

DECEMBER 2011

The Hillholder

North Georgia Chapter of The Studebaker Drivers Club

NOVEMBER MYSTERY MEETING



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Commander's Comments

Nov 5, 2011

North Georgia Chapter Members:

What a beautiful day to drive around North Georgia. The weather was clear and beautiful with fall temperatures a little on the chilly side. Charlotte and Bill Delli really went out of their way to offer us a change of pace with today's meeting. The Mystery Tour was fun and I heard lots of positive comments. A couple of us got lost, but in the end all got out of the "lost" category and back into the "found" category. We had between 25 and 30 people participating, including Bill and Charlotte's son and granddaughter. In addition, we got seven Studebaker-related vehicles out on the road to enjoy and for folks to see.

Next month will be our annual holiday party hosted by Brenda and Hobo. I hope see many of you there as we close out another year of meetings, fellowship and enjoying Studebakers.

Alan Ziglin



1951 Studebaker versus 1952 Chevrolet

Part 1

If you listen to a commercial today, you will often hear the announcer compare the product they are promoting, referring to the competition by name. It was not always that way. I don't know if it was to avoid liability suits or just out of common courtesy, but back in the early 1950's it seemed that the competition was never referred to by name.

Obviously, I am not an official spokesperson for either Studebaker or Chevrolet...but I *am* going to do a comparison.

This article is the first in a series of articles I plan to write comparing two cars I now own. Following this, I plan to write another series of monthly articles which will detail my interest in old cars and review ones I have owned. Several of you have responded to my request for such articles about your involvement in our hobby and I hope others of you will do so in the future. For this current series of articles, I'll provide only the information on my cars as they relate to the comparison I am making.

As I approached retirement, I started seriously looking for four cars that were on my "bucket list". That is to say, cars I wanted to own before I "kick the bucket". I had been successful in finding and buying two of those four cars. In the third week of September I took delivery of the third of those cars. Without going into detail (which I will in future articles), buying this "bucket list" car involved my also buying another car that was not on my list. It's a 1952 Chevrolet Bel Air 2-door Hardtop. In the past couple of weeks, as I have driven this car, I could not help noticing similarities and differences in comparison with my 1951 Studebaker Commander Starlight Coupe. Thus, the title of this article.

(continued next page)

Before I go further, I need to give a few disclaimers. First and foremost, I am not a mechanic and so I am describing features as I perceive them, which may or may not be completely accurate. Second, I am describing both my '51 Studebaker and the '52 Chevy as they are now. It is possible that each has had some small modifications over the last 60 years. In addition, just to make it perfectly clear, I am of course biased towards Studebakers. I mean for heaven's sake Chevy is not even an orphan brand!



I also want to highlight various aspects of each car to show the degree to which they were, or were not, on a level playing field with each other. I would have expected Chevy to have an advantage, since General Motors had substantially greater resources to devote to such aspects as design, engineering, etc. In addition, the Chevy is one model year newer than my Starlight and so I'd expect that to have given the Chevy that much more of an advantage. Both Studebaker and Chevrolet were categorized in the early 1950's as economy or entry level cars, so the playing field for this comparison should be fairly level in that regard. The base price of a 1951 Studebaker Commander State Starlight Coupe was \$2137. The base price of a 1952 Chevrolet Bel Air 2-door Hardtop was \$2006.

The \$131 difference is greater than it sounds in 2011. Consider that a gallon of gas cost about 25 cents when these cars were new. At that price \$131 would have bought 524 gallons of gasoline. As I write this article, I find the lowest price for a gallon of regular gasoline is just over \$3.19. At that price, 524 gallons would cost almost \$1,700!

My Commander Starlight Coupe was near the top of the offerings by Studebaker in '51 with only the convertible and Land Cruiser being above it. The Bel Air was the top of Chevrolet's offering, except for the convertible. Therefore, you might expect the Bel Air to have nicer features than the Commander.

As one final background comparison, the overall length of each car was nearly identical, at just over 197 inches.

