

# THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

## STUDEBAKER SPOTLIGHT 1941 COMMANDER

August 2012  
Vol. 37 Issue No. 8

Featured this month is the 1941 Studebaker Commander Custom owned by North Georgia Chapter members Sam and Kathy Ensley. The 1941, in pristine condition, was purchased by the Ensleys on eBay two months ago. As Sam said, "I saw it and just had to have it."

The Commander was the mid-range out of three models that were produced in 1941: the Champion (entry level), the Commander (mid-level) and the President (high-end level). Each model had three types of cars. The Champion came in Custom, Custom Deluxe, and Deluxe-tone with the Custom being the lowest price starting at \$690.00. The Commander came in Commander Custom, Deluxe-tone and Skyway with the Commander Custom starting at the lowest price of \$940.00. The President came in President Custom, Deluxe-tone and Skyway. The President Custom was the lowest price model in the series starting at \$1140.00.

The 1941 was a Robert Loewy noticeable features of this design trim along the side, which nar- the hood to a point at the rear little variation in trim levels



There were, however, other dif- three models. The Custom stainless steel rear rocker panels models. The Champion and Commander models had 6-cylinder engines while the President had a straight eight. The Champion had a fifteen gallon fuel tank while the Commander and President's fuel tanks held eighteen gallons. Prior to 1941, the norm for the wheelbase was 110 inches. The wheelbase for the Commander was 119 inches and for the President it was 124.5 inches.

design. One of the most was the stainless steel rowed from the front of of the body. There was among the three models.

ferences among the models did not have the that were on the Deluxe

The 1941 design was considered more formal and elegant than previous years' designs. It was the first Studebaker designed with women in mind. This was a new market to consider. The 1941 designs included rotary door latches, dual tail lights, bumper guards, hydraulic shock absorbers, planar front wheel suspension, and multi-rat ion steering. The cars came with two-tone body paint in twelve colors and three varieties of upholstery combinations in eight colors.

Although Studebaker ranked ninth among all of the automobile manufacturers in 1941, it was a profitable year. A total of 133,906 cars were sold that (Continued on Page 2...See 1941 Commander. )

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Commander's Comments

July 14, 2012

By Alan Ziglin

North Georgia Chapter Members:

When July 14 first came into the 10 day weather forecast, it called for a 60% chance of rain. Well fortunately for us, we actually had beautiful weather for our meeting today. Thanks to Charleen and Billy Carey for hosting our annual picnic. The room we used in their church was spacious and **very well air conditioned!** We had well over 30 folks in attendance and a very nice collection of South Bend iron in the parking lot, including Sam and Kathy Ensley's recently acquired gorgeous 1941 two-tone green Studebaker.

Due to the International Studebaker Drivers Club meet, we will not have a chapter meeting in August. Our next meeting will be hosted by David and Sharon Stone on Sunday, September 9, in Lindale. Unfortunately, Rochelle and I will have to miss that meeting but Ben Alspach has agreed to fill in for me at that meeting.

I know it is early, but this is the time of the year that we start our process in advance of our December elections. Barbara and Dan Miller have graciously agreed to co-chair the Nominations Committee. It really is important for the well being of our chapter that we increase the number of folks who hold elected positions. As you are surely aware, ours is a group of friendly folks and serving in an elected capacity is not difficult or burdensome. Positions that are filled by folks who cannot serve another term due to our by-laws are President, Vice-President and Treasurer. In addition, there is nothing wrong with folks running for even the positions that are filled by folks who have not yet reached their term limits. In my opinion, having elections with more than one person nominated for each position is a sign of a healthy organization. Please consider being a candidate for one of our positions and contact Barbara or Dan and let them know.#

**Editor's Notes:** Can you believe that 2012 is half over and the International Studebaker Drivers Club Meet starts in less than two weeks?

I can't begin to stress how awesome Chapter support for this newsletter has been. Please keep the articles coming.

As you can see, the print I used in this issue of The Hillholder is different from previous issues. In trying to make this the best newsletter ever, I am experimenting with some different features and styles. Please let me know what you think of the changes. After all, this newsletter is for the benefit of the Chapter members. Your feedback will help to achieve this goal.

Special thanks go to Bill Delli and Alan Ziglin for their articles.

Remember that there will not be an August meeting. Even so, there will be a September newsletter published in August. Directions to the September meeting will be in this issue

Thought for August: "May the sun in his course visit no land more free, more happy, more lovely than our own country.  
Source Unknown.#

(1941 Commander...Continued from Page 1) year. Production included 84910 Champions, 41096 Commanders and 6994 Presidents. 1941 was a good year for selling cars whose production started in 1940. Little did anyone know what was to come—December 7, 1941!

