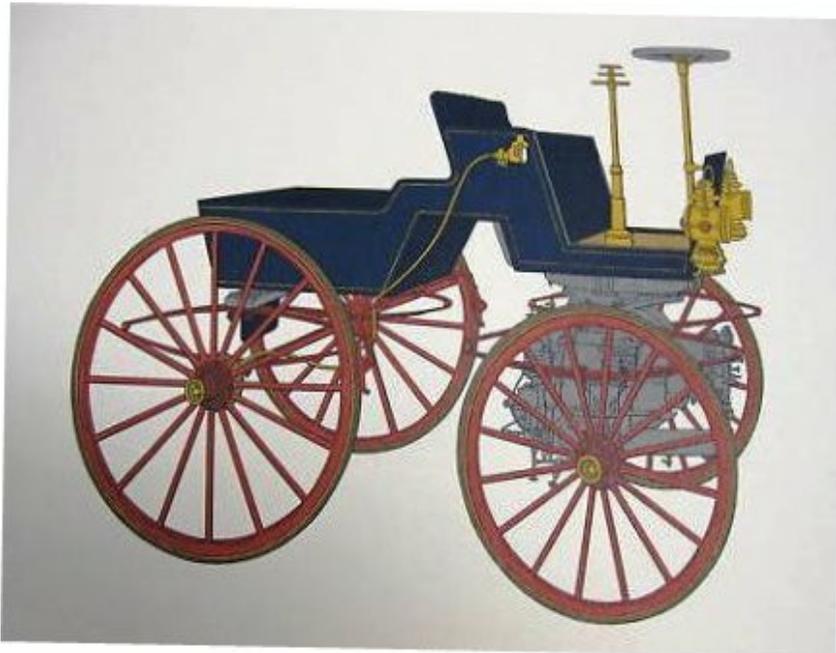


THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

APRIL 2014

STUDEBAKER SPOTLIGHT STUDEBAKER AND HENRY FORD



NEITHER A STUDEBAKER NOR A FORD, BUT IT IMPACTED THEM BOTH! THIS IS ONLY ONE OF TWO SUCH VEHICLES PRODUCED.

Details on Page 6

**Concerned about the
condition of our highways
or our infrastructures?**

**Read the story about
one man's quest to
raise awareness in his
old car.**

Story on Page 3.

**NORTH GEORGIA CHAPTER SDC
MEETING APRIL 6, 2014**

LOGANVILLE, GEORGIA

Details on Page 11.



September 13, 2014.

CONTENTS

April 2014

Vol. 39 No 4

FEATURES

- 3 Dire States
- 6 Spotlight
- 8 Technical Topics

COLUMNS/REPORTS

- 2 President's Prose
- 3 Editor's Note
- 4 March Meeting Minutes
- 5 Attendees
- 5 Celebrations
- 5 Treasurer's Report
- 9 March Meeting Pictures
- 14 Studebaker Corral

EVENTS

- 10 Studebaker Happenings
- 11 April Meeting Directions
- 12 Smoky Mountain Meet
- 13 50th International Meet

PRESIDENT'S PROSE

By Ben Alspach



Cofer Collection Gems...

I really enjoyed our visit to the Cofer Auto Museum March 1st. I've seen quite a few big name car collections over the years and, though this wasn't the largest, I'd judge the overall quality of the cars in this group to be among the best you'll find anywhere.

Despite the fact that the Cofer collection numbered "only" about 40 cars, I was quite impressed by the presence of so many prestige brands and models. Mr. Cofer certainly had discriminating tastes! Having the opportunity to inspect a Duesenberg up close is always a treat, but this collection boasted TWO outstanding examples, both of which had fascinating histories. Given that only about 400 Duesenbergs were built, it's remarkable to find two beauties in a relatively "small" collection.

Beyond the mighty Duesenbergs, however, there were many other noteworthy makes that also targeted the "upper crust." Impressive Lincolns, Packards and Cadillacs were all around. It was interesting to see one of the first Lincolns, built by Henry Leland and his son before the operation was purchased by Henry Ford. And, what about the mammoth pre-WWI Cadillac touring car? An original, unrestored example, its fantastically intricate four cylinder engine was huge and powerful but would soon be replaced by the famous Cadillac V-8. The striking, deep orange Pierce Arrow coupe/ convertible is still a head turner today, complete with rumble seat, a golf club compartment and a special "hidden nook" for illicit booze during the early prohibition era. Nearby was a beautiful Marmon—a real "hot rod" for its day—and also the largest, most impressive Hupmobile I've ever seen...a very rare "formal sedan" that must have been one of the most expensive models they ever produced. Yes, Mr. Cofer knew his cars and it was a real treat to be able to walk aisles at your own pace, chatting with other guests and taking in the scenery.

My one disappointment was there were no Studebakers inside the building. However, we did have a few examples of our favorite marque *outside* along with some very nice Jags driven by our visiting friends from the local Jaguar club chapter. We were happy to welcome them to our gathering and hope to see them again at a future event sometime soon.

Thanks to Lory Healy for organizing this excellent outing and thanks, too, to the Cofer family for hosting us. It was good time all around! Enjoy the coming spring weather and we'll see you in April.



Editor's Note: If you did not make it to the North Georgia Chapter March 2014 meeting, you missed a great opportunity to visit one of the finest collections of vintage cars in the southeast. The Cofer Collection has over 40 vehicles dating back to 1914, all with less than 20,000 actual miles on them. Curator Cecil McCall and owner Chip Cofer provided one of the most interesting, informative and entertaining lectures I have had the pleasure of attending in a long time. Each vehicle was impeccable. Several are still in original condition except for routine maintenance items. Mr. McCall drives each of the vehicles at least 50 miles every three months. (Now that's a dream job!) While a specific headcount of those attending the tour was not taken, at least 100 Studebaker and Jaguar enthusiasts and family and friends enjoyed touring the Cofer Collection.

Sadly, the Cofer Collection did not house any Studebakers, but that did not keep me from coveting a 1936 black Cord convertible whose front end slightly resembled a Studebaker bullet nose. Hats off to North Georgia member Lory Healy for making the March meeting one of the most memorable in 2014.

On another note, Bill and I visited the Corvette Museum in Bowling Green KY on March 9, 2014. It was a trip that we had planned long before the sink hole occurred at the Museum in February. It was a very sobering sight—5 Corvettes, including the millionth Corvette manufactured by GM, fell about twenty feet into the sink hole along with a concrete floor. These cars had been removed from the deep hole and were on display. Just looking at the crumbled bodies of these once magnificent machines (Each one had extensive damage to glass, fiberglass bodies, interiors and engines.) was gut-wrenching

GM is going to donate the labor and materials to repair the cars, but they will never be original again. Let us hope that we never have to see one of our Studebakers devastated like the Corvettes.

Thought for April: "Don't be pushed by your problems; be led by your dreams." Author Unknown.



DIRE STATES

Dan McNichol, pictured below with his 1949 Hudson and North Georgia member Bill Delli, was a special guest at the North Georgia Chapter SDC February 2014 meeting.



Photo courtesy of North Georgia Chapter member Bruce Rawley

McNichol, an award-winning author and journalist, is using the original condition Hudson on a quest to bring national awareness to the dire state of our nation's infrastructure. As quoted on his web site www.direstates.com, McNichol states, "We are what we build. We must build smarter, faster and better. As the world moves into the future of the Global Economy with intelligent systems while employing smarter methods, we fall further behind. Our antiquated rails, roads, ports and grid are becoming a liability-not an asset. It's time to invest. We each need to own it—our infrastructure."

Using his old, rusty 1949 Hudson, named Mrs. Martin after its original owner, to symbolize our nation's own aging infrastructure, McNichol is taking Mrs. Martin all over the United States. The Hudson was last on the road when President Eisenhower was President.

McNichols' campaign, aptly called "Dire States," hopes to build the momentum to bring about a rebuilding of our nation's crumbling roadways, waterworks, waste processing systems, ports, railways, utilities and dams before it is too late. It is estimated that it will cost about \$3.6 trillion by 2020 to bring all of these systems up to modern standards.

For more information about "Dire States" go to www.direstates.com.

North Georgia Chapter SDC Minutes
Saturday, March 1, 2014
The Greater Good BBQ, Tucker GA

Ben Alspach, President, called the meeting to order at 1:20 PM. He thanked the meeting host Lory Healy for arranging the tour of the Cofer Car Collection. He welcomed our guests and members of the Jaguar Club. Sign-in Sheet being passed around.

Jim Nichols moved, Alan Ziglin seconded, to approve the February 2014 minutes as published in The Hillholder. Motion carried.

Chuck Lampman moved, Bob Lytle seconded, to approve the January 2014 Treasurer's Report as published in The Hillholder. Motion carried.

Ben congratulated those with March birthdays/anniversaries. Those to keep in our thoughts: Brenda Phillips.

Announcements

Alan – Our member Joel Quartarone told Alan that “he is a member of the V-8 Vintage Ford Club and that the Studebaker club members are a lot younger in age!”

Reports

1. Ed Burris (National)
He attended a Florida meet and his Avanti came in second. In another 400 miles, the car will have 300,000 miles on it.
2. Bill Delli (Treasurer)
Balance 2/01/2014 was \$5046.96. Balance 2/28/2014 is \$5060.24. Complete report in The Hillholder.
3. Barbara Miller (Membership)
We have 14 households that have not paid their 2014 dues. Barbara will contact them. We have 57 paid households.

Unfinished Business

The Exec Board is working on the cleanup of the By-laws. When they have a completed document, it will be published in The Hillholder and then presented to the club for voting. The updated Bylaws will be sent to National for approval.

New Business

If anyone is interested in participating in the Avondale Easter Day Car Parade, Ben has the phone number for the contact person, Lamar Hart,

The next meeting is Sunday, April 6th in Loganville GA, hosted by Bob Lytle and Marguerite Smith.

Solon Couch moved, Jim Fisher seconded, to adjourn at 1:45 PM. Motion carried.

Mike Byrd won \$74.00 in the 50/50. The North Georgia Studebaker Club banked \$74.00.

Submitted by

Terry Ziemer, Recording Secretary

**NORTH GEORGIA CHAPTER SDC
MARCH 2014 MEETING
ATTENDEES**

Studebaker Members

Ben Alspach
 Ron Bergeron 1990 Avanti
 Melvin Bohannon
 Edward Burris 1964 Avanti
 Mike Byrd 1962 Hawk
 Billy & Charleen Carey
 Jim Carto
 William & Doris Cope
 Solon Couch
 Bill & Charlotte Delli
 James Fisher
 David Hagerman 1975 Avanti II
 Lory Healy
 Buddy & Dot Hunt
 Richard Knoblock 1955 Commander
 Chuck Lampman
 Bob Lytle
 Lenny & Phyllis Major
 Ron Martinez
 Peter McCaffrey
 Dan & Barbara Miller
 Jim & Carol Nichols 1960 Hawk
 Joel Quartarone
 Bruce & Karen Rawley
 Marvin & Carolyn Sikes
 Suzana Williams
 Wayne & Terry Ziemer
 Alan Ziglin 1951 Starlight Coupe

Jaguar Members

Carla Ahrendt
 Bill Corn 1992 Jaguar XTS-V 12
 1993 Cadillac Allante
 Aston Martin
 David Kirkman
 Ken Parkinson
 Juan Ruiz Jaguar XKR

Guests

John Hutcheson
 Tammy Lytle
 Thomas Quartarone
 Marty Sikes
 Marie Skifflett

Q



**APRIL
CELEBRATIONS**

BIRTHDAYS

Lenny Major 4/1
 Karen Rawley 4/1
 Vince Geiger 4/4
 Jim Carto 4/6
 John Hollier 4/12
 Joel Quartarone 4/13
 Maureen Elliott 4/14
 Jim Nichols 4/18
 Ann Lee 4/25
 Del Lane 4/26
 Arlene Hollier 4/27
 Billy Greene 4/28

ANNIVERSARIES

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

Treasurer's Report

Submitted by
 Bill Delli, Treasurer

| | |
|-------------------------------|-----------|
| February 1, 2014 | \$5046.96 |
| Beginning Balance | |
| Deposits | 110.00 |
| January 50/50 | \$60.00 |
| Dues | \$50.00 |
| Withdrawals | |
| February Meeting Costs | (96.72) |
| Tablecloths, Cups, Cutlery | \$ 52.21 |
| Drinks, Bowls, Plates | \$44.51 |
| February 28, 2014 | \$5060.24 |
| Ending Balance | |

STUDEBAKER SPOTLIGHT

STUDEBAKER AND HENRY FORD

By Charlotte Delli, Editor

I would be willing to bet that few of us realize that without Henry Ford Studebaker history could have been altered significantly. Studebaker's early ability to mass produce gas-driven automobiles and sell them at a reasonable price would have been compromised.

A key figure in this scenario is a patent attorney by the name of George B. Seldon. Seldon is credited with patenting the first internal combustion engine for the sole purpose of propelling a vehicle. He initially filed his patent, which would become known as the Seldon patent, in 1879. Seldon is believed to have delayed the patent process intentionally by filing amendments every two years. He used this tactic to broaden the description of his invention until it encompassed all types of motorize vehicles. Seldon deliberately kept the patent pending until 1895.

Although the vehicle in Seldon's patent could not run for more than a few thousand yards, about two miles, before shutting down, he parlayed the fact that his engine was gas powered into almost complete control over the auto industry during the early 1900's. Patent No. 549160 was issued to Seldon on November 5, 1895. (A copy of the the actual patent sketch is included on Page 7 in this newsletter.)

Seldon did not use his patent to build automobiles and there is no evidence to suggest that he ever intended to go into automotive production. After all, he was a lawyer, not an industrialist. Instead, he collected royalties from other car manufacturers.

In 1899, he sold his patent to the Electric Vehicle Company (EVC), which produced electric taxi's and street cars in New York. They paid \$10,000 plus royalties for each vehicle to Seldon. The market for mass produced electric vehicles was waning and the Electric Vehicle Company sought to insulate itself from the declining market by using Seldon's patent to extort money from the gasoline-vehicle manufacturers. Each manufacturer that did not pay a royalty to the EVC (and indirectly to Seldon) for each vehicle produced was threatened with a patent infringement lawsuit. Those who gave in and paid EVC's licensing fees joined the Association of Licensed Automobile Manufacturers (ALAM), a creation of EVC and Seldon, and paid a royalty on each car sold. The ALAM was formed in 1903.

ALAM was an association that decided who would be sued and who would be licensed under Seldon's Patent. Those licensed by ALAM paid royalties of 5% on the retail price of each vehicle sold. (The royalties were divided among EVC, ALAM and Seldon.) ALAM believed that profitability depended upon controlling production and price as opposed to the free market envisioned by Henry Ford. The manufacturers paying licensing fees and royalties to ALAM included Cadillac, Knox, Packard, Duryea (later to form GM), Peerless, and Winston. Winston initially fought ALAM's lawsuit but did not have the resources to win.

EVC, through ALAM, focused its efforts to collect royalties through the Seldon Patent on Winston, the largest auto manufacturer in the early 1900's. Winston fought but lost and joined ALAM. After Winston capitulated, other manufacturers including Studebaker and Oldsmobile, agreed to join ALAM's royalty structure. ALAM eventually represented 80% of the US auto industry in 1911.

The intent of ALAM was to create a virtual monopoly and restrict competition by refusing to give licenses to some who applied. As a result, most of the licensees were located in the east and produced expensive, luxury cars. Those manufacturers refused a license were from the midwestern US and produced moderately priced cars. Had it not been for Henry Ford, ALAM would have prevailed and completely controlled the gas-driven vehicle market.

Initially, Henry Ford tried to work within ALAM's structure and applied to be licensed to manufacture gas-powered cars. He was refused. Ford's intent was to mass produce affordable cars as opposed ALAM's individually built, expensive luxury cars. ALAM saw Ford as an "off-the-wall" upstart. After several applications to ALAM and being turned down, Ford decided to ignore ALAM and started building and selling his own cars. He used mass production to keep costs reasonable, without a license from ALAM. Ford aimed to make cars "a necessity rather than a luxury." He built and sold 1700 cars at a profit during his first fifteen months in business. In 1908, his Model-T won the largest share of the automotive market in the US. In less than 10 years from the startup of his business, Ford would be building and selling more than half of the cars produced in the US—all without paying royalties to ALAM.

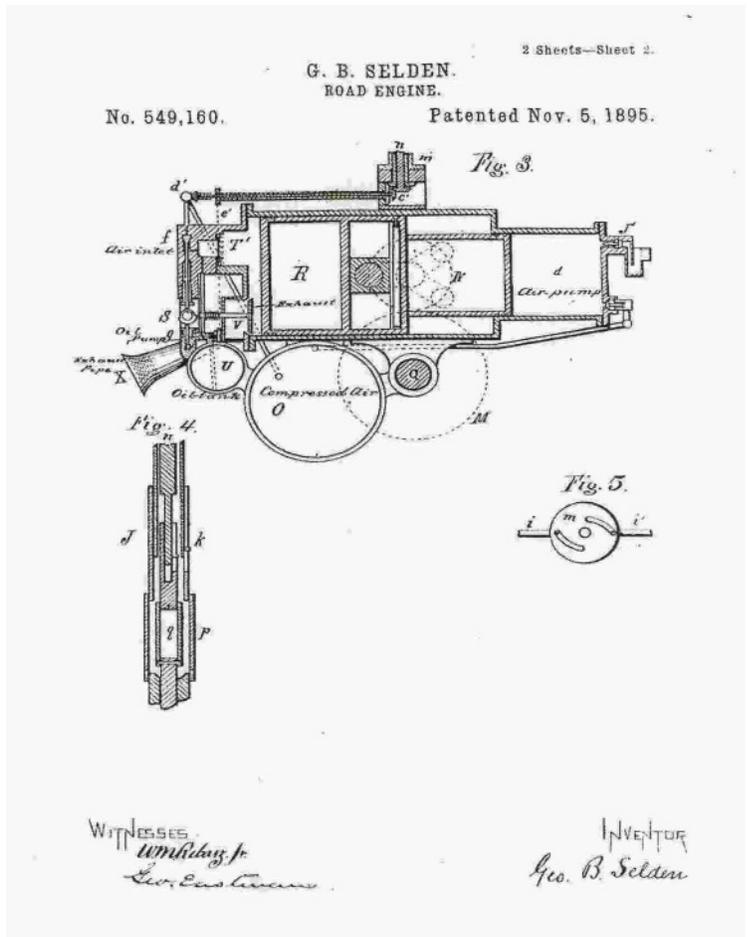
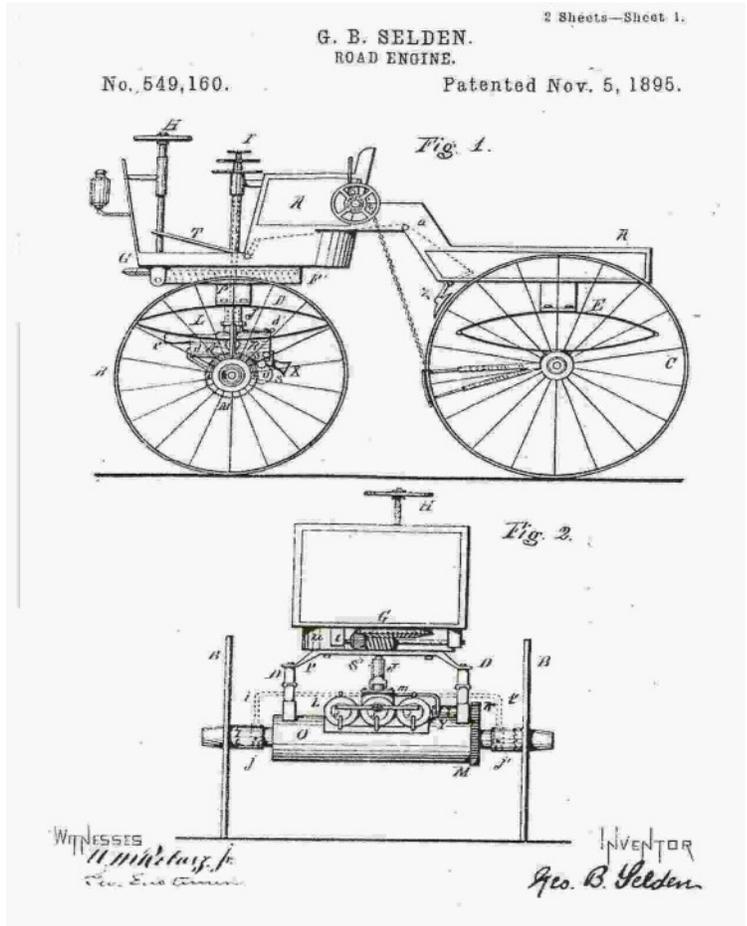
Ford was a threat to everything ALAM stood to accomplish. The average price of vehicles produced under the ALAM license was \$2000. Ford's average price was less than \$1000. On October 22, 1903, ALAM filed (Continued on Page 7. See Ford.)

(Ford...Continued from Pate 6.) a patent infringement suit against the Ford Motor Company. ALAM also threatened, through advertisements, to sue anyone who purchased Ford's cars. It was a complicated and messy battle. Fighting ALAM was definitely in Ford's favor: Paying royalties to ALAM would cost him \$12.50 per car sold. Fighting ALAM's lawsuit cost Ford \$6.50 per car.

The court battle raged from 1903 to 1909. On September 15, 1909, Judge Charles M Hough, a federal court judge, ruled that Seldon's patent was valid and enforceable; the judge decided that Seldon's patent covered any automobile propelled by an engine powered by gas vapors. (It should be noted that during his life, Seldon only built two of his patented cars—both for this court case. One is pictured on page 1.) The ruling was a devastating blow to Ford, but he did not cave. He appealed the decision.

On January 11, 1911, the Court of Appeals overturned the 1909 decision. The Court found that Seldon's patent was valid, but it was not applicable to Ford's cars. It was only applicable to vehicles that exactly copied the contraption pictured in Seldon's application for patent in 1879. (See pictures on right.) Seldon's vehicle was based on the Brayton-cycle external compression two-stroke engine, which was not used by any other vehicle manufacturers. Ford's engine used the Otto-cycle engine, which continues to be the basic engine used for internal combustion engines in Ford's vehicles as well as those of other manufacturers. None of the cars in the early 1900's came close to copying Seldon's vehicle. Ford freed all of the US automakers, including Studebaker, from the control of Seldon's patent and ALAM, which was dissolved in 1912.

By virtue of Ford's battle, Studebaker and Henry Ford became kin, albeit not planned. If Henry Ford had not been willing and able to fight ALAM and able to prevail, ALAM would have controlled the automotive industry through 1912 (or even after with the power it wielded) until Seldon's patent expired. This time was pivotal in Studebaker history. The market for electric-driven vehicles was disappearing in the wake of gas-driven vehicles. Decisions being made by Studebaker as it was transitioning from electric-driven to gas-fueled vehicles would have been subject to ALAM's influence and tyranny. Had Studebaker not had a freer market (thanks to Ford's challenging ALAM and his victory in court) to make this transition, only the rich might be driving Studebakers, not people like us. Salute the next Ford you meet on the street!



TECHNICAL TOPICS

The following Technical Topic, contributed by SDC Publications Director Larry Swanson, is taken from a column called *Odds 'N' Ends* written especially for SDC Editors by Pete Yeun, retired Newsletter Editor.

Tightening the Wheel Nuts

After you have changed tires or wheels on your car, you would need to tighten the nuts that hold the wheels.

Do not tighten them one after another in a circle, but tighten one, then go to the one that is opposite of it and so on until you get them all tightened securely. After you have done this once, go over the procedure again.

On the Studebakers, it is 75 to 80 foot pounds of torque that is used to tighten the nuts.

Claims are that if you tighten the nuts in a circle pattern, the wheels will come loose after you have driven for a time.

Regardless, it is a good idea to check the nuts for tightness after you have driven about 75 miles after the wheel change. If you have alloy wheels, the manufacturer specifies that be done.

If you happen to keep your car, including the wheels, nice and clean and one day you notice that there are rust streaks from the nut towards the tire on each wheel stud, take time to check if the nuts are loose and likely you will find that to be the case.

The Oil In Your Cars

Unlike the old days when the oil in the Studebaker would still be okay to use even if it was deemed to be a bit dirty, things have changed for the modern day car. There has to be a lot more attention paid to the oil nowadays for your new brand X vehicle to keep the oil clean and changed at the recommended intervals or else serious damage can result.

If a person is delaying the oil change after a specified time or usage, then he is practicing false economy. It is a case of pay now or pay a lot later on. Either way, it is going to cost money.

The bad part of the engine failing besides cost is that you will never know as to when it will happen.

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LOOKING FOR A PLACE TO VISIT?? WHY NOT CONSIDER THE STUDEBAKER NATIONAL MUSEUM?



Recipient of the 2013 Certificate of Excellence from
Tripadvisor

The Studebaker National Museum in South Bend IN has 120 vehicles in its collection. This includes the Studebaker "original collection" of 37 vehicles given to the city of South Bend in 1966 by the Studebaker Corporation. The Museum displays approximately 70 vehicles at any one time with 40 other vehicles kept in "visible storage" on the lower level in the museum. The collection features one-of-a-kind vehicles such as a 1956 Packard Predictor, a 1934 Bendix SWC and the fully restored prototype of the 1947 "Woody" wagon. It is also home to the presidential carriages of Grant, Harrison, Lincoln and McKinley.

Upcoming events include *Studebaker Cousins* June 28-October 19, 2014. This exhibit presents some of Studebaker's corporate relatives such as Packard, Pierce-Arrow, STP and Paxton.

(The information for the two preceding paragraphs was obtained from the Studebaker National Museum web site www.studebakermuseum.org.)

The North Georgia Chapter SDC has tickets for free admission to the Studebaker National Museum resulting from its support of the Museum's Adopt-A-Car program. The North Georgia Chapter has adopted a 1950 Studebaker for the past three years. These tickets are good through June 30, 2014 and are provided to North Georgia members two at a time on a first come, first serve basis. Contact President Ben Alspach at his e-mail address thealspachs@comcast.net if any member is interested.

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NORTH GEORGIA CHAPTER MARCH MEETING AT THE COFER COLLECTION



Stable of Thoroughbreds
Automobiles With A Pedigree
Tucker, GA

STUDEBAKER HAPPENINGS

NORTH GEORGIA CHAPTER MEETINGS

2014 MEETINGS

April 6, 2014: Loganville GA. Hosts: Bob Lytle & Marguerite Smith. 770-982-2503. Details on Page 11.

May 4, 2014: Buford GA. Hosts: Dale & Pat Jakupca. 678-628-6231.

June 1, 2014: Kennesaw GA. Hosts: Chuck & Cindy Lampman. 770-926-7142.

July 2014: Not Meeting

August 3, 2014: Fort Yargo State Park, Winder GA. Annual Chapter Picnic. Hosts: Billy & Charleen Carey. 770-867-2060. Cell 770-867-7186.

September 7, 2014: Woodstock GA. Hosts: John & Lisa Spang. 770-722-0931.

October 5, 2014: Cartersville GA. Hosts: Henry & Loretta Malin. 770-606-8785.

November 2, 2014: Lawrenceville GA. Host: Richard Knoblock. 678-376-0547.

December 7, 2014: Winder GA. Hosts: Dan & Barbara Miller 770-932-1615 and Wayne & Ann Lee 404-805-9404. Annual Christmas Party & Officer Elections.

MANY THANKS TO ANN LEE FOR PUTTING TOGETHER THE 2014 MEETING SCHEDULE!!

SOUTHEAST ZONE EVENTS

May 16-18 May, 2014: Townsend TN. Smoky Mountain Meet. Smoky Mountain Chapter SDC. Contact Joe Inman at 865-457-3002. Details on Page 12.

October 3-4, 2014: Nashville TN. 46th Southeast Zone Meet. Fiddler's Inn. Host Middle Tennessee Chapter SDC. Contact Paul Wallace at 931-359-5318.

October 31-November 2, 2014: Clearwater FL. 37th Annual Florida State Meet. Holiday Inn on Ulmerton Road. Host Central Florida Chapter SDC. Larry Good Meet Chairman.

SOUTHEAST ZONE EVENTS Continued

April 17-19, 2015: Mobile AL. 47th Southeast Zone Meet. Details to be announced.

OTHER STUDEBAKER EVENTS

June 30-July 5, 2014: Doreen DE. 50th International SDC Meet. Hosts Delmarva Peninsula Chapter SDC. Dover Downs Hotel & Casino. Reservations 800-711-5882 by May 9 for discount. Mark J. Henning Chairman. Go to www.DelMarVaSDC.org. Details on Page 13.

September 13, 2014: International Drive Your Studebaker Day.

August 16-22, 2015: Marilyn Heights MO. 51st International SDC Meet. Hosts Gateway Chapter SDC. HQ: Sheraton Westport.

2016: Warrick RI: 52nd International SDC Meet. Details to be announced.

NON-STUDEBAKER CAR EVENTS

March 29, 2014: Eatonton GA. Elks Lodge #2549 Car Show. 135 Industrial Blvd, Eatonton GA. Proceeds go to Veterans. Times 9:00 AM-3:00 PM For further information, contact Jack Shanks at 678-409-1109 or Rusty Stevens at 706-485-0709

April 20, 2014: 16th Annual Easter Parade at Avondale Estates GA; starts 1:30 PM. For information and RSVP contact Lamar Hart by April 14 at lamarhart@outlook.com.

April 26 & 27, 2014: Atlanta Motor Speedway. Atlanta Motorama. Auto Show, Car Corral, Swap plus much more. Go to web site www.atlantamotorama.com for more details.

May 16-18, 2014: Canton GA. Kaiser-Frazer and Orphans/Independents Meet. Details to be announced. For information, contact Frank Pudysz at pudysz@bellsouth.net or 678-350-1997 or Rick Kamen at aeroman@aol.com or 404-314-8910.

RETIRED OLD MEN EATING OUT (ROMEO): Marietta GA. Meets informally every Tuesday at 8:00 AM with their antique cars at the Marietta Diner on Cobb Parkway (Highway 41). Contact Ed Bellair at ejb@mindspring.com for information.

For a complete listing of cruise-ins in the southeast, go to the following web site: southeasternwheelsevents.com

**NORTH GEORGIA CHAPTER SDC
APRIL MEETING**

SUNDAY-APRIL 6, 2014-2:00 PM

HOSTS: BOB LYTLE AND MARGUERITE SMITH

770-982-2503



DIRECTIONS: From I-75, take Exit 259 for I-285 E towards Greenville. From I-285 E merge onto I-285 N. Take exit 39B for US 78 East to Snellville/Athens. Continue on US 78. (Athens Highway which becomes Atlanta Highway) until you reach Loganville GA and Journey's End Restaurant.

JOURNEY'S END RESTAURANT
All you can eat Buffet
\$12.95 + tax (Senior discount available)





THE STUDEBAKER DRIVERS CLUB SMOKY MOUNTAIN MEET
MAY 16-18, 2014 Hosted by the Smoky Mountain Chapter

MOTEL INFORMATION (mention "Studebaker")

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

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

RATE: FROM \$80.00 +TAX BEFORE APRIL 13, 2014

There are also Campgrounds in the area

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

SCHEDULE OF EVENTS:

FRIDAY, MAY 16

2 – 8 P.M. REGISTRATION/

SWAP MEET SET UP

6-7 P.M.: SUPPER

SATURDAY, MAY 17

8A.M.-5 P.M SHOW/SWAP MEET

12N-3P.M – JUDGING

6 P.M.: BANQUET & AWARDS AT CARRIAGE HOUSE

SUNDAY, MAY 18

(HEADING HOME)

NAME: _____

ADDRESS: _____

CITY _____ ST _____ ZIP _____

PHONE _____ EMAIL: _____

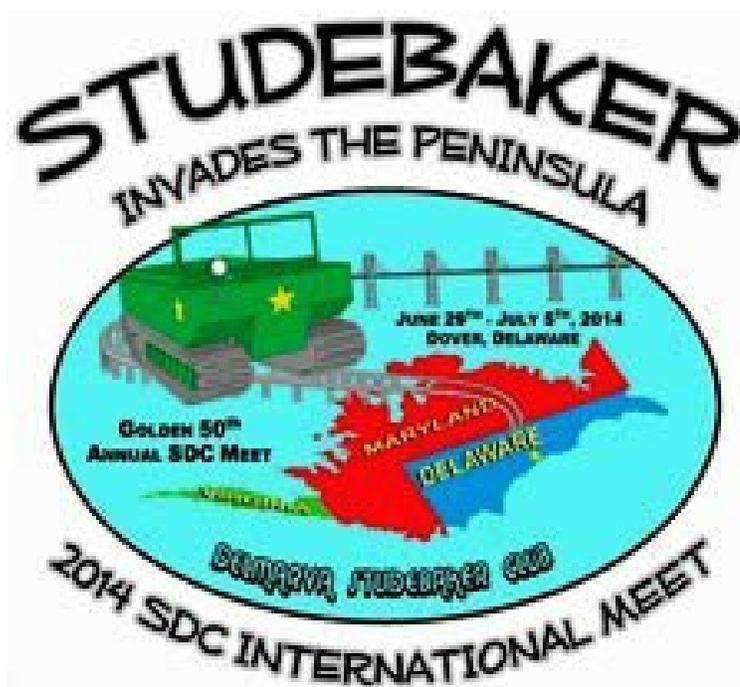
MODEL/YEAR(S) CAR(S) SHOWING _____

WATCH/MODEL/PEDAL CAR/TOY SHOWING: _____

| | |
|--|-----------------|
| GENERAL RESISTRATION: @\$15.00 (includes vendors) before April 19 | \$ _____ |
| <u>After April 19</u> @\$20.00 | \$ _____ |
| FIRST CAR @\$10.00 | \$ _____ |
| ADDITIONAL CARS @\$8.00 each | \$ _____ |
| WATCH/MODEL/PEDAL CAR/TOY @\$8.00 each | \$ _____ |
| BANQUET _____ X \$18.50 (INCLUDES MEAL, DRINK, TIP, & TAX) | \$ _____ |
| TOTAL | \$ _____ |

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

www.smokymountainstudebaker.org



DOVER DOWNS HOTEL & CASINO

1131 North Dupont Highway
Dover DE 19901
800-711-5882

www.doverdowns.com
Room Rate \$119.00

The host of the 50th Studebaker International Meet in 2014 is the DelMarVaSDC Peninsula Chapter SDC. This is the youngest, newest, and smallest Chapter in the SDC.

This meet offers a memorable experience with events, tours, and seminars never before available at an International Meet. Immediately following the SDC Awards Banquet on Friday, July 4, attendees will be treated to a private viewing of Capital City's Fourth of July fireworks.

Information is available at web site www.DelMarVaSDC.com . The Chapter can be contacted at e-mail DelMarVaSDC@comcast.net.

For complete details, go to www.studebakerdriversclub.com and access the 2014 SDC International Meet information in the left column of the home page.



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 SDC are not responsible for the accuracy and authenticity of the contents of the ad. The advertising party shall be solely responsible for the ad contents, although the newsletter editor reserves the right to reorganize ad contents, without changing facts, to best fit the space available..

VEHICLES FOR SALE

1953 Hardtop Starliner Commander. Manual shift. Red/cream. Great condition. "It was running when I parked it." Best offer. Contact Jim Estes. 678-595-4846. (MAR 2014)

1952 Studebaker Hardtop. Undergone careful restoration w/rebuilt V-8, new chrome, complete body. Needs paint. \$7000. Jeter Brock 850-623-8758. Milton Fl (MAR 2014)



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@etcmil.com. (MAR 2014)

1953 Studebaker Commander. 4-dr. 94000 original miles. Been in storage for 30 years. 6- volt, V8 with auto transmission. Needs complete restoration. Located between Canton GA and Cartersville GA. Asking \$1500. Contact Ronald McClendon. 770-710-2683. (MAR 2014)

1952 Studebaker 3/ 4 Ton Truck. Very straight metal. 245 engine. Needs everything. Contact George Rawls at 910-669-2976. (MAR 2014)

PARTS, VEHICLE FLOCKS, & 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. (MAR 2014)

OPTIMA BATTERIES: Refurbished Optima Batteries for sale with dual side or top posts. A *Special* deal in April: Buy a new Optima Battery for \$185 and recive a certificate for a free @110 2-amp Optima Charger or a certificate for 1/ 2 off a \$225 12-amp charger. Contact Steve Ashby at 770-662-6623. (APR 2014)

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 ¼ inch \$65. steering box \$75. Avanti master Cylinder \$75. 6-cylinder steering column \$60. 6-cylinder drive shaft \$65. 289 R2 Camshaft reground to 290 lift \$125. All parts sold "AS IS" condition. Shipping extra. Contact Lenny Majors at 770-286-8514. (MAR 2014)

3.07 Rear Axle Assembly. \$100. No braking plates. Contact Lenny Major at 770-286-8514. (MAR 2014)





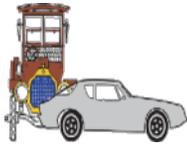
STUDEBAKER CORRAL



WANTED TO BUY

Aluminum Open Car Trailer: Prefer 22 ft but will consider other lengths. Contact Reggie Martin. At 678-488-5461. (APR 2014)

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 1st

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.

(MAR 2014) ###

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

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The additive to replace zinc, eliminated in modern motor oils but needed by older cars.

Contact Dan Miller.

770-932-1615

E-mail: alexmil@comcast.net



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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

**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) _____

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Street Address: _____

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