

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

STUDEBAKER SPOTLIGHT THE STUDEBAKER AVANTI 1963-1964

Featured this month is the Studebaker Avanti, which celebrates its 50th anniversary in 2013. The Studebaker Avanti, model years 1963 and 1964, was produced at the Studebaker plant in South Bend IN.

Throughout its history, Studebaker was known for designing innovative, eye-catching automobiles—the roadster in the '30's, the '36 Dictator and President, the bullet nose in '50 and '51, the Hawks in the '50's and 60's and the Avanti. It is the Studebaker Avanti, however, that is believed to be the most beautiful car ever made with a design so unique that it has never been equaled by any other car manufacturer.



1963 Avanti R1



1964 Avanti R1

The Studebaker Avanti is a favorite among the members of the North Georgia Chapter SDG: Edward Burris owns a 1964 Avanti R1 (Edward is the original owner.); R. Chris Collins has a 1963 Avanti R1; Chuck and Cindy Lampman have a 1963 Avanti R2; Jim and Barbara Loftin have a 1963 Avanti R1; Lenny and Phyllis Major have a 1964 Avanti R2; Jim Masone and Dr. Charles Collins have a 1963 Avanti R1; Dan and Barbara Miller have a 1963 Avanti R1; Ed Rhodes and E. C. Henley have a 1963 Avanti R1; Ron and Arlinda Martinez have a 1963 Avanti R1 and Marvin and Carolyn Sikes have a 1963 Avanti R1. (The Sikes' car was purchased from the estate of North Georgia Chapter member John Brown.)

Avanti is the Italian word for "forward" and the (Continued on Page 8...See Avanti.)

JULY 2013
Vol. 38 Issue No. 7

INSIDE THIS ISSUE

Spotlight	Page 1
Dealer's Son	Page 2
Editor	Page 3
President	Page 3
Minutes	Page 4
Attendees	Page 5
New Member	Page 5
Ina Greene	Page 5
Treasurer	Page 5
Celebrations	Page 6
Technical	Page 6
Studebaker Day	Page 7
Hints	Page 7
Pictures	Page 9
Happenings	Page 10
August Meeting	Page 11
Tri-state Ad	Page 12
Music City Ad	Page 13
Florida Ad	Page 14
Corral	Page 15
Officers	Page 16
Festival Ad	Page 17
Applications	Page 18





RECOLLECTIONS
OF A
STUDEBAKER DEALER'S SON
(Part Two)

By Richard Knoblock

As you may well imagine, there are many advantages to being the son of an automobile dealer. You get to wander from department to department, hanging out with the workers. As long as you stayed out of the way, you could watch people doing their jobs and determine if you could picture yourself doing a particular job and liking it. I learned a lot watching mechanics work on engines, body-workers and painters fixing wrecks, and cleaners and detailers preparing cars for delivery. I didn't loiter in the showroom much for obvious reasons. Most workers were pleasant and helpful, partly because it didn't hurt to suck up to the boss' son but also because they were just plain nice people.

When I was about fourteen, I started driving the shop Jeep around the property. That is how I learned to drive a standard transmission and actually preferred a "stick" over an automatic. The biggest kick was my job washing cars from the used car lot. To get to the wash bay from the used car line, I had to drive about 200 feet on the street. It was still the 1950's and traffic was light; but looking back, I'm sure my father and uncles were crossing their fingers whenever I or my unlicensed cousins would drive a car on the street. Occasionally, we would "burn a little rubber" either intentionally or accidentally, and one of the brothers would appear and ream some butt.

When I was old enough to get a learner's permit, I honed my driving skills in a 1950 Studebaker Champion 4-door with my mother as co-pilot. I practiced all the maneuvers necessary to pass the road test portion of the exam. I had to demonstrate proficiency in driving, turning, signaling, executing a K-turn, stopping and parallel parking. Signaling was done with hand signals even if the car used for testing was equipped with turn signals. My left arm, extended through an open window, was used to signal a left turn, a right turn, and slowing and stopping. The testing center did not have a closed course so testing was done on a pre-determined route on city streets in traffic. I passed the test on my first attempt, driving the straight stick Champion that had no power steering. My father was particularly critical of women drivers and their lack of knowledge of hand signals. His favorite comment was "If there is a woman driver in front of you and she

has her left arm out the window, what is the only thing you know for sure?" The answer? The window is open."

I was able to use the Champion as my personal car until I was able to find and purchase a car of my own. My brothers and I had saving accounts started from the time we were born, and it was expected that we would use the money to buy our own car. I went on the hunt for a '53-'54 Commander hardtop that would fit my few hundred dollar budget, but it had to be a "stick." My father helped me by calling Studebaker dealers in the area for such a car. He found one, a 1954, in Freehold NJ that was about to be painted by the dealer for resale. I was able to purchase the car before it was painted, thereby saving some money and having it painted at my father's dealership. I did all the sanding and prep work and chose the color—not just any white, I wanted pure white. The painter warned me that if he did not use a very small amount of blue tint the paint would "yellow." It turned out extremely white. With shiny chrome and wire wheel covers, the car was gorgeous; and it was mine. I added two bar spinners in the center of each of the caps and wide whitewall tires. My Uncle Mike tried to convince me that since the car was so white I should consider black wall tires. I was not swayed and went with the white tires. It looked great!