December 7, 1941, "the day that will live in infamy," Japan attacked the US Naval Fleet in Pearl Harbor,. This turned the word topsy-turvy. America, the one Japan thought would roll over and quit when attacked, was officially at war. Vehicle production was reduced by 20 percent so that Studebaker could gear up for military equipment and vehicles.

Even so, the bright star that was the 1941 Studebaker was not dimmed. The 1941 cars stand out as elegant, classy vehicles. The Ensley's Studebaker is one of only two 1940's era cars in the North Georgia Chapter SDC. Welcome aboard, guys!#

**GEORGIA'S SECURE DRIVER'S LICENSE**

Effective July 1, 2012, the state of Georgia implemented new rules for obtaining a first license or renewing an existing license.. These changes are the result of Federal requirements of the Real ID Act. After July 1, the drivers license that you receive will be issued as a secure ID license. To renew your license, you will have to provide more documentation than in the past. These documents include the following:

- At least one (1) original or certified document to prove your Primary Identity. A document such as a birth certificate can be used. If the name on the document is different from the one on your license, you must provide supporting documents for the name changes such as a marriage license.
- At least one (1) document to prove your Social Security number. An original Social Security card can be used.
- At least two (2) documents to prove your Residential Address. These can be such things as utility bills issued in your name within the last sixty days, bank statements issued within the last sixty days, health insurance statement or explanation of benefits for a claim with your name on it, etc

For more detailed information go to <http://www.dds.ga.gov/secureid/accepteddocs.aspx>.

Be prepared. If you do not have the required documents, you will not be issued a license.#

North Georgia Chapter SDC  
 Meeting Minutes  
 Saturday, July 14, 2012  
 Bethlehem First United Methodist Church

Alan Ziglin, President, called the meeting to order at 2:05 pm. He thanked the meeting hosts, Billy and Charleen Carey. Alan welcomed our guests, John & Carol Kleja (friends of Hobo & Brenda Bodkin) and John & Shirley Griffing (friends of Billy & Charleen Carey). He welcomed a returning member, Rick Garnitz.

Sign-in Sheet being passed around.

John Hollier moved, Wayne Lee seconded, to approve the June minutes as published in The Hillholder. Motion carried.

Alan congratulated those with July birthdays/anniversaries. Those to keep in our thoughts/prayers: Ray Phillips, Ray Garner, Ina Green, and Marvin & Carolyn Sikes' niece. He expressed gladness that Bill Carey is with us and also that Hobo Bodkin has recovered.

Announcements

1. Ann Lee is recruiting hosts for the 2013 year. January, April, and June are still open.
2. The August 18 tour has been postponed until the fall.
3. Dan & Barbara Miller are the co-chairs for the officer nominating committee. Please thoughtfully consider volunteering to run for an office
4. There will be no meeting in August.
5. Alan passed around a postcard that the club put on Studebaker windshields in the early 70's, when Studebakers were still common on the road. The card asked the owner to call a club member if he wanted to get rid of his Studebaker for parts, etc.
6. Rochelle Ziglin announced that Alan's fleet of antique cars (*Dr. Z's fleet that can't be beat!*) won first place in the July 4<sup>th</sup> parade.

Reports

- Edward Burriss: National SDC. The Southeast region has lost 40 embers in the last quarter, with a current membership of 1386. Georgia has lost 7 members, with a current membership of 213. The Board officers will remain the same for 2013.
- Wayne Lee: Zone. Events will be in The Hillholder.
- John Hollier: Region. Remember that on this day in 1946, Raymond Lowey passed away.
- Charlotte Delli: Treasurer & Newsletter Editor. Balance on hand 6/1/2012 \$5769.26. Balance on hand 6/30/2012

\$5773.30. Twelve issues of the newsletter will be published instead of the eleven previously planned for this year. Charlotte thanked all who have sent her articles.

- Barbara Miller: Membership Secretary. Dues for members joining after July are prorated to \$5.00.

Old Business:

Barbara Miller moved, Sam Ensley seconded, to adopt the 1950 Bullet Nose Studebaker in the National Studebaker Museum in honor of Tom Elliott for another year through July 31, 2013. Motion carried.

New Business:

Barbara Miller moved, Charlotte Delli seconded, to eliminate the July 2013 Chapter meeting due to the International Studebaker Drivers Meet being held the first week in the month. Motion carried.

Next meeting is Sunday, September 9, at 2:00 pm at the home of David & Sharon Stone in Lindale GA. Details will be in The Hillholder.

Terry Ziemer moved to adjourn the meeting. Motion carried. Meeting adjourned at 2:53pm.

Door Prizes were given out.

Doris Cope won \$44.00 in the 50/50. The North Georgia Chapter banked \$45.00.

Submitted by  
 Terry Ziemer, Recording Secretary#

TREASURER'S REPORT	
JUNE 1, 2012	
Beginning Balance	\$5769.26
Deposits	
50/50	53.00
Dues	10.00
T-Shirts	6.00
Polo Shirt	14.00
Withdrawals	( 78.96)
Printing Newsletter	14.06
Flowers	64.90
JUNE 30, 2012	
Ending Balance	\$5773.30

**ATTENDEES**  
**JULY 14, 2012 MEETING**



Ben & Janet Alspach

Charlie & Hellen Attaway

Hobo & Brenda Bodkin

Edward Burris 1964 Avanti

Billy & Charleen Carey 1957 Commander

Jim Carto 1964 Champ

William & Doris Cope

Solon Couch, Jr.

Bill & Charlotte Delli

Sam & Kathy Ensley 1941 Champion

Jim & Linda Fisher

Riek Garnitz

John Hollier

Buddy & Dot Hunt

Richard Knoblock

Wayne & Ann Lee

Lenny & Phyllis Major 1962 Champ

Dan & Barbara Miller 1959 Silver Hawk

Wayne & Terry Ziemer 1953 Commander Coupe

Alan & Rochelle Ziglin 1984 Avanti

**CELEBRATIONS**

**BIRTHDAYS**

Linda Fisher	8/1
Dora Smith	8/2
Billy Carey	8/3
Ben Alspach	8/9
Brenda Phillips	8/9
Mark Vail	8/26
Deborah McCaffrey	8/29

**ANNIVERSARIES**

Jim & Dotty Carto	8/9
Jerry & Deby Forrester	8/15
William & Doris Cope	8/16
Mike & Marsha Byrd	8/23
Ron & Arinda Martinez	8/26
Lenny & Phyllis Major	8/31

**TASTY TREATS**

One of the highlights of the July picnic was Hellen Attaway's Banana Pudding, which she was nice enough to share with us.

**HELLEN'S BANANA PUDDING**

**INGREDIENTS:** 1 can Eagle Brand milk  
 1 large box instant vanilla pudding  
 2 cups milk (Mix with pudding)  
 1 box Vanilla Wafers  
 1 9 oz. Container Cool Whip  
 1 tsp. Vanilla  
 6-8 bananas

**DIRECTIONS:** Line bottom and sides of 9 X 13 inch dish with vanilla wafers. Add sliced bananas and balance of wafers. Mix pudding with milk as directed on package. Add Eagle Brand milk, vanilla flavoring and one-half of the Cool Whip. Pour over bananas. Top with remainder of Cool Whip. Cover and Refrigerate overnight.

NORTH GEORGIA CHAPTER SDC PICTURES  
JULY 2012 MEETING

TECHNICAL TOPICS

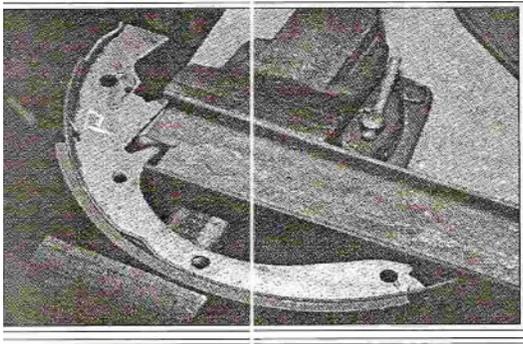
The Technical Topics included in this issue of *The Hillholder* have been reprinted from past issues of this newsletter—July 1992 and June 1992 respectively. Both articles originated with Edward Burris, although the first article was written by Chuck Lampman as told to him by Edward Burris.

ARTICLE ONE (UNTITLED)  
TOPIC: RE-ARCHING SHOE TO BRAKE DRUM  
By Chuck Lampman

Once in awhile one good idea will generate another, and that's the case this month. Edward Burris read the article by Jim Zimmerman entitled "The Best Brakes" reprinted here in the June issue and thought of a better way to accomplish the re-arching of the shoe to the drum, for maximum brake contact.

If you recall, Zimmerman advocated using a rubber mallet on the end of the shoe to increase arch and against the center of the shoe to decrease it. In each case, the shoe is held against an anvil or a concrete floor while hitting it.

Edward reasoned that more precise control could be obtained by using a vice, rather than a hammer, if a way could be found to apply the pressure without damaging the shoe. Increasing the arch isn't a problem; simply squeeze the ends of the shoe toward each other with even pressure. Decreasing the arch is another story, however. Direct application of pressure on the friction pad without a way to anchor the other ends of the shoe at the right points would result in uneven bending and a shoe that didn't fit the drum.



Edward fabricated the tool shown here out of two pieces of 1" by 1" angle edge-welded together to form a 1" by 2" channel, although you could use standard 3" channel. The sides of the channel have to be parallel so that pressure is evenly applied. The ends are notched as shown to apply pressure to the shoe at the points shown, and the whole assembly is squeezed in the vice until the desired bend is achieved.

