

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

STUDEBAKER SPOTLIGHT A NORTH GEORGIA STUDEBAKER STORY

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Featured this month is the story written by Dale Jakupca, a North Georgia Chapter member, about the Studebaker experience his wife, Pat, and he have shared.



The Stud (A Love Story) By Dale Jakupca

The Stud entered our life through a quirk of fate. Prior to the Stud adopting us, we knew almost nothing about Studebakers and had no interest in them.

In January of 2007, we attended the Mecum auction at Kissimmee FL. Our purpose was to purchase a low mileage '64 Plymouth Fury with radio, heater, power steering, and brake delete but with 4-wheel disc brakes, a 413 engine, and 727 push button transmission. (*Editor's Note: "Brake delete" is the term used when a car is manufactured without the standard power brakes.*) Our intent was to replace the 413 with a 426 Hemi, something I wanted for a couple of years. The Fury was scheduled to cross the podium late Saturday night. We arrived Friday morning to view all the cars. While our focus was on the Fury, we drooled and with great restraint unsuccessfully bid on a DeLorean and a '57 Bel Air.

While looking at the cars in the paddock, we came across 3 Studebaker Hawks: one a '57 Golden Hawk dressed in two tone gold/white with a gold interior; the other a crème '62 Hawk with a red interior, GM engine, front suspension and steering; and, last but not least, the Stud. All passed the podium around 8:00 PM and to our surprise

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(Continued on Page 11...See Story.)

Editor's Note: Well, we are just a few months away from the International SDC Meet in Colorado Springs. It will be here before you know it. Hope you are making plans to attend.

As a follow-on to the article about the Studebaker US6 Truck in last month's newsletter, Bill Jackameit has given me permission to reprint the article entitled "Saving an Abandoned Studebaker US6 Truck" from his website "Studebaker Stuff." Go to the article on Page 7 for more details. Many thanks to Bill for sharing a great story.

Kudos to North Georgia Chapter member Dale Jakupca for his story about Studebaker and the 1962 Hawk his wife, Pat, and he have experienced. The story starts on Page 1.

Also appreciated are the "President's Prose" column written by North Georgia Chapter President, Ben Alspach, and Jim Masone's story on page 9.

You will note that on Page 9 a unique photograph of a GT Hawk is posted. The 1963 Hawk belongs to Bill and me; my granddaughter, Jessy Delli, is the photographer. Photography is a hobby of hers and the picture just struck a chord so I thought it was worth sharing. Hope you enjoy it. It doesn't hurt to get a little "artsy" with our Studebakers once in awhile. If you, a family member or friend have an original, unique photograph of a Studebaker, send it to my e-mail and I will try to include it in [The Hillholder](#).

Thought for April: Elections should be held on April 16th-the day after we pay our income taxes. That is one of the few things that might discourage politicians from being big spenders. Thomas Sowell, American Writer and Economist. #

PRESIDENT'S PROSE

By Ben Alspach



As I write this, it's a beautiful Sunday evening and Janet and I just came in from a nice walk. We hope this means spring is really on the way and, with the advent of spring, a young man's thoughts might just turn to...(what else but?) Studebakering!

Many thanks to Hellen and Charlie Attaway for hosting an excellent meeting in Covington last Sunday. Mama Maria's serves great food and the portions were...um...generous, to say the least. However, I think most would agree that the highlight of the meeting was the interesting and informative presentation on chrome plating given by Sandie Gregory of Chrome Crazy.

Sandie did a wonderful job providing basic information on the chrome plating process and passed along numerous "tips

and tricks" she's learned from her many years of experience in the business. She also brought several small sample parts for reference and, combined with the "Attaway collection" of chrome trim that will soon be installed on their '51 Commander, Sandie could refer to real examples of what she was talking about. It was an excellent program and I noticed Sandie chatting with several of our members after the meeting ended. THANKS to Hellen and Charlie (and Sandie) for a fine event.

While I'm pleased that we've had two very nice "program meetings" in a row, I want to emphasize that a special program isn't expected every month. If you have an idea, activity or resource in mind, please pursue it but do this because you want to...not because you feel pressured to "one-up" last month's hosts. One great feature of our club is the fellowship and casual camaraderie we enjoy during the meal and the meeting. I'd hate to see our gatherings become so structured and regimented that we don't have ample time to chat with friends or discuss a mechanical "bug" with the crew in the parking lot. As with many things in life, balance is the key.

I ran some errands in our '49 coupe yesterday. When I walked out of the Home Depot store, I could see a fellow in the distance circling my car, which I had parked "in the open" away from other vehicles. As I approached, I could tell he was taking photos with his iPhone, from several angles, all around the car. Once he determined I was the owner, he almost exploded with enthusiasm, and we chatted for ten minutes about the car and memories he had of Studebakers from his childhood. Some distant relative had once owned the dealership in Waycross. His uncle on the farm drove a Stude pick-up. He thought the Avanti was sexier than the Corvette. Errands always seem to take longer when I drive the '49 but that's part of the fun. As the folks at American Express used to say, "Membership has its privileges."

Thanks to John and Arlene Hollier for hosting next month's meeting. Looking forward to seeing everyone in Cumming! #

Ben and his great '49 Studebaker



North Georgia Chapter SDC Minutes

March 2, 2013

Mama Maria's, Covington GA

Ben Alspach, President, called the meeting to order at 2:15 PM. He thanked the meeting hosts, Charlie and Hellen Attaway.

Sign-in Sheet being passed around.

Alan Ziglin moved, Wayne Ziemer seconded, to approve the February minutes as published in The Hillholder. Motion carried.

Charlotte Delli moved, Charlie Attaway seconded, to approve the January Treasurer's Report as published in The Hillholder. Motion carried.

Ben congratulated those with March birthdays/anniversaries. Those to keep in our thoughts/prayers: Ina Greene, Henry Malin, and Dot Hunt.

Announcements

1. Ben thanked Bill and Charlotte Delli for their efforts to get the club's donation to the tornado relief organizers. Charlotte reported that they purchased the items at Home Depot, which gave them a 20% discount for showing their SDC membership card. Alan Ziglin figured out that this discount got \$300 worth of product for \$250.
2. Palmetto chapter meet is March 8-10, 2013.
3. Charlie and Hellen Attaway plan to attend the Easter Day event in Avondale GA.
4. Carolyn Sikes talked about the Cars for Canines fundraiser in Cumming, GA. Money goes to animal rescue efforts. Details will be in the April newsletter.
5. Alan passed around photos of the Jaguar that Ina Greene is selling.
6. Carolyn Sikes announced that the Avanti has its 50th anniversary this month.