It wasn't long before I felt the "need for speed." The 232 wasn't cutting it. There was total wreck '59 Lark in the yard from which I was able to appropriate the 259ci engine. I did all the work myself and added a four barrel manifold and carburetor. I installed a floor mounted shifter and glass packs. Hot damn! I drove it like that through high school; it wasn't until after graduation that I got bored with it. It was 1961 and the hot new GM paint color was a metallic maroon called Titan Red. Pontiac called the same color Honduras Maroon, and every GM division had its own name for the same paint. I stripped my car to bare metal and had the painter apply the color in lacquer, which I hand rubbed. That was the first and last time I hand rubbed a paint job. That color in hand rubbed lacquer was absolutely stunning. Bet you thought I was finally satisfied, didn't you? It was 1961 and what happened in 1961 with Studebaker? Four-speed transmissions, that's what! I spent hours in the parts book, ordering every nut, bolt, and washer I would need for the conversion. Since I had the so called run of the place, it was not all that difficult a job; and I learned a lot from watching the mechanics.

After about another year or so, a 1957 Golden Hawk came in on trade. Had to have it! It was all gold, including the (Continued on Page 9...See Dealer.)

Editor's Notes: Two features have been changed in this issue of the newsletter: The advertisements have been reformatted and the "Tasty Treats" column has been replaced by "Helpful Household Hints." Your feedback on these changes will be appreciated.

Richard Knoblock has penned a second great article about his Studebaker experiences. He has a unique perspective on Studebakers that I hope you enjoy. Thank you, Richard.

Ben Alspach's "President's Prose" is back with a bang. Be sure not to miss his column.

Just a reminder: There will not be an August issue of The Hillholder. Therefore, information for both July and August is included in this issue.

Have a happy and safe Fourth of July.

Thought for July: "Our great modern Republic. May those who seek the blessings of its institutions and the protection of its flag remember the obligation they impose." General Ulysses S. Grant.

###



PRESIDENT'S PROSE

By Ben Alspach

TOMORROW'S ORPHANS?

I read an article the other day which reported that Volvo was going to abandon the US auto market. Probably not a big deal for most of us...the article indicated their market share had dropped to a paltry .3 % (that's 3 in 1000) of all new car sales in America. It wasn't clear what this move meant to the Volvo auto brand worldwide but I'm betting it's not a good sign.

Coincidentally, the past few months I've noticed a big push on RAM trucks. Not too long ago these were Dodge trucks; evidently, Chrysler/Fiat has decided that separating the truck line from the Dodge car group must be a good marketing move. I guess we'll see how that works out. Chevy and Ford (not to mention Toyota) must certainly present some pretty stiff competition—regardless of the Dodge vs. RAM moniker.

All this maneuvering got me thinking about the constantly

changing landscape in the auto realm and how many of yesterday's relatively common, widely recognized auto brands have become today's "orphans." Certainly, Studebaker could be the poster child for this phenomenon. Aside from the brief marriage with Packard in the mid-50's, Studebaker was a "stand-alone" manufacturer for essentially its entire existence. No big GM or Ford corporate juggernaut to fall back on and there were no "marginal makes" like LaSalle or DeSoto to be pruned when they couldn't earn their keep. (Note: I don't think Rockne and Erskine were around long enough to create much of a ripple!) When Studebaker finally went in 1966, that was it...and Studebaker cars and trucks became the ultimate orphans.

When I was a kid, Studebakers were a common sight and you could still go to the dealership and buy a brand new one. In fact, you could order it in the color you liked and with the optional equipment you wanted. American Motors was working hard to sell new Ramblers; and later, having dropped the dated Rambler name, AMC pushed Javelins, Matadors, and Pacers. And, while Jeep lives on, those last Chrysler/AMC "Eagles" seem to be as scarce as hen's teeth. To think, these were the final remnants of the once proud Nash and Hudson brands. My grandfather drove Terraplanes and Hudsons for years, and I'm told the one they relied on during WWII was a pretty good car.

In the mid-1960's, the line of cars in the parking lot at the supermarket or church would often include a Studebaker, Edsel or Nash. Occasionally, you'd see an old couple in their huge Packard (usually very well cared for) and a Kaiser sighting wasn't common but certainly nothing to get overly excited about. I even knew an old gent who putted (slowly) around south St. Louis in his little Willys Aero. Who could have ever imagined that great makes like Oldsmobile, Plymouth, Mercury and Pontiac would one day be added to that long list of failed, "orphan" marques?!

What will the future bring? In fifty years will folks be seeking out that rare Saturn sports coupe' or looking for those earliest Isuzu's? Will the Yugo become the darling of the car collector scene, sharing the spotlight with the first SmartCars? Can DeLoreans become the next Dusenbergs? And, how about all the different hybrids and electrics? Will they be seen as novelties like the Stanley steamers and Waverly's of a century ago?

Regardless, it seems unlikely that most of these brands could ever evoke the kind of magic and enthusiasm we like to associate with Studebaker. Still, if you happen to have a clean, old Dodge pickup truck, you might want to hang onto it...

###

North Georgia Chapter SDC
Meeting Minutes
Saturday June 1, 2013
Hot "N" Cold Buffet, Snellville GA

President Ben Alspach called the meeting to order at 2:40 PM. He thanked hosts Lenny and Phyllis Major for making arrangements for the meeting.

Rochelle Ziglin moved, Alan Ziglin seconded, to approve the minutes of the May meeting as published in The Hillholder. The motion was approved.

Charleen Carey moved, Barbara Miller seconded, to approve the Treasurer's Report for May 2013 as published in The Hillholder. The motion was approved.

Ben congratulated those with June birthdays/anniversaries and welcomed new member Don Langley who owns two 1951 bullet nose Studebakers and one 1962 Lark. Also attending as a guest was Wayne and Ann Lee's granddaughter Mackenzie Lee.

Those to be kept in our thoughts include condolences to the family of R. D. Kent, South Georgia Chapter member, who passed away and prayers for Ina Greene who is now in hospice care; Mary Garner who has been admitted to assisted living following triple bypass surgery and Mike Byrd's 91 year old mother who is ill.