MINI-TECH TIP  
By Edward Burris

Door handles on your car all scratch up? Or is the chrome, on non-stainless handles, all "sunburned"? Simply remove them, swap sides of the car, and reinstall upside down from the previous position. The bottoms will still be nice and bright.#



## Collector Cars I Have Owned

### Part 5

By Alan Ziglin

There are two particularly interesting stories about *Bullet*, our 1951 Starlight Coupe, which I would like to share. The first involves Studebaker apparently liking to provide storage areas for the back seat passengers. In the case of *Stu*, our 1929 Studebaker, each armrest has a flap. Under the flap is a small storage area. Studebaker dramatically expanded this concept on *Bullet*. There are two large armrests at either end of the back seat under the windows. These armrests flip open to reveal a very deep, storage compartment. Each compartment is nearly the height of the rear seat plus the height of the armrest. Much to my surprise, in the span of just two or three weeks a few years ago, two different men stopped me as I was driving around in *Bullet*. Each of them made the almost identical comment. They each recounted how, as high school students, they had Studebakers like *Bullet* and that those storage compartments in the armrest of the back seat had drain holes in the bottom. They would put ice and beer inside the armrest. Each of them said this provided a place to keep cold beer hidden where neither the police nor their parents could find it! I am certain that this was absolutely not a selling feature that Studebaker designers intended!

The other interesting story is that *Bullet* has been in the movies. In 1978 they were doing the wrap up filming of the "Buddy Holly Story" here in Atlanta. They filmed all day for what finally appeared in the movie as 10 (yes, ten) seconds. It was quite an experience to sit in the movie theater and see my car on the big screen. At that time we did not have VCR or DVD players, so I assumed that would be my only chance to see *Bullet* in the movie.

There is an Internet website where people post and discuss pictures of cars out of movies. A few years ago, Dan Miller made me aware that my car was one of the entries on that website. I went to that site and posted details of that experience, including how *Bullet* came to be in the center of the shot. The following is what I posted:

*I am the owner of the yellow 1951 Studebaker Commander Starlight Coupe used in the filming of the "Buddy Holly Story" (approximately 1978). I have owned the car since 1975 and am its third owner. The external front sun visor is not a Studebaker option, but was apparently installed by the dealership before they sold the car originally.*

*The part of the filming that my car is in was done here in Atlanta, Georgia in the USA. The Fox Theatre in downtown Atlanta was used because, at that time, it still had its old vertical marquee, and the Apollo in Harlem New York also had a vertical sign.*

*The movie producers placed an advertisement in the Atlanta newspaper for cars from the mid-1950's. As you might expect, they got a number of responses from owners of mid-1950's General Motors cars and were delighted to have my Studebaker in the movie also.*

*Those of us who had brought our cars to be in the movie were envious of the owner of a black 1955 Chevrolet since he got to drive his car down the street in the filming. However, it turned out that after editing the film, his car is just driving out of the scene as they start this part of the film. So actually, after I saw the movie, I was happier that my car was parked in front of the theatre.*

*As the cars were originally arranged in front of the "Apollo Theatre"*

*before they began filming, my yellow Studebaker was parked in front of the other two cars parked in this scene (the 1955 Pontiac and the 1957 Chevrolet); however, the director wanted the two black cars in the sunlight and my yellow car in the shade.*

*That is how my car came to be so nicely centered in the picture. I lost track of how many "takes" they took of this scene. As I recall, it was literally dozens. During a lull in the filming (and there were lots of lulls), I asked the director who was to star in the picture. His response was "No one anyone has heard of, but they will when this picture is released. His name is Gary Busey." The extraordinary efforts they went to in order to make this scene look like it was filmed at the Apollo in Harlem in 1957 were truly amazing. The whitewall tires on my car were too narrow to have been available in 1957 so they put black electrical tape over the white area to make them look like blackwalls. They taped a black cardboard "license tag" with yellow characters on it over my license plate to make it look like a 1957 New York State license tag. In addition, at the time, there was a store front to the right of the theatre; in the front window, it said, "Atlanta Ballet Company." Instead of just putting black electrical tape over the words, they had someone stand there and put small pieces of black tape over parts of letters. The result was that I, standing across the street and having plenty of time to read what was on the window, saw it as having words on the window, but the words were unreadable! I no longer recall how much they paid to use my car, but I do recall that the modest amount they paid was more than the actors shown walking on the sidewalk were paid!*

I am providing the web address below in case you are interested in reading the comments people (from around the world!) made about *Bullet*

<http://tinyurl.com/7evr3p>

More recently two of our cars, *Bullet* and our 1967 Pontiac Grand Prix convertible (more on this car in the future) were used in the filming of a movie named "Jayne Mansfield's Car." Because we had our cars there, Rochelle and I also landed parts as extras. This movie has reportedly premiered in Europe, but it appears that it is not scheduled to be shown in the US until 2013. I'll keep you informed.

