

THE HILLHOLDER

The official newsletter of the North Georgia Chapter Studebaker Drivers Club



STUDEBAKER SPOTLIGHT THE 1953-54 COMMANDER STARLIGHT COUPE

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Featured this month is the Studebaker owned by Terry and Wayne Ziemer--the 1953 Commander Starlight Coupe. This Studebaker is the V-8 version of the Loewy Coupe design.

Quality, or lack thereof, was this model's downfall. With its beautifully trimmed interior and flashy body design, the 1953-54 Coupe could have been the shining star of the Studebaker line for these years. But, in its haste to get the car into production, assembly suffered



Studebaker also miscalculated when it made the decision to focus on sedans and wagons at the expense of the Coupe.

The wheelbase of the 1953-54 Commander Starlight Coupe is 120.5 inches. Its length is 201.9 inches with a weight of 3049 to 3175 pounds. The price of a new Coupe ranged from \$2213.00 to \$2500.00. In 1953, 20,859 Coupes were produced. In 1954, production dropped to 6019 cars. Studebaker's problems with the Coupe caught up with them.

The 1953-54 Coupe's many attributes--its distinctive and sporty styling, stellar performance and reasonable price--should have made it a star. But, the problems with rust, poorly performing brakes and poor construction quality outweighed the positives. Also, Studebaker sold the Champion models at a slightly lower price, which made it more difficult for the Coupe to compete.

Today, the 1953-54 Commander Starlight Coupe commands much greater appreciation. When the car was recently displayed, such comments as "The car was a sleek spaceship compared to almost any other 1953 vehicle except maybe the 1953 Corvette. The Starlight Coupe is gorgeous and Robert Loewy was a design genius." or "I think this car is the most beautiful ever built. I've owned two '55 T-birds...close contenders...but your Stude has them beat. I would love to own one of these." were common. That says it all. (Quotes reprinted from the sfgate.com website)#

GAME ON!

The Hudson Club has issued a challenge for the joint February meeting. They have proclaimed that they will have more Hudsons than Studebakers at the meeting. Drive 'em, tow 'em or even bring them on a trailer; but bring your Studebakers to the February meeting. Make sure Studebakers rule!

COMMANDER'S CALL...

January 8, 2012

North Georgia Members:

The rain did not stop us from having another great turnout today. We have over three dozen attendees and a half dozen or more South Bend related vehicles. Wayne and Terry Ziemer found a quaint pizza restaurant called Classic Pizza Restaurant located in Loganville, GA. The restaurant had an old car theme, and I can now say that I have eaten (and enjoyed) a "Studebaker Pizza."

Next month we will meet at the City of Chamblee Community Building located at 1496 Keswick Drive, Chamblee, GA 30341-2629. Please note that we will meet on **Saturday** February 4 and will start at **1:00 PM**. This will be a pot-luck meeting. Attendees are asked to bring a dish to share. If possible, please arrive early as we plan to eat promptly at 1:00 PM. Also, we have invited the Hudson Club to join us and they are trying to see if they can have a larger turnout of Hudsons than Studebakers. Our two Chapters are about the same size so we need to do our best to get as many Studebakers there as possible. However, if you can't arrive in a Studebaker, it is far more important to have you there! Remember it's the people that make our organization what it is. #

EDITOR NOTE(S): The new journey for The Hillholder has started. It may be a little bumpy for awhile, but it will get better as time goes on.

I am still learning the nuances of the new printing software and the graphics are giving me a challenge. But, I firmly believe that an old dog can learn new tricks and I am determined to master it.

The software did win the first battle when it sent eight pages of work into oblivion and neither the software expert nor I could recapture it. On the bright side, I was able to make some things better when I did the re-do,

Please bear with me as we make this journey to success together. Don't be shy. Any thoughts you have and articles to share will be greatly appreciated.

The most important thing that I want to say is "Thank you, Chris (Collins), for the wonderful, award-winning newsletter that you have provided over the years for the North Georgia Chapter."

