By law, you are required to have the glass areas clear when driving. In other words, all of the glass must be frost free and not just a peephole in the windshield. As you scrape the frost off the windshield, it will have a tendency to re-appear. This is where the defrosters come into play. The heat from them will melt the frost. The warmer the water in defroster is, the faster the frost will melt. On Studebakers, some owners use a lower temperature thermostat for the summer and change to a higher thermostat for the winter. Naturally, the higher temperature thermostat for the winter makes sense. On modern (computerized) cars, there is no thought given as to changing thermostats for the different climates. The motors run hot all of the time. This is by design. Thermostats on newer cars must be in good working order for the engine to operate well. They are now an integral component in the engine operational system. The fuel to air ratio is automatically adjusted by the computer which gets its' signal from heat sensors. The fuel will burn more efficiently when the motor is "hot."

Other uses for water in and around the car is for the window washer and for washing the car.

Water can serve as an aid in freight transportation. Shipping of extremely heavy loads can be easily moved by barges and ships. When controlled, it is harness to generate electricity and used to put out fires. It is not recommended that water be used to fight an electrical fire. For this, use a chemical fire extinguisher.

OIL: - A petroleum product that has a dual purpose, primarily as a lubricant on moving and stationary parts. Lubrication reduces heat cause by friction. To a lesser extent, it also serves as a coolant and heat transfer medium in the engine, transmission and the rear axle unit.

There are detergent and non-detergent oils on the market. The detergent oils are multi viscosity. The viscosity change is created by heat as the engine warms up the oil, it thickens to the specified viscosity. It should be noted that detergent oils should not be used in the lubrication of "oilite" (porous) bearings such as used on furnace fans and electric motors around the home and the bushings on the generator and starter of the car. A light weight, #10 or #20 non-detergent oil should be used. An often-forgotten item on the Studebaker that should be oiled from time to time is the distributor. Check with the shop manual for instructions. On Studebakers with a standard gearbox and overdrive, the fluid level must be checked in each unit even though the oil from the transmission will eventually enter the overdrive unit when filled from the transmission. Failure to do this can lead to damage to both units.

By volume, the greatest amount of this liquid is used in the crankcase of the engine and in the automatic transmission. While the reason for the oil in the crankcase is for lubrication, the transmission fluid is used primarily to operate the transmission. There are several types of transmission fluid. Check with shop manual for the proper one to use. The gear lube in the differential (rear axle unit) is a heavier oil to lubricate the gears. It is formulated to stand up to the extreme pressure of the gears working together. The oil levels should be check periodically. Fill only to the manufacturer's specification. Overfilling will cause the oil to foam during use and it will not lubricate properly.

"Synthetic" oil is a misnomer. It is none other than super refined oil. The oil has several advantages over the regular oils. It has the ability to "cling" better to the metal surfaces. It is said that the oil from the car never wears out. This is a strong statement and I really do not know if it is true or not. What I do know is that the oil does get dirty and polluted and should be changed about 4 times a year for the average driver of about 12,000 miles. It is believed that the polymers used to create the multi viscosity in the oils as mostly used today, breaks down with time and usage, apparently more with time than usage. When this happens, the oil will not thicken to the specified viscosity rating. In other words, the oil that is left in your car for an extended time will be of the viscosity of the lowest number that is stamped on the can, for instance a 10/30 oil will only have the viscosity of a # 10 oil after the compound (polymer) breakdown. This is not good for your car's engine to run on.

Grease is a form of oil used to lubricate various moving parts on the car.

REGULAR BRAKE FLUID is toxic and will remove paint. Handle it with care. Silicone brake fluid does not have the same detrimental effect on the paint but it tends to seep through the pressure operated brake light switch which Studebakers used after a

THE LIQUIDS USED ON, IN AND AROUND YOUR CAR (Continued)

short time. The brake light switch that is sold through a parts jobber will have leakage problems after a short usage time. Apparently, the Harley Davidson Motorcycle shops sell a brake switch which is superior to that of a jobber part. When dealing with a Harley Davidson shop, be prepared to pay a Harley Davidson price. In the end, it may be well worth it.

Another difference between the regular brake fluid and the silicone fluid is that the regular brake fluid has a tendency to absorb moisture. If a car is stored for a long period, the brake pedal should be depressed on a regular basis say about every other week to keep the brake cylinder from pitting by the moisture in the system. The regular brake fluid should be change about every other year to rid the braking system of the moisture. The new fluid as replacement should come from an unopened bottle or can. Cans or bottle of open fluid will absorb moisture. The moisture in the braking system has two negative effects. It will cause corrosion and at the same time, it will decrease the boiling point of the fluid.

GASOLINE is the last of the fluids to be put into a newly manufactured car. As everyone knows, it is fuel for the car. To the government, it is a good tax source as nearly a half of the consumer price paid for the gas goes for tax. There are several octane ratings for the gas at the service station. Use the one specified by the car manufacturer.