In terms of our collection of cars, by the mid-1970's, with two Studebakers in the garage (*Stu* and *Bullet*), our antique car collection was set for many years to come. In the intervening years before my retirement in 2006, two cars came, stayed briefly and then left. Neither were Studebakers...details about them next month.

Until next time, please don't forget to...Throw out the clutch!#

Editor's note: Pictures for this article are on Page 6.



PICTURES RELATED TO ALAN ZIGLIN'S ARTICLE ON PAGE 5

STUDEBAKER AND ME

By Bill Delli



1951 Starlight Coupe Rear Armrest Storage



Bullet at the "Apollo"

"Stu's" 40<sup>th</sup> Anniversary



"Stu"  
and  
Alan  
1972



"Stu"  
and  
Alan  
2012

My life with Studebakers started quite by accident. I was seventeen years old and without a car. I walked the mile from my house to a friend's house on an old country road almost every day. Along the way, I passed a farmer's cornfield. A car was parked in the field.

At first, I thought the car looked a little weird, but it started looking better the more times I saw it. I didn't know it at the time, but the car was a 1952 Studebaker 4-door Champion. I walked by it for over a year before I decided to ask the farmer about buying the car. Little did I know where this would take me.

The farmer was honest enough to tell me that he tried running the car on kerosene and it ruined the engine. I bought the car anyway for \$50.00. I had worked on cars with my Dad and figured that I could fix the Studebaker. Besides, it was cheap enough that I could afford it.

I drove the 1952 Studebaker for over two years. The longest trip that I took with the Studebaker was from my hometown of North Judson, Indiana, to Indianapolis, Indiana. Along with two buddies, I drove it to the Army Induction Center to join up. The fuel pump did not work well, but the car was running. Along the way, I tried to pass a semi-truck and trailer. The Studebaker could not get up enough speed to pass the truck. That semi and I drove side by side down a single lane road for several miles. The other driver would not give up and neither would I. Finally, however, I came to my senses and let the truck get ahead of me. The Army almost did not get me that day.

I finally got the 1952 Studebaker running well. I planned on keeping it for a long, long time—that is until I let my younger brother drive it one day. He managed to roll it over into a ditch. That was the end of the 1952. It was almost the end of my brother when he came home to tell me that he had wrecked the Studebaker.

I didn't get another Studebaker until I was twenty-three. By this time, I had a new 1965 Chevrolet convertible as well. Charlotte and I had just gotten married in 1966. Before buying any furniture, I talked her into buying a 1950 Commander with a V-8 engine for \$90.00. It was dark green with an original interior. I used it to drive to work about thirty miles from home. I made the mistake of pushing it too hard one day when I was late for work and it threw a rod. I parked the car at my Dad's garage. I was getting ready to start college (with a wife, one son and another on the way) and did not have the means to fix the car. My father and I had a misconnect and he sold the car for scrap while I was in college. I really miss that car.

While I was in college, Charlotte and I needed a second car. A student that I knew had a 1953 Champion Studebaker that ran good. There was one flaw in the car. The nuts that held the back brake drums on the wheel had been stripped. To fix the problem, the guy welded the nuts to the axle. I paid \$50.00 for the car and drove it all through college. After graduation, (I was moving to Florida) I sold the Studebaker to another student for \$20.00.

(Continued on Page 8...See Studebaker.)

(Studebaker...Continued from Page 7.) At that time, Studebakers and I parted ways. I did not stop liking them, but I was starting a new career, moving from Indiana to Florida, and taking care of my family, which by now included two sons.

I did not actively do anything with Studebakers until 1988. By then, I was 45 years old and settled in Georgia. Knowing that I liked Studebakers, a friend told me about the North Georgia Chapter SDC. I attended a meeting at the home of Dan and Barbara Miller. Although I felt a little bit like a fish out of water, the members made me feel welcome. I joined the Chapter and the National Studebaker Drivers Club that week and have been a member ever since.

I still did not have a Studebaker, but little did I know that this was about to change. For my fiftieth birthday, Charlotte, my wife, and sons surprised me with a 1951 Studebaker Champion. My birthday was March 13, 1993. Charlotte had bought the car three months before and secretly stored it in a warehouse. She and our sons drove the car on weekends without me ever knowing it. Family and friends were at our house for my birthday party. The plan was to have another friend drive the Studebaker to our house to show me his "new car" and then hand me the keys.

As with all plans, it didn't work out. March 12, 1993, northern Georgia experienced the worst snowstorm in history. Ten inches fell in one day. The 1951 had been stashed at a neighbor's house a quarter mile from our house. On March 13, 1993, Charlotte, my brother and sister-in-law were shoveling snow on the long driveway to our house like crazy. I kept telling them that the snow would melt off in a few days, but they kept shoveling.