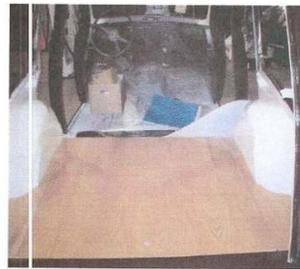
I join all of the members in expressing our gratitude for a job well done! #



THE CLOCK IS TICKING
2012 dues are now due.
Please send \$10.00 per household to Barbara Miller, Membership Secretary

THE WOODY IS BACK

By Bob Henning (Contributed by Charlie Atsaway)



Continued on Page 3.

(WOODY....(Continued from Page 2.)

The Woody is back in Indiana! Many of you have followed the progress of the Woody over the years. It has been the subject of many articles in Turning Wheels. I had the opportunity to take a few pictures of the Woody as it begins to be put together. I thought I would share them with you officers and newsletter editors in case you wanted to publish them in your upcoming newsletters or share them on email. This vehicle was recently painted by Eric Lavine from Npanee Indiana, and the pictures of the finish on the car doesn't do it justice. It is a beautiful paint job. The restoration of the Woody is on schedule and will be ready for the International Meet held in South Bend. The Board is working on the allocation of the final amount from the Restoration Fund to finish this project. I will keep you updated on this progress.

UPDATE FROM BOB HENNING: Results of Woody Vote: I wanted to share with you the results of the Board vote for the final dispersal of money from the Restoration Fund for the completion of the Woody. (See *below*.) The parts arrived and were sorted for the final assembly of the Woody earlier this week, and I am told that it is on schedule for completion with its unveiling at the 2012 International Meet in South Bend. I think we all are excited to see the vehicle when it is done, and if the final product is anything like it is right now, it will be quite an attention getter. When I get some pictures (with captions) of the progress I will pass them along.

Result of vote provided by Nita Ketchum, SDC Secretary: The Board voted to give \$14,000.00 for the final completion of the 1947 Woody project on January 4, 2012. The vote 13 "yes" votes and 2 "no" votes. #

(Continued from January 2012 edition of The Hillholder.)

1951 STUDEBAKER VERSUS 1952 CHEVROLET PART 3

By Alan Ziglin

*NOTE: Before going into my next installment comparing my early '50's Studebaker and Chevrolet. I want to share some feedback I received from one of our chapter members, Ray Phillips, about my article last month. Ray said that Studebaker **does** have a safety to keep from destroying the transmission if you are moving forward above 5 miles per hour and accidentally pull the indicator down into Reverse. He says the transmission is made such that in that case, it simply puts itself automatically into Neutral. I intend to take Ray's word for it and I specifically do **not** plan to conduct a test using my '51 Studebaker.*

This month I'll continue my comparison between my 1951 Studebaker and my recently acquired 1952 Chevrolet by looking at the rear seat armrest. As they did in many model years, Studebaker built a nice large back seat armrest. Inside each is a cavernous storage compartment. The Chevy has no storage in its armrests.

Some time back, in the span of only a few weeks, two different men stopped me when they saw me driving my '51 Studie and both of them said the same thing. They said that back in their youth they had a Starlight Coupe and that they used the rear seat armrest storage area to fill with ice and a 6-pack of beer. They both said neither police officers nor their parents would think to look there.

Studebaker considered the Starlight Coupe to be a five passenger car, but that was with three in the front and two in the back seat. I am not sure how many Chevy thought would fit in the back seat, but if they thought it would accommodate three, they would have to be very small people or very friendly ones!

The ignition switch is an area where these two cars are both similar and different. The similarity is that in neither car does the ignition switch include the activation of the starter. In both cars you turn the key to the "on" position and then you engage the starter separately. On my Studebaker, you pull a "T" handle to engage the starter. On the Chevy, you push a button on the dashboard.

One might wonder why Studebaker did not use a pushbutton also. The reason is that in this era, their manual shift cars had a safety feature of putting the starter button under the clutch pedal. Thus, in order to start the manual transmission car, you had to depress the ...Continued on Page 4.

(Continued from Page 3...)

clutch pedal. Thus in order to start the manual transmission car, you had to depress the clutch; and, therefore, the driver could not accidentally start the car while it was in gear. In my opinion, that was a creative idea. It did, however, create a problem when Studebaker began offering an automatic transmission. There was no clutch pedal to put the starter button under! To address the problem, they used a "T" handle under the dash to the left of the steering column. This was the place where the "T" handle used to be located for engaging the overdrive feature on manual transmission cars. The automatic transmission cars had no need to engage overdrive so Studebaker had "T" handles made that said "start" instead of "overdrive."

The two cars differ in terms of what position you turn the key in order to start the car. For the Studebaker, the key switch position is what would be considered normal today. It has three positions: Put in the key and move it to the left and it is in the accessory position; turn it to the middle (straight up and down) position and it is locked and in the position to take the key out; turn it to the right and you are ready to start the car. This is not true for the Chevy. The middle (straight up and down) position is the **only** position in which the car will start. Yes, you are hearing this from the voice of experience! Turn the key on the Chevy to the left and the ignition is off and locked. Take out the key and the car cannot be started. Put the key in, turn it one click to the right (the straight up and down position) and you are ready to start the engine. Turn the key to the position to the right of that and the ignition is off. If you leave it in the far right position, you can remove the key and subsequently start the car without a key. You can simply turn the switch from the right position back left to the upright position to start the car. In the early to mid -1950's, General Motors made a big point of this selling feature. You did not need a key to operate your car. Of course, neither did a thief! Somewhere along the line GM dropped this feature. However, long before they dropped it, they went to the more traditional arrangement of having the "start" position on the right and not in the middle. I will begrudgingly call this one a tie since you can argue on the side of convenience or safety. However, Studebaker was in step with what would become the future standard.

I'll end this month's comparison with a few aspects where I believe the Chevy wins. It has hydraulic lifters instead of the solid lifters on my Studebaker. Solid lifters may have an advantage in some applications, but it seems hydraulic has become the standard of the industry.

The Chevy was available in a number of 2-tone color combinations while Studebaker did not offer that feature in their catalogues. I have to say the 2-tone combination on the '52 Chevy looks very nice.

Ease of opening the hood and trunk is a win for the Chevy. Both the hood and trunk have springs to make opening easier and the hood stays up without the hood prop that the Studebaker requires.

While the trunk lid of the Chevy goes up more easily, I can completely close the trunk on the Studebaker and have it latched shut without locking it. On the Chevy, if the trunk is latched, it is locked closed. I find it convenient to be able to latch the trunk without having to lock it. However, others might say it is a safety feature to not be able to leave the trunk closed but not locked. We'll call this one a tie.

The Chevy has a feature I had never heard of before. The first time I filled the tank, I noticed there was a whistling sound. I assumed that it was due to the fact that when the car was manufactured we did not have the gas nozzles like we do today with the top part that forms a sort of seal around the filler neck and the gas spout. However, when I read the owner's manual...yes, I read the owner's manual to every car I buy...it noted that the filler neck makes a whistling sound when the tank is almost full and can only take about one more gallon of gasoline. In the era before gas pumps automatically cut off, having the whistle sound to let you know the tank was nearly full would have been very helpful. The question this raises is...when did gas pumps with automatic cut offs come into use? If you know, please share that information with me and I'll pass it along in a future column.

That's enough for this month. Next month I will conclude this series of articles comparing these two cars.

Until next time please remember to...Throw out the clutch. #

I JUST WANTED TO THANK THE MEMBERSHIP FOR THE DONATION TO TOM'S SCOOTERBAKERS FOR ALS ASSOCIATION OF GEORGIA. I RECEIVED THE NOTIFICATION TODAY AND WITH THIS CONTRIBUTION, I AM JUST \$50 SHY OF MY GOAL! I'LL GO ON LATER TODAY TO START MY 2012 CHARITABLE DONATIONS NOW. AGAIN, PLEASE LET EVERYONE KNOW HOW MUCH THEIR SUPPORT, LOVE AND FRIENDSHIP MEANS TO ME, NOT ONLY SINCE TOM'S ILLNESS AND PASSING BUT PRIOR TO HIS DIAGNOSIS. NORTH GEORGIA SDC IS THE BEST!!!

LOVE YOU GUYS,
MAUREEN

TASTY TREATS NO FAIL FUDGE

INGREDIENTS

4 1/2 cups white granulated sugar
2 sticks salted butter (No substitutions)
1 12 oz. can Carnation Evaporated Milk
2 12 oz. package milk chocolate bits
1 tsp real vanilla

In a heavy 3-quart saucepan, mix the sugar, butter and milk. Stirring constantly, over medium heat, cook until the mixture comes to a full boil.

Still stirring constantly, let the mixture boil exactly 6 minutes. (This step will make the difference between failure and success.)

Remove from heat and stir in milk chocolate bits and vanilla. Continue stirring until the chocolate is completely melted.

Pour mixture into a buttered 13 by 9 inch glass baking dish.

When mixture starts to firm up, score the top. Fudge should be firm when completely cool.

Keep fudge stored in a covered airtight container.

Do not refrigerate. #

SPEEDSTER SHINES

By Carolyn Sikes

I thought you would like some information on the Oceans and Autos event that our 1955 Studebaker Speedster was invited to attend in the Ballroom of the Atlanta Aquarium. It was a truly amazing event with Duesenbergs, an Auburn Boat Tail Speedster, the "Phantom of the Fox"—Mr. Joe Patten who has lived at the Fox for many, many years—with his all original 1951 (I think) Cadillac and some amazing and rare classic cars. There also were some very expensive new sport cars such as a new Lamborghini, Nissan, Lexus, etc. The crown jewel was the 1961 Concept Mako Shark Corvette that GM sent from Detroit. They also sent a new supercharged Corvette that produces 600 HP.

Our 1955 Studebaker Speedster was very well received. It held its head high and held its own. A gentleman handed me a card and said that he had filmed my Speedster and it would be on the website. I was quite surprised the next day when I checked it out. Of all those magnificent cars, he featured the Mako Shark Corvette and my Studebaker Speedster. The film of the Speedster is beautiful with beautiful music in the background. (Check it out at the following website americanwheelsevents.com under "Southeast Wheel Events" then videos.)

It was a great event and the people really seemed to enjoy the cars. We were very honored to have been invited to represent our wonderful Studebakers. #



**NORTH GEORGIA CHAPTER SDC
Minutes
Sunday, January 8, 2012
Classic Pizza, Loganville Georgia**

President Alan Ziglin called the meeting to order at 3:00 pm. He thanked Wayne and Terry Ziemer for hosting the meeting.

No new members or guests were in attendance.

Sign-in Sheet was passed around.

Charleen Carey motioned, Chuck Lampman seconded, to approve the December minutes as published in The Hillholder. Motioned passed.

Alan congratulated those with January birthdays/anniversaries.

Alan spoke of those to keep in our thoughts and prayers: the Sikes (grandson' accident; Bill Cope (passing of his sister); passing of a former member, David Carlston.

Announcements

1. Alan explained his thoughts on a procedure for cancelling meetings due to inclement weather (attached). Members expressed other ideas. Alan will follow the plan he explained until others have further information (automated phone tree, email, website).

2. The July and August meetings will be combined and held July 14 at Bethlehem First United Methodist Church and not at For Yargo. Details to come in The Hillholder.

3. There will be 11 newsletters published in 2012 since we will have a *combined July/August* meeting due to the date of the International Meet .

Reports

1. Edward Burris --National Board. Many issues being discussed by the Board concerning financial matters, including the money allocated for the Woody Wagon restoration, membership expenditures by Tom Curtis, and immediate accounting reports. Edward is running for the Board.

2. Wayne Lee--Zone Coordinator. Absent.

3. John Hollier--Regional Manager. Absent.

4. Ben Alspach--Vice -President. No report.

5. Charlotte Delli--Treasurer. Balance on hand 11/30/2011 was \$4832.01. Balance on hand 12/31/2011 was \$5110.25. Full Report in the February The Hillholder.

6. Barbara Miller--Membership Secretary. Less than half of the members have paid their 2012 dues.

7. Terry Ziemer--Recording Secretary. No report.

8. Charlotte Delli--Editor. Remember to send information.

Olde Business:

1. The tickets for the Studebaker Museum are gone. They were requested by the Majors, Carto's, Attaways, Delli's and Ziglins.

Next meeting is Saturday, February 4 at 1:00 pm at the City of Chamblee Community Building. Details will be in The Hillholder. Lunch is a covered dish. The meeting will be hosted by the Ziglins. The Hudson Club has been invited to join us and they are bringing their cars so let's have a big Studebaker turnout.

Motion to adjourn passed. Meeting adjourned at 3:35 pm.

Door prizes were won by Barbara Miller, Alan Ziglin and Dot Hunt.

Charlotte Delli won 50/50.

Submitted by

Terry Ziemer, Recording Secretary

Treasurer's Report North Georgia Chapter SDC	
1 December 2011	
Beginning Balance	\$4832.01
Deposits	1317.00
50/50	65.00
Dues	220.00
ALS	298.00
Christmas Dinner	714.00
Badges	20.00
Withdrawals	(1038.76)
Jan Newsletter	26.76
Christmas Dinner	714.00
ALS Donation	298.00
31 December 2011	
Ending Balance	\$5110.25

JANUARY MEETING
LIST OF ATTENDEES

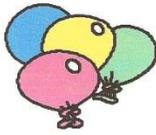
Ben and Janet Alspach		Richard Koblock	
Charlie and Hellen Attaway		Chuck Lampman	
Hobo and Brenda Bodkin		Jim Loftin	
Edward Burris		Bob Lytle	
Mike and Marsha Byrd	1962 GT Hawk	Lenny and Phyllis Major	1962 Champ
Billy and Charleen Carey	1957 Commander	Pete McCaffrey	
Jim Carto		Dan and Barbara Miller	
Bill and Doris Cope		Marvin and Carolyn Sikes	1963 Avanti
Solon Couch, Jr.		Wayne and Terry Ziemer	1953 Commander
Bill and Charlotte Delli		Alan and Rochelle Ziglin	1951 Starlight
Jim and Linda Fisher			
Wendell Geiger			
Buddy and Dot Hunt			

ANOTHER ANECDOTE FOR ALAN

I was helping Charlotte by proofreading articles in The Hillholder when I read Alan Ziglin's article on Page 3. I thought he'd find the following interesting.: In 1959, my neighbor bought his teenage son a 1951 Studebaker. His son did not like the Studebaker. Hoping to tear it up so his father would buy him a Chevy, the son would drive the Studebaker down country roads at very high speeds (70 mph+) and slam the transmission into Reverse. He did this many times. To his chagrin, the transmission never tore up. He drove the Studebaker for two years and it never broke down no matter how hard he abused it.

Bill Delli

HAPPY
VALENTINES
DAY



CELEBRATIONS

BIRTHDAYS

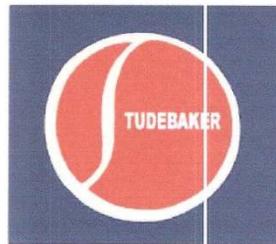
Pete McCaffrey 2/1
Solon Couch, Jr. 2/2
David Stone 2/6
Melvin Bohannon 2/8
Stacy Geiger 2/1
Norma Hernandez 2/15
Linda Downing 2/16
E.C. Henley 2/19
Lisa Spang 2/19
Wayne Lee 2/20
Jerry Forrester 2/21
Cathy Ensley 2/23

BIRTHDAYS

Edwin Rhodee 2/23
Richard Knoblock 2/24
Wayne Ziemer 2/25
Dave Clackum 2/28

ANNIVERSARIES

Ron & Marilyn Sullivan 2/18



AN UPDATE ON CAROL NICHOLS: An update on Carol's ankles situation many of you have inquired about. She broke it in a fall back on December 3rd at church on a handicap ramp would you believe? She has worn an inflatable splint/cast since then 24/7. Today I took her to the Orthopedist and he again x-rayed the ankle and decided to keep her in it for another 4 weeks 24/7. If all is well after that, she will then be in an elastic type support and will be going to therapy for however long he decides. He is pretty confident surgery will not be a concern but that will depend upon her continued progress with the healing, which is not a 100% assured thing in anyone's case. So keep step and a half in your prayers. Thanks for your concern. Jim, the nurse, cook, laundry, house cleaner, chauffer, and other domestic duties specialist. Well, as I vaguely recall a lifetime ago (53 years) I said something about thru sickness and health during a ceremony.