Gasoline blended with alcohol is available from some gas stations in Canada but not all. This gas is not recommended for Studebakers using the original fuel pumps and hoses as the alcohol causes deterioration of the rubber components. In cities that require annual exhaust emission inspection for environmental protection before licenses are granted, the use of alcohol blended gasoline is one way to reduce the pollution coming out of the exhaust of your car. The blended gas may determine as to whether or not that the car passes the "Air Care" inspection.

Unexplainable nowadays is the gas price fluctuation from day to day. Prices can vary by as much as 10 cents per litre in Canada from one day to the next. No set pattern of the price fluctuation has been established. The price of gas and oil has a direct effect on what the consumer goods will cost in that the freight and manufacturing costs are affected. Some of the airlines, ferries and trucking firms have put on a fuel surcharge on the price of services provided due to the fluctuating fuel prices.

Because gasoline is a highly volatile liquid, it should not be stored in your house and only a limited amount should be stored on your property. Check with your insurance policy and the fire department as to the allowable amount. The present day gas when stored will "go stale" between 3 and 6 month's time. A gas stabilizer is available and should be put into the gas that is stored. "Stale" gas loses its' volatility to a point that it will hardly burn. If a car is stored with stale gas, there may be a difficult time to start the engine. If it does start, it will most likely have little power. My former neighbour found this out when he was driving up a hill. The engine on his Model "T" Ford chugged and puffed and would hardly make it to the top of a small hill. Fresh gas was put into the car and the trouble disappeared.

Along with the uses of liquids for the car, there is one other that has not been mentioned: The sap from rubber trees that goes into the making of tires.

PLEASE DISPOSE OF THE LIQUIDS FROM YOUR CAR IN A RESPONSIBLE MANNER. . . . BE ENVIRONMENTALLY FRIENDLY. . . . OUR FUTURE HEALTH AND THE HEALTH OF OUR FUTURE GENERATIONS DEPENDS ON IT.

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The preceding technical topic is taken from a column called Odds 'N' Ends, written especially for SDC Editors by Pete Yuen, retired Newsletter Editor.



In Memoriam

Lamar Phillips, son of Brenda and Ray Phillips, passed away at home of heart problems on August 4th. Funeral services were conducted at Cornith Christian Church in Loganville, GA.

Billy Greene passed away on August 5. Vicki Noreen, daughter of Billy Greene, provided the following information:

Dad ... had Coronavirus and had fought that back, but it was too much with his dementia and he went downhill fast. He died at Addy Hospice because I could be with him there, and he just slipped away peacefully in his sleep.

I have to quarantine for 14 days since we were in a COVID wing, but it was worth so much to be with him and see him after Merryvale closed visits in Late April. My brother Jim and I got one visit in June outside in the garden 6 feet away.

We are not having a funeral, he is going to be buried in the Georgia Veterans Cemetery in Milledgeville. We can only have one family member bring the remains for the interment and we will be on a list for the Navy honors ceremony when they start back as none are being done now.

The immediate family is going to get together at the farm in Madison and have a private celebration of his life.

Dad was 93 a WW Two veteran, Navy and served 18 months in the South China seas without any time on land. He survived the Great Typhoon that almost destroyed the fleet.

He was a great Dad and he will be sorely missed.

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Dues Reminder

Membership secretary Brenda Bodkin reports that some of us have not yet paid our 2020 dues. If you are one of those people, please send your \$10 to:

Brenda Bodkin
PO Box 2895
Loganville, GA 30052

Questions? Feel free to contact Brenda at 770-554-8057 or bbod@comcast.net.

Celebrations



SEPTEMBER CELEBRATIONS

BIRTHDAYS

Dianne Smith	9/12
Rochelle Ziglin	9/13
Myrna Hunt	9/14
Cindy Lampman	9/15
Bill Cope	9/15
Joe Flannery	9/21
Kathy Startt	9/23
Beverly Petru	9/24
Snell Buchanan	9/27

ANNIVERSARIES

Ray & Dianne Smith	9/17
Joshua & Susan McCord	9/22
Ron & Connie Bergeron	9/25



OCTOBER CELEBRATIONS

BIRTHDAYS

Susan McCord	10/01
Brighton Rose Kamen	10/09
Tracey Jones	10/14
Peter Pownall	10/16
Marsha Byrd	10/27
Dotty Carto	10/27

ANNIVERSARIES

Pete & Deborah McCaffrey	10/09
Teerry & Dora Smith	10/19
Scott & Linda Soncrant	10/29



Studebaker Corral, p1 of 3



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





Studebaker Corral, p2 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. 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.



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



Studebaker Corral, p3 of 3



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



1960 Lark 4-door, runs great, title and tags, all original. \$5,999. Contact herewegoyoga@gmail.com

RESTORATION CANDIDATE

There is a 1962 **Studebaker Lark 6**, light blue 4-door in Griffin, Georgia, that can be had for about \$500. I do not own it but have looked at it closely on several occasions and I think that it is in good enough condition for a project car. I would buy it myself, but am finishing up getting my '62 Lark Regal V-8 4-door on the road after 5 years of restoration and don't have any place to store another vehicle. It would be great if someone out there could SAVE ANOTHER Studebaker for prosperity. Interested people may contact me: Robert Langford at work 770-227-2239 -- and I will be happy to give more details.

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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