While the driveway was being shoveled, my sons were at the neighbors frantically trying to get the 1951 started. (I figured out later that the points were corroded.) Since the neighbor's house was at the top of a steep hill and my house was at the bottom of the hill, my sons decided to push the car down the hill. It gained enough speed going down the hill that it coasted right into our driveway and stopped in front of the house. I was blindfolded. Charlotte and the boys had me walk up to the car and place my hands on it. They asked me to guess what it was. I knew it was a car, but it was not until they removed my blindfold that I knew it was a Studebaker. I still have that 1951; I am in the process of restoring it from the ground up. Thanks to Tom Elliott, I have original Studebaker material to upholster the seats.

Like Alan Ziglin's cars, my 1951 is also a celebrity. In 1995, it appeared in Hank Aaron's Oscar-nominated documentary "Chasing the Dream." It was filmed in Griffin, Georgia. Originally, my 1951 was only supposed to be parked along the street while a 1932 Bluebird school bus that was carrying the actors representing the Negro American League team the Indianapolis Clowns drove through town. A 1938 Terraplane car was supposed to drive in front of the bus. The Terraplane, however, refused to run. So, with me at the wheel, my 1951 Studebaker drove in front of the bus. It stayed in the scene about 20 seconds. It took 6 hours to shoot this scene.

Also in the late 1990's, the 1951 and I were featured on television's

My Classic Cars "Legends of the Road." I provided a narrative and answered questions while the camera focused on various features of the Studebaker, especially the bullet nose design. It was a winter day and the shoot had been scheduled for 10:00 in the morning while the sun was shining and the temperature wasn't unbearable. Because of production delays, the half hour segment was not filmed until 5:00 pm and it was bitter cold. All the time I was talking, I was shaking from the cold. Thank goodness it did not show on camera.

Not long after I got the 1951, my brother in North Judson, Indiana, called to tell me that a friend of ours had decided to sell a 1963 GT Hawk that I coveted for years. The last time I saw the car was five years before and I remembered it being a really nice car. I called the Hawk's owner and negotiated a price that should have given me a clue. I hired a trailer, and Charlotte and I were on our way to North Judson the next day. (By this time, Charlotte had caught Studebaker fever and was as excited as I was.)

Charlotte and I drove six hundred miles from Woodstock, Georgia to North Judson, Indiana. We arrived about 5:00 pm and rushed out to see the Studebaker before sundown. To say we were surprised would be an understatement. Charlotte actually cried. The Studebaker that looked so good five years before had been left outside with no protection from the harsh northern Indiana weather and was a mess. It had been stripped of all its stainless steel, bumpers removed and trunk damaged. The body of the car was rusted everywhere.

Charlotte and I debated long and hard about whether to haul the car back to Georgia. We had invested more in renting the trailer and in gas to drive there than the car cost. Finally, we decided to bring the Hawk back to Georgia. I later bought a parts car that turned out to be in better shape than the GT Hawk, but I had completed so much work on the GT Hawk I finished it rather than starting new on the parts car.

It took me two years to renovate the Hawk. Acquiring parts involved Charlotte and me in some interesting situations. One particular incident comes to mind. I had heard about a man in Ocilla, Georgia, who sold Studebaker parts. I called him and he said that he was parting out a 1951 Studebaker Champion. What he did not tell me was that the car was half submerged in a pond full of water moccasins. He did not convey this fact until I was knee-deep in the water checking out the car. He very calmly said, "Might want to watch out for those snakes." After my breathing and heart rate returned to normal, I convinced him to drag the car out of the water so that I could remove the front right fender. He also did not tell me that there was a live hornet's nest inside the fender, but I soon discovered that for myself. By the time I could start removing the fender, it had started to storm with grounding shaking lightning. I will never forget Ocilla, Georgia.

Charlotte and I took the GT Hawk on its maiden voyage in 1995. We drove it to the Southeast Zone Meet in Myrtle Beach, South Carolina. When we reached our destination, the alternator decided to fail. Luckily, we found a shop willing to refurbish it on a weekend. That alternator is still on the car.

Since then, we have relocated the 1951 and 1963 to Florida and back to Georgia. They are here to stay. Charlotte and I have had some real adventures thanks to Studebakers. Now if I could only get my sons to love them as much as I do.#

# Studebaker Happenings

## NORTH GEORGIA CHAPTER MEETINGS

August 2012: No meeting.

September 9, 2012: Lindale GA. Hosts David and Sharon Stone. 803-840-0898. Details and map to be provided in September 2012 edition of The Hillholder.

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.

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## FUTURE SOUTHEAST ZONE EVENTS

September 7-9, 2012: Lake Junaluska, NC. North Carolina Chapter SDC. Annual Tri-state Meet. See details on page 11.