Reports

1. Ed Burris (National) - absent
2. John Hollier (Region) - absent
3. Wayne Lee (Zone)
 - a. From AM email from Ed Burris, National has a new draft of the by-laws. Further work continuing on them.
 - b. List of Studebaker and non-Studebaker events will be in the newsletter.
4. Bill Delli (Treasurer) Balance 02/01/2013 was \$5461.33. Balance 02/28/2013 was \$4877.33. Complete report in The Hillholder.
5. Charlotte Delli (Editor) Needs Studebaker stories from members
6. Barbara Miller (Membership)
 - a. Non-paids will not receive April's The Hillholder.
 - B. We have lost 2 family memberships - Henry and Norma Hernandez (moved out of state) and Michael Hopper and Terri Fox. We have gained 2 new families - Chip and Kaye Branch, Cumming, GA and Joel Quartarone, Tucker, GA

Next meeting is Sunday, April 7th hosted by John and Arlene Hollier at Rooster's Café in Cumming GA. Details will be in The Hillholder.

Alan moved, Charlotte seconded, to adjourn the meeting. Motion carried at 2:45 PM.

Door Prizes were given out.

Jim Carto won \$45.00 in the 50/50. The North Georgia Chapter SDC banked \$45.00.

Submitted by

Terry Ziemer, Recording Secretary

**MARCH 2013 MEETING
ATTENDEES**

Ben Alspach	
Charlie & Hellen Attaway	
Hobo & Brenda Bodkin	
Mike Byrd	1962 Hawk
Billy & Charleen Carey	
Jim Carto	
Bill & Doris Cope	
Solon Couch	
Bill & Charlotte Delli	
Lory Healy	
Dale & Pat Jakupca	1962 Hawk
Richard Knoblock	
Wayne & Ann Lee	
Lenny & Phyllis Major	
Ron Martinez	
Dan & Barbara Miller	
Marvin & Carolyn Sikes	1963 Avanti
Wayne & Terry Ziemer	1953 Commander
Alan & Rochelle Ziglin	1984 Avanti
Guests	
Vanda Beinke	
Sandie Gregory	



MARCH CELEBRATIONS

BIRTHDAYS

Lenny Major	4/1
Vince Geiger	4/4
Jim Carto	4/6
John Hollier	4/12
Maureen Elliott	4/14
Jim Nichols	4/18
Ann Lee	4/25
Del Lane	4/26
Arlene Hollier	4/27
Billy Greene	4/28

ANNIVERSARIES

Scott & Linda Soncrant	4/5
Dan & Barbara Miller	4/6
Jim & Linda Fisher	4/19
Henry & Loretta Malin	4/20

Treasurer's Report

Submitted by Bill Delli, Treasurer

February 1, 2013	
Beginning Balance	\$5461.33
Deposits	134.00
50/50	\$44.00
Dues	\$90.00
Withdrawals	717.94
Polo Shirts	\$413.40
Flowers for Member	\$58.85
Tornado Relief	\$245.69
February 28, 2013	
Ending Balance	\$4877.39

**NORTH GEORGIA CHAPTER SDC
AIDS TORNADO VICTIMS**

On January 30, 2013, an EF4 tornado struck Gordon County GA. There were no fatalities, but hundreds of homes were destroyed.

Although property damage was astronomical, the area was not eligible for state and federal disaster relief aid. Victims depended upon the community, local agencies, the Red Cross and the Salvation Army for help.

The North Georgia Chapter SDC donated 7 tarps, 18 pairs of work gloves and 10 dust masks (items specified by relief volunteers) to the cause. These items were purchased at the Calhoun Home Depot, which gave the Chapter a 20% discount and enabled the Chapter to donate extra items.#

TASTY TREATS

With the advent of spring, we all start to look forward to the spring vegetables. A fresh spinach salad is a great way to use these vegetables and this recipe is a winner.

FRESH SPINACH SALAD

INGREDIENTS: 1 lb Pkg Fresh Baby Spinach
12 Grape Tomatoes
6 White Mushrooms
3 Hard Boiled Eggs
6 Green Onions
10 Bacon Slices
2/3 Cup Apple Cider Vinegar
2/3 Cup White Sugar
1/2 Tsp salt

Wash spinach and remove stems. Dry on paper towels. Tear, not cut, into bite size pieces and place in individual salad bowls or on plates.

Slice grape tomatoes in half, clean and slice mushrooms into thin slices, slice green onions and eggs into thin slices. Set aside.

In heavy frying pan, fry bacon until crisp. Remove bacon and drain on paper towels. Reserve the bacon drippings in the frying pan to make dressing.

Immediately before serving, heat bacon drippings. Add vinegar (must be apple cider vinegar), sugar, and salt to bacon drippings. Cook over low heat until sugar is incorporated into drippings and mix comes to a boil. Stir frequently. Pour hot dressing over spinach. Add vegetables and and egg to each bowl of spinach. Crumble the bacon in each salad.

Serve immediately. #

TECHNICAL TOPICS

(The following information was forwarded by Larry Swanson, SDC Publications Director)

Antifreeze...Do Not Use in Cars Over 10 Years Old
Off the AACA forum: Extended Life Antifreeze

Information was just published in the Auburn Cord Dusenberg Club Newsletter concerning the use of "extended life" antifreeze in cars over 10 years old. In a nutshell--don't do it! Under NO CIRCUMSTANCES should an "Extended Life" antifreeze, which utilizes Organic Additive Technology (OAT, H-OAT, or N-OAT) as one of its chemicals, ever be used in cars over 10 years old.

It attacks the gaskets and gasket cements in our cars, causing major leaks and forcing ultra-expensive repairs. The "Silver Ghost Association" Rolls Royce people have documented massive cooling system failures apparently caused by this antifreeze product. Antifreeze that can be used safely in our cars uses older-fashioned Inorganic Additive Technology (IAT) additive. You cannot tell by the color of the anti-freeze if it's safe to use. Also, the product may be labeled "Safe for Older Cars"--meaning 10 years old at most--"the over 10 years old covers most of the Hawkeye's cars!!" Brands to be AVOIDED are all Prestone lines and Zerex's G-05 in the Gold-color container

Avoid any "extended life" antifreeze. None of us wants to pull and rebuild our cars' engines.

Acceptable brands are Peak's HD Product "Sierra" and Zerex Original Green in the WHITE Container. If any of the OAT, H-OAT, or N-OAT products are in your car, the cooling system should be promptly drained--radiator and block--the system flushed thoroughly and IAT antifreeze installed. #



ART UNGER ACCEPTS SDC PLAQUE

Photo forwarded by Edward Burris

PACIFIC CAN-AM ZONE DIRECTOR RESIGNS

Art Unger, longtime Pacific CAN-AM Zone Director and contributing editor to *Turning Wheels*, has resigned his post to battle pancreatic cancer.

Art plans to continue his involvement with Studebaker as long as his health permits.

Please send cards and messages to PO Box 23072, Vernon BC V1T 9L8 Canada.

NEW AREA ON SDC WEBSITE FORUM

(The following message from SDC President Carl Thomason was forwarded by Wayne Lee, Southeast Zone Coordinator.)

To Zone Directors and Zone Coordinators:

Although we didn't see a lot of members step forward to run for office in the last election, we've had a lot more verbal participation on the part of the members since the South Bend Meet, especially on the Forum. I think we can utilize this in a way that makes communication between the SDC Zone Officers and members in your specific Zone more convenient.

We have created a new area on the SDC website Forum. As of 02/12/13, you will find a section for your Zone under SDC Forums. This is where Zone specific announcements and information can be shared but it is also a place to interact with your constituents and receive their suggestions and feedback. This can be very helpful in our overall goal of better communication with the members but it will require your participation. If you have never registered to post on the Forum, go to the Forum section, click on "Register" in the top right corner of the screen and follow the directions. The same basic Forum rules still apply as to content and decorum.

We will be making a general announcement on the Forum regarding the new area for Zones but please inform the chapters in your Zone when it will be available for use. You can also check out the other Zones to see what they are doing.#

THANK YOU

Dear SDC Friends,

 Thank you so much for your calls, prayers, cards and being such good friends during this time of my hip surgery. Especially thank you for the beautiful basket of hyacinths. The florist delivered them to me today. They are my favorite flower, and they smell so good. It really made me smile.

You folks mean so much to me. My hip repair last year did not work so I had to get a complete hip replacement.

Thanks again.

Dot Hunt
 February 28, 2013

OTHER CAR HOBBY EVENTS

March 23, 2013: Car, Truck & Motorcycle Show. Benefit Sonorabille GA H.S. Information at 706-602-0320 or astewart@gche.org

March 23-24, 2013: Daytona Beach FL. 24th Annual Spring Turkey Rod Run. Go to www.turkeyrun.com for information. Also, Fall Turkey Rod Run in November

March 29-30, 2013. Perry GA. 4th Annual Perry Swap Meet. Go to perryswapmeet.com for information.

March 30, 2013. Acworth GA. Acworth Classic Car Cruise-in. Cruise-in in each month that has a 5th Saturday.

April 7, 2013. Near Hartsfield-Jackson Airport, Atlanta GA. FedEx 2nd Annual Cars & Bikes for March of Dimes. Contact Richard @ Prowler Boy Productions 770-316-1040 or Richard Murphy @ 770-856-0146 or www.prowlerboy.com

April 19-21, 2013. Pigeon Forge TN. Grand Spring Rod Run, For information go to www.pigeonforgetnguide.com or 865-687-3976.

April 28, 2013: Cumming GA. 3rd Annual Cars 4 Canines. See Flyer on Page 15 of this newsletter for details.

May 10-11, 2013. Cairo GA.. Great Southern Antique Auto Show and Rally. Go to 229-377-3663 or 3901.

May 16-18, 2013:Pigeon Forge TN. 35th Annual F-100 Supernationals & all Ford Show. Call 423-623-4544 or go to www.f100supernationals.com
 Also Classic Chevy Show in May, Pontiac show in June, and GMC show in June.

6-13 October 2013: Biloxi MS. 17th Annual Cruising the Coast. www.cruisinthecoas.com.

22-24 November 2013. Moultrie GA. Annual Automotive Swap Meet Spence Field. Go to www.moultreswapmeet.com

The following article is reprinted with permission from the Studebaker Stuff website owned by Studebaker enthusiast Bill Jackameit. His website may be accessed at <http://billstudepage.homestead.com>. This website has a lot of good "stuff" for Studebaker lovers.

SAVING AN ABANDONED STUDEBAKER US6 TRUCK

T.J. Wheelman of Anchorage Alaska sent in these pictures depicting the rescue of an abandoned Studebaker US6 military truck.

T.J. relates that there are many really good beer drinking stories about lost relics and abandoned treasures in the massive Alaskan wilderness. There are stories of lost gold mines and eccentric miners who vanished or died after burying a cache of gold just waiting for some lucky soul to stumble across. There are dozens stories of wrecked World War II aircraft and one in particular of a mostly intact Bell P-39 Air Cobra that is somewhere up around Eureka Summit. The locals, however, are pretty tight-lipped and don't give up their secrets very often, especially to city slickers. Most of these tales are just that, good stories, and are most likely based on a grain of truth and nothing more.

Abandoned for 20 Years



One story that has been around for many years tells of a big game hunting guide who used a World War II vintage Studebaker US6 to haul supplies from an airfield about 75 miles outside of Eureka, Alaska. The truck was abandoned after the engine froze and broke the cylinder head. According to the story, the truck was "all there" and intact. The owner had passed away, so all a person would have to do is find a cylinder head for the 1940's Hercules JXD engine, fly up to the middle of nowhere, install the cylinder head, get the truck running, and drive the truck 75 miles back to civilization across an area with no roads but plenty of grizzly bears.

Will She Run?



(Truck...Continued from Page 7) Well, that is exactly what happened in August of 2009. T.J. is a Studebaker US6 enthusiast and he loaned the cylinder head that was used in the rescue. The primary players in this drama are identified only as Bob and Ray. Bob wanted the truck and Ray owns the airplane that was used to fly in people and supplies, including gas and beer. T.J. Indicates that Bob, who is by profession a diesel mechanic, has serious plans for the old truck, not so much to restore it to original condition but to put it back into good operating order. Bob must be a really good diesel mechanic, as the truck sat for 20 years, and he was able to get it running and drive it out under its own power.

YES!!!



Pictures of T.J. Wheelman's flock of Studebaker US6 trucks appeared on this page in December 2008.

Thanks to T.J. For sending the pictures and the great story.#



The is the aircraft that flew in mechanics and supplies to the site of abandoned Studebaker US6 truck.

**NORTH GEORGIA CHAPTER
NEW SHIRTS**

Starting in 2008, the Chapter offered polo shirts made specifically for its members. Members wear these shirts to meetings, car events, cruise-ins, anywhere to let people know they belong to the North Georgia Chapter SDC.

Supplies from the original purchase became depleted. Unfortunately, the type of shirt purchased originally is no longer available. The North Georgia Chapter selected a new style shirt that closely resembles the original shirt. The shirts are sold solely at the Chapter's cost or less as a service and not for profit.#



To obtain a shirt, contact Lenny or Phyllis Major at 770-286-8514. First shirt purchased by a member is \$15.00. Each additional shirt is \$32.00 for sizes Small to X-Large. \$35.00 for XX-Large.#



Studebaker and the Storm
Photograph by Jessy Delli.

THANK YOU...AND MYSTERY SOLVED!!

By North Georgia Member, Jim Masone

My heartfelt thanks to all of the good folks who stepped in to help when my car stalled and refused to re-start at the February meeting. In addition to saying how much I appreciate the help and advice of everyone (and it seemed like EVERYONE stepped forward to help) when my '58 Silver Hawk misbehaved, I want to share what I discovered the mysterious malady to be...but I'm going to keep you in suspense until the end of this message.

I had acquired the car in a non-running, non-stopping, and pretty much non-everything else state off of ebay. I'm not entirely sure why I bid on the car in the first place. I had been looking for a '58 President Classic or '58 Packard in reasonably good condition for a number of years to round out my collection of Studebakers on the 8s but had gotten frustrated and pretty much given up finding one in reasonably good shape at a fair price. Also, I think alcohol might have played a devilish role. Take it from the voice of experience that it's dangerous to get on ebay after one has had a martini or three. Anyway, since I have a '28 President State 7-passenger, a '38 President Cruising Sedan, and a '48 Land Cruiser—all flagships of the line from their respective years—I wanted to round out the line by adding a '58 President Classic (or Packard) and an '18 Touring. I've had pretty much no luck for the past several years finding anything at a price I considered reasonable relative to condition. When I saw this '58 Silver Hawk with factory A/C on line, I just put a lowball bid in and forgot about it for a few days. Before I knew it, it was on a transport to Atlanta.

When it arrived, the trucker, who was of Eastern European descent, just shook his head and winched the dead beast out into the street in front of my house. Gosh, it was SO ugly with overspray on the windows, most of the trim off of it, a layer of dust and dirt so thick it looked like it had been through a war. I guess the fellow felt sorry for my partner and me as we started pushing it into my driveway that slopes steeply into my back yard. He got his payoff in laughter when it gained speed VERY quickly and I had to run through a flower bed and across the lawn doing donuts to dissipate momentum before it landed in the creek at the back of my lot.

Now, I have a history of being able to get pretty much anything to run and, if it is running, to make it run better; but this one was more of a challenge than I anticipated. Apparently someone had taken the body off of the chassis at some point, stripped it down, did a little bit of rust repair on the floorboards, rebuilt the engine, dropped the body back on the frame—and then just quit. And, let it sit...for years, many years, as far as I can discern from the condition of the tires and the amount of dust in and on the car. So, I got a car that was complete but really not put back together.

The previous owner said the engine had not been started since the rebuild. Since the starter was in the trunk, I figured this would be easy. Well, the starter turned out to be bad. I had it rebuilt, installed it, stuck a battery into it, turned the key, and "SCREEEECH!" Obviously, the ring gear was stripped. I pulled the engine and torque converter and had a new ring gear welded on and re-balanced. I put it back together again, stuck the fuel line into a jerry can, splashed a little gas down the throat of the Rochester 4-barrel, and turned the key. She fired right up—no smoke or unseemly noises, good oil pressure, no overheating. All looked good. I put it in drive and reverse and it engaged in both. Now that I knew I had a runner, I had to have a stopper—not an unimportant consideration when it comes to several thousand pounds of steel that has the ability to move at high velocities. I went through the brakes from pedals to shoes. Obviously, someone had done the brakes and bearings and not put any use on them. All I had to do was free up the self-adjusters, change the hoses, add fluid, and carefully and completely bleed the system. Now I had a runner and a stopper—but nothing else on the car worked.

Then, I tackled the wiring that had been badly bungled when the body was off of the frame. Also, apparently someone had pulled the dash out to paint it a shrieking red—but they neglected to get the wiring right. After weeks of fooling with it, I finally got all of the lights to work properly. I got it insured and registered and started shaking it out. I finally made my first road trip to Birmingham where partner and (Continued on Page 10...See Mystery.)

(Mystery...Continued from Page 9) I have another home and I keep most of my car collection. It did remarkably well other than having a horrendous shake at 70 MPH, a cooling fan that shrieked like a banshee (This is a factory A/C car with seven-blade, non-clutched fan.), a heater that failed to function in 30 degree weather, and horrendous fuel consumption. It took a full tank to get me to Birmingham but, strangely, about half that much to get me back. It averaged about 12 MPG over the 300 mile trip. At that rate of improvement, I figured that I'd be taking gas out of it within another 1000 miles.

Anyway, I had been tooling around in it for the past several months; and it had been rock reliable, starting every time I turned the key—until the fateful afternoon of our meeting. Of course, it just HAD to misbehave in front of everyone coming out of the restaurant. I'm sure I was as red with embarrassment as the cheesy rattle-can red paint on the car. But, that was one of the good things about the afternoon. Nobody made any critical remarks. Nobody even seemed to act like this was unusual. It was as if everybody said to themselves, "Yeah, that could just as easily been me—but I am sure glad it was him and not me." Folks pulled out their tools, their ether, their skills and their sense of humor and offered all generously. The engine seemed to be simultaneously not getting fuel and not getting spark. We pulled the distributor cap and fooled with the points. Spark. We put the cap back on and someone touched the key. It fired instantly. Fearing that it might have been running out of fuel—despite a recently repaired fuel gauge and sending unit that read that I had about 1/3 tank left—I bee-lined it to the nearest fuel station and filled her up. She only took about 11 gallons so clearly the car wasn't out of gas. To add to the mystery, the problem never re-surfaced.

One of the silver linings of this story—besides being reminded what a nice, fun, and pleasant group our North Georgia Chapter is—is learning from several of the guys that the intake manifold on my car was installed backwards. It never occurred to me that the sharp angle of the breather was incorrect. I never would have thought a car would even run with the intake manifold on backward. Several guys politely pointed this out without adding "...you dummy, couldn't you figure that out on your own." It was that bit of wisdom that lead to the discovery of the problem and the solution, although neither had anything to do with the backward intake manifold.

Here's where I finally figured out what was going on: Last night I pulled the carburetor and manifold and put everything back together correctly. The carburetor

start. What the heck? It was running beautifully an hour earlier. No spark. I looked at the back of the engine and, low and behold, there was a group strap that went from the firewall to one of the manifold bolts that runs right next to the distributor. You guess it: The ground strap was touching the terminal on the side of the distributor and was shorting to ground. I moved the strap, touched the key, and she fired right up. I feel certain that was what happened at the February meet. As soon as one of our good Samaritans started working on the distributor, he pushed the wire away, broke contact, and restored the circuit to the points. What a smart bunch of guys you all are! You were able to fix a problem without even knowing for sure what it was! I'm impressed and amazed—though I suppose I shouldn't be. There were several centuries of experience under the hood of my car that day. How often does that happen?

Well, I hope this story was at least somewhat entertaining, may a little enlightening, and hopefully very reaffirming that there are a bunch of great folks in our Chapter. Thanks again to those who stepped up and solved the problem and got my Hawk back on the road. Now, if anyone knows of a good, reasonably rust-free '58 President or Packard (It doesn't even have to run.) or an '18 Touring, let me know#



Sometimes, it takes a village when a Studebaker breaks down. Jim Masone's car is no exception.

NEED PARTS FOR YOUR '50 OR '51?

Contact Maureen Elliott at 404-293-2542. (Note that in the past Maureen had a representative selling the parts on her behalf. This is no longer the case.) She, herself, is now selling many parts for 1950 and 1951 Studebakers that are in good condition.

She also has other Studebaker items for sale that were collected over the years by her late husband, Tom Elliott. For a complete list, call Maureen.

(Story...Continued from Page 1) received almost no response from the buyers. We place one bid expecting to be out bid and were very surprised by the successful outcome. Nobody was interested in the Stud! When the '64 Fury came along an hour later, we were successful again, although with quite a struggle. I guess you can say we accomplished our goals and then some!

Pat and I have put over 20,000 miles on the Stud over the years, enjoying every minute of it. It has taken us to Northern Ohio (twice), Mexico Beach, Knoxville, Pigeon Forge, Bryson City, and on a tour of the Blue Ridge Parkway. It also has been our daily driver. Along the way, it never broke down or in any way made us regret taking a vintage auto on some long distance cruising.

The Stud came to us in little need of attention. I initially replaced the tach sender and oil pressure gauge, rebuilt the clock, and replaced the distributor with a solid state Mallory unit. I replaced all the fasteners inside and out with stainless in lieu of the chrome, which had started to pit. I also rubbed out all the aluminum and stainless and replaced the rear springs and all 4 shocks. The usual flush of all the fluids and replacement of the belts, lights, and filters were accomplished as well.

About a year later while attending a Carlisle PA event, we stopped at a vendor who could modify our old radio, providing an AM/FM radio with inputs for CD/MP3 equipment while maintaining the stock radio face, knobs, and function. We sent him our AM non-push button radio and about a month later began enjoying FM and MP3 music in the Stud.

Over the years we replaced brake shoes, wheel cylinders, pinion and axle seals, power steering control valve seals, heater control valves, heater fan, engine fan, headliner, turn signal, and shifter and caps. Installing the headliner was an experience!

By 2011, the engine was producing insufficient oil pressure, the radiator was showing signs of blockage, and the power steering pump, steering control valve, and water pump were starting to show their age. We placed the Stud out of service and completely rebuilt the engine (Atlanta Crankshaft boiling of the block and the machining), going 0.030" over on the bore and 0.010" under on the crankshaft. AC installed Stellite exhaust valve seats and knurled valve guides so we could use what passes for regular gasoline these days. While at it, I rebuilt the carburetor, water pump, fuel pump, power steering pump, oil pump, power steering control valve, and generator. The heater core and radiator were re-cored by Gainesville Radiator. I replace the fiber hose connecting the heater fan and the heater core box with hard ductwork, which greatly improved the air flow into the passenger compartment.

The work completed, I started the Stud only to have

my heart stop as the engine approached operating temperature. Hot at an idle, it held only 5 lbs. Having built/rebuilt several engines, I was used to 30-40 lbs hot idle, 40-60 at speed. A search of the Internet led me to a wealth of information, all stating that 289's had low idle oil pressure and maybe 40 at speed. Not satisfied, I eventually found Dan Miller, a North Georgia Chapter SDC member, who was kind enough to explain the oil pressure regulating system and the areas of concern. Armed with this information, I pulled the engine and found that the source of the problem was a partially clogged oil pump pick up. I could not find a NOS replacement and was not comfortable cleaning and reusing the clogged pick up. The solution turned out to be using the oil pick up screen of a small block Chevy, welding it to the Stud pick up tube using a jig I made to hold the correct orientation of the screen. Lord's Welding of Buford GA took care of the welding. I reassembled the engine, reinstalled it and was very relieved to see it hold 30-40 psi hot (160 degrees) at idle. We have put about 5,000 miles on the Stud since the work was completed in the spring of 2012 and have experienced no issues or leaks.

Future plans call for an exterior repaint when funds allow. For now, we are happy with a 20 footer paint finish. *(Editor's note: A "20 footer paint finish" means from a distance the paint looks really good; however, when you get closer to it, you begin to see imperfections.)*

I'm grateful for the advice given generously by the folks at Studebaker International, Chuck Collins of Studebaker Parts, Bob Johnstones' website, and Dan Miller. Without their input, the rebuilding process would have been very difficult.

The Stud has become a loved member of our family; of our 5 vehicles, the Stud garners the most attention wherever we go. Unfortunately, few of the onlookers ever guess correctly that it is a Studebaker Hawk. The most common guess is a Bentley, Rolls, or Mercedes.

Pat and I chuckled when we learned about "Drive Your Studebaker Day" because every day is a good day to drive the Stud! It is part of our vehicle rotation, and we expect to enjoy it as a daily driver for years to come.

For what it's worth, I have yet to put a Hemi in the Fury!#



Pat and Dale and the Stud

Studebaker Happenings

NORTH GEORGIA CHAPTER MEETING SCHEDULE 2013

April 7, 2013: Cumming GA. Hosts John and Arlene Hollier. 770-781-5103. Cell 770-354-6412. See Page 13 for details.

May 5, 2013: Marietta GA. Hosts Ron & Arlinda Martinez. 770-429-9903.

June 1, 2013: Snellville GA. Hosts Lenny & Phyllis Major. 770-207-6129.

July 2013: No Chapter Meeting.

August 4, 2013: Yargo State Park GA. Hosts Billy & Charleen Carey. 770-867-2060. Cell 770-867-7186.

September 14, 2013: Acworth GA. Hosts Ben & Janet Alspach. 770-693-7269.

October 6, 2013: Calhoun GA. Hosts Bill & Charlotte Delli. 770-547-4871 or 4897.

November 3, 2013: Loganville GA. Hosts Wayne & Terry Ziemer. 706-255-5492.

December 8, 2013: Kennesaw GA. Hosts Wayne & Ann Lee. Annual Christmas Party. 404-805-9404.

Thank you to all who volunteered to host a Chapter meeting in 2013

FUTURE SOUTHEAST ZONE EVENTS

April 6, 2013: Chattanooga TN. Riverbend Chapter. Coker Tire Cruise In. Starts at Chattanooga State campus. For more details, contact Roger Bass 423-315-0554.

April 20, 2013. Huntsville AL. Orphan Car Show. North Alabama Chapter SDC. Contact Warren Sadler at 256-746-5025. See Page 14 for details.

May 11, 2013: Fayetteville NC. Eastern North Carolina Chapter SDC. Tour of the Cape Fear River Valley: A Gimmick Road Rally. Contact Joe Roberts 910-484-2512.

May 17-19, 2013. Townsend TN. Smoky Mountain Meet. Smoky Mountain Chapter SDC. Contact Joe Inman 865-457-3002. See Page 16 for more details.

FUTURE SOUTHEAST ZONE EVENTS. (Continued)

June 8, 2013: Boone NC. Studebaker Spring Fling. North Carolina Chapter SDC. Contact Weldon & Margaret Critcher 828-264-8141.

September 6-8, 2013: Maggie Valley NC. 45th Tri-state Meet and Southeast Zone Meet. North Carolina Chapter SDC. Note change in location from previous event. Details on Page 17. This is a new, updated flyer.

October 11-12, 2013. Nashville TN. Middle Tennessee Meet. Fiddler's Inn. Middle Tennessee Chapter SDC. Contact Paul Wallace 931-359-5381

November 1-3, 2013. Port St. Lucie, FL. Florida State Meet. Sunshine Chapter SDC. Contact Butch Figurella 561-793-4957.

OTHER FUTURE STUDEBAKER EVENTS

May 2-4, 2013. Michiana Chapter STUDEBAKER INDIANA Open Swap Meet and CROSSROADS ZONE MEET. St. Joseph Fairgrounds, South Bend IN. Info: www.michiana-chapter-sdc.net.

June 29-July 6, 2013. Colorado Springs CO. 49th International SDC Meet.

September 14, 2013. Everyday is the day to drive your Studebaker, but this is the official day. Get them on the road for DRIVE YOUR STUDEBAKER DAY!

June 28-July 5, 2014: Doreen DE. 50th International SDC Meet.

SPECIAL ACKNOWLEDGEMENT

A special thank you is extended to Wayne Lee, Southeast Zone Coordinator, for his outstanding support in providing information about Southeast Zone and National SDC events.. Without his timely information, this page would not be complete.

NORTH GEORGIA CHAPTER SDC

APRIL 2013 MEETING
SUNDAY APRIL 7, 2013
2:00 PM

HOSTS: JOHN AND ARLENE HOLLIER

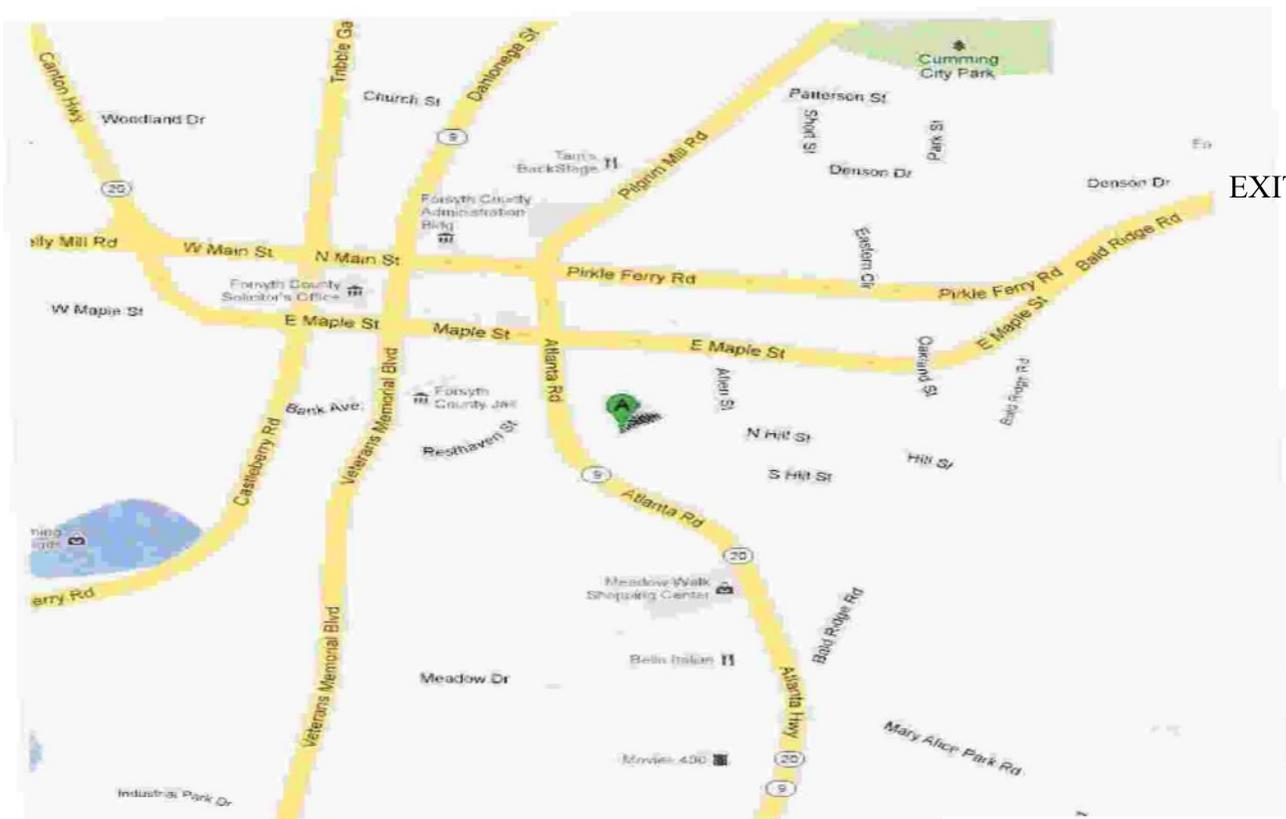
770-781-5103



ROOSTER'S CAFE
216 ATLANTA ROAD #M
CUMMING GA 30040
770-889-6890

From Georgia 400: Take exit #15 and turn right onto Bald Ridge Road. This becomes Pirkle Ferry Road. Continue on Pirkle Ferry Road. Turn left onto Allen Road. Turn right onto GA-20 West/GA-9/ Atlanta Road. Rooster's is on the right. You can also exit on exit #14.

From I-75: Take I-75 to I-575. Go north on I-575 until you come to exit for GA-20 East. Exit on GA-20 East. Continue EAST on GA-20 until you come to Cumming GA. GA-20 is the same as Atlanta Road. Restaurant will be on your right. Note: It may be faster to go to GA-400 to reach Cumming GA.



EXIT 15



ORPHAN CAR SHOW

(Raising money for Meals on Wheels)

Saturday, April 20th, 2013 10:00 am to 3:00 pm

At the Senior Center, 2200 Drake Ave. Huntsville,
AL 35805

(Across the street from the Boy Scout Office)



Open to all pre 1980 Orphan Makes

Popular Vote

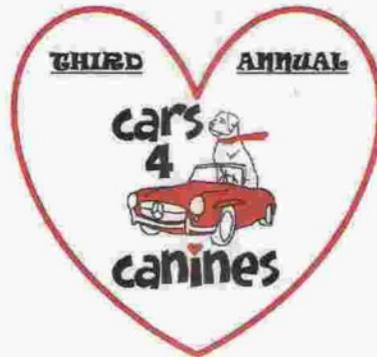
Registration \$10 per vehicle entry

Food/Refreshments



Call 256-898-5691 or 37Dictator@gmail.com for more information.

Sponsored by the North Alabama Chapter of the Studebaker Driver's Club



Sunday, April 28th, 2013, noon till 4PM

Rucker Pet and Wild Bird Store, 5456 Bethelview Rd (Hwy 141), Cumming, GA

Did someone say "cars"? Did someone say "dogs"? Join us for fun with both at the 3rd annual "Cars 4 Canines" fund raiser in the parking lot at **Rucker Pet and Wild Bird store** (www.ruckerpet.com). All proceeds benefit The **Canine Adoption Network**, a local not-for-profit, all volunteer, 501c dog rescue group. This very dedicated organization needs funding to continue rescuing abused and neglected dogs and finding homes for them. Please visit their website: www.CanineAdoptionNetwork.org.

The fun and festivities includes a **car show** (in secured parking), with ALL makes, models and vintages welcome (**People's Choice Trophies** will be awarded), **dog adoptions**, a **silent auction**, **great food and more!** This is a terrific way to spend an afternoon with family, friends and fellow car enthusiasts while supporting a worthy cause!

To enter your special car, there will be a \$25 donation (\$15 for each additional car). All car show entrants will receive lunch for two at the show compliments of Jersey Boyz Pizza and Subs, as well as the highly collectible Cars 4 Canines T-shirt. For car show questions please contact Jim Mitchell at 770-883-2316 or at jrs190sl@yahoo.com. If you have something of value that you would like to donate to the silent auction, please contact Jim Mitchell.

Please complete the registration form and send with a check for \$25 (payable to: Canine Adoption Network) to:

Rick Kamen, P.O. Box 473, Decatur, GA 30031-0473.

MAKE _____ MODEL _____ YEAR _____

SPECIAL FEATURES OR EQUIPMENT? _____

OWNER _____

ADDRESS _____

PHONE _____ E-MAIL _____

T SHIRT SIZE(one per entry, S, M,L, XL, XXL) _____

THE STUDEBAKER DRIVERS CLUB SMOKY MOUNTAIN MEET
MAY 17-19, 2013 Hosted by the Smoky Mountain Chapter



MOTEL INFORMATION (mention "Studebaker")

MEET MOTEL: TALLEY HO INN (www.talleyhoinn.com)

8314 STATE HWY 73 TOWNSEND, TN. 1-800-448-2465

RATE: FROM \$80.00 +TAX BEFORE APRIL 13, 2013

There are also Campgrounds in the area

OUTSIDE VENDOR AREA ON GRASS FOR A \$15.00 REGISTRATION FEE; BRING YOUR TENT

SCHEDULE OF EVENTS:

FRIDAY, MAY 17	SATURDAY, MAY 18	SUNDAY, MAY 19
2 – 8 P.M. REGISTRATION/	8A.M.-5 P.M SHOW/SWAP MEET	(HEADING HOME)
SWAP MEET SET UP	12N-3P.M – JUDGING	
6-8 P.M: BBQ SUPPER	6 P.M.: BANQUET & AWARDS AT CARRIAGE HOUSE	

NAME: _____

ADDRESS: _____

CITY _____ ST _____ ZIP _____

PHONE _____ EMAIL: _____

MODEL/YEAR(S) CAR(S) SHOWING _____

WATCH/MODEL/PEDAL CAR/TOY SHOWING: _____

GENERAL RESISTRATION: @\$15.00 (includes vendors) before April 19	\$
After April 19@ \$20.00	\$
FIRST CAR @\$10.00 MUST BE MEMBER OF SDC TO ENTER	\$
ADDITIONAL CARS @\$8.00 each	\$
WATCH/MODEL/PEDAL CAR/TOY @\$8.00 each	\$
BANQUET X \$18.50 (INCLUDES MEAL, DRINK, TIP, & TAX)	\$
TOTAL	\$

MAIL REGISTRATION TO: SMOKY MTN CHAPTER SDC
c/o Joe Inman 228 MARQUISS CIR., CLINTON, TN 37716-6051
SMOKYMTNSDC@gmail.com; (865)457-3002

www.smokymountainstudebaker.org



45th Southeast Zone/Tri-State Meet

Hosted by: North Carolina SDC

September 6 - 8, 2013



45 years and still rolling



Telephone Reservations
Smoky Falls Lodge
 Tell them you are with the Studebaker Drivers Club
 1-877-926-7440 or 1-828-926-7440
 www.smokyfallsodge.com

Events:

Friday, September 6th, 2013

- * Registration 6 pm-9pm
- * Oldies Movie at Dusk

Saturday, September 7th, 2013

- * Registration 9 am -12 noon
- * Swap meet
- * Studebaker Car Show
- * Craft activities for Ladies
- * Model Car and South Bend Watch Shows
- * Valve Cover Racing
- * Awards presented at the end of the show
- * After dinner join us for dessert and Sam Ensley & Roots and Branches

Vendors Welcome
 email: westbenddave@triad.rr.com
 Questions about the meet contact:
 Tri-State Meet Coordinator,
 David Hauser

Free vending with meet registration

Mail registration to:
 Harold Freeze
 1448 Triplett Rd.
 Cleveland, NC 27013
 hawkrl@yahoo.com



Make checks payable to NCSDC

Name:.....
 Address:.....
 City:.....

2013 Meet General Registration:
 Please Pre-Register before August 15, 2013

Registration	\$15.00
People's Choice or Concourse Judging	
\$10.00 per entry
Valve Cover Racing \$3.00 per entry
Model Car Display...\$3.00 per entry
Watch Display/Judging..\$3.00 per entry

For more information North Carolina Club Website: ncsdc.net

Total

EDITOR'S NOTE: THIS IS A NEW FLYER FROM THE NORTH CAROLINA CHAPTER, WHICH IS DIFFERENT FROM THE ONE IN PREVIOUS ISSUES OF THE HILLHOLDER.

THE STUDEBAKER CORRAL

The purpose of this section is to provide a place for posting items "for sale" or "wanted to buy." If space is not available for all items, preference will be given to Studebaker items, North Georgia Chapter SDC members first.

Each ad will be posted for an initial period of three months. The first month of the current posting can be found at the end of the ad. Additional 3 month extensions may be posted if space allows; provided, the Newsletter Editor is notified one month before the current period expires. Changes to the ad should be submitted to the Newsletter Editor at any time during the posting period. If an item sells before the period expires, immediate notification would be appreciated. A photo can be included with your ad. Because of size constraints, only one photo may be included per vehicle. If you have more photos than this, you can identify how interested parties may contact you to see them in the ad. Please send all ads and photos to the Newsletter Editor at e-mail: calh407@comcast.net.

The Newsletter Editor and members of the North Georgia Chapter SDC are not responsible for the accuracy of the content of the ads. The accuracy and terms in the ads are the sole responsibility of the advertising party; however, the Editor reserves the right to reorganize ad contents, without changing facts, to best fit the space available

VEHICLES FOR SALE

1950 Champion Business Coupe. Fully restored custom with 360 engine, 350 turbo trans., 3.73 rear. All new interior, tinted windows, new paint, too much to list. Located in Cartersville GA. Price reduced to \$20,000. Contact Henry Malin. 770-606-8785. E-mail: hmalin1@bellsouth.net. (FEB 2013)



1988 Avanti Silver Anniversary. VIN # 12AAV3248J1000303. One of 27 built. Paxton Supercharger. Original custom white pearlized paint, black leather interior, premium wheels, anniversary center caps, 50K miles, power everything, original all-digital dash, A/C (134), sun roof, Sony 6 disc CD changer-am-fm-cassette, trip computer, Koni shocks, new tires, 2.5" diameter stainless steel exhaust with dual port chrome exhaust tips. Original owner's

manual in black leather pouch. \$28,600. Contact Ron Bergeron at 404-590-7662 or e-mail ron@atbergerons.net (FEB 2013)

1937 Ford Panel Truck. Modified with 350 HP engine, transmission, exhaust, brake system, etc. Fun to ride and drive. Asking \$26,500. Call 770-554-8057 and ask for Hobo. (MAR 2013)

2003 Jaguar. Second owner in original buyer's family. Runs well and is in excellent condition. Well-maintained. Red exterior. For more details contact Ina Greene at 706-342-4213. (MAR 2013)

