

JANUARY 2012

The Hillholder

North Georgia Chapter of The Studebaker Drivers Club

CHRISTMAS PARTY



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Commander's Comments

December 4, 2011

North Georgia Chapter Members:

What a nice Holiday Party we had today. We had over 50 folks present to enjoy the good food and good fellowship in a nice setting and although the clouds were threatening, we had no rain. Brenda and Hobo even arranged for a pianist to play holiday music for us. The celebration was all the better when we heard how the caterer told the Bodkins just last Tuesday that they would not be able to cater our party as they had committed to do last summer. With lots of concerted effort (and stress), the Bodkins made sure that our holiday party went well.

Please remember that due to New Year's Day falling on a Sunday, next month's meeting will be on the second Sunday (January 8). It will be hosted by Wayne and Terri Ziemer at a restaurant that they say has an item on the menu named after Studebaker. They got my interest up!

While we are talking about future meetings, I want to remind you that we have invited the Hudson Club to join us at our February meeting. Rick Kamen told us that at the Hudson meeting yesterday they challenged their members to bring so many Hudsons to the February meeting that the Hudsons would outnumber the Studebakers. I wanted to alert you to this so we can rise to the challenge and be sure we have more Studebakers than Hudson. As I understand it, both of our clubs have about the same size membership; however since Studebakers were made for almost a full decade after the end of Hudson production (and decades later in terms of Avantis) I am sure we would want to have a great turnout of our favorite brand.

Finally, on behalf of myself and my family, I want to wish each of you a joyous holiday season and a great 2012.

Alan Ziglin



1951 Studebaker versus 1952 Chevrolet

Part 2

As you may recall, in my last column, I was comparing my 1951 Studebaker Commander Starlight Coupe with a 1952 Chevrolet Bel Air that I “accidentally” bought. The engine and automatic transmissions were the main comparisons made.

To start the column this month, I want to point out one transmission-related item where the Chevy gets higher marks. Both cars have the gear pattern of P-N-D-L-R with reverse at the bottom. Obviously, it is very important that you not shift to reverse when you really are trying to get into low gear. On the Chevy you have to pull the stick rearward (up toward you) over a significant “step” making it unlikely you will put it in reverse when low gear is what you want. On my ’51 Studebaker there is no “step” at all, so it is very easy to pull it into reverse when you really wanted low gear. Score a point for the Chevy.

In the early 1950’s drivers were just getting used to automatic transmissions. One thing many did not like about the automatics was that they tended to creep forward at stop lights. Studebaker’s Hillholder technology kept manual transmission cars from rolling back when the driver tried to start off on a steep incline. Studebaker turned that technology into their anti-creep feature. Once a Studebaker with automatic transmission is stopped in gear and the brakes are applied, anti-creep keeps the brakes applied until the driver accelerates.

The brake pedals, themselves are different on these two automatic transmission cars. While it is true that on manual transmission cars, the brake and clutch pedals both have to be relatively small (narrow) so there is room for both pedals, this is not the case with automatics. When the automatic transmission ended the need for a clutch pedal, there was room for a double width brake pedal. Clearly a wider pedal is better and has become the standard. My Studebaker has the wide brake pedal, but the Chevy does not.

Before I leave the brake pedal conversation, I do need to acknowledge there is another side to the situation. When automatics first came into existence drivers had a tendency to reach for the clutch pedal when it was time for a shift of the gears. Thus, the presence of the wide brake pedal could result in hard braking at an inopportune moment if the driver, without thinking, tried to apply the (non-existent) clutch pedal. Because of this possibility some automakers, for a time, stayed with the smaller brake pedal. You could therefore argue that either the small or larger brake pedal was more appropriate in the early years of the 1950’s. My vote however is for the wider pedal on my Studebaker. Am I biased? Well, yes. If you remember back to the first part of this series, I warned you I would be.

Both of these cars have clocks. The one in my Studebaker is electrically wound. The Chevy has to be wound manually like an old watch. Obviously, not having to sit there and wind it daily, 80 or so strokes, is very nice. On the other hand, from a distance of 60 years, the manually wound clock still works. The electrically wound...not so much. Years ago, I went into the Studebaker clock, cleaned the points and got it running several times, but never for very long. Ultimately, I gave up. Still back when these cars were new, it was nice to have the car wind the clock automatically.