Reports

1. Edward Burris (National): Nothing new to report for now but will have a telephone meeting Sunday June 2nd with the Board.
2. Wayne Lee (Southeast Zone): Nothing new to report except that he is working with the National SDC on a marketing program.
3. John Hollier (Regional): Not present
4. Bill Delli (Treasurer): Beginning balance on May 1, 2013 was \$5167.39 and ending balance on May 31, 2013 was \$5171.79. Full report will be posted in The Hillholder.
5. Charlotte Delli (Editor): She stated that there will not be an August issue of the newsletter, which would have been published in July, since there is no chapter meeting in July due to the National Meet. The July issue will include both July and August information.
6. Barbara Miller (Membership): Barbara stated that as of July 1st the dues for new members will be at a 50% discount for the remainder of 2013. She said that the membership was 60 households with approximately 108 members, the same as the previous year.

Old Business: Ben apologized for the short notice given to members about the classic car event at Aj's Restaurant in Gainesville GA on May 24, 2013. It was reported that several North Georgia Chapter members tried to attend but could not find the event. When contacted, Kristin, part owner (and granddaughter of former North Georgia member Art Copeland) of the restaurant, apologized and stated that they would do better next year.

New Business:

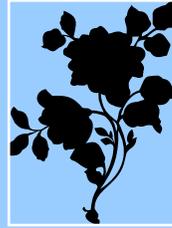
1. Brenda Phillips recommended that a donation be made to the Red Cross for the Oklahoma tornado victims. A discussion followed. Alan Ziglin mentioned that because of recent expenses making a donation at this time would bring the Chapter's treasury balance below the \$5000.00 threshold. It was decided that the Chapter would help members make individual contributions if they desired.
2. The Hudson Club will be joining the North Georgia Chapter for the August Picnic, meeting at Fort Yargo State Park. Charleen Carey reported the the Ranger there said that cars could park behind the building on the grass. The dinner will be a potluck. (Charleen will provide paper plates, forks, cups, etc.) Members should bring food and drinks. There is a \$5.00 park entrance fee unless you have an annual State Park Pass.
3. The Hudson Club will hold a meeting July 13, 2013 at Streetside Classics in Lithia Springs GA and our Chapter is invited. Arrival time is 10:00 AM with a buffet lunch at 12:00 PM (cost \$6.00). They do not need RSVP's.
4. Carolyn Sikes said that the Hilton Head Concourse, November 1st - 3rd, has invited her to bring her Speedster and Avanti to show. There is one other person (not a member of the North Georgia Chapter) who may bring an Avanti. The event is going to be held at Port Royal, Hilton Head SC, and is an extremely nice event.
5. Barbara Miller announced that Ann Lee has been working on (Continued on Page 5...See Minutes.)

**NORTH GEORGIA CHAPTER SDC
JUNE 2013 MEETING ATTENDEES**

Ben Alspach	
Charlie & Hellen Attaway	
Edward Burris	1963 Cruiser
Mike & Marsha Byrd	1962 Hawk
Billy & Charleen Carey	1957 Commander
Jim & Dotty Carto	1964 Champ Truck
Solon Couch	
Bill & Charlotte Delli	1963 GT Hawk
James Fisher	
Lory Healy	
Buddy & Dot Hunt	
Richard Knoblock	
Don Langley	1962 Lark Daytona
Wayne & Ann Lee	
Peter McCaffrey	
Lenny & Phyllis Major	
Dan & Barbara Miller	
Brenda Phillips	
Marvin & Carolyn Sikes	1963 Avanti
Alan & Rochelle Ziglin	1984 Avanti

Guests: Mackenzie Lee
Lamar Phillips

###



**IN MEMORY
Ina Greene
1931 - 2013**

Ina Greene, a North Georgia Chapter member for 32 years, passed away on June 5, 2013 at St. Mary's Hospice in Athens GA.

Ina was truly a special person who will be missed.

She is survived by her husband of 62 years, Billy Greene; 5 children; 11 grandchildren; 4 great grandchildren and 1 great great grandson.

TREASURER'S REPORT

Submitted by Bill Delli, Treasurer

May 1, 2013

Beginning Balance	\$5167.39
Deposits	68.00
50/50	\$48.00
Dues	\$20.00
Withdrawals	(63.60)
Badges	

May 31, 2013

Ending Balance	\$5171.79
----------------	-----------

NEW MEMBERS FOR ROSTER

Donald & Linda Langley	Studebakers:
280 Hodges Farm Road	1956 Hawk
Mansfield GA 30055	1946 Pickup
Phone: 706-468-7511	1951 Bullet Nose
E-mail: DON46041@yahoo.com	1962 Lark
Birthdays: Don 10/20 Linda 4/24	Daytona
Anniversary: March 2	
Club Member since 2013	
National Member since 2005	
National Member #A005903L	###

(Minutes...Continued from Page 4.) the meeting schedule for 2014. There are 2 dates still open for someone to volunteer to host meetings on March 2nd and November 2nd.

6. The next 2013 Chapter meeting will be in August at Fort Yargo State Park. Details will be in The Hillholder.

Announcements: Marvin Sikes said that his son has an aluminum, enclosed car hauler for sale at a very reasonable price. Anyone who is interested should contact Marvin.

Jim Fisher motioned, Alan Ziglin seconded, that the meeting be adjourned. The motion was approved and the meeting adjourned at 3:10 PM.

Door prizes were awarded and Ron Martinez won \$47.00 in the 50/50 drawing. The Chapter banked \$47.00

Submitted by
Lory Healy, Secretary Pro tem
Page 5

JULY/AUGUST CELEBRATIONS



BIRTHDAYS

Jim Fisher	7/1	Chip Branch	8/1
Ray Garner	7/1	Linda Fisher	8/1
Henry Malin	7/2	Dora Smith	8/2
Janet Alspach	7/5	Billy Carey	8/3
Guadalupe Taylor	7/13	Ben Alspach	8/9
Carol Nichols	7/19	Loren Nelson	8/24
Connie Bergeron	7/22	Mark Vail	8/25
Doris Cope	7/28	Deborah McCaffrey	8/29

ANNIVERSARIES

Hobo & Brenda Bodkin	7/1
Ed Rhodes & E.C. Henley	7/3
Tim & Guadalupe Taylor	7/11
Jim Masone & Dr. Charles Collins	7/15
Jim & Dotty Carto	7/24
John & Lisa Spang	8/9
Jerry & Deby Forrester	8/15
Bill & Doris Cope	8/16
Dale & Pat Jakupca	8/22
Mike & Marsha Byrd	8/23
Ron & Arlinda Martinez	8/26
Lenny & Phyllis Major	8/31

WANT TO ATTEND A JULY MEETING???

The Hudson Club has invited the North Georgia Chapter to join them for their July club meeting at Streetside Classics... See details on page 10.

Classic cars in stock include a 1950 Studebaker Champion, a 1955 President Speedster, and a 1962 GT Hawk.



TECHNICAL TOPICS

IN FOR A PENNY-IN FOR A POUND

By Bill Delli

(The repair discussed below worked for me, but it has yet to stand the test of time. So, if anyone has any reason to believe that this is not a permanent or good fix, please let me know.)

Charlotte and I are in the process of doing a full restoration of our 1951 Studebaker Champion. Restoration is expensive so we are trying to conserve our resources to complete the '51. We cannot, however, ignore the needs of our 1963 GT Hawk. That is why I tried to find an effective, but less expensive, way to repair the vacuum advance on the Hawk.

The vacuum advance, which was on a Prestolite distributor, was original to the car. When the Hawk stopped running well, that was one of the first things I checked.

To buy a NOS part from a national parts dealer would cost \$115.00. A refurbished one would cost \$94.00 (plus a \$75 core charge if I did not provide the old part). I decided to look around and see if I could do better.

After checking with all of the other auto parts stores in Calhoun GA and finding no solution, I took my vacuum advance to NAPA and asked them if they had a vacuum advance that fit the Hawk. They did not have a part listed, but they had several vacuum advance parts in stock. The clerk checked to see if any of the in-stock parts were similar to the Studebaker part.

He found one (NAPA Part Number VC3033) that mounted on the distributor the same way as the old part, but the actuator arm was different from the one on the Studebaker vacuum advance. But, the NAPA part cost only \$10!

After checking out the new part and learning the price, I decided to try cutting off a portion of the arm on the new part and welding the arm from the old part in place of it. Other than ruining the old part, all I had to lose was \$10, a risk I could accept.

I installed the modified "new" vacuum advance on my GT Hawk. It fits well and, so far, has worked for 400 miles of driving the Hawk since finishing the repair.

###



**INTERNATIONAL DRIVE
YOUR STUDEBAKER DAY
SEPTEMBER 14, 2013**

(The language used in the article below was first published as a News Release by the National Studebaker Drivers Club in 2012 and has been adapted for 2013. Media Contact: Bob Shaw E-mail bob.shaw2011@gmail.com)

The World to Celebrate "Drive Your Studebaker Day" September 14, 2013

On September 14, 2013 there will be thousands of Studebakers driving on the highways and byways around the world on the same day. The Studebaker Drivers Club, Inc. (SDC), an international club with over 13,000 members and chapters across the US, Canada and around the world, holds its popular "International Drive Your Studebaker Day" on the second Saturday of September each year. The event is a significant automotive happening for Studebaker Drivers Club chapters and members, not just across the USA and Canada, but also in England, Australia, New Zealand, Brazil, Chile, Sweden, The Netherlands, and many other countries around the globe.

The idea behind International Drive Your Studebaker Day is for Studebaker owners to simply get their cars and trucks (and horse-drawn vehicles) out in public view, talk with the public about Studebakers, and show them what great vehicles they are (and the great group of people in the SDC). Studebaker first began manufacturing wagons and buggies in 1852 and through the decades made many fine cars and trucks until its closing in 1966, making it the longest running vehicle manufacturing company in history.

Activities for International Drive Your Studebaker Day are expected to range from individuals just driving around the town and groups of owners getting together for a "cruise" to planned SDC Chapter events in their communities around the world...

The Studebaker Drivers Club, Inc., was founded in 1962 and has more than 13,000 members and chapters in most US states, Canadian Provinces and many countries around the world.

More information about the Studebaker Drivers Club and Studebaker history can be found online at www.studebakerdriversclub.com.

###

HELPFUL HOUSEHOLD HINTS

Two weeks ago I had the opportunity to talk "Studebaker" with some of the ladies in the North Georgia Chapter. There was a consensus that they would like to read information such as household hints in the newsletter. So, this is a trial run of a helpful hints column in lieu of recipes. Note that any brand or business name used is for information only. I have no financial or vested interest in any of those cited.)

1. Many, many years ago, my grandmother taught me that the best window cleaners are diluted white vinegar and newspapers. For the liquid, mix 1 part vinegar with 3 parts warm water. Spray this on the window and wipe dry with a newspaper. Note that the paper used in today's newspapers is a lot different from that in the '60s. I suggest using a store brand paper towel instead. Don't use the top brands. They are too soft and linty—and expensive.
2. Common baking soda (I like Arm & Hammer brand.) is one of the superpowers in the household cleaning world.
 - a. Place a 1 lb box with the top cut off in your refrigerator to contain strong odors. Replace the box every 4 to 6 weeks. Don't fall for those boxes designed just for refrigerators—they are expensive and no better than a plain box of baking soda.
 - b. Pour a 1 lb box of baking soda down your sink drains and follow with hot water to freshen the drain.
 - c. If nothing else is available, use baking soda to smother fires on an electric stovetop.
 - d. Sprinkle baking soda in trash cans and cat litter boxes for odor control.
 - e. If your house has a septic system for waste water, use baking soda to clean the toilet bowl instead of harsh, chemical cleaners. Pour it in and scrub.
3. Don't throw away those old cotton, athletic socks. Turn a clean sock inside out and place it on your hand. Use this to dust individual slats on your blinds.
4. When washing painted walls, use a natural sponge. The dyes in colored, artificial sponges can leave stains on light colored walls.
5. Hate cleaning mushrooms? Use a new, soft, clean toothbrush.
6. Is cleaning stainless steel appliances the bane of your existence? Two super brands are CLR Stainless Steel Cleaner and Weiman Stainless Steel Cleaner.



(Avanti...Continued from Page 1) Avanti is just that with its forward thinking design that has remained essentially unchanged for 50 years.

After Studebaker closed its doors in South Bend, the Avanti design, with few changes, was carried forward by other manufacturers until 2006. This situation creates some confusion about the Avanti name and its application to the various versions. The Studebaker 1963 and 1964 cars are known as Avanti R1, Avanti R2 and Avanti R3. (An Avanti R4 and R5 also existed.) The "R" designation was determined by the engine in the car. The "R1" had the Studebaker V-8 289 cubic inch engine found in the Hawks, which produced 240 HP. Later, the "R2" with the supercharged 290 HP engine evolved, followed by the "R3" with 335 HP. (Only 9 R3's were produced and are extremely hard to find today.) The "R4," which was not supercharged, and the "R5," which was supercharged with 575 HP, were never placed into production.

After Studebaker Corporation, which ceased operations in 1966, closed its South Bend IN plant in 1964, the Avanti name and tooling were sold to South Bend Studebaker dealers Nate and Arnold Altman and Leo Newman. They produced a slightly modified version of the Studebaker Avanti. These were called "Avanti II," a name that was used until 1982. After that, the "II" was dropped and the cars were simply Avanti.

The Avanti was the brainchild of Sherwood Egbert, then president of Studebaker. Egbert, appointed president on February 1, 1961, had a hard task ahead of him. Studebaker's automotive division was struggling and needed a dramatic boost. Had it not been for Egbert's design genius, the Avanti would never have existed. Thirty-seven days after becoming president, Egbert was flying from Chicago IL to California. During the flight, he drew the sketch of the car that was to become the Avanti. The sketch was so detailed that the body design was "locked-in" for the design team.

Egbert turned to Raymond Loewy, who had left Studebaker in 1956, to design the Avanti. Loewy put together a design team comprised of Bob Andrews, John Ebstein, and Tom Kellogg. The team developed the 1/8 scale clay model in just one week, followed by a full scale model in April 1961, five weeks later. History was on the way!

The Studebaker Avanti was "America's only 4 passenger, high performance, personal car" as described in the Studebaker sales brochure. Built out of fiberglass, another new venture for Studebaker, the body rested on a shortened, modified Lark Daytona convertible frame. Its distinctive exterior featured an air intake that was a scoop under the front bumper with no grille, a contoured hood

with an asymmetrical bump, and fenders that flowed smoothly into the body. Inside, there was a built-in roll bar (a first in a passenger car), leather seats, and an aircraft-style control panel. One unique, feminine oriented feature was the foldout mirror and cosmetic tray located in the glove box.



Built-in
Roll Bar

Glove box
with
Mirror

The Avanti was the first American passenger car to have front disc brakes as standard equipment and a fuel tank positioned between the rear seat and trunk wall.

The design of the Avanti was the most significant design in post-WWII America. While Egbert originally planned to manufacture 20,000 Avanti's in 1963 to compete with Corvette sales, actually only 1200 were produced. The Avanti design was wildly successful but its implementation was not. Production could not match buyer demand and buyers canceled orders. What was supposed to be Studebaker's "big bang" fizzled when Studebaker closed its doors; however, like the Phoenix, the Avanti rose from its ashes, but that is a story for another day. ###

Editor's Note: My experience with Avanti. In 1966, I was teaching at a small high school in a little, rural town in northern Indiana. On a March day (I still remember after all these years.) before the school day had started, the social studies teacher drove into the teacher's parking lot with the most exotic car I had ever seen.

All of the teachers and staff literally ran out of the lounge and surrounded the car to see what it was. It was a dark turquoise 1964 Avanti. School started late that day!

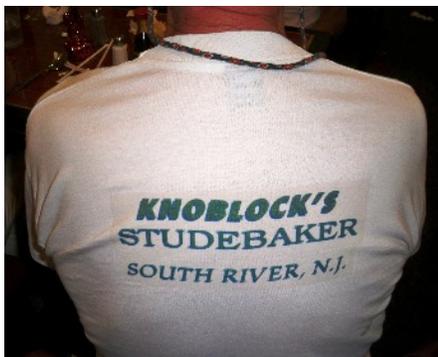
The teacher's father owned a Ford dealership and had taken the Avanti in on trade. The Avanti had been wrecked and the owner did not want to fool with getting it fixed. Only because his father's dealership repaired it cheaply could the teacher afford the Avanti. He paid \$2000 for it.