EVENT SCHEDULE

NORTH GEORGIA CHAPTER MEETINGS	FUTURE ST JDERBAKER EVENTS
<p>March 3, 2010: Oxford GA. Hosts Charlie and Hellen Attaway. 770-4900-7500.</p>	<p>March 1-3, 2012: York PA. keystone Chapter Regional Swap Meet. York Fairgrounds.</p>
<p>April 7, 2012: Blueridge GA. Hosts Jim and Carol Nichols. 706-492-9920.</p>	<p>March 17, 2012: Kissimmee FL. Sunshine Chapter 8th Annual Studebakers at Old Town Meet. Cars start parking on Main St. at 1:00 PM. No registration fees. Contact Angelo "Butch" Figurella. 561-793-4957. E-mail: butchfig@bellsouth.com.</p>
<p>May 6, 2012: Duluth GA. Hosts Marvin and Carolyn Sikes. 770-729-8219.</p>	<p>July 29-August 4, 2012: South Bend IN. 48th International SDC Meet. Hosted by the Michiana Chapter. The official Meet website is www.sdcmeet.com.</p>
<p>June 3, 2012: Cartersville GA. Hosts Henry and Loretta Malin. 770-606-8785.</p>	<p>September 8, 2012: International Drive Your Studebaker Day.</p>
<p>July 14, 2012: Bethlehem GA. Annual Picnic. Hosts Billy and Charleen Carey, 770-867-7166.</p>	<p>June 29-July 6, 2013: Colorado Springs CO. 49th International SDC Meet</p>
<p>August 2012: No Meeting</p>	<p>June 28-July 5, 2014: Doreen DE. 50th International SDC Meet.</p>
<p>September 9, 2012: Lindal GA. Hosts David and Sharon Stone. 803-840-0898.</p>	<p>August 16-22, 2015: Marilyn Heights MO. 51st International SDC Meet.</p>
<p>October 7, 2012: Lawrenceville GA. Host Richard Knoblock. 250-498-3728.</p>	<p>*More details for these events will be posted in the Hillholder as they become available.</p>
<p>November 4, 2012: Loganville GA. Hosts Mike and Marsha Byrd. 770-466-4295.</p>	
<p>December 2, 2012: Annual Christmas Party. Host Maureen Elliott. 770-460-1727.</p>	
<p>Final details will be provided in upcoming issues of the Hillholder.</p>	

The North Georgia Chapter of SDC will next meet on Saturday February 4 at 1 PM.

(Please note the change in the day and the start time for this meeting.)

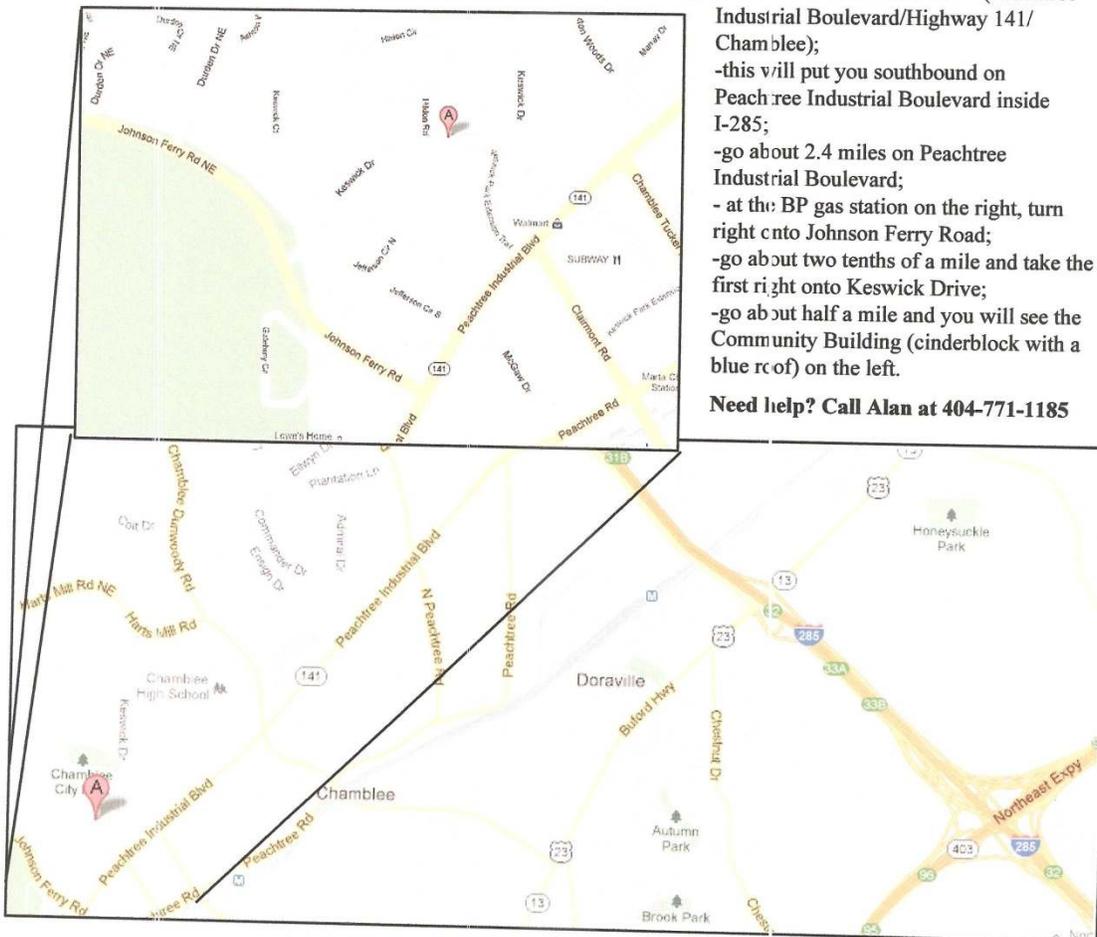
The meeting will be at the City of Chamblee Community Building located at 3496 Keswick Drive, Chamblee, GA 30341. The Hudson Club has been invited to join us at this meeting.

