

THE HILLHOLDER

The official newsletter of the North Georgia Chapter Studebaker Drivers Club

MAY 2012

Vol. 37 Issue No. 4

STUDEBAKER SPOTLIGHT 1964 Champ Truck

Featured this month is the 1964 Studebaker Champ owned by North Georgia Chapter members Dotty and Jim Carto. Dotty is shown in the picture.



My Little Champ

By Jim Carto

Thank you for your interest in writing about my Champ truck. (Editor's note: Only a Studebaker truck can be called "Champ." The Studebaker car is always identified as a Champion.) This is my second Champ. My first was a 1962 7E. The 1964 rides and stops much better than my 1962 Champ.

Dotty and I purchased the 1964 Red Champ in November of 2010. We had been following it on eBay and found out it didn't sell. We called the owner and went to take a look at it in Midland, Georgia. We found that the truck was not running very well, the brakes pulled to the right, the clutch would not disengage all the way, and the engine sounded like it wasn't getting any gas. The body was rust-free except for the bottom side of the tailgate and the panel where the license plate goes. The owner said it was a low mileage truck and had all the sales records from the three previous owners. One sales record from 2006 shows the truck having only 31710 miles on it.

According to the Studebaker Museum, the truck was produced on November 17, 1964; the sales receipt from Knoxville Studebaker in Tennessee indicates that it was sold on February 17, 1964. The first owner traded in a 1960 Ford Galaxie for the Studebaker Champ truck. The sticker price was \$2607.00, including the tax.

Dotty and I decided to get the Champ, but we weren't sure how to get it home. The owner said, "No problem, I can deliver it."

We had it delivered to Dan Miller's garage. We looked it over, drained the gas tank and found out it needed brakes. While Dan was fixing the brakes, he found that a king pin was loose and the rear axle end play needed to be adjusted. The axles had over one-fourth inch end play and one of the hubs was bad because someone installed the keyway backwards. (Continued on page 5... See Spotlight.)

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Commander's Comments

April 7, 2012
by Alan Ziglin

North Georgia Chapter Members:

What a beautiful day to drive up to Blue Ridge! The temperature was in the low 70's, broken clouds and lots of mountain views. We again filled the private room at Tin Loong Restaurant, which Jim and Carol Nichols had reserved for us. Our vehicles attracted lots of attention in the parking lot. Thanks, Jim and Carol.

On another topic, I want to thank Charleen for her article last month about her Studebakers. A year or so ago, I began encouraging members to share information about themselves so we could get to know each other better. Well, unrelated to our newsletter, I found out about a coincidence between myself and one of our members. I was one of a number of Chapter members who attended Bob Lytle's 90th birthday party. (To me he looks like he is *much* younger!) While I was talking to Bob, it turns out that he and I both lived in York, PA in the early 1960's. So, if anyone asks---Yes, it *definitely* is a small world!

Next month's meeting will be hosted by Henry and Loretta Malin. More information about the meeting is found in this issue of The Hillholder. Hope we'll see you there.#

EDITOR'S NOTE: Once again, I want to thank North Georgia Chapter members who have provided articles for this month's newsletter: Charlie Attaway, Jim Carto, and Alan Ziglin. It is support like this that makes this newsletter truly a North Georgia Chapter original.

Also, as Alan said in his Commander's Comments, this is a good way to get to know each other. Our Chapter has grown so much that it is hard for each and everyone of us to get acquainted. With our common goal of promoting Studebakers, connecting is important. Telling your story in the newsletter is a good way to do this.

I hope that other members will step up with even more articles and ideas for features in the newsletter.

Thought for May: The world's favorite season is the spring. All things seem possible in May.

Edwin Way Teale #



In deepest appreciation to our Studebaker family for your acts of kindness during Ray's hospitalization and continuing recovery at home. The floral arrangement from the Club was beautiful. The visits, food, gift cards, phone calls and especially your prayers will long be remembered.

Love,
Ray and Brenda Phillips

My sincerest thanks go out to the members who have been kind enough to give Solon a ride to the meetings. You know who you are. I will bring him when my schedule allows, but know that I am extremely grateful for your kindness.

Vauda Beinke, sister



1956 Studebaker Sky Hawk Hardtop
Owner North Georgia Chapter member
Richard Knoblock

This was the only Studebaker from the Atlanta Georgia area invited to participate in the 30th Anniversary Atlanta International Auto Show held March 14-18, 2012.

North Georgia Chapter SDC
Minutes
Saturday, April 7, 2012
Tin Loong Restaurant, Blue Ridge, Georgia

Alan Ziglin, President, called the meeting to order at 1:57 p.m. He thanked the meeting hosts, Carol and Jim Nichols.

Alan welcomed our guest Alison, the granddaughter of Henry and Loretta Malin.

Sign-in sheet being passed around.

Chuck Lampman motioned, John Hollier seconded, to approve the March minutes as published in The Hillholder. Motioned passed.

Alan congratulated those with April birthdays/anniversaries. Those to keep in our thoughts/prayers: Ray Phillips.

Announcements

1. Charleen Carey - Studebaker items for sale.
2. Norma Hernandez - Their house has sold. They have household items for sale, as well as their Studebaker. They will be moving to Miami in 3 weeks.
3. Richard Knoblock - Hiis Hawk was on display at the recent Atlanta Auto Show. He has a key making machine, tire changing machine and construction laser he can use to do things for members.
4. Jim Nichols - The Careys and the Nichols had their Studebakers entered in the Blairsville Auto Show. The Nichols got first place and the Careys got second.
5. Ben Alspach - He asked for help in installing a replacement lock cylinder.
6. Edward Burris - He has replaced his light relays and greatly improved the candlepower.
7. Alan Ziglin - The May and June meeting locations and hosts have been switched. Sunday, May 6, at 2:00 p.m. in Euharlee hosted by the Malins and Sunday, June 3, at 2:00 p.m. in Duluth hosted by the Sikes.
8. Wayne Ziemer - He asked about Club business cards for everyone to have to pass out.

Reports

1. Edward Burris: National SDC has voted to increase the International Meet fee from \$30 to \$35, effective in 2013.
2. Wayne Lee: No specific Zone report, but he will have upcoming events in The Hillholder.
3. John Hollier: John has a new granddaughter, Willow Rose, born 3/9/12. He attended the South Georgia meeting in Hazelhurst GA.

4. Charlotte Delli: Treasurer. Balance on hand 3/1/2012 was \$5553.13. Balance on hand 3/31/2012 is \$5731.28. Full report will be in The Hillholder.

5. Barbara Miller: Membership Secretary. Thirteen family units have not paid their 2012 dues. She does not expect them to do so. Some are not renewing due to not having Studebakers anymore, high cost of Interational dues, etc. She will send out the official roster soon

6. Charlotte Delli: Newsletter Editor. Please send her any club history facts and stories.

No old or new business.

Next meeting is Sunday, May 6, at 2:00 p.m. At Johnny Mitchell's Smokehouse in Euharlee. The meeting will be hosted by Henry and Loretta Malin.

Jim Fisher moved to adjourn the meeting. Motion passed. Meeting adjourned at 2:45 p.m.

6 Door Prizes were given out.

Wayne Ziemer won \$31.00 in the 50/50. The North Georgia Chapter SDC banked \$31.00.

Submitted by
Terry Ziemer, Recording Secretary.#

APRIL 2012 ATTENDEES

Ben Alspach	
Edward Burris	
Charleen & Billy Carey	1957 Commander
Solon Couch	
Charlotte & Bill Delli	1963 GT Hawk
Jim Fisher	
Ray Garner	2001 Prototype Avanti
Norma & Enrique Hernandez	
John Hollier	
Dot & Buddy Hunt	
Richard Knoblock	
Chuck Lampman	1956 Golden Hawk
Ann & Wayne Lee	
Loretta & Henry Malin	1950 Business Coupe
Barbara & Dan Miller	
Carol & Jim Nichols	1960 Hawk
Terry & Wayne Ziemer	
Rochelle & Alan Ziglin	1984 Avanti

Guest: Loretta and Henry Malin's granddaughter Alison

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

March 1, 2012	
Beginning Balance	\$5553.13
Deposits	87.00
50/50	27.00
Dues	60.00
Check #1107	150.00
Deposit February Meeting returned not cashed. from 11-2011	
Withdrawals	(58.85)
Flowers - Ray Phillips	
March 31, 2012	
Ending Balance	\$5731.28



CELEBRATIONS

MAY BIRTHDAYS

Buddy Hunt	5/20
Timothy Taylor	5/24
Enrique Hernandez	5/25

MAY ANNIVERSARIES

Carolyn and Marvin Sikes	5/26
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TASTY TREATS

Ever wonder what to do with your overripe bananas? Here is the perfect recipe to use them.

NEVER FAIL BANANA NUT BREAD

INGREDIENTS:

- ½ cup unsalted butter (the real thing)
- 1 cup white sugar
- 2 eggs
- 3 ripe bananas (mashed)
- 2 cups all-purpose flour
- 1 tsp baking soda
- ¼ tsp salt
- 1/3 cup sour cream (do not use light or fat free)
- ½ cup chopped walnuts

DIRECTIONS

Preheat oven to 350 degrees.

Cream butter and sugar with a mixer. Add sour cream, bananas, flour, soda, and salt. Mix together. Add eggs and nuts last. Mix

(Be careful not to over beat. Just mix enough on medium speed to blend ingredients together. Too much beating may cause bread to be tough.)

Bake in 2 greased loaf pans in a 350 degree oven for 40 minutes.#

APRIL 2012 MEETING



(Spotlight...Continued from Page 1) I also wanted Dan to fix the clutch and the bent linkage and change the transmission to an overdrive unit. The rear axle is a 4:09 ratio twin track and I needed overdrive to drive on the Interstates. Dan noted that it looked like a low mileage truck since the drive shaft still had the welded straps on the universal joints from the factory.

When Dan was done working on the Champ, I had Lenny Major follow me as I drove it home.

Everything was going fine for about the first five miles and then the engine sounded like it was not getting gas again. We stopped at a gas station and changed a plugged fuel filter. The truck ran okay the rest of the way home. After that, I could get about 20 miles to the fuel filter. So, I had to pull out the fuel tank and clean it out. After cleaning the tank and changing the fuel pump, it's been running great. My next project is to install an under dash air conditioner.

One thing Studebaker should have offered on the Champ pickup truck is power steering. This truck is easier to steer than my first Champ, but it still needs power steering.

One member of the North Georgia Chapter particularly liked the little Champ. Dotty and I met Maureen and Tom Elliott for the first time on December 13, 2008, at the North Georgia Chapter Meeting in Bethlehem GA, and we all talked about Studebakers. We had mentioned to Tom that we were in the market for a Stude truck. He said he did not know of any for sale at this time; but if I found one, he had a lot of Champ truck stuff. As time passed, we got to know them quite well. We visited their home, and they visited our home after some of the meetings. When we told them we had found a Champ truck, Tom wanted to know all about it. We were going to drive to Fayetteville GA to show him, but the Champ was still a little afraid of the Interstate. By the time of the Southeast Zone Meet in Tifton GA in March 2011, the little Champ wasn't afraid of the Interstate anymore; and Maureen and Tom got their first look at our 1964 red Studebaker Champ.

At the 2011 Southeast Zone Meet, Tom asked me to take him for a special ride in my Studebaker truck. We made all of the arrangements. On May 7, 2011, Tom's wish came true. We all miss him!



In Loving Memory of
North Georgia Chapter Member
Tom Elliott
August 26, 1955 - May 4, 2011

A STUDEBAKER STORY

By Charlie Attaway

In the winter of 2010, much to my wife Hellen's dismay, I informed her that I needed another antique car to restore. We had completed the restoration of our 1956 Chevy pickup in the fall of 2007. In spite of three antique gas pumps waiting to be restored, along with numerous other projects, I thought I needed something much more "involved and expensive" on which to spend my "spare time." So, the search began for the car that I was sure was going to be the next much sought after collector car—a 1993 Mustang Cobra. As some you may know, I like cars that are all original and unmolested with no street rods or modifieds. After searching for several months for an original, low mileage Cobra, I was about to give up because almost all of the cars I found were either modified or so much original that the price was out of our range.

One afternoon, while searching on the Internet, there it was. This car jumped right off the computer at me and begged to be adopted. I had wanted the rare Mustang Cobra color of teal green, but this car was not teal green. However, they do make paint and a little paint will change a car's color.

As I was looking at the photos of the car on the website, Hellen arrived home from work. I told her I had found "our" car, and she would enjoy going to get it since it was located in Mississippi. The car was about one hour south of her twin sister's home. When she came over to see the car on the computer screen, was she surprised to see photos of a 1951 Studebaker Starlight Coupe painted Sahara Sand.

Over the years she had heard me fondly say how much I liked Studebaker bullet nose Starlight Coupes. My original plan for the Mustang Cobra was to buy the car, do cosmetic work, enjoy it for awhile and hopefully sell it for a profit. With the Starlight Coupe, that was not going to be the case. This was a running, drivable car with only 65,500 miles, but it needed a complete restoration if it was going to share our home in Oxford GA.

After several phone calls and many e-mailed photos, the decision was made to adopt the little Starlight Coupe. With money in hand and trailer in tow, we were on our way to Mississippi. We spent the night with Hellen's sister and brother-in-law; the next day the four of us went to get the car. As we approached the owner's house, we saw the Starlight Coupe sitting proudly on the front lawn, and I just knew within a short time the car would be riding on our trailer. However, after about 45 minutes of looking at the car, I spontaneously made the announcement that the car was not for me. Suddenly, I remembered that I was 64 years old and this car needed more attention than I wanted to give. Instantly, tears ran from the headlights
(Continued on Page 6...See Studebaker.)

(Studebaker...Continued from Page 5.) of the little Starlight because it knew it was not going to have a new, caring home. Everyone was shocked, but I stood by my decision. We left with an empty trailer. We spent another night in Mississippi and drove back to Oxford GA the next day. I am sure I was quiet most of the drive home until my thoughts led me to say, "I should have bought that car." I explained to Hellen that the Starlight Coupe was in much better condition than the '56 Chevy truck was when we bought it.

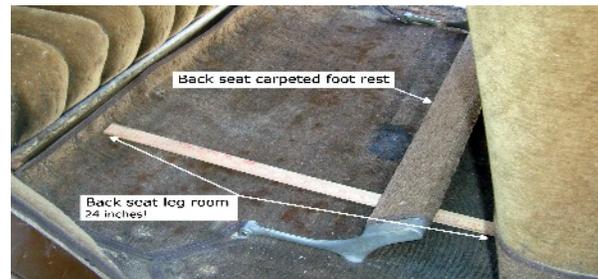
Now...jump forward about ten days. The Starlight Coupe had been constantly on my mind since we arrived back in Oxford, GA. Hellen and I talked about the possibilities and decided that I could paint the car back to its original factory Black Cherry color, that she could make new upholstery, and I could rebuild the engine. We would have a nice "driver" car that we could drive and enjoy. For some reason, I forgot that I was still 64 years old and now had all the "spare time" that the world had to offer.

A phone call to the owner confirmed that he still had the car; with money in hand and trailer in tow, we were on our way to Mississippi...THE SECOND TIME. After arriving at the owner's home, money changed hands rapidly. The car was driven onto the trailer without me taking a second look. The Stude's grill was all smiles with no tears.

This is our first Studebaker. Hellen and I have owned the car about a year; after joining the North Georgia Chapter and meeting some of the nicest people to be found anywhere, we are certainly happy that we made the decision to go back and adopt the little Starlight Coupe. Presently, the car is in our hospital/shop and is a complete hollow shell sitting on top of a rolling frame, less an engine and transmission. We are hopeful that the total restoration can be completed in time for the car to go to South Bend in July for the 2012 International Meet. I am a perfectionist, and it appears that I forgot the car was simply going to be a "driver" and not a show car. Also, after catching Stude fever from our wonderful club members, I now realize there is still time left for the Starlight Coupe regardless of my age. With July just around the corner, we knew we could not do the work ourselves and meet the July deadline. So, a totally new interior is being made and installed by Charleen and Billy Carey, and the engine rebuild and new paint have been outsourced. Hellen and I have the job of taking the car completely apart and putting it back together. This will be Hellen's show car; with the optional Hill Holder, she should be able to drive and master the 3-speed transmission. If all goes well, you will see us arriving at the fall meetings in our Black Cherry '51 Starlight Coupe! #



The 1951 Starlight Coupe before start of restoration.



Pictures of features on 1929 Studebaker discussed in Alan Ziglin's article on Page 7.

Collector Cars I Have Owned

Part 2

by Alan Ziglin

Note: I want to acknowledge the assistance of my brother Carl in taking and labeling pictures for this series.

Last month I introduced you to our first antique car, **Stu**, our 1929 Studebaker Commander. This month I will start by highlighting some of **Stu's** interesting features. I plan to go into some detail here since many people are unfamiliar with cars that were produced over 80 years ago.

Standard equipment for 1929 Studebakers included a locking steering column. The ignition switch is a three position lever on the steering column. Besides "on" and "off" there is a third position that pushes a locking pin into the steering column. This prevents the steering wheel from turning. You will have to take my word for this, since **Stu's** lock cylinder gave up working decades ago. I find it interesting that a 1929 car had this as a standard feature, which disappeared for decades, only to surface again.

One feature I find particularly interesting involves the brakes. In the mid-1920's, cars changed from 2-wheel brakes (rear wheels only) to 4-wheel brakes. Many drivers were very apprehensive about 4-wheel brakes. They feared that in a panic stop, the front brakes would lock, causing the car to flip end-over-end. This was of course not a problem, but it did make some potential buyers uneasy. By 1929, Studebaker had switched to 4-wheel brakes. Another innovation came on the scene in the late 1920's... hydraulic brakes. Many drivers were concerned because metal rods from the brake pedal to each wheel seemed more reliable than moving fluid to do the same job. It seemed much safer to stick with the mechanical brakes which used no fluid. Studebaker knew their cars were capable of more speed than mechanical brakes could safely handle, but did not want to drive away customers with 4-wheel brakes **and** hydraulic brakes. Their compromise was to put three brake shoes on each wheel. I have been told repeatedly during the decades I've owned **Stu**, that if I ever drove a 1929 Model A Ford, I would appreciate Studebaker's three shoe per wheel brakes. I got my chance to compare about two years ago and the experience left me very impressed with **Stu's** braking ability.

I would like to mention one particular feature found on a number of makes of cars offered around 1929. It is so different from what is found on cars produced over the last seventy years that it makes for an interesting comparison. I am referring to the door lock system. On **Stu** there is only one outside door handle with a key hole. That is the passenger's side front door! On the inside of the car there are door lock levers on all doors *except* that right front door.

Here is the logic...auto manufacturers thought it was not safe for drivers to open their doors when they parked, because cars might be going by on the driver's side. Car companies wanted the driver who parallel parked to first engage the lock levers on both driver's side doors and the passenger side rear door. Then they expected the driver to slide across the front seat and get out of the right front door, away from passing traffic. Once safely out of the car, the driver could then use the key to lock the right front door. When you think about it, this makes sense. The only problem is that drivers greatly preferred getting out of the left side door and taking their chances with oncoming traffic. Clearly, the manufacturers gave up on this idea long ago. Most new cars today have center consoles which would require some acrobatic skills for a driver to be able to get out of the right front door! Just for the fun of it, if you are ever watching an old movie from the 1920's to the 1950's, pay attention to the drivers getting in and out of their cars. Often you will see them using the right side door and sliding across the seat to enter or exit the car. Now you know why!