###

(Dealer...Continued Page 2) fins. I converted the '54 back to 3-speed overdrive, sold it, and put the 4-speed in the Hawk. A 4-speed 1957 Golden Hawk! Go figure. I loved that car. Then, the summer of 1962 happened and the word was that you would be able to get any car you wanted with a supercharger. No way! My head was spinning. I asked my uncle Tony to show me how to fill out a new car order form and ordered a 1963 Daytona convertible—silver blue, blue bucket seat interior, white top, R2 with 4-speed and 3.73 Twin Traction. When the car arrived, my cousin in the parts department gave me a set of stainless steel Air-flow wheel covers.

I kept the Daytona for about two years. I had received a draft notice. Since I really didn't want to be in the Army, I went to a Naval Reserve Center and signed up. I sold the Daytona and reported for active duty. The first stage of my active duty had me reporting to Gun Fire Control Technician Class A School in Bainbridge MD. Since that was only about 2 hours from my home in New Jersey, I kept a car off base to go home on weekends. That car was a 1955 President Coupe. After graduating from the Class A School, I was assigned to the USS San Marcos LSD 35. Its home port was Little Creek VA. The '55 President was a loaner from my father and I turned it in when I reported to the ship. Since Little Creek was about six hours from home, I thought I would buy a car to keep on base. That car was a 1960 Silver Hawk. I used it for an occasional drive home on a 72-hour pass (three day weekend for you landlubbers) and for local driving.

When the USS San Marcos was ordered on a Mediterranean deployment, I asked my younger brother to care for the car for me. When I returned from my six month deployment, I had a surprise waiting for me. My brother thought I had given him the car so he yanked out the automatic and put in an overdrive with a floor shifter. I thanked him for the stick shift and drove the car back to Virginia to finish out my hitch. He wound up with the car anyway since I bought a 1966 Coronet 500 Hemi 4-speed when I was released from active duty. Studebaker had ceased production in South Bend in December 1963 and the Knoblock brothers became Dodge dealers.



KNOBLOCK BROTHERS T-SHIRT

###

**NORTH GEORGIA CHAPTER SDC
JUNE 2013 MEETING PICTURES**



STUDEBAKER HAPPENINGS

NORTH GEORGIA CHAPTER MEETING SCHEDULE 2013

July 2013: **No Chapter Meeting.**

August 4, 2013: Yargo State Park GA. Annual Chapter Picnic. Hosts Billy & Charleen Carey. 770-867-2060. Cell 770-867-7186. (This will be a shared meeting with the Hudson Club.) Details Page 11.

September 14, 2013: Acworth GA. Hosts Ben & Janet Alspach. 770-693-7269. **DRIVE YOUR STUDEBAKER DAY,**

October 5, 2013: Winder GA. Hosts Bill & Charlotte Delli. 770-547-4871 or 4897. Note change in date and location from previous listing.

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

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

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

FUTURE SOUTHEAST ZONE EVENTS

September 6-8, 2013: Maggie Valley NC. 45th Tri-state Meet and Southeast Zone Meet. North Carolina Chapter SDC. Note change in location from previous year's event. Details on Page 12.

October 11-12, 2013: Nashville TN. Music City Meet. Middle Tennessee Chapter SDC. Fiddler's Inn. Contact Paul Wallace at 931-703-5318 or Gene Cuthbert at 931-454-2408. Details on Page 13.

November 1-3, 2013: Port St. Lucie FL. Florida State Meet. Sunshine Chapter SDC. Contact Butch Figurella at 561-793-4957. Details on Page 14.

OTHER FUTURE 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.

2016: Warrick RI. 52nd International SDC Meet.

OTHER CAR HOBBY EVENTS

October 6-13, 2013: Biloxi MS. 17th Annual Cruising the Coast. Go to www.cruisinthecoast.com.

October 26, 2013: Ocilla GA. 5th Annual Antique, Vintage, Classic Car, Truck & Tractor Show. Contact Loren Henley. 229-468-9532. Details on Page 17.

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

**REMEMBER THERE WILL NOT BE A
NORTH GEORGIA CHAPTER SDC MEETING
IN JULY!!!**

Although the North Georgia Chapter SDC will not hold a July meeting, the Hudson Club has invited our members to join them for their July meeting.
**SATURDAY JULY 13, 2013 AT 10:00 AM
STREETSIDE CLASSICS
213 THORNTON ROAD
LITHIA SPRINGS GA 30122
TOLL-FREE 877-367-1835**

Catered buffet lunch around noon - \$6.00

**NORTH GEORGIA CHAPTER SDC
ANNUAL PICNIC
SUNDAY, AUGUST 4, 2013
2:00 PM**

HOSTS: BILLY & CHARLEEN CAREY **HOME: 770-867-2060**
CELL: 770-867-7186



**PICNIC SHELTER B
FORT YARGO STATE PARK
210 EAST BROAD ST.
WINDER GA 30680**

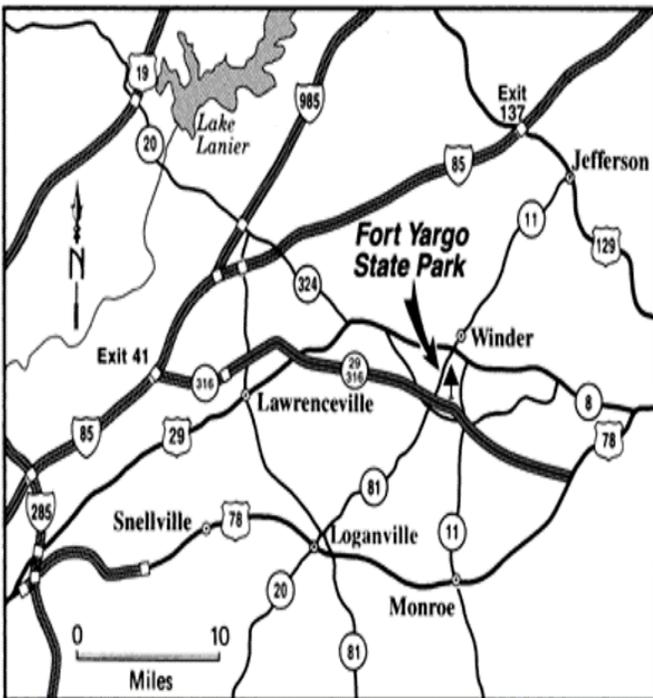
**USE AREA B ENTRANCE
PARK FEE \$5.00**

Parking in grass behind building. See Signs

Bring your favorite dish for an old-fashioned pitch-in dinner. (Can be meat, vegetable, salad, dessert or drink.) Plates, cups, silverware, and napkins will be provided.

Directions: From I-85 North: Take Exit 137 for Highway 129. So south on 129. Turn right onto Highway 11/81.
From I-85 South: Take Exit 41 and turn right on Highway 316. Continue until Highway 81. Turn left onto Highway 81.

THERE ARE TWO ENTRANCES TO FORT YARGO STATE PARK. TAKE AREA B ENTRANCE. PICNIC SHELTER B ON LEFT. SEE "X" ON MAP.





45th Southeast Zone/Tri-State Meet

Hosted by: North Carolina SDC

September 6 - 8, 2013



45 years and still rolling

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



Events:

Friday, September 6th, 2013

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

Saturday, September 7th, 2013

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

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

Free vending with meet registration

Mail registration to:
 Harold Freeze
 1448 Triplett Rd.
 Cleveland, NC 27013
hawkr1@yahoo.com



Make checks payable to NCSDC
 Name:.....
 Address:.....
 City:.....

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

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

For more information North Carolina Club Website: ncsd.net

Total

Studebaker

MUSIC CITY MEET



Cruisin' Music City

MIDDLE TENNESSEE CHAPTER



Nashville, Tennessee
call *October 11 & 12, 2013* *for*
Details

Paul Wallace: 931-703-5318

Or Gene Luthbert: 931-454-2408

**STUDEBAKER
DRIVERS
CLUB**



**SUNSHINE
CHAPTER
PRESENTS:**

Rolling Along Time

THIRTY-SIXTH

FLORIDA STATE MEET

NOVEMBER 1, 2, 3, 2013

HOLIDAY INN at Port St. Lucie

**(Take Florida Turnpike exit east on Port St. Lucie Blvd.
Go north to 10120 South Federal Highway)**

**RESERVATIONS 772-337-2200 OR 1-800-459-5044
FAX 772-335-7872**

FRI, NOV. 1	Registration. Hospitality Reception. Fun Night Activities.
SAT, NOV. 2	Car Show. Swap Meet. Banquet. Trophies.
SUN, NOV. 3	All Stude. caravan to Elliott Museum on Hutchinson Island.

JOIN IN THE FUN

**PACKARDS & OTHER STUDE-RELATED WELCOME
FOR MORE INFORMATION CALL BUTCH FIGURELLA 561-719-3933
OR GO ONLINE: SUNSHINESTUDE.com**



STUDEBAKER CORRAL



These advertisements are provided as a service for Studebaker enthusiasts. Ads will be posted on a first come, first serve basis with preference given to Studebaker-related ads, North Georgia Chapter members first.

Each ad will be posted for 3 months. If space permits, ads can be posted for additional 3-month periods. Month of current posting is placed at the end of each ad. To extend an ad, contact the Newsletter Editor at E-mail calh407@comcast.net.. One photo may be included for each ad. All ads and photos should be sent to E-mail calh407@comcast.net.

The Newsletter Editor and members of the North Georgia Chapter are not responsible for the accuracy and authenticity of the ad contents. The advertising party shall be solely responsible for the contents, although the Newsletter Editor reserves the right to reorganize ad contents, without changing facts, to best fit the space available..

VEHICLES FOR SALE



1950 Champion Business Coupe
Fully restored with 360 engine, 350 turbo trans, 3.73 rear. All new interior, tinted windows, new paint plus much more. \$20,000. Contact Henry Malin. Cartersville GA. 770-505-8785 or at hmalin1@bellsouth.net. (JUN 2013)



1960 Studebaker Hawk
North Georgia Chapter member Jim Nichols, Blue Ridge GA, is Selling his 1960 Hawk. Black with Kelsey Hays wire wheels. Beautiful car, as picture attests, with many special modifications too numerous to list. Jim has 4 pages of information concerning modifications and what history he has on the Hawk which he can mail to seriously interested buyers. If interested, please E-mail your mailing address and phone number to Jim at hawk60@etcmail.com. (JUN 2013)



1988 Avanti Silver Anniversary
VIN #12AAV324811000303. One of 27 built. Paxton Supercharger. Original custom white pearlized paint. Black leather interior, premium wheels, anniversary center caps, 50K miles, power everything, original all-digital dash, A/C (134), sun roof, Sony 6 disc CD changer-am-fm-cassette, trip computer, Koni shocks, new tires, 2.5" diameter stainless steel exhaust with dual port chrome exhaust tips. Original Owner's manual in black leather pouch. \$28,600. Contact Ron Bergeron at 404-590-7662 or E-mail ron@atbergerons.net. (MAY 2013)



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

1952 Studebaker Hardtop. 100th anniversary. Undergone careful restoration for many years w/rebuilt V8, new chrome, complete body. Needs paint. \$7000. Jeter Brock 850-623-8758. Milton FL (JUL 2013)

PARTS, VEHICLE FLOCKS, AND EQUIPMENT FOR SALE

Two Vinyl Front Bucket Seats and Rear Matching Seats. Bucket seats are reclining and the color is Golden Sand. They are all in excellent condition. They came from a Bordeaux Red 1964 GT Hawk. Price \$650. Contact Dan Miller at 770-932-1615 or E-mail alexmil@comcast.net. (JUN 2013)

1962 Studebaker Champ Parts + Radiator tested to 14 lbs no leaks \$100. Complete front axles assembly \$200. Front springs \$70. Four 59-63 full disc hubcaps \$45. Gauges and housing \$25. Speaker housing \$10. Tailgate P2 bed some rust \$125. Master cylinder \$30. Chrome headlight rims \$ 70. Front wiring harness \$120. Gas tank \$150. Gas tank filler neck \$25. Emergency brake handle \$20. Heater motor \$25. Front fender stainless \$50. Step bumper \$35. Front panel some rust \$50. Mark IV air conditioner \$50. York compressor \$75. Condenser \$40. Four brake drums 11 inch no hubs \$20 each. Rear view mirror \$10. Glove box door \$10. Stick shift flywheel 12 1/4 inch \$65. steering box \$75. Avanti master (Continued on Page 16.)



STUDEBAKER CORRAL



cylinder \$75. 6-cylinder steering column \$50. 6-cylinder drive shaft \$65. 289 R2 camshaft reground to 290 lift \$125. All parts "as is" condition. Shipping extra.

3.07 Rear Axle Assembly \$100 #27 no brake backing plates. Contact Lenny Major 770-286-8514. (JUN 2013)

STUDEBAKER MEDIA/ MEMORABILIA FOR SALE



SOME THOUGHTS ON RESTORING A STUDEBAKER.

Written by Chuck

Lampman, this 99 page book is based on articles written by Chuck Lampman, North Georgia Chapter SDC member, that appeared in *Training Wheels* in the early 1990's and won the SDC Churchill Award for Best Article, Non-paid. Some material edited out of *Turning Wheels* is included in the book as well as updates and several new items written after the *TW* series was published.

"Some Thoughts" is aimed at the

first time restorer but will be of value to the more experienced. It is not intended to be a "how to restore" book but gives a look at the decision-making processes, tools, spaces and basic skills needed to do a restoration. It also provides a framework to help structure a project and contains several chapters of Studebaker-specific advice.

Cost for the book shipped to continental US addresses is \$22.50 plus \$4.00 for handling and postage.

Payment can be made through PayPal sent to chuck@lampman.com or by mailing a check or money order to Chuck Lampman, 4141 Lynette Court, Kennesaw GA 30144-2293.

(Note: If mailing payment, notify Chuck by E-mail that the check is coming so that a copy of the book will be available.)

Purchases from Canada, Europe, Asia, and Australia: E-mail Chuck at chuck@lampman.com for pricing and payment information. (JUL 2013)

###

NEED PARTS? STUDEBAKER PARTS NEW AND USED

Contact North Georgia Chapter SDC member Dan Miller. Dan can offer parts for less than out-of-town dealers. He also sells

"ZDD Plus™" Oil Additive

This additive replaces zinc, eliminated in modern motor oils but needed by older cars.

Contact Dan Miller.

770-932-1615

E-mail: alexmil@comcast.net



NORTH GEORGIA CHAPTER SDC OFFICERS

President: Ben Alspach 770-693-7269 E-mail: thealpachs@comcast.net

Vice-President: Wayne Ziemer 706-255-5492 E-mail: wziemer@bellsouth.net

Secretary: Terry Ziemer 770-255-5492 E-mail: ziemer111@hotmail.com

Treasurer: Bill Delli 770-547-4897 E-mail: calh407@comcast.net

Membership Secretary: Barbara Miller 770-932-1615 E-mail: alexmil@comcast.net

Webmaster: Chuck Lampman 770-926-7142 E-mail: chuck@lampman.com

Chapter website: [http://www.studebakerclubs.com/North Georgia](http://www.studebakerclubs.com/North%20Georgia)

Southeast Zone Coordinator: Wayne Lee 404-803-8489 E-mail: ww.lee@yahoo.com

Southeast Regional Manager: John Hollier 770-781-5103 E-mail: drjhollier@att.net

The Hillholder is the official newsletter of the North Georgia Chapter Studebaker Drivers Club. It is published monthly. Editor: Charlotte Delli Photographer: Bill Delli
770-547-4871

E-mail: calh407@comcast.net

**53rd Annual Georgia Sweet Potato Festival
&
5th Annual Antique, Vintage, Classic Car, Truck and
Tractor Show**



**Saturday October 26, 2013
Ocilla Baptist Church Parking Lot
201 North Irwin Avenue
Ocilla, GA 31774
1:00—4:00 p.m.**

\$20 entry fee per vehicle

For more information call Loren Hendley at 229-468-9532

Registration available online at www.gasweetpotatofestival.com



Parade —11:00 a.m.



In place time by 8:00 a.m.

**MEMBERSHIP APPLICATION
NORTH GEORGIA CHAPTER SDC**

To join this Chapter, complete this application and mail 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 Studebaker Drivers Club to join this Chapter.

National SDC Member Number: _____

Date joined National SDC: _____

Date: _____ (This Application)

Name: _____

Your Birthday (Month/Day) _____

Spouse/ Companion: _____

Spouse/companion Birthday (Month/Day) _____

Wedding Anniversary (Month/Day) _____

Street Address: _____

City _____ State _____ ZIP _____

Telephone: _____

Cell Phone: _____

E-mail: _____

Studebakers Owned (Year/Series//Model)

_____ -

**MEMBERSHIP APPLICATION
NATIONAL STUDEBAKER DRIVERS CLUB**

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 below. Additional vehicles can be listed on separate page.)