This will be a pot-luck event and attendees are asked to bring a dish with them to share. Be early- we eat **promptly** at 1 PM. The Hudson Club says they will have more Hudsons at this meeting than our Studebakers...that remains to be seen.

Directions to Chamblee Community Building

- From I-285 take Exit 31A (Peachtree Industrial Boulevard/Highway 141/ Chamblee);
- this will put you southbound on Peachtree Industrial Boulevard inside I-285;
- go about 2.4 miles on Peachtree Industrial Boulevard;
- at the BP gas station on the right, turn right onto Johnson Ferry Road;
- go about two tenths of a mile and take the first right onto Keswick Drive;
- go about half a mile and you will see the Community Building (cinderblock with a blue roof) on the left.

Need help? Call Alan at 404-771-1185



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 advertiser 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

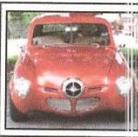
Editor's Note: Dave Williams is someone who Alan Ziglin knows from attending cruise-ns. He went to Illinois to test drive a 1927 Studebaker, but because of other circumstances was not able to buy the car. He shares this information in case anyone in our chapter might have an interest in the vehicle.

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) **\$20,000**

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@wetsv.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) **\$20,000**



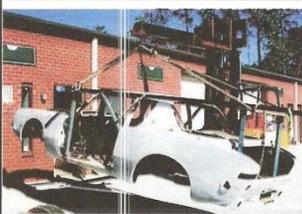
1963 GT Hawk. Located in Cartersville, Georgia. ~~\$18,000.~~ For information, contact Henry Malin, 770.606.8785, or e-mail: hmalin1@bellsouth.net. (1/2012) ~~€15000~~



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 may be considered a "20-footer". Recently re-chromed front and rear bumpers as well as the grill surround. Tires appear to be almost new.

Priced BELOW NADA "LOW" Retail value. (NADA "AVERAGE" Retail value: \$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.

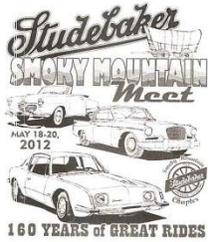
Requires a shop lift OR fork lift for the actual lifting; this is a custom made "jig" that facilitates the job. Custom design, fabrication, materials cost was \$1,400. You can buy this for \$850 cash and carry. Prefer local purchase; however I can ship it if necessary. Call Gary at 770.856.7931 from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



THE STUDEBAKER DRIVERS CLUB SMOKY MOUNTAIN MEET
MAY 18-20, 2012 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 \$75.00 +TAX BEFORE APRIL 13, 2012

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 18

2 - 8 P.M. REGISTRATION/
 SWAP MEET SET UP
 6-8 P.M.: PIZZA SUPPER

SATURDAY, MAY 19

8A.M.-5 P.M SHOW/SWAP MEET (HEADING HOME)
 12N-3P.M - JUDGING
 6 P.M.: BANQUET & AWARDS AT CARRIAGE HOUSE

SUNDAY, MAY 20

(HEADING HOME)

NAME: _____

ADDRESS: _____

CITY _____ ST _____ ZIP _____

PHONE _____ EMAIL: _____

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

WATCH/MODEL/PEDAL CAR/TOY SHOWING: _____

GENERAL REGISTRATION: @\$15.00 (includes vendors) before April 20	\$ _____
After April 20 @ \$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



Heart of Georgia UCCA

3RD ANNUAL SWAP MEET FEB. 11, 2012

COME ONE, COME ALL!
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OVER 250 VENDORS
IN 2011!

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100 COVERED SWAP SPACES & CAR CORRAL
SPOTS AVAILABLE ON A FIRST COME BASIS.

Swap Meet Space/Car Corral: \$25

Truck & Trailer Pull-Through Spaces: \$40

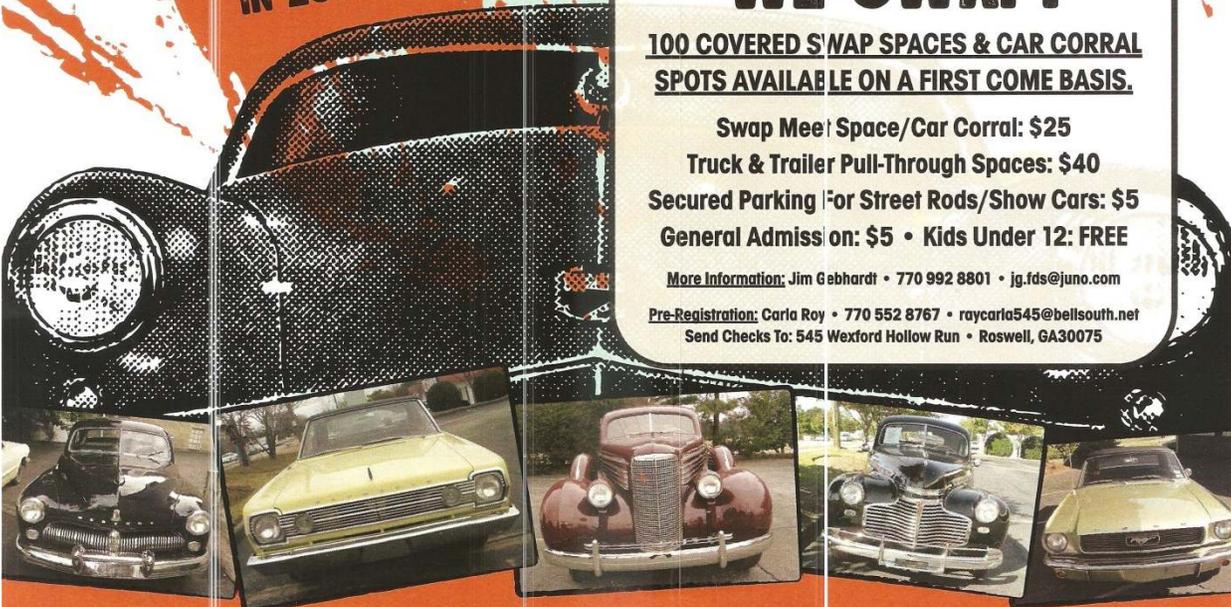
Secured Parking for Street Rods/Show Cars: \$5

General Admission: \$5 • Kids Under 12: FREE

More Information: Jim Gebhardt • 770 992 8801 • jg.fds@juno.com

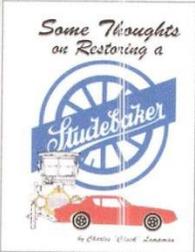
Pre-Registration: Carla Roy • 770 552 8767 • raycarla545@bellsouth.net

Send Checks To: 545 Wexford Hollow Run • Roswell, GA 30075



DONATIONS MADE TO LOCAL CHARITIES

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.) (1/20 2)



**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**

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Dues: US & CANADA Periodicals class mail - \$31.00
US & CANADA-1st class mail - \$60.00
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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):

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