While it is well known that after World War II, Studebaker was marketed as an economy car (competing with Ford, Chevrolet and Plymouth) before then, they were in the upper half of the new car price range. On **Stu**, this translated into a very luxurious interior. All inside door and window crank handles were very ornate. Pull-down window shades are located on the back window and on the windows next to the rear seat passengers. Also for the folks in the back, there are two rather ornate assist straps to make it easier to get out of the back seat. Why would these straps be needed? Because there is LOTS of leg room in the rear of the car. A child could literally walk around back there. However, when a child is not walking around, adults can stretch their legs and rest their feet on a carpeted footrest. One of the reasons there is so much rear seat leg room is that the body of the car has no trunk. Behind the rear of the body is a folded metal trunk rack. Long distance travel was not common in 1929, largely due to the lack of a highway system and the overall poor condition of the roads. If a person did travel, they folded the trunk rack down and attached a trunk (that's why those things in the rear of our cars today are called "trunks"). The rack has four brackets to be used to secure the trunk onto the rack. Long distance travel was so rare that the bumper does not extend beyond the trunk rack to protect it. Next time you see **Stu**, you can notice the dent in the trunk rack where the rack was left unprotected. This damage occurred before I owned **Stu**...Honestly!

Next month, I'll discuss other noteworthy features about **Stu** and then I'll move on to other old cars I've owned.

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

Studebaker Happenings

NORTH GEORGIA CHAPTER MEETINGS

May 6, 2012: Euharlee GA. John Mitchell's Smokehouse. Hosts Henry and Loretta Malin. 770-606-8785. Note change in location and hosts.

June 3, 2012: Duluth GA. Hosts Marvin and Carolyn Sikes. 770-729-8210. Note change in location and hosts.

July 14, 2012: Bethlehem GA. Annual picnic. Hosts Billy and Charleen Carey. 770-867-7186.

August 2012: No meeting.

September 9, 2012: Lindale GA. Hosts David and Sharon Stone. 803-840-0898.

October 7, 2012: Lawrenceville GA. Host Richard Knoblock. 678-376-0547.

November 4, 2012: Loganville GA. Hosts Mike and Marsha Byrd. 770-466-4295

December 2, 2012: Annual Christmas Party. Host Maureen Elliott. 770-460-1727

Details will be provided in future issues of The Hillholder

FUTURE SOUTHEAST ZONE EVENTS

May 18-20, 2012: Townsend TN .Smokey Mountain Meet. Contact Joe Inman. 865-457-3002.

June 2, 2012: Boone NC. Spring Fling. Contact Weldon and Margaret Critcher. 828-264-8141. E-mail wmcritcher@yahoo.com

September 7-9, 2012: Lake Junaluska, North Carolina. Tri-state Meet. Details to follow.

October 13, 2012: Nashville TN. Fiddler's Inn, Middle Tennessee Meet. Details to follow.

Southeast Zone Events continued...

October 19-20, 2012: Jacksonville FL. 44th SE Zone Meet. & 35th Annual Florida State Meet. Host NE Florida Chapter at www.studebakernef.com. Hampton Inn & Suites-Deerwood Park, 4415 Southside Blvd, Jacksonville FL 32216. 904-997-9100. Studebaker rate \$79. Pet friendly. Contact Joel Daniels 904-402-9860.

OTHER STUDEBAKER EVENTS

July 29-August 4, 2012: South Bend IN. 48th International SDC Meet. Hosts Michiana Chapter. Official website www.sdcmeet.com

September 8, 2012: International Drive Your Studebaker Day.

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

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

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

MAY 2012 MEETING NOTE

North Georgia Chapter. May meeting will be at "2:00 p.m." on **Sunday, May 6, 2012. See details on Page 9.**

**NORTH GEORGIA CHAPTER SDC
MAY 2012 MEETING**

**Johnny Mitchell's Smokehouse
100 Covered Bridge Road
Euharlee GA 30145
770-383-3383**

Hosts: Loretta and Henry Malin

770-606-8785

DIRECTIONS: From I-75 take Exit 288 for Main St/GA 113, Cartersville, GA.

Continue on Main St. You will cross railroad tracks. (Young Brothers Pharmacy will be on your left after you cross the tracks. You can't miss the Coca Cola sign on the side of the building.)

Continue on Main St. until you go through the traffic light at Bartow St. Immediately after going through the light, go left at the split onto GA 113. **DO NOT GO TO RIGHT ONTO GA 293.**

After split, go slight right at the traffic light for West Ave. (This will put you on GA 113/Rockmart Highway.)