The ’52 Chevy has a two-piece front windshield. Bullet, my ’51 Studebaker has a one-piece windshield. Another point for the Studebaker.

In today’s terminology, I believe Studebaker’s outside door handles would be considered as ergonomically correct. That’s a fancy way of saying they were easy to use. You just grab the handle and pulled. On the Chevy you grab the handle, while pushing a button with your thumb. That may not seem like a big deal, but as our population ages, many people experience arthritic types of ailments and pushing the button with their thumb may not be all that comfortable or easy. Clearly, this was not an issue for automobile designers in the early 1950’s.

(continued next page)

When getting out of the Chevy you can lock the door by just pushing down the button at the bottom of the window and holding the button on the outside door handle in, while you close the door. On the Studebaker you have to use the key on the outside of the door to lock it. The Chevy door is easier to lock when leaving the car, but you can't lock your keys in the Studebaker. I would call this one a tie.

Many years ago there was a young woman who was my secretary. One day we were going to a meeting and when we got there, we got out and locked the car doors. This prompted her to tell me that when she was in high school her Dad bought her a car. As her father had told her, every time she parked the car, she put the key in the outside door lock and locked the door. A couple months later her boyfriend saw her locking the door and told her it would be much easier to just push the button down and close the door. She tried it and was amazed to see that what her boyfriend told her was true and much easier than what her father told her to do. Just a few days later, she had to call her father to come get her because she had locked her keys in the car. Her father never really liked that boyfriend who later became his son-in-law. Ultimately, that marriage did not last. Was it because of keys locked in cars? We'll never know.

I'll continue my comparison of these two cars next month. Meanwhile, please remember to...Throw out the clutch.



December 2011 Attendees

(with Studebakers, Avantis, and other pre-1980 makes)

| | | | |
|-----------------------------|----------------|-----------------------------|--------------------|
| Ben Alspach | | Enrique and Norma Hernandez | |
| Charlie and Hellen Attaway | | Buddy and Dot Hunt | |
| Ron and Connie Bergeron | 1988 Avanti | Rick Kamen | |
| Hobo and Brenda Bodkin | | Rich Knoblock | 1956 Sky Hawk |
| Edward Burris | | Wayne and Ann Lee | |
| Mike and Marsha Byrd | 1962 GT Hawk | Bob Lytle; Tammy Lytle | |
| Billy and Charleen Carey | 1957 Commander | (guest) | |
| Jim and Dotty Carto | 1963 Avanti | Peter McCaffrey | 1965 Chevy pickup |
| Chris Collins | | Lenny and Phyllis Major | 1962 Champ |
| Bill and Doris Cope | | Dan and Barbara Miller | 1959 Silver Hawk |
| Solon Couch | | Ray and Brenda Phillips; | |
| William and Charlotte Delli | | Lamar Phillips, Bridget | |
| Brenda Dodson (guest) | | Phillips (guests) | |
| Ray and Linda Downing | | Tim Taylor | 1956 Ford Mainline |
| Maureen Elliott; Matthew | | Wayne and Terry Ziemer | |
| Burnette, Jessica Shelton | | Alan and Rochelle Ziglin | 1952 Chevy Bel Air |
| (guests) | | Carl Ziglin | hardtop |
| Wendell H. Geiger | | | |

North Georgia Chapter, Studebaker Drivers Club
Meeting Minutes
December 4, 2011

- President Alan Ziglin called the meeting to order. Thank you to Hobo and Brenda Bodkin for all the extra effort in making the Christmas party a success. Along with great food catered by the Flying Machine Restaurant, we had musical accompaniment by pianist Brenda Dodson.
- We recognized December birthdays and anniversaries, and recalled those members we want to keep in our thoughts and prayers. We were glad to have Dot Hunt back with us, following her hip surgery and rehabilitation. After decorating their church for Christmas, Carol Nichols slipped and fell outside while she and Jim were getting ready to go home. Carol broke a bone in her left ankle, and will have it in a cast for 6-8 weeks. We also hear that Chuck Lampman is under the weather.
- Minutes of the November meeting as published in last month's *Hillholder* were approved by the members present today.
- Ed Burris mentioned that the SDC Board has been asked to provide the addresses of new SDC members to the nearest local chapter. This will assist the chapters in welcoming and recruiting new members.
- Wayne Lee reports that the Northeast Florida (Jacksonville) Chapter has signed up to host the 2012 Southeast Zone Meet. This will be a combination Zone Meet and Florida State Meet during the weekend of October 19-20. Location is the Hampton Inn in Jacksonville. We will provide additional details as they become available.
- Charlotte Delli presented the Treasurer's Report; a copy also will be in *The Hillholder*. We passed around a bucket for donations, and raised \$207 for the ALS Association.
- Bill Delli reminds us that membership dues are DUE. Please send your \$10 dues for 2012 to Bill or Charlotte by December 31st.
- The officer candidates for 2012 were presented. With no further nominations made, the nominations were closed, and a vote taken. By unanimous approval of the members present, the following are your officers for next year:
 - Alan Ziglin, President
 - Ben Alspach, Vice-President
 - Charlotte Delli, Treasurer
 - Barbara Miller, Membership Secretary
 - Terry Ziemer, Recording Secretary

In addition to these elected positions, Charlotte has agreed to be editor of *The Hillholder* next year. Thanks to all of you for serving the chapter in these roles.

- SDC National Museum Tickets: With the approval of the members present, Alan will give the tickets on a first-come, first served basis to whoever wants them. (As of December 5th, there are four tickets left).

(continued next page)

- We discussed the merits of placing the current issue of *The Hillholder* on the chapter website as soon as it is published, rather than with a month or two delay as is the current practice. The consensus is that providing timely information about meetings and other chapter news to potential new members is more important than the concern that some people will take advantage of seeing the newsletter for free.

Dan Miller proposed that *The Hillholder* be posted on the chapter website as soon as we distribute the publication to our members. Ed Burris seconded the motion and it passed unanimously.

- Rick Kamen says the Hudson Club members are really looking forward to our joint meeting in February.
- Next we drew for door prizes contributed by our hosts the Bodkins. Winners included: Charlie Attaway, Connie Bergeron, Edward Burris, Charleen Carey, Ray Downing, Norma Hernandez, Dot Hunt, Rick Kamen, Tammy Lytle, Lenny Major, Phyllis Major, Lamar Phillips, and Jessica Shelton.
- Lenny Major won the 50/50 drawing. Lenny contributed his \$64 share of the pot to the ALS donations, bringing the total raised for ALS to around \$300!
- Ben Alspach led the group in a round of applause for Chris Collins to thank him for his work as secretary and newsletter editor.
- Our next meeting will be Sunday January 8th (second Sunday of the month) at 2 PM. We will meet at Classic Pizza in Loganville. More details and directions will be in *The Hillholder*.

There being no further business, the meeting was adjourned. See you next year in Loganville.

Celebrations

Birthdays

| | | | |
|----------------|-------|-------------------|------|
| Loretta Malin | 12/1 | John Spang | 1/4 |
| Charleen Carey | 12/5 | Phyllis Major | 1/7 |
| Hobo Bodkin | 12/9 | Rick Kamen | 1/8 |
| Edward Burris | 12/11 | Frank Petru | 1/8 |
| Barbara Miller | 12/20 | Wendell H. Geiger | 1/13 |
| Alan Ziglin | 12/24 | Linda Soncrant | 1/14 |
| Ron Bergeron | 12/28 | Arlinda Martinez | 1/16 |
| | | Terry Ziemer | 1/16 |
| | | Mike Hopper | 1/25 |
| | | Marilyn Sullivan | 1/25 |

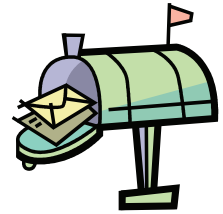
Anniversaries

| | |
|---------------------------|-------|
| Billy and Ina Greene | 12/22 |
| Vince T. and Stacy Geiger | 12/27 |
| Chuck and Cindy Lampman | 12/30 |
| Jim and Carol Nichols | 1/1 |
| Wayne and Terry Ziemer | 1/1 |
| Buddy and Dot Hunt | 1/6 |





The Mailbox



TO JIM AND DOTTY CARTO AND TO RICH KNOBLOCK,
WHO WON FIRST-PLACE AWARDS FOR THEIR CARS AT
THE FLORIDA STATE MEET.

Rick Kamen and Bill Tilden recently went on a junkyard run, and Rick says he noticed 3-4 Studebakers, all of them in the 1948-1952 range. They are VERY rough, but may have some useable parts left. Contact:

Mike's Relics
7211 U S Highway 27
Cataula, GA 31804
(just north of Columbus)
Mickey Matyas (the son and main contact)
mmatyas@charter.net
Facebook: mikesrelics@gmail.com
706-457-9540
706-663-9066



Chris: I found some model Studebakers at the Greater Baton Rouge Model Railroaders exhibits in Jackson, Louisiana. They have several buildings full of layouts, and several outside tracks (some with steam models).

Here is a link to their web site: <http://www.greaterbrrailroaders.com/>



Thomas Odom



Other Event Opportunities

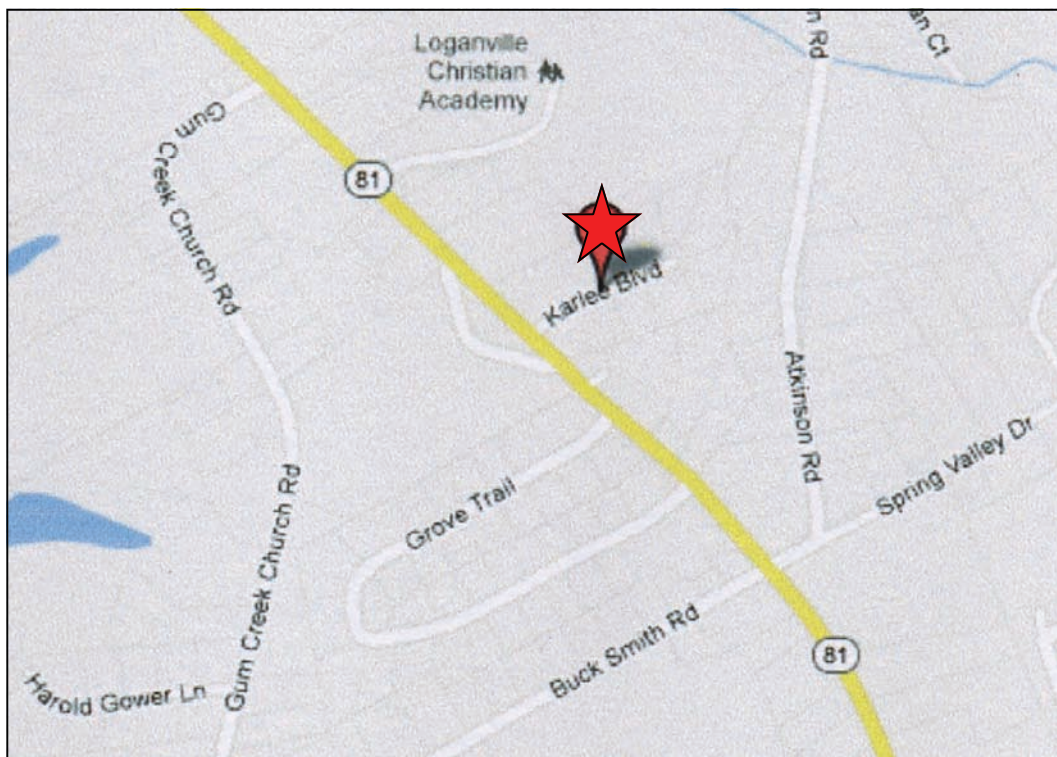
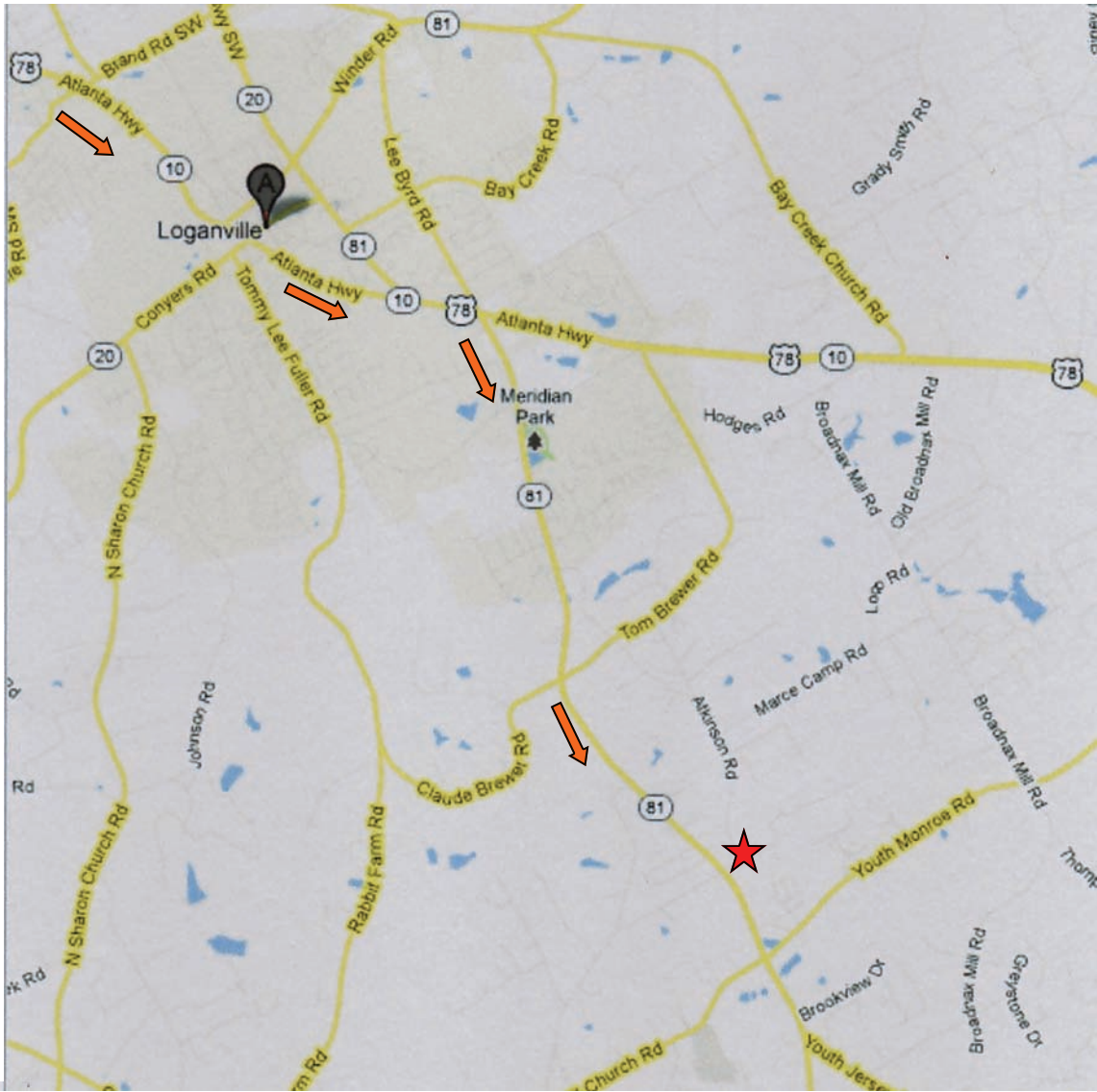
(Studebaker Club - sponsored events are in *Italics*.)

| DATE | PLACE | EVENT | DETAILS |
|--------------------------|--|--|--|
| December 31, 2011 | Helen, Georgia | Polar Bear Run XII | Flyer on page 11. |
| March 17, 2012 | Old Town Kissimmee, Florida (south of Orlando) | <i>Sunshine Chapter 8th annual Studebakers at Old Town Meet.</i> | Cars start parking on Main Street at 1pm. Drivers meeting at 3pm. The Cruise starts at 8:30pm. Studes will lead the cruise. No registration costs. Contact Angelo "Butch" Figurella, 561-793-4957, butchfig@bellsouth.com . Old Town info: www.myoldtownusa.com |
| July 29 - August 4, 2012 | South Bend, Indiana | <i>48th International Meet</i> | Hosted by Michiana Chapter. HQ: Marriott Downtown Hotel. Join us in celebrating 50 years of the Studebaker Drivers Club! Meet hotel is the Marriott, with activities at the Century Center, and Fairgrounds. Come to South Bend and enjoy a fun filled eventful week! FOR MORE INFORMATION: Chairmen: Michael Lepay mlepay@sbcglobal.net , Bob Henning rhenn15090@AOL.com , and Tom Curtis, tomnancurtis@aol.com . The official SDC Meet website is now online: www.sdcmeet.com |

THE JANUARY CHAPTER MEETING

- When:** Sunday January 8, 2012, 2 PM. Please note this is the second Sunday of the month.
- Where:** Classic Pizza Restaurant. 1006 Karlee Blvd #6, Loganville, GA 30052-9123. Restaurant phone number is 770.466.5355.
- Menu:** Pizza restaurant plus other foods. Great Wings! A very eclectic place with a vintage car theme; actually has a Studebaker Pizza! Plenty of space to park our cars.
- Directions:** From Atlanta: Take Hwy 78 to Loganville. Go right (south) on Hwy 81. There is a large Kroger shopping center and Maxie Price Chevrolet dealership at the 78/81 intersection. Go approx. 3 miles on Hwy 81; just past Loganville Christian Academy you will see the restaurant on the left in a small strip center.
- From I-20: Take Hwy 138 (Conyers). Go north to Hwy 81 (Walnut Grove). Go left 4.0 miles, and the restaurant will be on the right.
- From I-85: Take Hwy 53 exit south. Hwy 53 will merge into Hwy 81. Continue on Hwy 81 for 3 miles past the intersection with Hwy 78.

For additional info contact Wayne Ziemer, 706.255.5492, wziemer@bellsouth.net





POLAR BEAR RUN XII

SATURDAY, DECEMBER 31, 2011

DRIVE TO HELEN, GA ALPINE VILLAGE

LUNCH • SHOPPING • HOLIDAY DECORATIONS

NEW YEAR'S EVE PARTY! AT UNICOI STATE PARK LODGE

After the Drive, join us for a Great Evening of Fellowship and Revelry at Unicoi State Park, 2 miles North of Helen. The Party ends with a Polar Dip in Lake Unicoi on Sunday morning! The Lodge is waiving its usual 2-night minimum and is offering a discounted rate of \$79 (plus taxes) for the evening. Dinner will be at the Lodge's excellent Buffet; featuring Georgia Mountain Trout, London Broil, and Garlic Shrimp. Cost of the Buffet is \$13.95 per person and includes a soft drink. The Party begins after dinner with a cash bar and continues until we've welcomed in 2012!

**UNICOI LODGE RESERVATIONS:
800 • 573 • 9659**

ASK FOR POLAR BEAR GROUP SPECIAL ONE-NITE RATE
(Discount Reservations CANNOT be made Online)
<http://www.gastateparks.org/Unicoi>

SPECIAL RATE ONLY VALID THRU END OF NOVEMBER!



MEET: SATURDAY MORNING BEFORE 9 AM at the Olive Garden on GA 20, across from Mall of Georgia, I-85 Exit 115
Directions will be provided to all participants, so that each car can move along at its own pace - just enjoy the Tour!

ALL ARE WELCOME!

EVEN IF YOU CAN'T SPEND THE NIGHT, PLEASE JOIN OUR DRIVING TOUR

INFO: GeorgiaPolarBearRun@live.com

FACEBOOK: "Georgia Polar Bear Run"

George Forster / 770-845-4484

THE MARKETPLACE

Editor's Note: Ads will run in three issues of *The Hillholder*, with the final date shown at the end of each listing. To renew your ad beyond the initial run, please contact me and I will extend it for another three months. To submit or change your ad, see the contact information on the last page. Classified ad submissions are shared between *The Hillholder* and the SDC North Georgia Chapter website. The accuracy of listings is the responsibility of the advertising party, who should contact the editor if corrections are needed.

Photos: We can include a photo with your ad. If you have one item (vehicle for sale, part for sale, etc.) you may include one photo. If you have three or more items listed, the limit is three pictures total. This is to keep the classifieds section of the newsletter at a reasonable length. If you have additional photos, you can mention in your ad text that you will make them available to interested parties. You can also include the web address of the online photo sharing site (such as Photobucket) to which you have loaded more pictures.

FOR SALE:

CARS AND TRUCKS

Editor's Note: Dave Williams is someone who Alan Ziglin knows from attending cruise-ins. He went to Illinois to test drive a 1927 Studebaker, but because of other circumstances was not able to buy the car. He shares this information in case anyone in our chapter might have an interest in the vehicle.

1927 Studebaker. Here is the web site where I had found the 1927. The contact is Phil Kohl in Darien Illinois, telephone 630-789-3388. I took a few photos of my own and Phil said he had a lot more that were posted on this site. The car has a new top as of October 2011, so the damage in the web site photo is gone. It does need a clutch, although is very drivable now and I have driven the car.

<http://www.tinyurl.com/60JFJDW>

Feel free to have anyone interested give me a call.

Dave Williams, 770-396-3311. (1/2012)



1950 Champion Business Coupe. Fully restored custom with 350 engine, 350 turbo trans., 3.73 rear. All new interior, new paint; too much to list. Located in Cartersville, Georgia. \$25,000. Contact Henry Malin, 770.606.8785, or email: hmalin1@bellsouth.net. (1/2012)

1952 Land Cruiser. Light gray, V-8/automatic. Overall fair condition; needs interior and paint work, has a little rust at front fender. \$2,000. Contact Ray Phillips, Royston, GA. 706.245.6440, or email: stude35@webtv.net. (1/2012)

1955 Champion 2 door hard top. Most of the rust has been cut out of the main body. Front end is rough with rust. 6-cylinder, does not run.

The other one I think is a **52 2 door hard top**. V-8, rough. Has dent in roof over the driver's side; looks like a small tree or something like that fell over it.

I live in McBean Georgia. Would like to sell them to someone that can use the parts or even try to rebuild them. The 55 would be the one to build. You can contact me by my home phone: 706-554-4993. I could send you pictures by my cell phone if need be. Thank you, Tom Edmonds (1/2012)



1956 Flight Hawk. Replaced engine with 3.8L GM, replaced transmission and installed cooler system. New paint & tires, exhaust system, power rack and pinion steering, new complete power brakes with front discs, new interior, tilt & telescope steering wheel, new air conditioning, electric trunk lock. Excellent condition; originally a Texas car with no rust. \$15,000 O.B.O. Can email additional photos upon request. For more information, please contact Enrique (Henry) Hernandez, telephone 770.645.1867, email: normahenry@gmail.com. (1/2012)



1963 GT Hawk. Located in Cartersville, Georgia. \$18,000. For information, contact Henry Malin, 770.606.8785, or e-mail: hmalin1@bellsouth.net. (1/2012)



1964 GT Hawk. V8 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 dated receipts, totaling approximately \$3000.00, for previous, major, engine performance enhancements, as well as other repairs. Current odometer reading is **134,067** miles. Interior is original and in great condition. Exterior needs refinishing; currently, it maybe 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: \$12,600), 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!! **PRICE \$9,500 FIRM.** See to appreciate. Don't pass up this opportunity to own one of Studebaker's very limited U.S. production cars: **1964 GT Hawk U.S. sales: 1,484.** For more detailed information, contact Dan Miller: 770-932-1615, or email: alexmil@comcast.net (2/2012)

PARTS AND VEHICLE FLOCKS



Avanti Body Lift For Sale Custom fabrication - specific to Studebaker Avanti only. Bolts together for easy assembly and dismantling. Designed for overhead lifting - allows free working area under the body - an absolute "must" to replace hog troughs properly. Prevents any body flex or deflection while removed, so as to minimize any chance of body cracking. Light weight, yet super-strong.

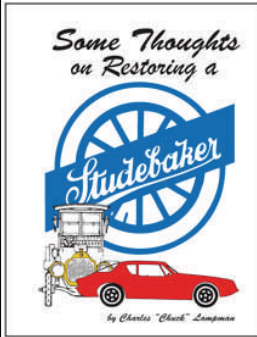
Requires a shop lift OR fork lift for the actual lifting; this is a custom made "jig" that facilitates the job. Custom design, fabrication, materials cost was \$1,400. You can buy this for \$850 cash and carry. Prefer local purchase; however I can ship it if necessary. Call Gary at 770.856.7931 from 8:00 AM - 8:00 PM eastern time. (1/2012)

Studebaker Parts for sale. Both new and used; I can offer these for less than the out-of-town dealers. I also stock 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. (1/2012)

Free to a good home: Home-built trailer hitch for Lark-type Studebakers. I travel for a living, so I am only home Noon until 6 PM on Monday, Thursday, and Saturday, and all day on Tuesday; please call only during these hours. Jim Fisher, 770.928.7841. (1/2012)



STUDEBAKER MEDIA



This is a 99 page book based on the articles of the same name that appeared in *Turning Wheels* in the early 1990s 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'll need to do a restoration, and will provide a framework to help you structure your project.