October 13, 2012: Nashville TN. Middle Tennessee Chapter SDC. Fiddler's Inn. Music City Meet, Annual Car Show. See details on Page 12.

## FUTURE SOUTHEAST ZONE EVENTS continued...

October 19-20, 2012: Jacksonville FL. 44<sup>th</sup> SE Zone Meet. & 35<sup>th</sup> Annual Florida State Meet. Host NE Florida Chapter at [www.studebakernef.com](http://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. See details on Page 13.

\*\*\*\*\*

## OTHER STUDEBAKER EVENTS

July 29-August 4, 2012: South Bend IN. 48<sup>th</sup> International SDC Meet. Hosts Michiana Chapter SDC. Official website [www.sdmeet.com](http://www.sdmeet.com)

Sep 8, 2012: International Drive your Studebaker Day.

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

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

August 16-22, 2015: Marilyn Heights MO. 51<sup>st</sup> International SDC Meet.

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### **AUGUST 2012 MEETING NOTE**

**TO ALLOW NORTH GEORGIA MEMBERS THE OPPORTUNITY TO ATTEND THE 48TH INTERNATIONAL SDC MEET IN SOUTH BEND IN, THERE WILL BE NO AUGUST MEETING.**

### **TOUR POSTPONED**

The tour planned with the Hudson Club on August 18, 2012 has been postponed until cooler weather. New details will be provided when they are available.



**JEFFERSON LIONS CLUB**  
**12<sup>TH</sup> ANNUAL CLASSIC AUTO SHOW**  
JEFFERSON, GEORGIA



**SATURDAY, AUGUST 11, 2012**

**CARS, TRUCKS, ANTIQUE TRACTORS**  
**ALL MAKES AND MODELS WELCOME**



**LOCATION – JEFFERSON HIGH SCHOOL PAVED PARKING AREA**  
**ONE-HALF MILE NORTH OF DOWNTOWN JEFFERSON ON HWY 129**

**ENTRY FEE: \$15.00 PER VEHICLE**

**SCHEDULE**

Registration     *9am – Noon*  
Show Judging    *Noon – 2pm*  
Awards            *2 – 2:30pm*

**TROPHIES**

Cars & Trucks    *Top 40*  
Tractors           *Top 4*

**OTHER PRIZES:** 50/25/25 Drawing & Longest Distance Driven

**GOOD FOOD –** Hotdogs, hamburgers, chips and drinks

**CONTACT - BUDDY HUNT (home) 706-367-8933 or (cell) 706-621-0700**

Come join the Lions Club for all around family fun. This show will help the Lions in their Drive Against Darkness. You may bring used eyeglasses; they will be used to help others see.

Personal canopies may be set up behind show cars on grass.



# North Carolina Chapter

*Studebaker Drivers Club*

## 44th Annual Tri-State Meet



**Telephone Reservations**

1-800-222-4930 ~~Extension 454~~

Tell them you are with the Studebaker group with the correct dates.  
We are staying in the apartments

**Vendors Welcome**  
Call for indoor/outdoor space availability  
email:westbenddave@triad.rr.com  
Questions about the Meet  
Tri-StateMeet Coordinator:  
David Hauser  
1-336-945-3813

**Mail registration to**  
Carolyn Tucker  
1710 Bradshaw Road  
Mt. Ulla, NC 28125  
haileynana@aol.com



**Make checks payable to NCSDC**

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

**2012 Tri-State Meet General Registration:**  
Please Pre-Register before August 15th, 2011

Registration:...	\$15.00 (includes meet packet and dash plaque)
People's Choice Judging	\$10.00 Total.....
Valve Cover Racing	\$3.00 Total.....
Model Car Display	\$3.00 Total.....
Watch Display/Judging	\$3.00 Total.....
Awards Banquet	\$25.00 Person Total.....
Late Registration (8/15/11) Fee:	add \$5.00.....
<b>Grand Total</b>	.....

**Events:**

**Friday, September 7th, 2011**

- \* Registration 6 pm-9pm
- \* Evening Cookout
- \* Oldies Movie at Dusk

**Saturday, September 8th, 2011**

- \* Registration 9 am-12 noon
- \* Swap meet 9 am-4 pm
- \* Studebaker Car Show 9 am-2 pm
- \* People's Choice Judging 9 am-2 pm
- \* People's Choice Model Car Show 9 am-2 pm
- \* Fund-Raising Cookout 11:30 am-1:30 pm
- \* South Bend Watch Show 10 am-12 am
- \* Valve Cover Racing 1 pm-2pm
- \* Parade Caravan to Banquet
- \* Awards Banquet 6:30-Til..