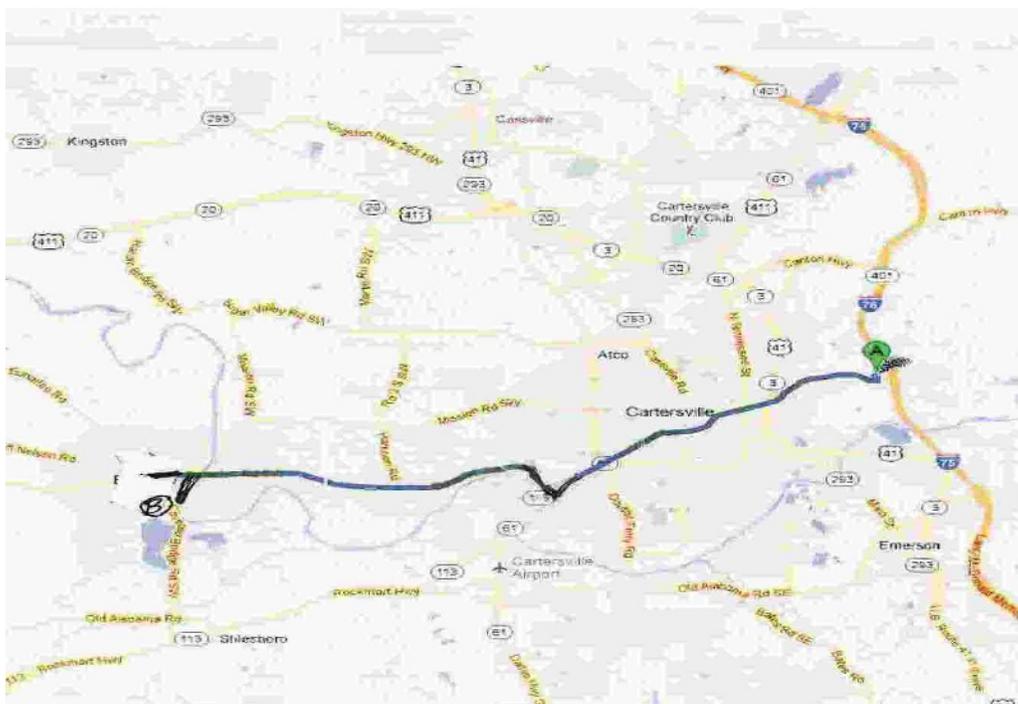
Go through 3 traffic lights for Henderson Drive, Burnt Hickory Road/Douthet Ferry, and Old Mill Road.

At fourth light (Euharlee Road) turn right and cross railroad tracks.

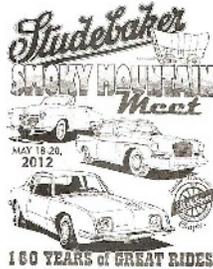
Go about 6 miles. You will drive between two schools (Woodland Middle School and Euharlee Elementary). After schools, look for Covered Bridge Road.

Turn left on Covered Bridge Road. Pass two churches. Restaurant is on right before the stop sign at 5 Forks Road. the restaurant is set back from the road.

PREPARE TO ENJOY A GREAT MEAL!



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:

<u>FRIDAY, MAY 18</u>	<u>SATURDAY, MAY 19</u>	<u>SUNDAY, MAY 20</u>
2 - 8 P.M. REGISTRATION/ SWAP MEET SET UP	8A.M.-5 P.M SHOW/SWAP MEET 12N-3P.M - JUDGING	(HEADING HOME)
6-8 P.M: PIZZA SUPPER	6 P.M.: BANQUET & AWARDS AT CARRIAGE HOUSE	

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

44th SOUTHEAST ZONE MEET & 35th ANNUAL FLORIDA STATE STUDEBAKER MEET

Jacksonville, Florida

October 19-20, 2012



**Hosted by the Northeast Florida Chapter SDC
at the Hampton Inn & Suites (Deerwood Park, Tinseltown)
4415 Southside Blvd, Jacksonville, FL 32216**

(904) 997-9100 (<http://tinyurl.com/bt5f8by>)

Mention the Studebaker Meet for special rate of \$79; pet friendly;
no charge for pets; a free hot breakfast; a limited no. of suites available @ \$89.
Deadline for registration at this rate Sept. 27, 2012



2 Meets in 1 !!!

Name _____ Spouse _____	
SDC Chapter Affiliation _____ E-mail _____	
Address _____	
City/State/Zip _____ Phone (____) _____	
General Registration (includes dash plaque, meet program, hospitality) \$ 10.00	
Car Show	Car #1 _____ \$10.00 _____
	Car #2 _____ \$ 5.00 _____
Display Only, please list car below (no charge with General Registration) 0.00	
One Free T-shirt with first car registered if registration received by Oct. 5, 2012 0.00	
T-shirt size: S _____ M _____ L _____ XL _____ XXL _____	
Additional t-shirts available for \$10.00, indicate size _____ Extra T-shirt # _____ @ \$10.00 _____	
Banquet/Awards Dinner Saturday Night (Buffet Style) Total # _____ @ \$16.00 _____	
Children 10 and under # _____ @ \$ 5.00 _____	
Swap Meet Space, outside (vendors free with General Registration) Yes _____ No _____ 0.00	
**Optional Friday night casino cruise \$30.00 per person Total # _____ @ \$30.00 _____ (min. 40 people required for this rate) (see below)	
Total (make check payable to Bob Edwards) \$ _____	