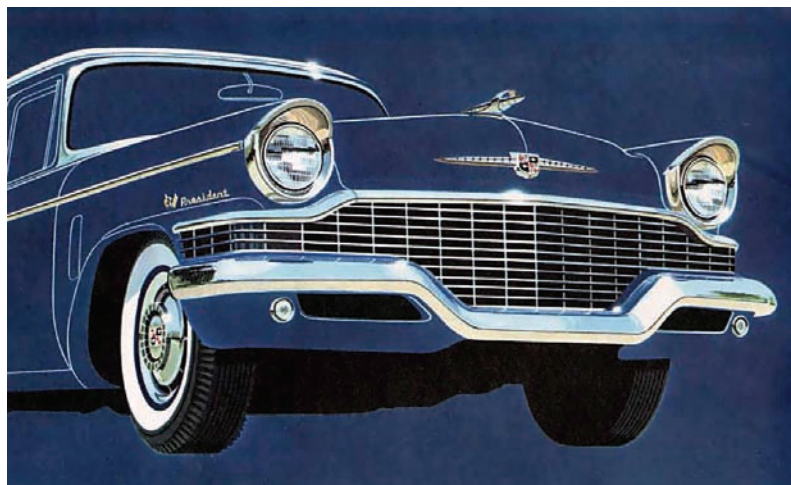
There are several chapters of Studebaker-specific advice. In the chapter devoted to engine rebuilding, I've tried to describe a step-by-step process that anybody can follow, and I've tried to include tips I've picked up in building 60+ engines. I've received many compliments on the engine chapter, and 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 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 (\$4 USD for Canadian orders). For Australia and Europe, shipping is \$12, total \$34.50 USD paid by PayPal only.

The easiest way to purchase (and the only way if you are in Australia or 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 Ct.
Kennesaw, GA. 30144-2293

If mailing payment, please email me to notify me that the check is coming so I can set one aside for you, or get some more printed. (I try not to keep too big an inventory because they are expensive to stock.) (1/2012)



MEMBERSHIP FORM -

NORTH GEORGIA CHAPTER

To join our chapter, complete this form and send with your \$10.00 (\$5.00 if joining after July 1st) check or money order in US funds to:

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 us.

National Membership Number: _____
(from cover of *Turning Wheels*)

Date: _____

Name: _____

Your Birthday (Month, Day): _____

Spouse or Companion: _____

Their Birthday (Month, Day): _____

Wedding Anniversary (Month, Day): _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Studebakers you own (Year, Make & Model):

MEMBERSHIP FORM

NATIONAL SDC

New Members-First Year Only - \$24.00

Dues: US & CANADA Periodicals class mail - \$31.00

US & CANADA-1st class mail - \$60.00

Young Adult (to age 22) - \$24.00

To join SDC, complete this application and send with check or money order in US funds to the following:

The Studebaker Drivers Club, Inc

PO Box 1715, Maple Grove, MN 55311-6715

Or use VISA or MasterCard and call toll free

763.420.7829 or fax 763.420.7849

Call or write with change of address. **DO NOT SEND ADS** with your membership. Ads must be sent to *Turning Wheels* editor.

Name: _____

Spouse or companion: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

[] VISA [] MasterCard No: _____

Expiration: _____

Studebakers Owned (Year, Make & Model):

North Georgia Chapter of The Studebaker Drivers Club

President: Alan Ziglin 770.399.0694; AlanZSDC@gmail.com

Vice President: Ben Alspach 770.693.7269; thealspachs@comcast.net

Webmaster: Chuck Lampman 770.926.7142; chuck@lampman.com

Chapter Website: <http://www.studebakerclubs.com/NorthGeorgia>

Secretary: Terry Ziemer 706.255.5492; wziermer@bellsouth.net

Treasurer: Charlotte Delli 770.547.4871; Calh407@comcast.net

Membership Secretary: Barbara Miller 770.932.1615; alexmil@comcast.net

Photo Contributors in this issue include: Thomas Odom

The Hillholder is the official publication of The North Georgia Chapter of The Studebaker Drivers Club.

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