PARTS, VEHICLE FLOCKS AND EQUIPMENT FOR SALE

1962 Studebaker Champ Parts. Radiator tested to 14 Lbs no leaks \$100.00. Complete front axle assembly \$200.00. Front springs \$70.00. Chrome grill needs to be plated \$80.00. Four 59-63 full disc hubcaps \$45.00. Gauges & housing \$25.00. Speaker housing \$10.00. Tailgate P2 Bed some rust \$125.00. Master Cylinder \$30.00. Chrome headlight rims \$70.00. Front wiring harness \$120.00. Gas tank \$150.00. Gas tank filler neck \$25.00. Emergency brake handle \$20.00. Heater motor \$25.00. Hood rod prop \$10.00. Front fender stainless \$50.00. Step bumper \$35.00. Front panel some rust \$50.00. Mark IV air conditioner \$50.00 York compressor \$75.00 Condenser \$40.00. Shipping extra. All parts "as is" condition. Contact Lenny Major. 770-286-8514. (MAR 2013)

3.07 Rear Axle Assembly. \$100.00. #27 No Brake Backing Plates. Contact Lenny Major. 770-286-8514. (MAR 2013)

Studebaker Parts. Both new and used. I can offer these for less than the out-of-town dealers. I also sell "ZD-DPlus" oil additive to replace the zinc that older engines need, but has been eliminated from modern motor oils. Contact Dan Miller. 770-932-1615. E-mail: alexmil@comcast.net. (FEB 2013)

Two Vinyl Front Bucket Seats and Rear Matching Seat. Bucket seats are reclining and the color is Golden Sand. They are all in excellent condition. They came from a Bordeaux Red 1964 GT Hawk. Price: \$650.00. Contact Dan Miller at 770-932-1615 or e-mail: alexmil@comcast.net. (FEB 2013)

STUDEBAKER CORRAL (continued)

STUDEBAKER MEDIA/MEMORABILIA FOR SALE

Collection of *Turning Wheels* Magazines - 1976 to present. A few earlier issues also available. \$300. Contact Chuck Lampman. Address and e-mail in next ad. (MAR 2013)

SOME THOUGHTS ON RESTORING A STUDEBAKER

This is a 99 page book based on the articles of the same name that appeared in *Turning Wheels* in the early 1990's and which won the SDC's Churchill Award for Best Article, Non-paid. The book contains all the material from the original series, which ran for a year and a half in *The Hillholder*. It not only replaces some material edited out for the *Turning Wheels* series but has updates and several new items that were written after the *TW* series was published.

"Some Thoughts..." is aimed at the first-time restorer, but will be of value to the more experienced; it doesn't try to be a "how to restore a car book" but gives you a look at the decision-making processes, tools, spaces and basic skills you will need to do a restoration. It also will provide a framework to help you structure your project.

There are several chapters of Studebaker-specific advice. In the chapter devoted to engine rebuilding, I've tried to describe a step-by-step process that anyone can follow and I've tried to include tips I've picked up in building 60+ engines. I've received many compliments on the engine chapter and I'm glad to finally be able to get it in print.

Some Thoughts on Restoring a Studebaker is available for \$22.50 USD plus \$4.00 for handling and postage, for a total of 26.50 to US addresses. Canadian orders add \$6.50 USD for postage, total \$29.00 USD. To order a second book in the same order, add an additional \$3.00 (\$4.00 USD for Canadian orders) for Australia and Europe, shipping is \$12.00, total \$34.50 USD paid by PayPal only.

The easiest way to purchase (and the only way if you are in Australia and Europe) is to PayPal the appropriate amount to me at chuck@Lampman.com and mention "Some Thoughts" in the remarks section. Otherwise, if you live in the US or Canada, send your name, mailing address and a check or USPS money order for \$26.50 (\$29.00 USD bank draft for Canadian buyers) to Chuck Lampman

4141 Lynette Court
Kennesaw GA, 30144-2293

If mailing payment, please e-mail me to notify me that the check is coming so I can set one copy aside for you, or get more printed. (I try not to keep too big an inventory because they are expensive to stock. (FEB 2013) #



MARCH MEETING CARS

- (From left to right)
 Sikes' 1963 Avanti
 Ziemer's 1953 Commander
 Byrd's 1962 Hawk
 Ziglin's 1984 Avanti



**MEMBERSHIP APPLICATION
NORTH GEORGIA CHAPTER SDC**

To join this Chapter , complete this application and mail it with \$10.00 dues (\$5.00 if joining after July 1st) check or money order in US funds to the following:

**North Georgia Chapter SDC
c/o Barbara Miller
1691 Flowery Branch Road
Auburn GA 30011**

Note you must be a member of the National SDC to join this Chapter. Nat'l Mbr # _____

Date: _____

Name: _____

Your Birthday (Month/Day) _____

Spouse/ companion: _____

Spouse/companion Birthday (Month/Day) _____

Wedding Anniversary (Month/Day) _____

Street Address: _____

City _____ State _____ ZIP _____

Telephone: _____

E-mail: _____

Studebakers Owned (Year/Make/Model)

**MEMBERSHIP APPLICATION
NATIONAL SDC**

Memberships are for 1 year and include 12 issues of *Turning Wheels*

New Membership Dues- First Year Only \$24.00
Regular Member w/periodical class mail \$31.00
Regular Member w/ 1st Class mail \$60.00
Membership WITHOUT *Turning Wheels* \$10.00
TOTAL AMOUNT ENCLOSED: _____

To join SDC, complete application, send with check or money order in US funds to:

**The Studebaker Drivers Club, Inc.
PO Box 1715, Maple Grove MN 55311-6715**

Or use VISA or Mastercard, call 763-420-7829, FAX 763-420-7849 or e-mail sdccornerstonereg.com for information. (DO NOT send ads with your membership. Send ads to *Turning Wheels* editor.

Name: _____

Spouse _____

Birthdates: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: () _____

E-mail: _____

[] VISA No. _____ Expiration _____

[] MC Signature _____

List Studebakers (include year, model, body style and serial numbers on separate page.)

NORTH GEORGIA CHAPTER SDC OFFICERS

President: Ben Alspach, 770-693-7269. Thealspachs@comcast.net
Vice-President: Wayne Ziemer, 706-255-5492. wziemer@bellsouth.net
Secretary: Terry Ziemer 706-255-5492; ziemer111@bellsouth.net
Treasurer: William Delli 770-547-4871; calh407@comcast.net
Membership Secretary: Barbara Miller 770-932-1615; alexmil@comcast.net
Webmaster: Chuck Lampman 770-926-7142; chuck@lampman.com
Chapter Website: [http://www.studebakerclubs.com/North Georgia](http://www.studebakerclubs.com/North%20Georgia)
Photo Contributor: William Delli
Southeast Zone Coordinator: Wayne Lee 404-803-8489; ww.lee@yahoo.com
Southeast Regional Manager: John Hollier 770-781-5103; drjhollier@att.net

The Hillholder is the official newsletter of the North Georgia Chapter Studebaker Drivers Club. It is published monthly. Editor, Charlotte Delli. Send all inquiries to *The Hillholder*, 169 Aubrey Ave., Calhoun, GA 30701.
Telephone: 770-547-4871 E-mail: calh407@comcast.net