So with all that background, let me say that my first drive up the street in the Bel Air was not all that impressive. Power and low end torque simply were not there. I, of course, knew that while my Commander had a V-8 engine, Chevy did not have one until the 1955 model year. However, I did not feel that that V-8 versus 6 cylinder engine entirely accounted for my disappointment in the performance of the Chevy. As I read literature and researched, I quickly found that Chevy's Powerglide as used in 1950 through 1952 was fairly basic. In my Studebaker, put the indicator in "D" and you start off in second gear and the transmission automatically makes one shift to get you into high gear. With the Powerglide, place the indicator in "D" and you are in high gear!!! Yes, that's correct. The transmission makes no shift on its own. If you want more pickup when starting off, you can move the Powerglide indicator to "L" and you start off in low; then you manually move the indicator to "D" and it goes into high gear. In my Studebaker, you can also put the indicator in "L" for more power when you start moving and then manually move the indicator into "D" whereupon the car shifts into second gear and then, on its own, shifts into high gear. In summary, the Chevy Powerglide does no shifting on its own.....hardly my definition of "automatic". At best, I'd describe the Powerglide transmission as clutchless.

(continued next page)

I know that for the 1953 model year, Chevrolet changed the Powerglide so that once placed in “D” it starts out in low gear and then makes its own shift into high gear. However, that does not help on my ’52.

So Bullet, my 1951 Studebaker gets much higher grades on engine and automatic transmission overall. Next month we will pick up here with one transmission-related advantage that goes to the Chevy and a number of other comparisons.

Before concluding this month, however, I want to discuss the timing of Studebaker offering their Automatic Drive transmission as an option. For a long time I thought that, in terms of “low priced” cars, Studebaker was late in offering an automatic transmission when they introduced it in the middle of the 1950 model year. As I researched this article, I learned differently. As it turns out Chevrolet introduced the first version of their Powerglide in 1950. Plymouth offered what is described as a “semi-automatic” transmission in 1953 with a “fully” automatic following in 1954. Depending on what source you consult, Ford either offered their first automatic transmission in 1950 or 1951. Anyway, in terms of comparing Studebaker with the “Big 3” makes (Chevrolet, Ford and Plymouth), Studebaker was by no means late in offering their Automatic Drive transmission.

Until next month, and especially with all the talk about transmissions in my column this month, for heaven’s sake, please remember to...Throw out the clutch!

November 2011 Attendees

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

Mike and Marsha Byrd	1962 GT Hawk	Rich Knoblock	
Billy and Charleen Carey		Wayne and Ann Lee	
Solon Couch		Henry and Loretta Malin	1963 GT Hawk
Bill and Charlotte Delli; Thomas (son), Jessica (granddaughter)	1963 GT Hawk	Ron Martinez	
Jim and Linda Fisher	1963 Champ	Dan and Barbara Miller	
Enrique and Norma Hernandez		Jim and Carol Nichols	1960 Hawk
Mike Hopper	1965 Daytona	Wayne and Terry Ziemer	1953 Commander
		Alan and Rochelle Ziglin	1984 Avanti



North GA Chapter Studebaker Drivers Club
Minutes
Saturday, November 5, 2011

The North GA Chapter Studebaker Drivers Club met at Johnny Mitchell's Smokehouse Restaurant in Euharlee, GA on Saturday, November 5, 2011. President Alan Ziglin called the meeting to order at 3:21 p.m. 26 members were in attendance.

Alan thanked Bill & Charlotte Delli for hosting the day and for all the effort involved in creating the mystery tour.

Rochelle Ziglin moved that we accept the October minutes as emailed to the members; Bill seconded. Motion passed unanimously.

Alan gave birthday and anniversary wishes to the November celebrants.

Announcements

1. Wayne Lee announced that he will represent the club to the zone. No zone has agreed to host the 2012 meet.
2. *Editor's Note – updated since the meeting:* The SDC National Board will provide a \$100 allowance for on-site EMT service at the Concours event at every International Meet. The host chapter is required to arrange this staffing. This applies to International Meets only. Our discussion during the chapter meeting implied that the newly-approved motion also covers zone and other local meets.
3. Charlotte reported that the balance on hand October 1 was \$5,192.53. Balance on hand October 31 was \$5,146.93.

Old Business

1. The club has received notification that the motion to re-nominate Ed Burris as our representative to the National SDC has been received.
2. Barbara Miller made a motion for the 2011-2012 slate of officers; seconded by Marsha Byrd. