

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

July 2012

Vol. 37 Issue No. 7

STUDEBAKER SPOTLIGHT 1955 President Speedster

Featured this month is the 1955 Studebaker President Speedster owned by North Georgia Chapter members Marvin and Carolyn Sikes.

INTRODUCTION

By Carolyn Sikes

The 1955 President Speedster is a valued member of our car family. The very first time that Marvin and I saw one was at the first North Georgia Studebaker Chapter event that we attended with Marvin's 1958 Silver Hawk. I was then on a hunt to find one. I definitely wanted a lemon-lime Speedster. Most people think of Studebakers as having non-aggressive, laid back body colors. The most common question we are asked about the Speedster is "Is that the original color?" I have told my friends if we want to do something and not have anyone notice, then the Speedster is not the car to drive.



We have been invited to attend numerous car events and the Speedster definitely gets attention. I was invited to the Oceans and Auto event at the Atlanta Aquarium. We were told that there would be approximately twenty of the rarest and most desirable autos on display. The Speedster was on display with Auburns, Jaguars, Dusenbergs, etc. It held its head up high and definitely received its share of attention. I am sure its lemon-lime color had something to do with it

The Speedster is not a Trailer Queen. We drive it to events and sometimes on weekends. Recently, we took it to Sapphire Valley, which is northwest of Highlands, South Carolina, to a charity event. This was high up in the mountains with lots of winding, twisting roads; but the Speedster did a great job. We smiled when we saw that the majority of the cars had been trailered in while the Speedster was driven from Atlanta GA to Sapphire Valley, mountains, winding roads and all.

The Speedster is a great Studebaker car. We find that people love Studebakers. We have been amazed at how many of the young people have never heard of the word "Studebaker." After they hear the history of the Studebaker, they are new Studebaker fans. (Continued on Page 5. See Speedster.)

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Commander's Comments

June 3, 2012

By Alan Ziglin

North Georgia Chapter Members:

We had another great meeting today. Regardless of the weather forecast, the day was clear and sunny. Besides opening their home to us, Carolyn and Marvin Sikes provided a delicious meal. The meeting was attended by 40 or more members and guests. The driveway was full of beautiful cars. There were a dozen or more South Bend-related vehicles; plus the rest of the Sikes' great collection; and even a few others. It was good to see Rick Kamen's Willys on the road again.

I want to thank Connie Bergeron for willingly filling in for Terry and taking minutes of our meeting today.

Please remember our next meeting will be on **Saturday July 14** and will begin at **1 PM**. As you may recall, this is a combined July and August meeting. This will be our annual picnic meeting and so, as usual, it will be a covered dish.

Until then, enjoy your cars...safely!#

EDITOR'S NOTES: Once again, I want to thank North Georgia Chapter members for their contributions to this newsletter. The support has been awesome.

I read other newsletters and they contain a lot of good information, but, outside the standard columns, there is not much information that gives insight into the members themselves. That is not true of the North Georgia Chapter members. Each issue of The Hillholder has contained at least two articles by members. Please keep the momentum going and send me your thoughts and experiences for the newsletter. I will help make it easy to do. If you don't want to write a formal article, just give me the facts and I will put them together.

Special thanks go to Chuck Lampman, Ray Phillips, Carolyn Sikes and Alan Ziglin for their contributions to the July edition of The Hillholder.

On another note, the 48th International SDC Meet starts July 29, 2012. Please pay special attention to the advertisement for the fun night on Page 12 of this newsletter. Hope to see you there.

Thought for July: "My God! How little do my countrymen know what precious blessing they in possession of and which not other people on earth enjoy!"
Thomas Jefferson#

TASTY TREATS

With the Fourth of July coming soon, grilling becomes a must-do for most families. Included this month are two recipes to use on your grill for a fantastic July 4th meal.

STUFFED BURGERS

INGREDIENTS: 1 lb Ground Chuck or Round Steak
1 lb bulk Sausage
1/3 Cup Parmesan Cheese
1/2 tsp Black Pepper
1/2 tsp Garlic Powder
2 TBS Steak Sauce

STUFFING
4 Slices Bacon (fried/crumbled)
1/4 Cup Sweet Onion (finely chopped)
1 Jar (4 oz.) Mushrooms. (Finely diced)

DIRECTIONS: Mix first six ingredients together and form into 16 Burgers. Mix stuffing and place on 8 burgers then place other 8 burgers on top of stuffing. Press edges to seal. Put on grill. Baste with favorite barbeque sauce while grilling. Turn burgers only once.

CREEK SIDE POTATOES

INGREDIENTS: 5 lbs Potatoes (peeled & sliced)
3/4 lb Bacon (diced)
2 Onions (diced)
Salt and Pepper to taste

DIRECTIONS: Mix ingredients together and place in heavy duty aluminum foil. Seal tightly. Place foil packet on top of grill. Grill for at least one hour and check thereafter until potatoes and bacon are cooked. Serve warm.



North Georgia Chapter
Studebaker Drivers Club
Business Meeting Minutes
June 3, 2012

President Alan Ziglin called the meeting to order at 3:15 PM and thanked Carolyn and Marvin Sikes for hosting and for the great luncheon and warm hospitality.

Visitors and guests were welcomed and included Pat and Nancy Harmon and Dave and Beverly Kirkman of the Jaguar Club and Jim and Mary Jo Mitchell, and Shelly.

Sign-in sheet was passed around.

President Ziglin asked for a motion to approve the May Business Meeting Minutes as published in *The Hillholder*. John Hollier moved that the May minutes be approved as read, and the motion passed unanimously.

Alan had announcements as follows:

- ⤴ Birthdays and anniversaries for June were congratulated.
- ⤴ Those to keep in our thoughts and prayers include Billy Carey and Ina Green, who is having back surgery on July 7, and Ray Phillips. Barbara Miller gave an update on Billy and Ina.
- ⤴ Jim and Mary Jo Mitchell mentioned "Cars for Canines" annual fundraiser and invited SDC's participation for 2013. Their long time membership in the Mercedes Club, love for cars and compassion for animals produced event raising funds for the Canine Adoption Network. In 2011, the first year, had 52 cars and raised \$2,500. In 2012, raised \$3,500. Carolyn and Marvin Sikes supported the show by bringing their cars and mentioned the registration fee includes lunch and a t-shirt. Funds raised go to paying veterinary care bills for rescued dogs, and the Canine Adoption Network is a registered 501-C-3 organization.
- ⤴ Rick Kaman suggested our chapter hold a monthly meeting next year in conjunction with the Cars for Canines 2013 event. Rick and Carolyn Sikes will work together on planning once the date is set.
- ⤴ Mary Jo Mitchell also mentioned a June 10th fundraising event, the Animal Rescue Fair 2012, to be held from 12 noon to 5 pm at Wills Park Equestrian Center in Alpharetta GA. The web site for more information is www.AnimalRescueFair.org

Future Meetings:

Saturday, July 14, 2012: Bethlehem, GA – Annual picnic with Pot Luck / Pitch-in Dinner at Bethlehem United Methodist Church. Hosts Billy and Charleen Carey. 770-867-7186

Note: Start time is 1:00 pm as the meeting must end and hall be vacated by 4:00 pm.

August 2012: No meeting

September 9, 2012: Lindale GA. Hosts David and Sharon Stone 803-840-0898

October 7, 2012: Lawrenceville GA. Hosts Richard Knoblock 678-376-0547

Rick Kaman announced he is working on an August 18th driving tour day for Orphan Cars to include hopefully a custom car shop, the Old Mill antique mall in Monroe. Details to follow.

Barbara Miller has 6 medium and 6 extra large SDC regional meet t-shirts leftover and will sell them for \$2.00 each. Some were purchased following the meeting.

Chuck Lampman is helping Dorothy Brown sell off the last of her late husband's car memorabilia. There is a Dealer Catalog Rack with an illumination panel and the Studebaker logo engraved on a glass piece. The 29 lb rack and the 33 lb chassis and body parts books did not sell on eBay. Chuck would like to find a local buyer so shipping cost could be avoided.

Lenny Major knows of two Studebakers for sale, a truck and a 1956 sedan.

Alan mentioned he had heard of a huge cruise-in the first Friday of every month in Gadsden, Alabama; last Friday he went and reported there were 400 plus cars. It was well worth the trip, and he met the current Douglasville GA owner of a 1949 Starlight coupe, which has been in the same family since it was new. If anyone is interested in attending one of the Gadsden cruise-ins and wants to travel over there with other cars, please let Alan know.

(Continued on Page 4. See Minutes.)

(Minutes...Continued from Page 3)

Reports

- Ed Burris: National SDC. Nothing to report. (Mentioned that he received Honored Speaker Award at recent meet.)
- Wayne Lee: Southeast Zone SDC. Nothing to report.
- (Congratulations to Wayne on his retirement)
- Charlotte Delli: Treasurer. Began May with balance on hand of \$5766.37. Ending balance of \$5,769.26. The Treasurer's Report will be in The Hillholder.
- Charlotte Delli: No Newsletter report. Rick congratulated Charlotte on the great work she is doing on The Hillholder; it gets better with every issue.

Upcoming event: June 17-22, 2012. Rick mentioned the Kaiser-Fraser National Meet will be held in Sweetwater, TN.

Ben Alspach motioned that the meeting adjourn; motion was seconded and passed.

The 50-50 drawing was won by Lenny Major (\$53.00.)

Six very nice Door Prizes were given out.

Submitted by Connie Bergeron
Volunteer Secretary#

June 2012 Meeting Attendees

Ben & Janet Alspach	
Charlie & Hellen Attaway	
Ron & Connie Bergeron	1990 Avanti
Edward Burris	1963 Cruiser
Solon Couch, Jr.	
Jim & Dotty Carto	1964 Champ
Bill & Charlotte Delli	1963 GT Hawk
Jim Fisher	
John Hollier	
Rick Kamen	
Richard Knoblock	1955 Commander
Chuck Lampman	
Jim Loftin	
Wayne & Ann Lee	
Lenny & Phyllis Major	
Ron & Arlinda Martinez	
Peter McCaffrey	
Dan & Barbara Miller	1957 Silver Hawk
Jim & Carol Nichols	1960 Hawk
Marvin & Carolyn Sikes	1955 Speedster
	1963 Avanti
Tim Taylor	
Allan & Rochelle Ziglin	1929 Commander
	1951 Starlight Coupe
Carl Ziglin & Shelly Stubbs	1984 Avanti
GUESTS	
Pat & Nancy Kirkman	
Jim, Mary Jo & Shelly Mitchell	
Marty Sikes	



CELEBRATIONS

BIRTHDAYS

Jim Fisher	7/1
Ray Garner	7/1
Henry Malin	7/2
Janet Alspach	7/5
Terrie Hopper	7/9
Guadalupe Taylor	7/13
Ina Greene	7/17
Carol Nichols	7/19
Connie Bergeron	7/22
Doris Cope	7/28
Richard Benson	7/30

ANNIVERSARIES

Hobo & Brenda Bodkin	7/1
Ed Rhodes & EC Henley	7/3
Tim & Guadalupe Taylor	7/11
Richard & Willene Haigler	7/23
Jim & Dotty Carto	7/24

TREASURY REPORT May 2012

May 1, 2012		
Beginning Balance		\$5766.37
Deposits		40.00
50/50	20.00	
Dues	20.00	
Withdrawals		(37.11)
Newsletter/Roster		
Copying and Mailing		
May 31, 2012		
Ending Balance		\$5769.26

(Speedster ...Continued from Page 1)

We enjoy driving the Speedster. It takes us back in time; and if we don't look in the mirror) (or at each other), we are teenagers and the car is new. What a great, easy way to stay young!!

SPEEDSTER FACTS

By Charlotte Delli

The Studebaker Speedster was only built in 1955 and was Studebaker's answer to the Chevrolet Corvette and Ford two-seater Thunderbird sports cars. Sports cars were all the rage in post-war America. And, Studebaker needed a share of that market

Studebaker's limited budget did not allow it to do a ground-up new design so it did the next best thing by building the Speedster using existing Studebaker designs as the platform and adding new features such as a streamlined body, high performance engine, lush interior, and power equipment to develop its sports car. Even though the Speedster was only manufactured one year, its legacy lived on when it provided the platform for the 1956 Hawk. It was also named as part of the President series (the title resurrected for the first time since 1942).

The Speedster was designed by Robert Bourke, Loewy Studio's Chief of Design. It was unveiled in January of 1955.

The Speedster was the most expensive

Studebakers sold in 1955. At a price of \$3253.00, it was the first Studebaker to cost over \$3000.00. Only 2215 were manufactured. This makes it a very rare collectible

The President Speedster was one of the most luxurious cars ever produced by Studebaker. It contained so many special features as standard equipment, there were virtually no options to purchase for the car.

For the Speedster, Studebaker installed a brand new 185 horsepower engine compared to the 175 horsepower engine in other models. Only the Speedster had the Packard Pasamaster V-8 259.2 engine. Special features included a four-barrel carburetor, a dual exhaust and 160 mph speedometer.

There also were other features that were noteworthy. The interior had a cockpit styled dash with the instrument panel in white on black. The seats were upholstered with quilted leather. It had power steering and power brakes, tinted glass, automatic windshield wipers, and dual back lights. The transmission was available in automatic, standard 3-speed and 3-speed with overdrive.

The Wheelbase was Studebaker's standard 120.5 inches and it was 204.4 inches in length. It weighed 3301 lbs.

The most outstanding feature of the 1955 Speedster was its colors. The 1955 Speedster was the most colorful Studebaker ever produced. Most memorable colors were Hialeah green and Sun Valley yellow, which became known as "lemon-lime."

The lemon-lime 1955 president Speedster is so unique. You have just got to love it! #



HAPPY JULY 4TH!!!

JUNE 2012 MEETING PICTURES NORTH GEORGIA CHAPTER SDC



THANK YOU

Billy and I want to thank all of the North Georgia Chapter members for the phone calls, visits and especially all of the prayers that were said. If it were not for the prayers, I don't think we would have made it. I know we had a Guardian Angel watching over us. Also, thank you for the lovely plant.

Thanks from the bottom of our hearts.

Billy and Charleen Carey

PRAYERS NEEDED

The following North Georgia Chapter members are in need of your thoughts and prayers:

Billy Carey: Recovering from being crushed under a car.

Ray Garner: Recovering from serious illness.

Ina Greene: Having back surgery July 7th.

Ray Phillips: Has entered home hospice care.

TECHNICAL TOPICS

Special thanks to North Georgia Chapter member Chuck Lampman for contributing this Service Letter from his archives.

STUDEBAKER SERVICE LETTER

Number F-1964-10

From C.R. McIntosh, Manager,
Technical Service Operations

June 10, 1964

WATER LEAK CORRECTION 1964 MODEL PASSENGER CARS

Editor's note: While this is written for 1964 models, it applies to many other models as well.

Investigation of water leak complaints on 1964 model passenger cars, sedan models, indicates that there are several points where the leakage may occur. This letter highlights these points and details the service procedure necessary to correct the leak.

REAR WINDOW BACK GLASS

Investigation shows that a major source of water leaks which show up in the trunk compartment originate around the rear window moulding fastening clips.

A simple corrective procedure for this condition has been established which does not require the removal of the rear window and weatherstrip assembly.

Service Procedure

1. Protect the body finish around the rear window near the corners with several layers of masking tape.
2. Starting near the right lower corner, insert the clip releasing tool (see Figure 44B, page 20A, of Shop Manual) between the vertical moulding and the weatherseal. Move the tool upward or downward until one of the lower clips is located.
3. Insert the tool end under the moulding and over the clip, swing the tool handle opposite the point, causing it to release the moulding from the clips.
4. Release two lower retainer clips on the right vertical moulding and lift the moulding outward at the lower end, then slide it downward until the upper corner moulding has been released from the vertical moulding.
5. Remove the top right corner moulding and carefully remove the right vertical moulding.
6. Release two of the top right clips in the same manner. Lift the moulding outward, then slide the moulding off the top clips carefully.
7. Remove the lower and left vertical mouldings in a similar manner.
8. Clean the excess sealer from the mouldings.
9. With a small screw driver, hold each clip slightly away from the body and pack soft body sealer behind them. A hard wood stick, about 1/8" thick tapered to a point and 3/4" wide, is helpful for this operation.

10. After the sealing is completed behind each clip, fill the entire area between the weatherstrip and the body with soft body sealer.

11. Place the lower reveal moulding into position and snap it into final position.

12. Assemble the top, both upper corner and vertical reveal mouldings, then position them over the retaining clips.

13. When proper alignment has been attained, snap them into position.

14. Remove the excess sealer and clean the body and window.

15. Water leak test the rear window area to confirm the corrective procedure.

TRUNK OR DECK LID WEATHERSTRIP

Water may leak between the weatherstrip and lid when the weatherstrip is not cemented securely to the lid. This condition particularly occurs in the area of the welding tube.

1. Using "dum-dum" (body sealer), seal between the welding tab and the inner body panel.

2. Cement the weatherstrip assembly securely to the lid

3. Water leak test.

TRUNK LID BODY OPENING DRAIN TROUGH

Occasionally a leak may be found where water runs through the drain trough and into the trunk. This is particularly true at the weld joints, such as at the front corners.

1. Using a hardening type body sealer, seal the joints involved.

2. Water leak test.

REAR FENDER-TO-BODY JOINT In some instances, water can enter the trunk when the fender-to-body joint is not properly sealed.

1. Clean joint and seal as necessary.

2. Water test leak

FRONT COWL DRAINS

Water which may drip from each side of the instrument board is generally the result of the cowl side drains being closed. These drains, which are often plugged with road dirt and undercoating, are located high on the cowl under the fender.

1. Locate and open both right and left side drains, using an awl or other sharp pointed tool.

2. Test the windshield windshield post, and cowl area for water leaks.

HOOD HINGE-TO-BODY MOUNTING

Water leakage that may show at either end of the dash liner adjacent to the cowl kick pad may be the result of leakage between the hood hinges and the body.

1. Seal around the hinge base-to-cowl mounting pad.

2. Water leak test.#

Note: Some of the spellings and punctuation in this service letter may not be according to today's rules, but I elected to reprint the Service Letter just as it was originally written.

Collector Cars I Have Owned

Part 4

By Alan Ziglin

In June 1975 our older son Michael was three months old and we were heading down to Florida on vacation. While we had had **Stu** (1929 Studebaker) for three years and **The Coupe** (1937 Pontiac) for two years, it did not seem like we would be buying another collector car anytime soon. However, on our way down we stopped in Central Florida to visit some friends. While driving to their house from the expressway we came to an intersection with a gas station where a bullet nose Studebaker was "wearing" a for sale sign. We stopped so I could look at this unusual car and drive it around the gas station's lot. We continued our trip once I made sure that I had gotten the owner's phone number.

Once we were back in Atlanta, I called the owner who lived in the Orlando area. After a series of conversations over the course of a few weeks, we agreed on a price and the seller delivered the car to us here in Atlanta.

So there we were in the summer of 1975 the proud owners of **Bullet**, our baker Commander State Starlight Coupe. Its name was an acknowledge-what people now refer to as a "Bullet Nose Studebaker." The designers to look like a propeller on the front of an airplane. However, I like the name ter than "Prop." We are the third owners. The car's first owner was a from Greece. In keeping with a superstition, when he purchased the car placed a clove of garlic in the glove compartment. When I purchased the clove of garlic was still there, wrapped in a paper towel.



1951 Stude-
ment of
meant for it
Bullet bet-
gentleman
new he
car that

The clove of garlic kept rolling around in the glove box until a few years ago when I decided that after more than half a century it deserved better treatment. For that reason, I had an acrylic case made for it. It now sits properly protected inside **Bullet's** glove box.

If you've
The origi-
for 20
a police



seen **Bullet**, you may have noticed that there is a significant dent in the back bumper. The original owner was in his early 70's when he bought the car in 1951. After he drove the car years, when he was in his early 90's, he dented the back bumper when he backed into car...thus ending his driving career.

The second owner of **Bullet** bought it for his son to use in high school. This man owned a furniture upholstery shop. He redid the 20 year old worn interior to what you see in the car today.

His son loved the car and named it "The Pregnant Banana." He drove this car throughout high school and over the years since has kept in touch with me to keep up with the car. He clearly wishes his Dad had never gotten rid of it. He even came up to Atlanta a couple of years ago to visit the car and take it for a brief drive with his own son.

Until he came up to Atlanta, I had never thought about why it was that his father was willing to deliver a car over 450 miles when it was only a 24-year old used car. Surely, he could have found a local buyer and avoided all the logistics of delivering the car. What his son told me (while he was driving **Bullet** around here a couple of years ago) was that he insisted that his father sell me the car since I already had a 1929 Studebaker. Based on that, he knew that I would take good care of his pride and joy. After he related this to me, I told him I wished when I was negotiating price with his father I had known he was putting that kind of pressure on him. I could have undoubtedly negotiated a better deal!

At this point in our lives we lived in Stone Mountain in our first house, which had a very steep driveway. It did not seem practical to keep one of our collector cars in the driveway along with our two transportation cars, so guess what...although we enjoyed the '37 Pontiac Business Coupe, it was obviously the one that had to go. Among other reasons, since **The Coupe** only had one seat and we were in the process of creating our family, it only made sense to have collector cars with back seats.

1951 was the first time Studebaker offered a V-8 engine. It was also the first full model year for their Automatic Drive option which had become available in the middle of the 1950 model year. **Bullet** had both of these options.

In an earlier article where I was comparing **Bullet** to the 1952 Chevrolet Bel Air 2-door hardtop, I noted many of **Bullet's** options. For that reason, I will only mention a few here. For the 1951 model (Continued on Page 9. See Collector Cars.)

(Collector Cars...Continued from Page 8.) year Studebaker, like many other makes, still had the ignition switch and the starter as two separate items. You turned the ignition key on to start the car but then you had to do something else to actually engage the starter. That "something else" for many cars was a push button on the dashboard. However, in this era Studebaker had a better idea, which also promoted safety. In order to be sure that the driver of a manual transmission Studebaker could not accidentally start the car while it was in gear and have the car lunge forward or backward unexpectedly, they put the starter button under the clutch pedal. To start the car you turned on the ignition key and depressed the clutch pedal all the way to the floor, engaging the starter. This was a great idea; however; when they introduced the automatic transmission, they had a problem because there was no clutch pedal. One of the options offered with the manual transmission was overdrive. Overdrive was engaged by the use of a T-handle under the dashboard just to the left of the steering column. Since a car with an automatic transmission had no use for manually engaged overdrive, Studebaker cleverly took the T-handle that would have been used to engage overdrive and instead made it the starter switch. So to start **Bullet** you turn the ignition key on and pull the T-handle. Instead of this T-handle saying overdrive it has the word "Start" on it. I thought this was pretty clever.

The Starlight Coupe designation means that the rear of the car. All 1947-1952 Studebakers are often This is because each end of the car looks like it is the Coupe wrap around even further than other "coming and going" models. A drawback of the Starlight Coupe style is that the back side windows comes from the windows in the front doors (there are which are even further from the back seat.



window wraps all the way around the back referred to as "coming and going" models. The rear windows on the Starlight and going" models. A drawback of the do not open. The only fresh air in the car no back doors!) and from the cowl vents

There were two trim levels on the Commander Starlight Coupe in 1951...Regal and State. **Bullet** is the higher end State model. Among other things, this means the rear fender gravel shields are stainless steel instead of black rubber.

I will pick up here next time with a couple interesting stories about my 37 year ownership of **Bullet**.

Meanwhile, please remember to throw out the Clutch! #

NORTH GEORGIA CHAPTER ORIGINS

Editor's Note:With so many new members many, myself included, have no idea how the Chapter got started. Ray Phillips provided some background information.

FORMING THE NORTH GEORGIA CHAPTER

By Ray Phillips

This is what I remember about forming the North Georgia Chapter of the Studebaker Drivers Club. I joined the National Studebaker Drivers Club in 1971. That summer I went to Greenville SC for the Southeast Zone Meet and took first place with my 1961 Hawk. The next year that I went I met Ben Leavelle, the president of the Georgia Chapter SDC. He said they met in the Atlanta area. I told him to let me know when the next meeting was to be held so that I could attend, but he never did.

When I received the National Roster and saw that Jeff Byers lived in Bogart GA, I called him. We met at a store where he worked in the automotive section. Later, he and I got together at his home in late 1972 or early 1973 with John Woods, Paul Lackey, Tom Elliott, Eddie Parks, and some more that I can't remember. Jeff did the paperwork to send to the National SDC to form the Chapter.

John Woods was President and Paul Lackey was Vice-President. The Chapter held its first SE Zone Meet in 1974.

The Chapter covered the whole state of Georgia until the 1980's when it was divided into two Chapters—North Georgia and South Georgia#

FOURTH OF JULY FIREWORKS SAFETY

1. **Never let young children "play" with fireworks. Even sparklers, which can reach 2000 degrees in temperature, can cause injury.**
2. **Always have adult supervision when fireworks are being ignited.**
3. **At home, only use fireworks intended for home use. Leave professional level pyre-technics to professionals.**
4. **Keep a bucket water or garden hose nearby whenever lighting fireworks.**
5. **Never pick up or try relighting fireworks which do not ignite fully. Even firecrackers can damage hearing, eyes and hands.**
6. **Never point or throw fireworks at another person.**
7. **Never place body directly over a firework when lighting a fuse.**
8. **Keep sparklers away from your face and body.**
9. **Do not stay near fireworks immediately after ignition. Move away immediately.**
10. **Never shoot fireworks off in metal or glass containers.**
11. **Never carry fireworks in your pockets.**
12. **After fireworks are done burning, submerge them completely in water before throwing away.**
13. **Only buy legal fireworks.**

HAVE A SAFE AND HAPPY 4TH OF JULY!!

Studebaker Happenings

NORTH GEORGIA CHAPTER MEETINGS

July 14, 2012: Bethlehem GA. 1:00 p.m. Annual picnic. Pitch-in Dinner. Hosts Billy and Charleen Carey. 770-867-7186. Details on Page 11.

August 2012: No meeting.

September 9, 2012: Lindale GA. Hosts David and Sharon Stone. 803-840-0898.

October 7, 2012: Lawrenceville GA. Host Richard Knoblock. 678-376-0547.

November 4, 2012: Loganville GA. Hosts Mike and Marsha Byrd. 770-466-4295

December 2, 2012: Winder Women's Club, Winder GA: Annual Christmas Party. Catered for \$8.00 per person. Hosts Billy and Charleen Carey and Dan and Barbara Miller. 770-867-7186 or 770-932-1615.

Details will be provided in future issues of The Hillholder

FUTURE SOUTHEAST ZONE EVENTS

September 7-9, 2012: Lake Junaluska, North Carolina. Tri-state Meet. Details to follow.

October 13, 2012: Nashville TN. Fiddler's Inn, Middle Tennessee Meet. Details to follow.

Southeast Zone Events continued...

October 19-20, 2012: Jacksonville FL. 44th SE Zone Meet. & 35th Annual Florida State Meet. Host NE Florida Chapter at www.studebakernef.com. Hampton Inn & Suites-Deerwood Park, 4415 Southside Blvd, Jacksonville FL 32216. 904-997-9100. Studebaker rate \$79. Pet friendly. Contact Joel Daniels 904-402-9860.

OTHER STUDEBAKER EVENTS

July 29-August 4, 2012: South Bend IN. 48th International SDC Meet. Hosts Michiana Chapter. Official website www.sdcmeet.com

August 18, 2012: Driving Tour Studebakers, Hudsons and other orphan cars. Contact Rick Kamen for details. 404-288-8222

Sep 8, 2012: International Drive your Studebaker Day.

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

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

August 16-22, 2015: Marilyn Heights MO. 51st International SDC Meet. #



July 2012 MEETING NOTE

North Georgia Chapter July meeting will be at "1:00 p.m." on **Saturday, July 14, 2012. See details on Page 11.**

**NORTH GEORGIA CHAPTER SDC
JULY MEETING/ANNUAL CHAPTER PICNIC
SATURDAY JULY 14, 2012
BETHLEHEM UNITED METHODIST CHURCH
1:00 PM TO 4:00 PM
709 Christmas Ave**

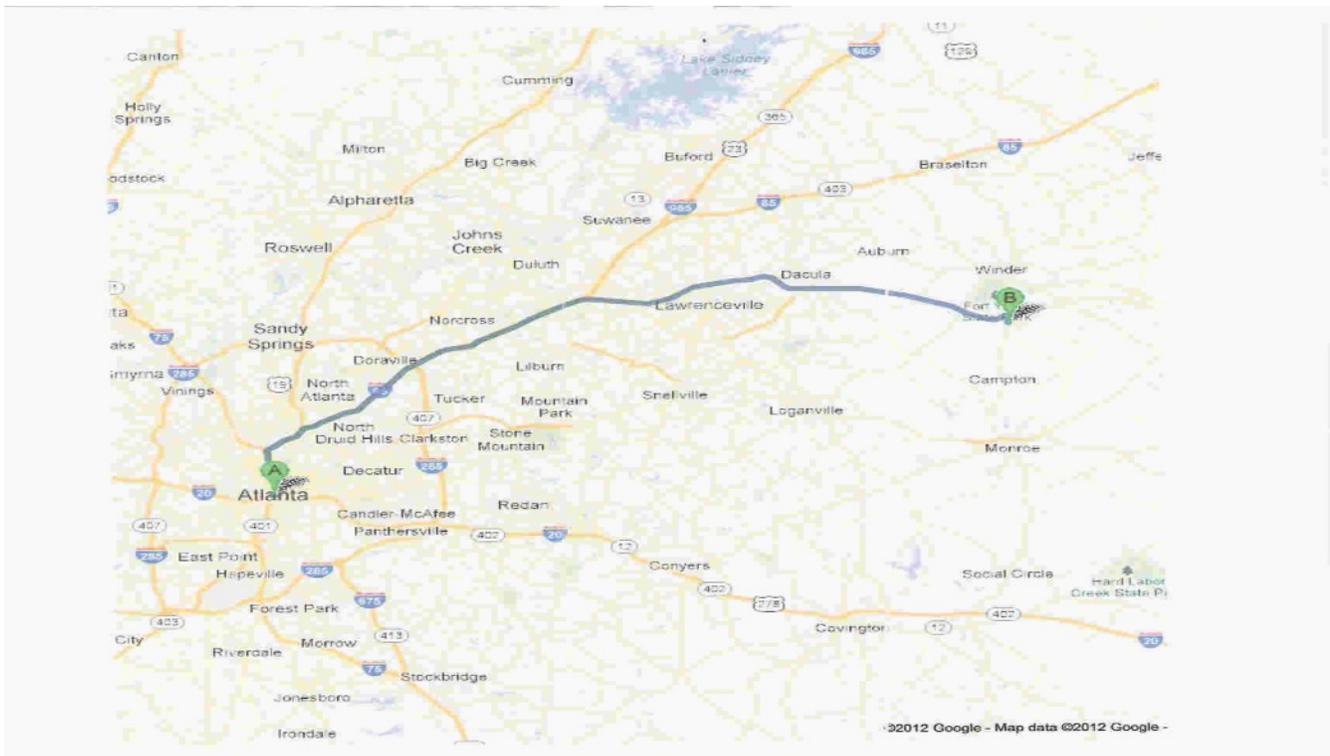
Hosts: Billy and Charleen Carey

Telephone: 770-867-7186
770-867-2060

Pitch-in lunch. Bring what you want: Drinks, salads, meats, vegetables, relishes, desserts, etc. There is ice available on the premises. All plates, napkins, forks & spoons, and cups will be provided.

DIRECTIONS:

FROM ATLANTA: Take I-85 North to Exit 106 (GA Highway 316 E). This exit is more of a fork which goes right off I-85 towards Lawrenceville GA. 316 E is also known as University Parkway. Road eventually becomes 316 E/University Parkway SE/US-29. Stay on this road until you come to Highway 11 South. (There is a traffic light at this intersection and a Kangaroo Station on the left where you turn.) Go about 2.5 miles. It will be a big white church on the right. The fellowship hall will be on the left side of the building. Look for signs and balloons.





Studebaker
DRIVERS CLUB INC

2012

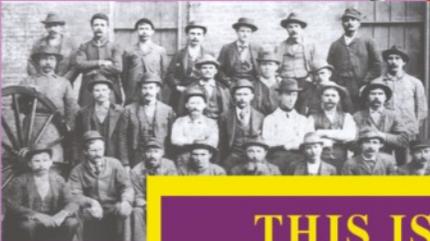
FUN NIGHT
7-10 pm



Thursday Aug- 2

*Not Your Ordinary
Fun Night*

2007 Still Got You Down?



THIS IS 2012!

**Great Food Great Music
Great Friends**

**Register for Your Chance to Win
Flat Screen TV
SDC Paid Memberships
And Many More.....**

*Must be Present to Win

**Polish Buffet
& Drink**

Door Prizes

**Live Bluegrass
Music by
The Lost & Found**



**Thursday, Aug 2 • 7-10 pm
The Century Center Discovery Hall
Admission \$20**

44th SOUTHEAST ZONE MEET & 35th ANNUAL FLORIDA STATE STUDEBAKER MEET

Jacksonville, Florida

October 19-20, 2012



**Hosted by the Northeast Florida Chapter SDC
at the Hampton Inn & Suites (Deerwood Park, Tinseltown)
4415 Southside Blvd, Jacksonville, FL 32216
(904) 997-9100 (<http://tinyurl.com/bt5f8by>)**

Mention the Studebaker Meet for special rate of \$79; pet friendly;
no charge for pets; a free hot breakfast; a limited no. of suites available @ \$89.
Deadline for registration at this rate Sept. 27, 2012



2 Meets in 1 !!!

Name _____		Spouse _____	
SDC Chapter Affiliation _____		E-mail _____	
Address _____			
City/State/Zip _____		Phone (____) _____	
General Registration (includes dash plaque, meet program, hospitality)			\$ 10.00
Car Show	Car #1 _____	\$10.00	_____
	Car #2 _____	\$ 5.00	_____
Display Only, please list car below (no charge with General Registration)			0.00
One Free T-shirt with first car registered if registration received by Oct. 5, 2012			0.00
T-shirt size: S ___ M ___ L ___ XL ___ XXL ___			
Additional t-shirts available for \$10.00, indicate size _____		Extra T-shirt # _____	@ \$10.00 _____
Banquet/Awards Dinner Saturday Night (Buffet Style)		Total # _____	@ \$16.00 _____
		Children 10 and under # _____	@ \$ 5.00 _____
Swap Meet Space, outside (vendors free with General Registration) Yes ___ No ___			0.00
**Optional Friday night casino cruise \$30.00 per person		Total # _____	@ \$30.00 _____
(min. 40 people required for this rate) (see below)			
Total (make check payable to Bob Edwards)			\$ _____

Mail Registration and Check to: Bob Edwards, 1121 Jamaica Rd East, Jacksonville, FL 33216; (904) 724-0457. For more information see our website at www.studebakernef.com or call Joel Daniel at (904) 402-9860; email: jldaniel573@yahoo.com

#	YEAR	MODEL/STYLE (President 2-door, etc.)	Modified (Y/N)
1st	_____	_____	_____
2nd	_____	_____	_____
3rd	_____	_____	_____

I do hereby release and hold harmless the NE Florida Chapter of the Studebaker Drivers Club and its members from any suits, actions, damages or claims which may arise from any loss or damages to me or my personal property.

Signed _____ Date _____
Registration will not be accepted without your signature



****We are planning a Casino Cruise Friday night sailing out of Mayport. Price of \$30.00 per person will include bus transportation to the ship, boarding, a food voucher and a drink voucher.**

THE STUDEBAKER CORRAL

The purpose of this section is to provide a place where Studebaker items "for sale" or "wanted to buy" can be posted. Each ad will be posted for a period of three months. The month of current posting can be found at the end of the ad. Additional 3 month extensions may be allowed, 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 up to a total of three pictures for additional vehicles. If you have more photos than this, you can identify in the text of the ad how interested parties may contact you to see them.