Mail Registration and Check to: Bob Edwards, 1121 Jamaica Rd East, Jacksonville, FL 33216;
(904) 724-0457. For more information see our website at www.studebakernef.com or
call Joel Daniel at (904) 402-9860; email: jldaniel573@yahoo.com

#	YEAR	MODEL/STYLE (President 2-door, etc.)	Modified (Y/N)
1st	_____	_____	_____
2nd	_____	_____	_____
3rd	_____	_____	_____

I do hereby release and hold harmless the NE Florida Chapter of the Studebaker Drivers Club and its members from any suits, actions, damages or claims which may arise from any loss or damages to me or my personal property.

Signed _____ Date _____
Registration will not be accepted without your signature



****We are planning a Casino Cruise Friday night sailing out of Mayport. Price of \$30.00 per person will include bus transportation to the ship, boarding, a food voucher and a drink voucher.**

THE STUDEBAKER CORRAL

The purpose of this section is to provide a place where Studebaker items “for sale” or “wanted to buy” can be posted. Each ad will be posted for a period of three months. The month of the first posting can be found at the end of the ad. One three month extension may be allowed, provided the Newsletter Editor is notified one month before the first period expires. Changes to the ad should be submitted to the Newsletter Editor at any time during the posting period. If an item sells before the period expires, immediate notification would be appreciated.

A photo can be included with your ad. Because of size constraints, only one photo may be included per vehicle up to a total of three pictures for additional vehicles. If you have more photos than this, you can identify in the text of the ad how interested parties may contact you to see them.

Please send all ads and photos to the Newsletter Editor at e-mail: calh407@comcast.net

Newsletter Editor and the North Georgia Chapter SDC are not responsible for the accuracy of the content of the ads. The accuracy and terms in the ads are the sole responsibility of the advertising party; however, the Editor reserves the right to reorganize ad contents, without changing facts, to best fit the space available

VEHICLES FOR SALE



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

1952 Land Cruiser. Light gray, V-8/automatic. Overall fair condition; needs interior and paint work, has a little rust at front fender. \$2000. Contact Ray Phillips. Royston GA 706-245-6440. E-mail: stude35@webtv.net. (APR 2012)

1955 champion. 2-door hardtop. Most rust has been cut out of main body. Front end rough with rust. 6-cylinder does not run.

1952 2-door hard top. V-8, rough. Dent in roof over the driver's side; looks like small tree or something like that fell over it. Would like to sell them to someone who can use the parts or even try to rebuild them. The '55 would be the one to build. Contact Tom Edmonds. McBean GA. 706-554-4993. Can send pictures by cell phones if need be. (APR 2012)



1956 Flight Hawk. Replaced engine with 3.81 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. Price reduced to \$12,000 OBO. Can e-mail photos on request. Contact Enrique (Henry) Hernandez. 678-346-0066 or 770-375-0018.

E-mail: normahenry@gmail.com (APR 2012)

1963 GT Hawk. Priced reduced to \$15,000. Contact Henry Malin. 770-606-8785. E-mail: hmalin1@bellsouth.net. (APR 2012)

1964 GT Hawk. V 8 289 cid, 4 bbl carb., Power shift A.T., P.S., Power Drum Brakes, AC, Astra White with black vinyl interior. Have copy of original production order. Have date receipts, totaling approximately \$3000, for previous, major, engine performance enhancements, as well as other repairs. Current odometer reading is 134067 miles. Interior is original and in great condition. Exterior needs refinishing; currently, it may be considered a “20-footer.” Recently re-chromed front and rear bumpers as well as the grill surround. Tires appear to be almost new. Priced BELOW NADA “LOW” retail value, (NADA “AVERAGE” Retail value: \$12060) as of 9/19/2011. Yes, it needs some TLC, but at this price, one could invest in a quality repaint and still be BELOW the average NADA amount invested in the car! See to appreciate. Don't pass up this opportunity to own one of Studebaker's very limited US production cars. **1964 GT Hawk US sales 1484. PRICE \$9500 firm.** Contact Dan Miller. 770-932-1615. E-mail: alexmil@comcast.net. (FEB 2012)

1949 and 1962 Studebaker Trucks. Both bought new. The '49 is a flathead six-3 speed. The '62 is a V8 with Overdrive. Both need restoring but are complete and original. Price \$3000 each or both for \$5000. Contact Joseph Wilson, 2386 Cowtons Road, Alexander City AL 35010. 256-3992-3989. E-mail: Lucien@london.com. (APR 2012)

PARTS AND VEHICLE FLOCKS FOR SALE

Good running 259 engine. Good oil pressure. \$800

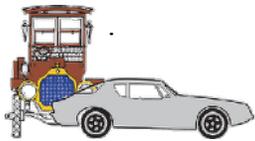
Part out 1962 Champ truck, long wheel base. Body rusty. NOS roof skin. Located in Atlanta area. Contact Lenny Major. 770-286-8514. (May 2012).

