

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

STUDEBAKER SPOTLIGHT THE 1951 STUDEBAKER

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The 1951 Studebaker is one of the most popular vehicles with the members of the North Georgia Chapter—second in number owned only to the 1963's. Owners include Charlie and Hellen Attaway with their '51 Champion, Rich Benson with his '51 Commander, Billy and Charleen Carey with their '51 Champion Business Coupe, Bill and Charlotte Delli with their '51 4-door Champion, Maureen Elliott with her '51 Champion Regal Business Coupe, "Crazy Ray" and Dianne Smith with their '51 Champion Sedan, Terry and Dora Smith with their '51 Commander, John and Lisa Spang with their '51 Land Cruiser, and Alan and Rochelle Ziglin with their '51 Commander Starlight Coupe.



Attaway's Car



Spang's Car



Ziglin's Car

Right now, the Attaway and Delli 1951's are undergoing "ground up" renovations with expected completion in late 2012 or 2013.

The 1950 and 1951 Studebaker designs with the "Bullet Nose" were radical, but the basis for the design actually started with the 1947 models when the Raymond Loewy Studio introduced the new post-war bodies. There are two models in the 1951 series: the Champion and the Commander, which included the Land Cruiser.

Although the 1951 Studebakers have many attributes that distinguish them from other years, the most recognizable feature is the "Bullet Nose" design. It is also the "Bullet Nose" that is one of the features distinguishing the 1950 Studebaker from the 1951. In 1951, a second chrome ring was added to the nose and the nose itself was made of gray plastic.

Other differences include body size (the Champion and Commander wheelbase was downsized from 119 to 115 inches (Continued on Page 15...See 1951.)

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Editor's Note: This month I am living a newsletter editor's dream: I have more material than space. So, this may be a lollapalooza of an issue with the most pages ever included in The Hillholder. One might say, "Just leave something out." Because of timeliness of the articles plus plans for future issues of the newsletter, this is not possible. Increasing the number of pages is only possible because we e-mail the newsletter distribution.

A special article about the Studebaker family is included in this issue. It is the first time, with written permission, that it has appeared in a Chapter newsletter and presents information about a part of the family that historically receives little attention. I have included the extensive lists of references with the article because it is only right to give credit to the sources and it gives you an indication of the exhaustive research that was conducted to write the article. I realize that there is a lot of factual data to wade through, but it is all a part of the history and understanding how the Studebaker family evolved.

You will notice that there are two parts included in this issue of Alan Ziglin's series about his collector cars. This is a "catch up" because there was not a place for the article in the September issue of The Hillholder. Thanks go to Alan for his contribution to this issue.

Special thanks also go to Larry Swanson for his contribution to the Technical Topics featured this month. He thought this tip was good enough to share with all of the newsletter editors. Hope you enjoy it.

Also, I would like to recognize Dan and Barbara Miller's contribution of the safety alert about a new carjacking scam along with Wayne Lee's provision of the E15 article from Summit Racing Equipment.

Thought for October: "There is no season when such pleasant and sunny spots may be lighted on, and produce such a pleasant an effect on the feelings as now in October."
Nathaniel Hawthorne#

Commander' Comments September 9, 2012

By Alan Ziglin

North Georgia Chapter Members:

First of all, I want to acknowledge the loss of our long time member, Ray Phillips. Our sympathies go out to his wife Brenda and the rest of the family.

As I had previously announced, Rochelle and I were out of town for the September meeting. Between this and the fact that our Chapter had no August meeting, it feels like it has been a long time since we've seen the folks from our Chapter. We are looking forward to seeing everyone at the October meeting, which will be hosted by Richard Knoblock.#

TASTY TREATS

Autumn is here and comes with those great North Georgia apples. What could be better than homemade applesauce filling your house with the scents of cooking apples with cinnamon, sugar and other spices. This is so simple to make and even nicer to enjoy.

SLOW COOKED APPLESAUCE

INGREDIENTS

12 Apples (Mix tart and sweet varieties)
½ Cup orange juice
1 TBS ground cinnamon
½ tsp ground ginger
1.4 tsp ground nutmeg

Peel and core apples and cut into medium size chunks. Place all of the ingredients in a large crock pot. Mix well with a wooden spoon and cook on high temperature for 4 hours. Stir occasionally.
Serve warm or cold. Store in the refrigerator in a tightly sealed container. May store up to one week.

IN MEMORY OF

RAY PHILLIPS, SR.

Ray Phillips, Sr., one of the founding members of the North Georgia Chapter Studebaker Drivers Club, passed away on August 24, 2012, at the age of 76, after courageously battling a lengthy illness.

Ray served in the US Air Force and planned to make it a career, but this plan was cut short to return to Royston GA to care for his father as he fought cancer. Ray lived in Royston the rest of his life and served twenty-eight years in local law enforcement agencies.

He was known for his love of family, his willingness to help others, his love of Studebakers, and his positive outlook on life.

Ray will be missed.



North Georgia Chapter SDC Minutes
 Sunday, September 9, 2012
 Petro's Pizza, Cedartown GA

Ben Alspach, Vice President, called the meeting to order at 3:30 PM. He thanked the meeting host, David Stone, and his grandsons Jaden and Brandon. Ben welcomed our new members, Dale & Pat Jakupca, from Lake Lanier (Buford area), owners of a 1962 Hawk.

Sign-in Sheet being passed around.

Chuck Lampman moved, Bill Delli seconded, to approve the July minutes as published in [The Hillholder](#). Motion carried.

Ben congratulated those with August and September birthdays/anniversaries. Those to keep in our thoughts/prayers: Brenda Phillips, Ina Green, and former members Fred & Paula Martin.

Reports

1. Ed Burris – National Board had a contentious presidential election. Details were e-mailed to members.
2. Wayne Lee – Juggling zone meet calendar.
3. Charlotte Delli – Balance on hand 7/31/2012 was \$5773.30. Balance on hand 8/31/2012 was \$5543.87. Full report will be in [The Hillholder](#).
4. Barbara Miller – Dues for members joining between July and December are prorated to \$5.00. We need members to volunteer to be Vice President and Treasurer.

Old Business

1. The tour of the Truett Cathy autos is September 22. Please RSVP by September 13 to Alan, Charlotte, or Ben. This is in conjunction with the Cadillac Club and our Chapter has participated in this previously.
2. Matthew Burnette received a certificate for special services to the SDC at the International Convention. Alan Ziglin accepted in his absence.

No New Business discussed.

Next meeting is Sunday, October 7 at 1:00 PM at the Flying Machine in Lawrenceville GA, hosted by Richard Knoblock, Details will be in [The Hillholder](#).

Chuck Lampman moved to adjourn the meeting. Motion carried. Adjourned at 4:15 PM.

4 Door Prizes were given out:

Pete McCaffrey won \$23.00 in the 50/50. The North Georgia Chapter SDC banked \$24.00.

Submitted by

Terry Ziemer, Recording Secretary

SEPTEMBER MEETING ATTENDEES

Ben & Janet Alspach

Edward Burris 1964 Avanti

Solon Couch

Bill & Charlotte Delli 1963 GT Hawk

Jim Fisher

Ray Garner & Mary Rook 1957 Golden Hawk

Dale & Pat Jakupca 1962 Hawk

Richard Knoblock

Chuck Lampman

Wayne & Ann Lee

Pete McCaffrey

Dan & Barbara Miller

David Stone



OCTOBER 2012 CELEBRATIONS

BIRTHDAYS

Susan Duncan -Mc Cord	10/1
Chris Collins	10/5
Brighten Kamen	10/9
Marsha Byrd	10/27
Dotty Carto	10/27
Rick Garner	10/29
Scott Soncrant	10/29

ANNIVERSARIES

Pete & Deborah McCaffrey	10/9
Charlie & Hellen Attaway	10/12
Terry & Dora Smith	10/19

**Treasurer's Report
North Georgia Chapter SDC**

1 July 2012	\$5773.30
Beginning Balance	
Deposits	50.00
July 50/50 45.00	
July Dues 5.00	
Withdrawals	(279.43)
July Adopt-a-Car 250.00	
July Copy Newsletter 8.15	
(Had \$10.00 off coupon)	
August Copy Newsletter & & Envelopes 21.28	
 31 August 2012	 \$5443.87

Note: Two months were combined because there were no deposits in August/no meeting.

ALERT-ALERT-ALERT-ALERT-ALERT-ALERT

(Contributed by Dan & Barbara Miller but it is another person's story)

Warning from Police: This is the new thing these days with people out of work and needing cash.

Just last weekend on Friday (August 17, 2012) night, we parked in a public parking area. As we drove away, I noticed a sticker on the rear window of the car. When I took it off after I got home, it was a receipt for gas. Luckily my friend told me not to stop as it could be someone waiting for me to get out of the car. Then we received this email yesterday: **WARNING FROM POLICE. THIS APPLIES TO BOTH WOMEN AND MEN. BEWARE OF PAPER ON THE BACK WINDOW OF YOUR VEHICLE-NEW WAY TO DO CARJACKING (NOT A JOKE).**

Heads up to everyone! You walk across the parking lot, unlock your car and get inside. You start the engine and shift into reverse. When you look into the rearview mirror to back out of your parking space, you notice a piece of paper stuck to the middle of the rear window. So, you shift into park, unlock your doors, and jump out of your car to remove that paper or whatever it is that is obstructing your view.

When you reach the back of your car, that is when the carjackers appear out of nowhere, jump into your car and take off. They practically mow you down as they speed off in your car. And, guess what ladies? I bet your purse is still in the car. Now the carjacker has your car, your home address, your money and your keys. Your home and whole identity are now compromised. If you see a piece of paper stuck to your back window, wait until you get home to remove it. #

**NEW EXHIBIT AT THE
STUDEBAKER NATIONAL MUSEUM**

(Provided by Jo McCoy)

Knute Rockne: The Rest of the Story

Exhibit to Coincide with Notre Dame's 125-year Football Anniversary

Everyone knows the story of Knute Rockne's football coaching career at the University of Notre Dame, including the 1924 undefeated team that included the illustrious four Horsemen. But few people know the "rest of the story" about Rockne: His equally successful career as a "celebrity salesman" for the Studebaker Corporation at the same time he was "winning one for the Gipper."

The Studebaker National Museum has opened the Special Exhibition, *Knute Rockne: The Rest of the Story*, which will run through December 1, 2012. The exhibit will examine the relationship among Studebaker, Knute Rockne and the University of Notre Dame from 1928 until Rockne's untimely death in 1931. Highlights will include Rockne's duties and role with Studebaker Corporation, Studebaker's corporate support of the Notre Dame endowment, stadium construction, a look at Studebaker corporate events held on campus, and other facts connecting Studebaker with the University of Notre Dame.

This season commemorates 125 years of Notre Dame football in our community. In 1887, the Irish played their first football game against the University of Michigan...and the rest, as they say, is history. Over the last 125 years, the Fighting Irish have won 12 national championships, featured 7 Heisman Trophy winners and fielded countless All-Americans. Perhaps the first superstar ever associated with the Notre Dame football team was legendary coach, Knute Rockne.

Notre Dame football is invaluable to the South Bend community. This is evidenced by the current designations by three national media outlets. *USA Today* has identified South Bend as one of 15 finalists for the best college football town in America; the travel website *Away.com* has deemed South Bend one of the 5 best football cities in the country; and *ABC News* just named South Bend 1 of the 9 best towns for college football in the nation. The community is fortunate to play host to six home football games each and every fall and, in the process, welcome visitors from across the country and throughout the world.

The Museum is located at 201 South Chapin Street, South Bend. Visiting hours are Monday-Saturday from 10:00 AM to 5:00 PM and Sunday noon to 5:00 PM. For further information, call the Museum at (574) 235-9714 or (888) 391-5600 or visit www.Studebakermuseum.com. For additional information, contact Jo McCoy at (574) 235-9714. #

TECHNICAL TOPICS: This month's feature is reprinted with permission from the September-October 2012 edition of *The Studebaker*, Dennis Jolicoeur, editor, and contributed by Larry Swanson, SDC Publications Director. Note article is reprinted as written without editing.

TECH Talk

Disc Brake Systems

By Dave Thibeault

The disc brake system used on Studebakers in 1963 to 1966 was an excellent braking system even by today's standards. But it did lack the simplicity of today's. When properly set up, the Studebaker brake system retracts the pads slightly to keep brake drag to a minimum. Other systems do not have this characteristic.

The only significant drawback to this brake system is the lack of a dual master cylinder like what was used on the drum brake cars. This is easily corrected on the Lark and Avanti models but is difficult to correct on the Hawk models. Dual master cylinder conversion kits are available for Lark and Avanti models.

Most of the problems and complaints that people have with these disc brakes are not the fault of the brake system, but instead are a result of neglect and improper repairs over the years. Rust is the most significant problem, both inside and outside of the system. The Dunlop Caliper cylinders are almost always rust pitted inside. This has been taken care of by the availability of stainless steel sleeved wheel cylinders for them. The piston inside also rusts and should be resurfaced where the seal sits to assure good sealing.

All parts should be cleaned completely before reassembly. There are pad guides that usually rust and are easily bent. Glass beading the caliper bridge assembly will clean up good but care must also be taken to see that the pistons are assembled correctly or the pad guide will be forced into the rotor when brakes are applied.

The bolts that hold all the brake parts together are special and you should not use regular bolts; they are all Grade 8 hardware. Even the bolts that hold the caliper adapter bracket to the spindle are Grade 8 bolts with a small head. These are a special bolt that is not readily available even on special order, so be careful when removing. The best way to remove these bolts is with a six point socket. This allows them to be used even when severely rusted.

The trouble spots that are most common when working on the front disc brakes are the shims and reversing the bridge tubes. It will save a lot of time if you are careful about maintaining the position of the shims that are under the caliper mounting bolt when you remove the caliper. If you should have the rotors turned, then you will have to go through the process of readjusting the caliper position with the shims to center it over the rotor. The procedure and specifications are in the shop manuals.

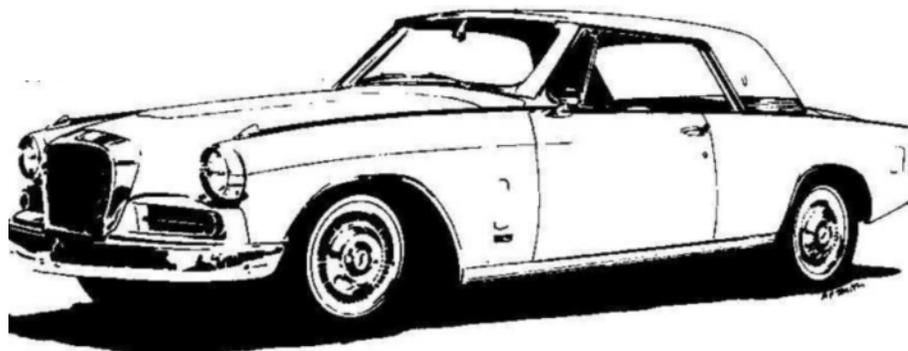
It is very common when assembling the calipers to reverse the bridge tubes. This usually results in the loss of brakes as the tube then rubs against the inside of the wheel and wears a hole in the tube. The bridge tubes run the inside of the caliper, not the outside.

The rotors always seem to be turned when a brake job is done or as a result of a pulsating brake pedal that is caused by warped rotors.

- Never allow the wheels to be installed with an air wrench. This will warp the rotors.
- Torque the lug nuts evenly to 75 foot pounds using a torque wrench
- Do not turn the rotors when replacing pads. If the mechanic insists because of rust, then have them glass bead blasted to remove the rust. The pads won't last as long but they cost \$38.00. A pair of new rotors costs \$400.00
- If your rotors are warped try this. It works! Jack up the car and loosen your lug nuts, torque them to 75 foot pounds with a torque wrench. Drive the car normally for a week or more and do the same procedure. After about three times, the warped rotors will be good again, or then they will have to be turned. But don't turn them without trying this first or they will just warp again.

There are a couple of things to look for on the brake boosters to help maintain the quality of the brake system. On the Lark and Avanti models check for brake fluid at the bottom of the brake booster. It can leak out the back of the master cylinder and this will in short time ruin your brake booster.

On the Hawk systems remember that this booster needs to be lubricated. Remove the booster mounting bolts so the booster (Continued on Page 17...See Tech Talk.)



The following feature is written by Sandra Studebaker on behalf of the Studebaker Family and is being printed in The Hillholder with written permission. The feature, and its attachments, is presented just as it was written. There has been no editing by the newsletter editor.



Supplement

Summer 2012

What!! There Were Five *Sisters*??

The Five Sisters of the Five Studebaker Brothers of South Bend



Image compliments of the Center for History, South Bend, IN

**Standing left to right: Rebecca Studebaker, Maria Studebaker
Seated left to right: Nancy Lucas, Sarah Welch, Elizabeth Witwer**

(Sisters...Continued from Page 6.)

What!!! There Were Five **Sisters??** The Five Sisters of the Five Studebaker Brothers of South Bend

By Sandra A. Studebaker, MSLS

It's generally known among Studebaker vehicle enthusiasts that there were five brothers—Henry, Clement, John M., Peter and Jacob. All were heavily involved in the early years of the world-renown wagon and automobile company based in South Bend, Indiana for more than a century. But it's likely that few today know there were also five sisters born to the parents John c. and Rebecca (Mohler) Studebaker. In keeping with the role of women in the 19th century, the lives of the Studebaker sisters—Sarah, Nancy, Elizabeth, Rebecca and Maria—followed paths quite different from that of their brothers, and, to some extent, from each other. The three older sisters married and bore children; the two younger sisters did neither. What was their lot in life?

Information published in the volumes of *The Studebaker Family in America* on **SARAH**, eldest of the five sisters, was skimpy and flawed. New research by this author has unearthed details of her life largely in Elkhart County, Indiana with husband Philip Welch and their three children that lived to adulthood. Sarah's descendants have the surnames Galentine, Kaiser, Miner, Morgan, Violett and Welch. In addition to multiple spouses, the marriage of two of Sarah's descendants, one to a descendant of her sister Elizabeth and one to a member of the Violett family, presented a complex "Marriage Puzzle.." (Please see attached *Complex Marriage Puzzle Solved* and chart.)

Details on second-born sister **NANCY**, husband John Lucas and the first of their three children remain sketchy due to the early deaths of all three. However, new research on the two Lucas siblings that survived has uncovered much of interest about the lives of daughter Emma and son Sylvester. Emma married into the Dansard family of bankers in Monroe, Michigan. Sylvester worked for the Studebaker company in South Bend, but had three sons who became medical professionals in South Bend and Chicago. (Go to column on left.)

Information gathered to date on the lives of each of the five sisters and, briefly, their issue, is presented in the following narrative reports. The cumulated data consists of that previously published by the Studebaker Family National Association (SFNA) and supplemented and/or corrected by recent research of primary and secondary sources. selected source citations are included here and are an important part of the 29,000-name Clement line database of the Studebaker family in America. Please visit SFNA at <http://www.studebakerfamily.org>.

Sarah "Sally" Studebaker [C762] was born on 1 Nov 1822 in Adams County, Pennsylvania. She lived in Elkhart County, Indiana in 1900. Sarah, age 77, was widowed and living alone with a "Domestic" servant at 426 East Madison in the city of Goshen. The 1900 census indicates that she had had five children, with only two still living at at the time. She died on 19 Jan 1901 in Goshen, Elkhart County, Indiana. (Sally had introduced her brother, John Mohler, to Mary Jane Stull, who became his wife. Their courtship is recounted in Mary's autobiography titled "Our Lives," reprinted 1969 by SFNA.)

Sarah STUDEBAKER and Philip A. WELCH were married on 14 Nov 1839 in Richland County, Ohio. There "united in the marriage relation" by E. McClure, Minister of the Gospel. They lived in Montgomery Township, Richland [later Ashland] County, Ohio in 1840. They lived in Center Township, St. Joseph County, Indiana in 1850. They lived in Elkhart Township, Elkhart County, in 1860. Included in the household of Philip and Sarah Welch (Continued on Page 8...See Sisters.)

The noteworthy lives of third-born sister **ELIZABETH**, her husband Rev. George Witmer, and the twelve children born to them have been well documented by past and present biographers. In addition to the many descendants with the Witmer surname, their seven successful sons and three daughters provided other descendants with the surnames of Fernandez, Housholder, Kopcsay, Lippincott, McLeish, Mild, Mohler, Morgan Nott, Pierson, Sell, Shade, Shekerjian, Stolz, Sutton, thomason, Worth, and Wysong. In addition to multiple spouses, the marriage of two of Elizabeth's descendants, one to a descendant of her sister Sarah and one to a member of the Violett family, resulted in a complex "Marriage Puzzle." (Please see attached *Complex Marriage Puzzle Solved* and chart.)

Younger sisters **REBECCA** and **MARIA** did not marry, but lived out their lives together in the Studebaker family home at 601 LaSalle street in South Bend, Indiana. Contemporary South Bend newspaper articles indicate that both sisters were active in the local community and were involved in efforts to help those less fortunate.

(Sisters...Continued from Page 7.) were four minors—Elvira, 19, John, 17, Rebecca, 15, and Dora, age 3. They lived in Goshen, Elkhart County, Indiana in 1870. Philip, Sarah, and a “domestic” were alone in the household at this time. His occupation was “agricultural implements” and he had real estate valued at \$7,000; personal property at \$1,000. They lived in Goshen, Elkhart County, Indiana in 1880. Anana Galentine, their 7-year-old grand daughter was a member of her maternal grandparents home following the death of mother Elvira.

Philip A. WELCH was born on 12 Feb 1816 in Whitehouse, New Jersey. He died on 6 Sep 1895. He was a member of the German Baptist Brethren Church. He was a dealer of agricultural implements and, later, wagons and carriages. Philip was a cooper and in the dry goods business with Peter Studebaker, his wife’s brother. While in Goshen, Indiana he also had the sales agency of the Studebaker Brothers Manufacturing Company for five years before retiring due to ill health. Sarah “Sally” STUDEBAKER [C762] and Philip A WELCH had the following children:

- i. **Elvira V. WELCH** [C762-1], born about 1841, Ashland, Ohio; married Elias C. GALENTINE on 20 Sep 1860, Elkhart County, Indiana; died between 1876 and 1878 in Indiana.
- ii. **John Studebaker WELCH** [C762-2] born about 1843, Ashland, Ohio; married Harriet “Hattie” A RATHBURN, about 1858; died about 1923, Fort Scott, Bourbon County, Kansas.
- iii. **Margaret Rebecca WELCH** [C762-3] born on 10 Nov 1844, Ashland, Ohio; married Lafayette VIOLETT on 11 Dec 1862, Kosciusko County, Indiana; married George Crawford MORGAN on 26 Apr 1875, Elkhart County, Indiana; died on 20 Feb 1913, Westchester Township, Porter County, Indiana. (Please see related “Complex Marriage Puzzle Solved” and accompanying chart.)
- iv. **Dora WELCH** [C762-4] was born about 1857 in Elkhart County, Indiana. She died between 1860 and 1870. [It was thought that Dora’s death, due to diphtheria at three years of age, was in Syracuse, New York. Likely young Dora died in Syracuse, Indiana, just south of Elkhart County where the Welch family lived.]

Note:

Earlier published research on Sarah’s line briefly mentions three children—two that reached adulthood and married (John and Margaret); one that died young (Dora). It also mentions “2 other children dec, names unknown.” (*The Studebaker Family in America*, Vol. 1, 1959, p. 406). New research by this author during 2010-11 identified one additional child—Elvira, born about 1841. It also added a significant amount of additional data on other descendants of Sarah (Studebaker) and John Welch and resolved a complex puzzle of marriages among several members of the extended Studebaker family. (Please see attached article “Complex Marriage Puzzle Solved” and accompanying chart.)

Nancy A. STUDEBAKER [C764] was born on 29 Jan 1825 in Adams County, Pennsylvania. (Or 22 Jan 1825.) She lived in St. Joseph County, Indiana in 1860. Nancy Lucas, occupation “tayloress,” and her three children Alice, Emma and John (family 369) were living adjacent to her parents John and Rebecca Studebaker (family 370) in South Bend. She lived in South Bend, Indiana in 1870. The Lucas family consisting of Nancy, 44, Emma, 16, and Sylvester, 15, resided in South Bend’s 1st ward. Daughter Emma was “at school,” while son Sylvester worked in a “paint shop.” She died on 26 Sep 1872 in South Bend, Indiana. Nancy died of Typhoid Fever at the age of 47 years, 7 months and 28 days (Or 47 years, 8 months, and 4 days.) Funeral services were conducted by Elder D.B. Sturgis. She was a member of the German Baptist Brethren Church. Nancy is said to have joined the Church in Ohio at age 22 and “lived a consistent Christian life.” Nancy A. STUDEBAKER and John LUCAS were married on 11 Apr 1850 in Ashland County, Ohio. John and Nancy were joined in marriage by Elias Dickey, Minister of the Gospel. They lived in Wayne County, Ohio in 1850. Newly married, John and Nancy were farming in Chester Township.

John LUCAS was born about 1828 in Ohio. He died between 1855 and 1860. Death probably occurred in Indiana as the last of their three children, Sylvester, was born in South Bend in 1855.. After relocating to South Bend, Indiana, John became a merchant, according to the biography of grandson, Robert F. Lucas. Nancy A. STUDEBAKER [C764] and John LUCAS had the following children:

- i. **Alice Maria LUCAS** {C764-1} was born 6 Nov 1852 in Ohio. She died 15 Apr 1864 in South Bend, Indiana. Alice, aged 11 years, 5 months, 12 days died of Diphtheria. The funeral service was conducted by Elder Jacob Miller and others, from 1 John 3.
- ii. **Emma E. LUCAS** [C764-2], born on 2 Nov 1853, Ashland, Ohio; married Benjamin DANSARD Jr., On 8 May 1877, South Bend, Indiana; died on 25 October 1934, Detroit, Wayne county, Michigan.
- iii. **Sylvester John LUCAS** [C764-3], born in Sep 1855, South Bend, Indiana; (Continued on Page 9...See Sisters.)

(Sisters...Continued from Page 8.) married Anna Agnes "Annie" MORELAND, on 20 Oct 1880, Battle Creek, Calhoun County, Michigan; married Catherine Ann HOULIHAN, on 26 Jul 1902, St. Joseph County, Indiana; died on 10 Feb 1905, South Bend Indiana.

Sources

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Elizabeth STUDEBAKER [C767] was born on 18 May 1829 in Adams county, Pennsylvania. She lived with her son-in-law and daughter Joseph and Leah Kopcsay at 118 Est Ohio Street. She had given birth to twelve children and nine were still living. She died on 22 Apr 1909 in South Bend, St. Joseph County, Indiana. She was buried in City Cemetery, South Bend, Indiana. Plot: 26-7 West. She was a member of the Church of the Brethren. Elizabeth united with the Church at the age of fourteen years. Said to be a faithful Christian mother, she is quoted as follows: "My first duty is to serve Christ, and second my family."

Elizabeth STUDEBAKER and George WITWER were married on 7 Jul 1849 in Ohio. They lived in Earl Township, Lancaster County, Pennsylvania in 1850. Married less than a year, George and Elizabeth were still in Pennsylvania where he was a "merchant." They lived in Montgomery Township, Ashland County, Ohio in 1860. Six of their first seven children were born in Ohio. In 1863 the family moved to LaPorte County, Indiana, and followed agriculture there until 1867. In that year Rev. Witwer yielded to urgent calls from the church in Missouri, and removed the family to northwestern Missouri. They lived in Hamilton Township, Caldwell County, Missouri in 1870. George Witwer, occupation "clergyman" and Elizabeth were near the town of Mirabelle, where their local U.S. Post Office was located. Still at home that year were their minor children Frances, age 18, Leah, Ada, Wilbur, Mohler, Clemmon (*sic*) and 4-year-old Edwin. All but the eldest and youngest were attending school. They lived in Hamilton, Caldwell County, Missouri in 1880. Daughter Leah, 26, and her three youngest brothers were still at home with their parents. The following year, Rev. Witwer removed to South Bend, Indiana where he and Elizabeth spent their final years. "For many years they lived at the southeast corner of Prairie avenue and Sample street."

George WITWER (son of Isaac WITWER and Frances SENSENIG) was born on 25 Aug 1824 in Lancaster County, Pennsylvania. He was born on the homestead of his grandfather, Daniel Witwer in Earl Township, northeastern Lancaster County. He died on 1 Oct 1886 in South Bend, St. Joseph County, Indiana. He was buried in City Cemetery, South Bend, Indiana. Plot: 26-7-1 West. He was a clergyman and merchant. He was called to the ministry of the German Baptist Brethren Church in 1852. Reverend George Witwer began work on a Witwer genealogy that was completed after his death by a cousin, Ananias Clime Witwer, 1853-1911, of Mishawaka. Entitled *Witwer Genealogy in America*, it was published in 1909. Elizabeth STUDEBAKER[C767] and George WITWER had the following children:

- i. **John Studebaker WITWER [C767-1]**, born on 11 Jun 1850, Earl Township, Lancaster County, Pennsylvania; married Florence Celina BUCK, on 16 August 1871; died on 28 Dec 1912, Dallas County, Texas.
- ii. **Rebecca Frances WITWER [C767-2]**, born on 10 May 1852, Ashland, Ohio; married Daniel Burger SELL, on 12 Jan 1871; died on 14 May 1874, Hamilton, Caldwell County Missouri. (Continued on Page 10...See Sisters.)

(Sisters....Continued from Page 9.)

- iii. **Leah Elizabeth WITWER [C767-3]**, born on 17 Nov 1853, Ashland, Ohio; married Joseph KIPCSAY, on 12 Jun 1888, South Bend, Indiana; died 1929.
- iv. **Maria Ada WITWER [C767-4]**, born on 29 Mar 1856, Ashland Ohio; married John Monroe MOHLER, on 11 Sep 1878, Caldwell County, Missouri; died on 16 Feb 1925, Joliet, Will County, Illinois.
- v. **Timothy Wilbur WITWER [C767-5]**, born on 20 Feb 1858, Ashland, Ohio; married Adeline "Addie" S. HALL, on 27 Jun 1883, South Bend, Indiana; died on 9 Dec 1931, Glen Ellyn, DuPage County, Illinois.
- vi. **George Mohler WITWER [C767-6]**, born on 1 Nov 1859, Ashland County, Ohio; married Mary Elizabeth VIOLETT, on 24 Jun 1885, Elkhart County, Indiana; died on 28 May 1942, south Bend, Indiana.
- vii. **Clement Sensenig WITWER [C767-7]**, born on 26 Feb 1862, Ashland county, Ohio; married Mary Elizabeth SHREFFLER, on 15 Oct 1887, Joliet, Illinois; married Antoinette "Nettie" WALWORTH, on 19 Feb 1907, South Bend, Indiana; died on 15 Apr 1919, Joliet, Will county. Illinois.
- viii. **David Vernon WITWER [C767-8]** was born 11 Jun 1864 in LaPorte County. Indiana. The infant David "died at 10 months less 8 days. Funeral service by elder James Miller from the 16th Psalm and Mark 10:13-16." Burial was in Oak Grove Cemetery [probably in Wills Township]. A brief obituary in *The Gospel visitor* includes a poem attributed to Rev. George Witwer.
- ix. **Edwin Charles WITWER [C767-9]**, born on 1 Feb 1866, LaPorte County, Indiana; married Rose Gertrude STOVER, on 18 Jun 1889, South Bend, Indiana; died on 5 May 1921, South Bend, Indiana.
- x. **Dora WITWER [C767-A]** was born on 16 Sep 1868 in Caldwell County, Missouri. She died on 10 Dec 1868 in Hamilton, Caldwell county, Missouri. The infant's brief obituary states: "Died in the Hamilton district, MO, Dec. 10 DORA WITWER, daughter of elder Geo. and sister Elizabeth Witwer, and granddaughter of brother John and sister Rebecca Studebaker, aged 12 weeks. [Signed] W.B. Sell" She was buried in Rohrbaugh Cemetery, Caldwell County Missouri.
- xi. **Jacob Franklin WITWER [C767-B]** born on 3 Oct 1870, Hamilton, Caldwell County, Missouri; married Charlotte Elizabeth "Lottie" RYAN, on 20 Dec 1893, Aurora, Kan County, Illinois; married Alma LOECHLER, on 11 Sep 1901, Franklin County, Ohio; died on 27 Dec 1954, Kansas City, Jackson Count, Missouri.
- xii. **Harvey Ervin WITWER [C767-C]**, born on 22 Jun 1872, Hamilton, Caldwell County, Missouri; married Bertha STOW, on 13 Sept 1900, Grand Rapids, Michigan; died on 22 Apr 1942, Greeley, Weld County, Colorado.

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(Sisters...Continued from Page 10.)

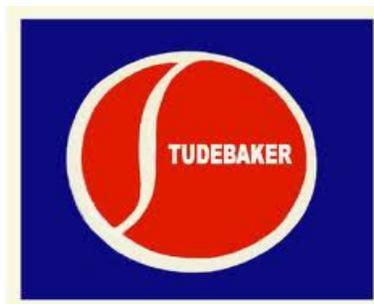
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Rebecca STUDEBAKER [C76B] was born on 21 Dec 1837 in Ashland county, Ohio. She was thirteen when the family relocated to South Bend. She died on 10 Feb 1915 in South Bend, Indiana. Rebecca, 77 [passed away at her home at 601 West LaSalle avenue following a week's illness that began with a cold. The funeral was held at the family residence with Rev. James L. Gardiner, D.D. Of St. Paul's M.E. Memorial church officiating. Family members serving as pallbearers were George M. Studebaker, William Studebaker, George M. Witwer, Franklin Riley, Dr. R.F. Lucas and Harry D. Johnson, Jr. She was buried in City Cemetery, South Bend Indiana. She was a member of the St. Paul's Memorial Methodist Episcopal Church in South Bend. Rebecca never married, but was an active member of Woman's Relief Corps, an organization that existed in South Bend for many years to provide relief for the poor.

Maria STUDEBAKER [C76C] was born on 26 May 1840 in Ashland County, Ohio. Second youngest of thirteen children, Maria was eleven years old when the family relocated to South Bend. She died on 25 May 1925 in South Bend Indiana. Maria, last of the original Studebaker family that came to South Bend three-quarters of a century before, died on the eve of her 85th birthday at her home, 601 West LaSalle avenue, following an illness that had begun April 20. Funeral services were held at the residence by the past and present pastors of St. Paul's Memorial M.E. Church—Dr. James L Gardiner and Rev. J.B. Rosemurgy. Following a custom of former years, Maria had requested that the church bell be tolled at her funeral for each year of her life. Her wish was carried out on Friday, May 29 at 2:30 p.m. Pallbearers were nephews George M Witwer, Clement W. Studebaker, Col. George M. Studebaker, Clement Studebaker, Jr., And Fr. Robert E. Lucas.

As the last survivor of the pioneer manufacturing family in South Bend, "Aunt Marie's" lengthy (22 column inches) obituary appeared in *The South Bend Tribune* with details about the family's move to, and early years in, the city. Upon filing of Maria's will in circuit court less than two weeks later, readers of the June 6 issue of the *Tribune* were provided selected details in a shorter article (8 column inches) with the heading "Many Named in Studebaker Will - Church and Charities Remembered - Many Small Requests to Members of Family." Executors were nephews George and J.M. Studebaker, Jr., and Nelson Riley, a grandnephew. She was buried in City Cemetery, South Bend, Indiana.

She was a member of the St. Paul's Memorial Methodist Episcopal Church in South Bend. Initially a member of the Baptist Brethren church, Maria joined the First Methodist Episcopal church, then transferred her membership to St. Paul's upon its completion by her brother Clem in memory of their parents. Maria never married but she enjoyed the companionship of young people and even reared, but did not adopt, a number of children. She was active in local affairs that, she said, kept her young. Maria lived throughout her long life in the family home located at Taylor & Water avenue (later renamed La-Salle) in South Bend. The residence became well known to residents of the city for it was a custom long followed by Maria and her sister Rebecca to hold open house on New Year's Day. -END-



Complex Marriage Puzzle Solved

Sandra A. Studebaker, MSLS [C343-722-2]

Sisters Sarah STUDEBAKER [C762], 1822-1901, and Elizabeth STUDEBAKER [C767], 1829-1909, probably could not have imagined that some of their descendants would create a tangled web of marriages that would confound Studebaker genealogists and/or family reporters in later years. Earlier research published in *The Studebaker Family in America*, (vol. I: 406, 407; vol. III; 325) regarding descendants of the two sisters contains obvious errors.

More importantly, the published data on these descendants falls short in identifying the particulars and in emphasizing the entanglement. This all came to light during the genealogy computerization project. Recent research by this author to rectify has, hopefully, identified and brought together the pieces of a relatively complex marriage puzzle

 WARNING: Readers are strongly encouraged to study the accompanying chart while perusing the following narrative about this 20th century marriage puzzle that had roots in the 19th century.

 Sarah STUDEBAKER [C762] married Philip A. WELCH in 1839. They had four known children; three lived to adulthood and married. On daughter Margaret Rebecca WELCH [C762-3] married twice. Her first marriage in 1862 was to Lafayette VIOLETT, a physician and member of a large and prominent family of early settlers to Elkhart County, Indiana. He and Margaret had two sons before his early demise at age 30 in Syracuse, Kosciusko County, Indiana where they were living. One son apparently died young. The other, previously identified only as "John," is now known to have lived a long life. Now documented, John W. VIOLETT [C762-31] is accorded a place among the 6th generation descendants of the immigrant

Margaret's second marriage in 1875 was to George Crawford MORGAN, a widower with two surviving sons from his first marriage. George was a child of three in 1833 when the Morgan family became the second white family to settle in northwestern Indiana in what would become Porter County two years later. Together, George and Margaret raised four more children on their Westchester Township farm. Their youngest, Bennett Bostwick MORGAN [c762-36], a hardware merchant in Chesterton, Porter County, also married twice. After the death of his first wife, following a long marriage, Bennett married his second cousin Gertrude Merle MOHLER [C767-41] in 1970. He was age 85, she was 83.

It was also Gertrude's second marriage. Her previous, and apparently first, marriage in 1945, at age 57, was to Alexander George IRONSIDE. Born in Scotland, Alexander was a successful businessman and owner of Ironside Monument Works (later South Bend Monument Works), and a widower. He had been married to Gertrude's first cousin Anna Elizabeth KOPCSAY [C767-31] for 36 years prior to her death in 1944. Anna, or Elizabeth as she was more often referenced, was the only issue of Leah Elizabeth WITWER [C767-3] and Joseph KOPCSAY. Joseph had immigrated from Hungary as a young man and settled in South Bend, Indiana where he worked for the Studebaker company for 45 years as a carriage builder and designer.

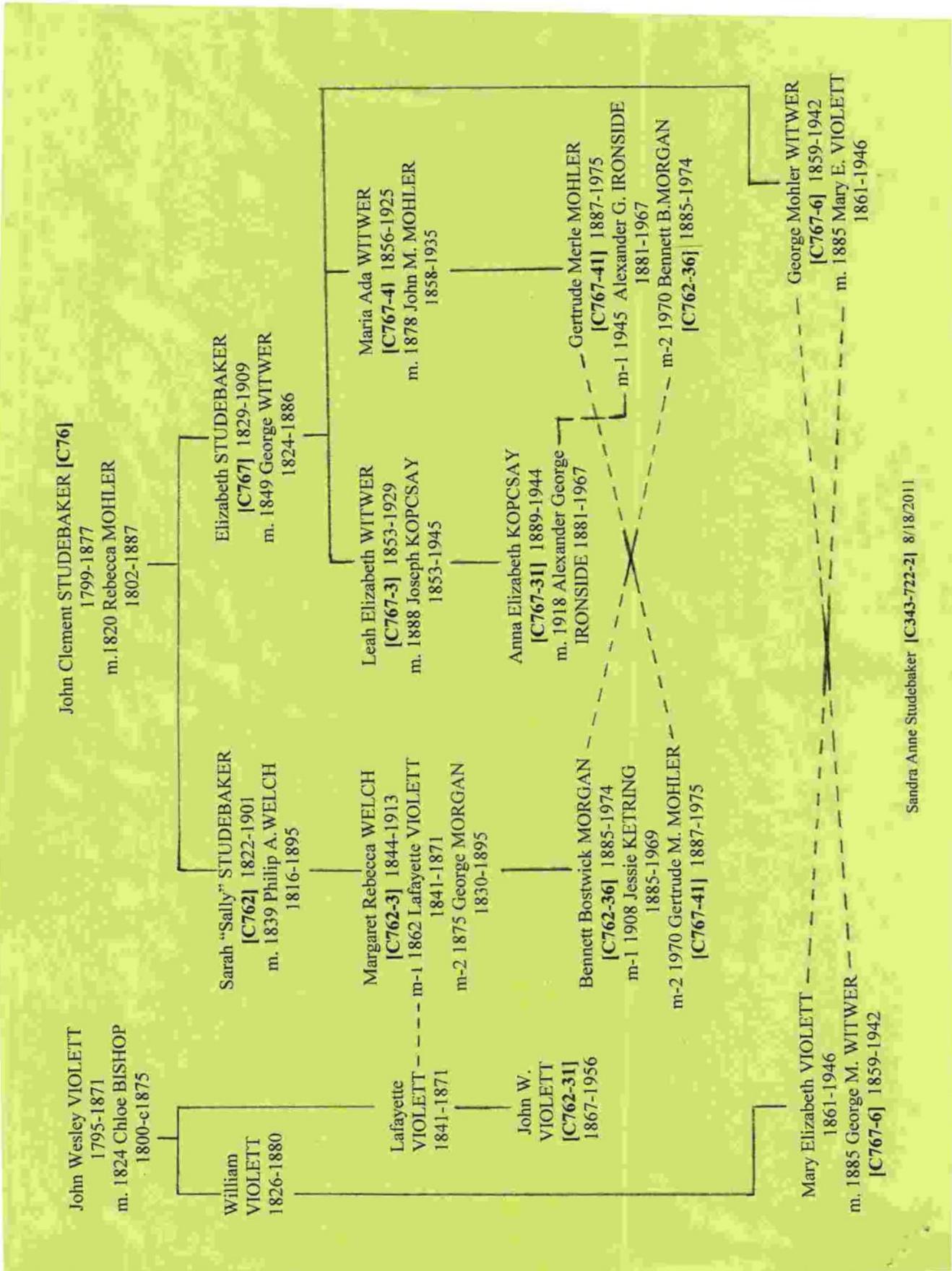
"Mrs. Gertrude [Mohler] Ironside Morgan, 87, formerly of 1617 Hamilton died Tuesday evening [30 Sep 1975] in the Cardinal Nursing Home after a long illness." Gertrude Merle MOHLER had been with her widowed father in Joliet, Illinois during his final years, had outlived her siblings and two husbands, and had no children. One wonders who was there for

Her concise, but informative, obituary in the *South Bend Tribune* lists only one survivor, niece Mrs. Jean Craig of El Paso, Texas. However, there may have been other extended family as Gertrude, daughter of John Monroe MOHLER and Maria Ada WITWER [C767-4], was part of the large Witwer family.

Maria Ada WITWER [C767-4] and Leah Elizabeth WITWER [C767-3], both daughters of Elizabeth STUDEBAKER [767] and Rev. George WITWER, had seven prominent brothers—which is another interesting story. One of the brothers, George Mohler WITWER [C767-6], was also a part of the tangled web of marriages. George, long-time personal secretary for John Mohler "J.M." Studebaker of wagon and automotive fame, married Mary Elizabeth VIOLETT. She was a first cousin of the newly documented John W. VIOLETT [C762-31], who was a grandson of Sarah STUDEBAKER [C762]. This, if the reader is still with me, brings us full circle in this narrative about the marriage puzzle created by descendants of sisters Sarah STUDEBAKER [C762] and Elizabeth STUDEBAKER [C767].

NOTE 1: Many of the individuals involved in this tangled web of marriages are identified in a group photograph taken in 1927 at Tippecanoe Place in South Bend, Indiana during the 75th anniversary of the founding of the Studebaker company. (See *The Studebaker Family in America*, vol. I:106.)

NOTE 2: A rough draft of the accompanying chart was a necessary visual aid in establishing interrelationships, Connecting the pertinent individuals in the electronic database, and, especially, in comprehending the complex web of cousin marriages. Hopefully, it will also help present and future generations follow the trail of some earlier Studebaker cousins.#



Sandra Anne Studebaker [C343-722-2] 8/18/2011

Editor Note: Except for changes in fonts, and page breaks, these two features from the "Collector Cars" series that follow are printed as submitted and have not been edited by the newsletter editor.

Collector Cars I Have Owned

Part 6

By Alan Ziglin

When I was about 10 years old, I saw a brand new 1959 Pontiac and was amazed by it. I could not convince my father to buy one. So I had to be satisfied watching for them as I traveled around in the back seat of my parent's car. I knew I wanted one, but thought it was unlikely that I'd ever get one.

With my two Studebakers (*Stu* and *Bullet*) in my garage, I spent some of my free time in the mid-1970's going through "junkyards" looking for parts I needed. One day, I spotted a 1959 Pontiac and went over to check it out. When I looked inside, I saw the unusual horn ring. I took it off and purchased it. Back at home, I cut a piece of cardboard and mounted it on the wall with the caption, "Glass Slipper." On the back, I noted the date...June 5, 1976. It was meant to signify that I wanted the car that the horn ring fit, just like the glass slipper fit Cinderella's foot.

The next year, in the Atlanta newspaper there it was...a 1959 Pontiac Bonneville 4-door "flat top" hardtop sedan. The price was so low I could afford to buy the car!

I became the proud owner. Down came the "Glass Slipper" off the garage wall, since I had found the car the "slipper" (horn ring) fit. While I enjoyed driving this car, there were two negatives. Even though it ran well, it did need work which I could not afford to have done since I was early in my career and had two young children. Also, with my garage full of Studebakers, the Pontiac had to live in the driveway. The side windows of the hardtop did not fit together as well as they should. Every time it rained, water got in, leaving the car always smelling musty. Since I feel that I am a caretaker for my old cars, I could not in good conscience keep this one, knowing it was not being properly cared for. In 1978 I sold the Bonneville and the "Glass Slipper" went back up on the garage wall. (This car is the only collector car I ever owned that I never took a picture of. The picture accompanying this article was found on the internet.)

For the next 8 years or so, our only collector cars were *Stu* and *Bullet*.

One day in the mid-1980's I answered the phone and heard the voice of Dr. Fred Bates, my Major Professor from my Doctoral Program at the University of Georgia. In the decade since I had received my degree, I had only spoken with him a few times. When he asked if I knew why he was calling, I had to say "no". His response was, "I am keeping my promise, and it is time for you to buy the Rambler".

"*The Rambler*" was a 1960 Rambler American with a 6-cylinder engine, an automatic transmission and power steering. Dr. Bates had bought the car new when he was at Louisiana State University (LSU). He and his wife, Hetty, had entered the Rambler dealership one day and there on the show room floor was a car with the unusual paint combination of pink with a white roof.

Certainly, no dealer would have ordered such a car with that color scheme and equipment thinking that it would be very easy to sell the car.

As the salesperson explained, an older woman had special ordered the car. When it came in she went to the dealership to take delivery. As she sat in the car, the salesman showed her the various features. When he finished, she said that was fine, but he had not showed her how to use the air conditioner. The salesman told her he did not understand that she wanted air conditioning. He further explained that the car would not perform well with power steering, automatic transmission AND air conditioning. She said she would not buy a car without air conditioning and that's how the Rambler came to be on the dealer's showroom floor. They bought the car and Hetty drove it as hers for the next 15 or so years. After the family relocated to (Continued on Page 15...See Collector Cars.)

(Collector Cars...Continued from Page 14,) Athens, GA in the early 1960's, Hetty quickly became known around town as the "Lady in the pink car."

I was in Athens from 1969 to 1974 and toward the end of my time there Dr. Bates and Hetty began thinking about replacing the Rambler. However, their two sons, Jim and Bob, were very clear that the Rambler had been in the family almost as long as they had and that getting rid of it was not an option.

When I moved back to Atlanta in 1974, that was how things stood. All I could do was to ask Dr. Bates that if he ever did get rid of the Rambler, to please let me have the first opportunity to buy it. He agreed.

So here it was, over ten years later. What I learned was that at some point the Rambler had been driven to South Carolina and stored in a barn at an aunt's farm. Dr. Bates called me because that aunt could no longer maintain the farm, so it was being sold.

I borrowed a friend's Ford Bronco, rented a trailer and went to retrieve *The Rambler*.

Over the years, I have read that barns are not good places to store cars. The uric acid left from the urine of the animals kept in the barn never fully leaves the ground and the fumes promote rust. Well...while the car was fully operational when last parked, at the time I picked it up, the engine was locked up solid.

After bringing the car home on the trailer, I removed the oil pan. I then built a small platform under the engine so that the entire weight of the front of the car was resting on the crankshaft. After lots of penetrating solvents; lots of hammer hits to set up vibrations and patiently letting lots of time pass...the engine was still completely stuck! While all this was under way I spoke with folks about the automatic transmission and learned of the likelihood that the fumes had also been unkind to it as well.

Eventually, I met a former employee of American Motors who saw value in the car because he thought he could easily get the car running. We struck an agreeable deal and *The Rambler* was his.

Sometime later I tried to contact the buyer but he was no longer at the phone number I had for him. The fate of *The Rambler* remains unknown, but I am not optimistic about the car's continued existence.

Any other collector car acquisitions would have to wait until my retirement in 2006.

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

(1951...Continued from Page 1.) and the Land Cruiser from 124 to 119 inches), deletion of the air vents above the grill, and introduction of a new engine for the Commander models, including the Land Cruiser.

Automatic transmission, which was newly introduced on the 1950 models, was carried over into the 1951's as an option. The additional cost for all models was \$201.

In 1951, Studebaker unveiled the V-8 engine for the first time. It was available on the Commander models. Studebaker promised, "A thrill for your throttle foot." It was an efficient small block engine of 232.6 cubic inches. Dodge, Ford, Chevrolet, and Plymouth later followed with V-8's that encompassed 1951 Studebaker technology. The V-8 engine significantly increased sales of the Commander.

Although fewer 1951's than 1950's were sold (1950 was a banner year in sales), Studebaker's market share actually increased from 4.02 percent to 4.17 percent. The decline in 1951 sales was attributed to restrictions caused by the Korean War, not a decrease in demand.

The price range for the Champion was \$1561 for the 3-passenger Custom Coupe to \$2157 for the Regal Convertible Coupe. The price range for the Commander was \$1997 for the 2-door Regal Sedan to \$2289 for the 4-door Land Cruiser Sedan. The Land Cruiser was the most expensive Studebaker sold in 1951.

The 1951 Studebaker is a favorite that epitomizes the name Studebaker.#

Collector Cars I Have Owned

Part 7

By Alan Ziglin

Many years ago a friend observed that things you desire but don't have fall into two categories. There are things that you eventually forget about and then there are things that you continue to want. Her point was that you should pursue the things you continue to want.

By the time I retired in 2006, I realized that there were four cars that I had continued to want over the course of several decades, so I set about looking for them. The four cars were: 1959 Pontiac, 1961 Plymouth, 1967 Pontiac Grand Prix convertible and any model year of Avanti. In this, and future articles, I'll explain my interest in each of these cars.

As I discuss these four cars, please understand that there are not lots of other cars I'd love to have...a "bathtub" Hudson, a Kaiser, a Studebaker Hawk, etc., etc. However, the above four cars had been on my want list for a very long time.

The first of these four cars that I pursued was the Avanti. Unlike many of you, I was not aware of Avanti while Studebaker was producing them. Rochelle and I were married in 1970 and living in our apartment in Athens. One Saturday I happened to watch the TV show "Motor Week." I was fascinated by the Avanti I saw featured. They showed the cars being produced with over 1,000 hours of craftsmen effort and without a moving assembly line. They said the goal was to produce 300 cars a year and that as each car was completed, they rang a bell! I was quite impressed. Over the years, I have not heard the bell story again, so I am not sure if that part was true.

Given its luxury car price tag, the potential of my buying one could only be considered a pipe dream. After all, I was in college and buying another car was out of the question. Regardless, I wrote the factory for a brochure. As I recall the "brochure" was just a single sheet of heavy stock glossy paper...still, I was very taken by the Avanti. To my regret, I have no idea of what happened to that brochure.

As I began looking for an Avanti, I learned that Chuck Lampman was selling his 1984 model. He and I quickly agreed on a price and the first of my four "bucket list" cars (cars I want to own before I kicked the bucket) came off the list and into my garage. The car's name seemed obvious to me. It is *Avi*. The "i" at the end is pronounced as a long "e" sound like the "i" at the end of the word Avanti.

Since many of you are already familiar with the Avanti, I'll just point out a couple of features of my '84 model which I believe are noteworthy. It is well documented that in the production of the post-Studebaker Avanti, running changes were made as supplies from one source were exhausted and new sources had to be found. That sometimes made for interesting situations.

The first item is that there is no way to adjust the brightness of the instrument panel lights. If anyone thinks I am wrong about this, I'd appreciate your ideas on where the adjustment switch might be. However, I have asked around and suggestions I have gotten have yet to result in my locating such a switch.

The other feature I find unusual is how you gain access to the trunk. There is no keyhole on the trunk lid. The release button to open the trunk is in the glove box. (As an aside, it occurs to me that I have never seen gloves in any glove box!!)

If you are outside the car and need to access the trunk, you have to open the passenger side door, open the glove box and press the button. This is a little cumbersome, but not a big deal. However, if the battery is dead and your booster pack or jumper cables are in the trunk, it is a very big deal because the electrically powered remote button in the glove box will not work !

These are however minor issues. *Avi* is fun to drive and unlike *Stu* and *Bullet*, it has air conditioning! In addition, folks will come up to me at gas stations and ask if the car is a new Italian model. They are always surprised when I tell them that it is an American (Continued on Page 17...See Collector.)

CONTACT YOUR CONGRESS PERSON IMMEDIATELY BY PHONE OR E-MAIL TO REQUEST SUPPORT OF H.R. 3199.

We urge you to contact your members of Congress to request their support for H.R. 3199.



URGENT LEGISLATIVE ALERT

Put the brakes on Harmful E15 Gasoline!

Dear Fellow Enthusiasts,

Once again Summit Racing Equipment is reaching out to automotive enthusiasts to raise awareness about an issue that could directly affect your hobby

Recently, the U.S. Court of Appeals dismissed a lawsuit which challenged the Environmental Protection Agency (EPA) authority to permit 15% ethanol (E15 content in gasoline for 2001 and newer model year cars and light trucks). Along with SEMA and its member companies, we oppose the use of E15 based on scientific evidence that it causes corrosion on incompatible parts—specifically aftermarket parts designed for performance vehicles like yours.

To protect your hobby SEMA is seeking the passage of congressional legislation (H.R. 3199), which would prevent the EPA from permitting E15 sales until the National Academies has conducted a study on how E15 may impact gas-powered vehicles. With little time to address the bill before the fall elections, it's important that lawmakers hear from you. Without your help, E15 fuel may soon appear at a gas station near you. (Go to next column.)

Here are a few talking points:

- Ethanol increases water formation that can then create formic acid and corrode metals, plastics, and rubber. Older cars and certain high performance specialty parts are not constructed with corrosion-resistant materials or able to tolerate the higher temperatures at which E15 may burn.
- The EPA has acknowledged the dangers and made it "illegal" to put E15 in pre-2001 vehicles. However, the EPA is willing to risk destruction of the vehicle/parts by relying solely on a gas pump label cautioning motorists not to misfuel their older vehicles. The EPA estimates that there are 74 million such vehicles in harm's way.
- Many auto enthusiasts have complained for years about damages cause by E10, which is now in over 90% of gas sold in the U.S. For example, corrosion has time to damage the engine, fuel line, fuel tank, and exhaust systems when classic cars are infrequently driven. E15 increases the risk of corrosion by 50%.
- The EPA permitted the sale of E15 before there was conclusive information with respect to materials compatibility, tailpipe emissions and fuel efficiency.
- H.R. 3199 would stop the sale of E15 until the National Academies has conducted a study on how gasoline blended with 15-20% ethanol may impact gas-powered vehicles.#

(Tech Talk...Continued from Page 5.) can be tilted up. On the back will be a little plug, add one ounce of Neatsfoot Oil and replace plug. Neatsfoot Oil is to soften the leather seals in the booster and is available at most sporting goods shops for softening baseball gloves, or can be had at shoe repair shop.#

TRI-STATE MEET TRIUMPHS

(Contributed by Wayne Lee)

At the 44th Tri-state Meet at Lake Junaluska NC, North Georgia Chapter member Edward Burriss won first place for Class I: '63-64 Avanti's with his 1963 Avanti. Members Sam and Kathy Ensley won first place in Class A and Best of Show for their 1941 Champion.#

(Collector...Continued from Page 17.) Automobile and was designed over 50 years ago.

Next month, I'll move on to the second of the four cars on my post-retirement bucket list. As you will see, with my already having three Studebaker vehicles, I began turning my attention to the other brand I like...Pontiac. I have often thought that Studebakers and Pontiacs made an unusual pairing for one person to like, but I find that I am not the only one. I am currently reading a book entitled "Glory Days" by Jim Wangers. Jim was heavily involved with the successful marketing of Pontiacs in the 1960's. I found it very interesting that as he recounts his history with cars, the first three cars he owned were Studebakers !

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

Studebaker Happenings

NORTH GEORGIA CHAPTER MEETINGS - 2012

October 7, 2012: Lawrenceville GA. Host Richard Knoblock. 678-376-0547. Details and directions on Page 19.

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.

NORTH GEORGIA CHAPTER MEETINGS - 2013

(Special thanks to North Georgia Chapter member Ann Lee for arranging the 2013 Meeting Schedule.)

January 6, 2013: Loganville GA. Hosts Brenda & "Hobo" Bodkin. 770-554-8057.

February 2, 2013: Dunwoody GA. Hosts Alan, Rochelle, Michael, & Carl Ziglin. 770-399-0694.

March 2, 2013: Covington GA. Hosts Charlie and Hellen Attaway. 77-490-7500.

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

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

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

July 2013: No Chapter Meeting.

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

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

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

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

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

FUTURE SOUTHEAST ZONE EVENTS

October 13, 2012: Nashville TN. Middle Tennessee Chapter SDC. Fiddler's Inn, Music City Meet, 40th Annual Car Show.

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

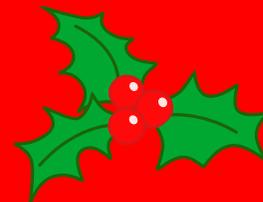
June 29-July 6, 2013: Colorado Springs CO. 49th International SDC Meet.

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

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

2012 ANNUAL CHRISTMAS PARTY NOTICE

The Christmas Party is being catered for \$8.00 per person. In order to have an accurate count of attendees to ensure that there will be enough food for everyone, your R.S.V.P. must be sent to Barbara Miller no later than November 15, 2012. E-mail: alexmil@comcast.net. Telephone: 770-xxx-xxxx.



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

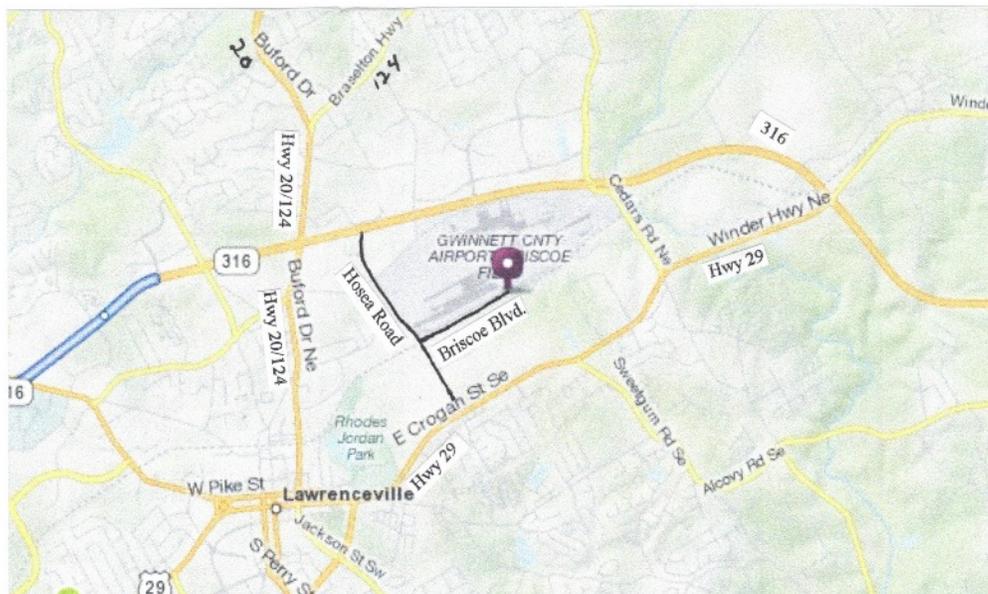
**NORTH GEORGIA CHAPTER SDC
OCTOBER MEETING
SUNDAY OCTOBER 7 2012 AT 2:00 PM**

Hosted by Richard Knoblock - [CELL] 404-395-4187 or [HOME] 678-376-0547

**The Flying Machine Restaurant
Briscoe Field - Gwinnett County Airport
510 Briscoe Boulevard, NE
Lawrenceville, GA 30045
Restaurant Phone - 770-962-2262
<http://www.theflyingmachine.com/index.html>**

The restaurant has both indoor and outdoor dining areas. The outdoor patio overlooks the runway of the airport and is a popular place to dine and watch the planes take off and land (if bringing children you are asked to keep them from climbing on the rail or running). We will be ordering off the menu so no need to RSVP. The restaurant normally closes at 3pm on Sunday, but they are willing to stay later to accommodate our club meeting. Our hosts are Hokey and Joy. I have been to the restaurant with both of my cars and, they are anxious to see more Studebakers. Hope the weather is great so we all drive Studebakers to the meeting.

From I-85 (north or south) take hwy. 316 East toward Athens. After going through the intersection of Hwy. 20/124 take the first right onto Hosea Road. It is less than a mile from the intersection, so watch for it. Take Hosea Road to Briscoe Boulevard and make a left. The restaurant is on the left about a half mile down. Going west on Hwy. 316 from Athens, make a left on Hwy 29. Take Hwy 29 to Hosea Road and make a right. Just after the railroad crossing make a right onto Briscoe Boulevard.



Saturday, October 20th, 2012 Orphan Car Tour to the



Leave 9:30AM from Waffle House, I-20 at Wesley Chapel Road
2548 Wesley Chapel Road, Decatur GA 30035.

Arrive at the museum around 10:30AM
2950 Eatonton Road, Madison GA 30650.

Leave for lunch in Monroe at the (restaurant) around noon.

Leave restaurant around 2PM.

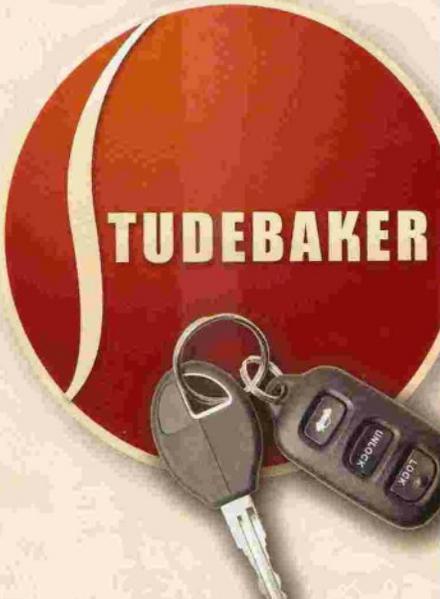
Two choices from there:

1. Visit Monroe antique malls - there is a shuttle between them.
2. Driving tour to return to Stone Mountain area:
Driving tour includes back roads thru country towns of Ebenezer, Between,
Split Silk, Youth, Gum Creek, Rosebud & Centerville.

Along the way we may see cows, horses, donkeys, goats, a covered walking
bridge and a one-lane wooden bridge.

We'll also visit a street rod museum/dealership, a customizing shop and an old
country store.

For info, call Rick Kamen 404-314-8910
(some locations are not established yet)



TUDEBAKER

**Studebaker
National
Museum Car
Raffle 2012**

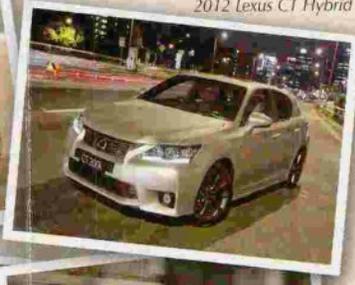
**Win a New Car or up
to \$30,000 in Cash!**

**Win Your Choice
or up to \$30,000 in Cash!**

2012 Chevy Camaro



2012 Lexus CT Hybrid



2012 Buick Verano



2012 Ford
Fusion



Vehicles may not be exactly as shown.

Only 2000 tickets will be sold!
Ticket cost: \$50 each or 3 for \$100

Entering is easy!

- 1 - Enter your name, address, phone number and email address on each ticket you will be purchasing and tear off the numbered stubs - they're yours to keep.
- 2 - Place the remainder of each completed ticket (with your name and contact information) in the enclosed return envelope.
- 3 - Make your check or money order out to the "Studebaker National Museum, Inc. Raffle Fund," place it in the enclosed, postage-paid envelope with your completed tickets and drop it in the mail - it's just that easy! *Please do not send cash.*

License No. 127381

A maximum of 2000 tickets will be sold at \$50 each or 3 for \$100. Tickets can be purchased during Museum hours at the Studebaker National Museum or by contacting the Museum at 574-235-9514 OR 888-391-5600. View them online at www.studebakermuseum.org.

Ticket sales will end when all 2000 tickets have been sold or at 5:00 PM on Tuesday December 4, 2012, whichever comes first. Winner need not be present to win. Mailed entries must be postmarked by Tuesday November 27 to be included in the drawing. Please send mailed entries in check or money order (no cash) via USPS..

All prizes will be awarded in accordance with Official Rules. Three prizes will be offered: \$500, \$1000 and the choice of one car from those shown above OR \$30000 in cash.

In the event the Studebaker National Museum does not sell a minimum of 1800 tickets on or before December 4, 2012, the Museum reserves the right to withdraw the prize for a new car and net proceeds will be split 50/50 between the Museum and the prize winner.

Persons must be 18 years of age or older to purchase a ticket. The winner will assume responsibility for all federal and state income taxes. No warranties expressed or implied are made or offered by the Studebaker National Museum. Museum employees and employees of the audit firm are not eligible to participate.

The Studebaker National Museum reserves the right to publish the name of the winner. Raffle ticket purchases are NOT charitable contributions..

THE ABOVE ADVERTISEMENT IS INCLUDED IN THE HILLHOLDER FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT CREATE ANY RESPONSIBILITY FOR ANY ASPECT OF THE RAFFLE FOR THE NORTH GEORGIA CHAPTER MEMBERS OR ITS NEWSLETTER EDITOR. YOU MUST CONTACT THE STUDEBAKER NATIONAL MUSEUM ITSELF TO RECEIVE OFFICIAL INFORMATION AND RULES.

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 the first 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. (OCT 2012)

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

1951 Business Coupe. Owned by the late Tom Elliott. It is in good shape and runs great. Hard to find model. Being sold on eBay and offers must be made on eBay. (Oct 2012)

1952 Land Cruiser. Light gray, V-8/automatic. Runs great. Est. 60000 to 70000 miles on it. Overall fair condition; has tinted windows, needs interior and paint work, has a little rust at front fender. \$2000. Contact Brenda Phillips. Royston GA 706-245-6440 (oct 2012)



1962 Studebaker/Packard M35A Multi-fuel 2 1/2 ton 6X6 Military Cargo Truck. 34,049 original miles. Excellent condition. \$6,000 or OBO. Contact Dwight at 404-569-1993. (OCT 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. (OCT 2012)



1937 Chevrolet Panel Truck. Excellent condition. Runs great. Contact Brenda or Hobo Bodkin at e-mail bbod@comcast.net or 770-554-8057.

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 (OCT 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 (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 Brenda Phillips for complete list and prices. 706-245-6440. (OCT 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.) (OCT 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

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Telephone: 770-547-4871

E-mail: calh407@comcast.net