Please send all ads and photos to the Newsletter Editor at e-mail: calh407@comcast.net

Newsletter Editor and 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

1949 and 1962 Studebaker Trucks. Both bought new. The '49 is a flathead six-3 speed. The '62 is a V-8 with Overdrive. Both need restoring but are complete and original. Price \$3000 each or both for \$5000. Contact Joseph Wilson, 22286 Cowtons Road, Alexander City AL 35010. 256-399-3989. E-mail: Lucien@london.com. (JUL 2012)



1950 Champion Business Coupe. Fully restored custom with 360 engine, 350 turbo trans., 3.73 rear. All new interior, new paint, too much to list. Located in Cartersville GA. Price reduced to \$20,000. Contact Henry Malin. 770-606-8785. Email: hmalin1@bellsouth.net. (JUL 2012)

1952 Land Cruiser. Light gray, V-8/automatic. Overall fair condition; needs interior and paint work, has a little rust at front fender. \$2000. Contact Ray Phillips. Royston GA 706-245-6440 or email: stude35@webtv.net. (JUL 2012)



1956 Flight Hawk. Replaced engine with 3.81 GM, replaced transmission and installed cooler system. New paint & tires, exhaust system, power rack and pinion steering, new complete power brakes with front discs, new interior, tilt & telescope steering wheel, new air conditioning, electric trunk lock. Excellent condition; originally a Texas car with no rust. Price reduced to \$12,000 OBO. Can email photos on request. Contact Enrique (Henry) Hernandez. 770-645-1867. Email: normahenry@gmail.com (JUL 2012)

1963 GT Hawk. Priced reduced to \$15,000. Contact Henry Mailin. 770-606-8785. Email: hmalin1@bellsouth.net. (JUL 2012)

1964 GT Hawk. V 8 289 cid, 4 bbl carb., Power shift A.T., P.S., Power Drum Brakes, AC, Astra White with black vinyl interior. Have copy of original production order. Have date receipts, totaling approximately \$3000, for previous, major, engine performance enhancements, as well as other repairs. Current odometer reading is 134067 miles. Interior is original and in great condition. Exterior needs refinishing; currently, it may be considered a "20-footer." Recently re-chromed front and rear bumpers as well as the grill surround. Tires appear to be almost new. Priced BELOW NADA "LOW" retail value, (NADA "AVERAGE" Retail value: \$12060) as of 9/19/2011. Yes, it needs some TLC, but at this price, one could invest in a quality repaint and still be BELOW the average NADA amount invested in the car! See to appreciate. Don't pass up this opportunity to own one of Studebaker's very limited US production cars.

1964 GT Hawk US sales 1484. PRICE \$9500 firm. Contact Dan Miller. 770-932-1615. Email: alexmil@comcast.net. (JUN 2012)

STUDEBAKER CORRAL (continued)

PARTS, VEHICLE FLOCKS AND EQUIPMENT FOR SALE

Parting out 1962 Champ, 122 inch wheelbase. Good running 259 engine. \$350.00. Body rusty, almost all parts for sale. Truck parked many years, 108,848 miles. Can e-mail pictures. No title. Call or e-mail with your needs. Contact Lenny Major. 770-286-8514 or e-mail: hpr241@hotmail.com (JUL 2012)

Avanti Body Lift. Custom fabrication - specific to Studebaker Avanti only. Bolts together for easy assembly and dismantling. Designed for overhead lifting-allows free working area under the body-an absolute "must" to replace hog troughs properly. Prevents anybody flex or deflection while removed to minimize any chance of body cracking. Light weight yet super-strong. Requires a shop lift OR fork lift for the actual lifting; this is a custom made "jig" that eases the job. Custom design, fabrication, materials cost \$1400. You can buy for \$850 cash and carry. Prefer local purchase, however, I can ship if necessary. Call Gary at 770-856-7931 from 8:00 AM to 8:00 PM eastern time. (JUL 2012).

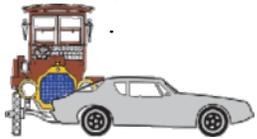
Studebaker Parts. Both new and used. I can offer these for less than the out-of-town dealers. I also sell "ZDDPlus" oil additive to replace the zinc that older engines need, but which has been eliminated from modern motor oils. Contact Dan Miller. 770-932-1615. Email : alexmil@comcast.net (APR 2012)

Body Shop Equipment. Everything needed to do body work; i.e., paint gun, welder, etc. Will sell piece by piece or all in one transaction. Contact Ray Phillips for complete list and prices. 706-245-6440. E-mail stude35@webtv.net (JUN 2012)

STUDEBAKER MEDIA FOR SALE

Collection of Turning Wheels Magazines-1976 to present. A few earlier issues also available.

\$300. Contact Chuck Lampman.. See below.

**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* and not only replaces some material edited out for the *TW* 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.) (JUL 2012)#

**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: Alan Ziglin 770-399-0694; alanzsdc@gmail.com
Vice-President: Ben Alspach 770-693-7269; thealspachs@comcast.net
Secretary: Terry Ziemer 706-255-5492; ziemer111@bellsouth.net
Treasurer: Charlotte 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>
Photo Contributor: William Delli

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