# Music City Meet

## Middle Tennessee Chapter

### 40th Annual Car Show

Studebaker Vehicles & Toys & Swap Meet  
Orphan Cars Welcome  
October 13, 2012

**VENDOR INFORMATION**

- Limited inside vendor area - call Sam Hughes for details
- Outside vendor area 10x10: FREE 615-419-3197



**SCHEDULE OF EVENTS**

**Friday, October 12**  
12-6 pm: Swap Meet Set Up  
6-8pm: Hospitality Room

**Saturday, October 13**  
8 am-3 pm: Car & Toy Show  
8 am-1 pm: Swap Meet  
2:00 pm: Judging Ends  
5:30 pm: Banquet/trophies/docr prizes

**MOTEL INFO**

**FIDDLERS INN**  
2410 Music Valley Dr.  
Nashville, TN 37214  
615-885-1440  
Toll Free 877-223-7621  
\$64.95 + tax

For registration questions, call: Paul Wallace  
931-703-5318  
931-359-5318

20 free Nissan Tours available Thursday October 11, 2012. First come first serve basis. Ten dollars each to cover fuel for tour bus. Call 615-419-3197 for details.

NAME _____	General Registration (required) (nothing judged or displayed) @ \$15.00 \$15.00
ADDRESS _____	First Car @ \$15.00 \$ _____
CITY _____ ST _____ ZIP _____	Second Car @ \$10.00 \$ _____
PHONE (____) _____ EMAIL: _____	Watch/Model/Pedal Cars/Toys @ \$10.00 \$ _____ (15 yrs & under free entry for watch/model/pedal cars/toys)
MODEL/YR CAR(S) SHOWING _____	Banquet Ticket, Adult @ \$22.00 \$ _____
WATCH/MODEL/PEDAL CAR/ TOY SHOWING _____	Banquet Ticket, Child (up to 12yrs) @ \$8.00 \$ _____
	Inside Vendor Space (Call for detail:)
	Outside Vendor Space FREE
	<b>TOTAL: \$ _____</b>
	*Swap Meet Questions, Contact Sam Hughes, 615-419-3197

Mail Registration to: Gene Cuthbert: 577 Cindy Circle, Tullahoma, TN 37388

# 44<sup>th</sup> SOUTHEAST ZONE MEET & 35<sup>th</sup> 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 ( _____ ) _____	
<b>General Registration (includes dash plaque, meet program, hospitality)</b>			<b>\$ 10.00</b>
<b>Car Show</b>		Car #1 _____	\$10.00 _____
		Car #2 _____	\$ 5.00 _____
Display Only, please list car below (no charge with General Registration)			<u>0.00</u>
<b>One Free T-shirt with first car registered if registration received by Oct. 5, 2012</b>			<u>0.00</u>
T-shirt size: S _____ M _____ L _____ XL _____ XXL _____			
Additional t-shirts available for \$10.00, indicate size _____		Extra T-shirt # _____	@ \$10.00 _____
<b>Banquet/Awards Dinner Saturday Night (Buffet Style)</b>		Total # _____	@ \$16.00 _____
		Children 10 and under # _____	@ \$ 5.00 _____
<b>Swap Meet Space, outside (vendors free with General Registration) Yes _____ No _____</b>			<b>0.00</b>
<b>**Optional Friday night casino cruise \$30.00 per person</b>		Total # _____	@ \$30.00 _____
(min. 40 people required for this rate) (see below)			
<b>Total (make check payable to Bob Edwards)</b>			<b>\$ _____</b>

**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](http://www.studebakernef.com) or call Joel Daniel at (904) 402-9860; email: [jldaniel573@yahoo.com](mailto: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 an initial period of three months. The month of the 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 \$5000 for both. Contact Joseph Wilson, 22288 Cowtons Road, Alexander City AL. 35010. 356-399-3989. (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. E-mail: 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. \$3000. Contact Ray Phillips, Royston GA. 706-245-6440 or e-mail: stude35@webtv.net. (JUL 2012)

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



**NOT FOR SALE  
JUST TO BE  
ADMIRE**

**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 any body 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. E-mail: alexmil@comcast.net (AUG 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 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 1<sup>st</sup>) 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/ 1<sup>st</sup> 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](mailto: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](mailto:alanzsdc@gmail.com)  
Vice-President: Ben Alspach 770-693-7269; [thealspachs@comcast.net](mailto:thealspachs@comcast.net)  
Secretary: Terry Ziemer 706-255-5492; [ziemer111@bellsouth.net](mailto:ziemer111@bellsouth.net)  
Treasurer: Charlotte Delli 770-547-4871; [calh407@comcast.net](mailto:calh407@comcast.net)  
Membership Secretary: Barbara Miller 770-932-1615; [alexmil@comcast.net](mailto:alexmil@comcast.net)  
Webmaster: Chuck Lampman 770-926-7142; [chuck@lampman.com](mailto:chuck@lampman.com)  
Chapter Website: [http://www.studebakerclubs.com/North Georgia](http://www.studebakerclubs.com/North%20Georgia)  
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