Avanti Body Lift. 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 anybody flex or deflection while removed 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 eases the job. Custom design, fabrication, materials cost \$1400. You can buy for \$850 cash and carry. Prefer local purchase, however, I can ship if necessary. Call Gary at 770-856-7931 from 8:00 AM to 8:00 PM eastern time. (APR 2012).

Studebaker Parts. Both new and used. I can offer these for less than the out-of-town dealers. I also sell "ZD-DPlus" 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. E-mail: alexmil@comcast.net (APR 2012)

STUDEBAKER MEDIA FOR SALE

Collection of Turning Wheels Magazines-1976 to present. A few earlier issues also available. \$300. Contact Chuck Lampman.. See below.



SOME THOUGHTS ON RESTORING A STUDEBAKER.

This is a 99 page book based on the articles of the same name that appeared in *Turning Wheels* in the early 1990's and which won the SDC's Churchill Award for Best Article, non-paid. The book contains all the material from the original series, which ran for a year and a half in *The Hillholder* and not only replaces some material edited out for the *TW* series, but has updates and several new items that were written after the *TW* series was published.

"Some Thoughts..." is aimed at the first-time restorer but will be of value to the more experienced; it doesn't try to be a "how to restore a car book" but gives you a look at the decision-making processes, tools, spaces and basic skills you will need to do a restoration. It also will provide a framework to help you structure your project.

There are several chapters of Studebaker-specific advice. In the chapter devoted to engine rebuilding, I've tried to describe a step-by-step process that anyone can follow and I've tried to include tips I've picked up in building 60+ engines. I've received many compliments on the engine chapter, and I'm glad to finally be able to get it in print.

Some Thoughts on Restoring a Studebaker is available for \$22.50 USD plus \$4.00 for handling and postage, for a total of 26.50 to US addresses. Canadian orders add \$6.50 USD for postage, total \$29.00 USD. To order a second book in the same order, add an additional \$3.00 (\$4.00 USD for Canadian orders) For Australia and Europe, shipping is \$12.00, total \$34.50 USD paid by PayPal only.

The easiest way to purchase (and the only way if you are in Australia and Europe) is to PayPal the appropriate amount to me at chuck@Lampman.com and mention "Some Thoughts" in the remarks section. Otherwise, if you live in the US or Canada, send your name, mailing address and a check or USPS money order for \$26.50 (\$29.00 USD bank draft for Canadian buyers) to Chuck Lampman, 4141 Lynette Court, Kennesaw GA 30144-2293

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

**MEMBERSHIP APPLICATION
NORTH GEORGIA CHAPTER SDC**

To join this Chapter , complete this application and mail it with \$10.00 dues (\$5.00 if joining after July 1st) check or money order in US funds to the following:

**North Georgia Chapter SDC
c/o Barbara Miller
1691 Flowery Branch Road
Auburn GA 30011**

Note you must be a member of the National SDC to join this Chapter. Nat'l Mbr # _____

Date: _____

Name: _____

Your Birthday (Month/Day) _____

Spouse/ companion: _____

Spouse/companion Birthday (Month/Day) _____

Wedding Anniversary (Month/Day) _____

Street Address: _____

City _____ State _____ ZIP _____

Telephone: _____

E-mail: _____

Studebakers Owned (Year/Make/Model)

**MEMBERSHIP APPLICATION
NATIONAL SDC**

Memberships are for 1 year and include 12 issues of *Turning Wheels*

New Membership Dues- First Year Only \$24.00
Regular Member w/periodical class mail \$31.00
Regular Member w/ 1st Class mail \$60.00
Membership WITHOUT *Turning Wheels* \$10.00
TOTAL AMOUNT ENCLOSED: _____

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

**The Studebaker Drivers Club, Inc.
PO Box 1715, Maple Grove MN 55311-6715**

Or use VISA or Mastercard, call 763-420-7829, FAX 763-420-7849 or e-mail sdccornerstonereg.com for information. (DO NOT send ads with your membership. Send ads to *Turning Wheels* editor.)

Name: _____

Spouse _____

Birthdates: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: () _____

E-mail: _____

[] VISA No. _____ Expiration _____

[] MC Signature _____

List Studebakers (include year, model, body style and serial numbers on separate page.)

NORTH GEORGIA CHAPTER SDC OFFICERS

President: Alan Ziglin 770-399-0694; alanzsdc@gmail.com
Vice-President: Ben Alspach 770-693-7269; thealspachs@comcast.net
Secretary: Terry Ziemer 706-255-5492; ziemer111@bellsouth.net
Treasurer: Charlotte Delli 770-547-4871; calh407@comcast.net
Membership Secretary: Barbara Miller 770-932-1615; alexmil@comcast.net
Webmaster: Chuck Lampman 770-926-7142; chuck@lampman.com
Chapter Website: [http://www.studebakerclubs.com/North Georgia](http://www.studebakerclubs.com/North%20Georgia)
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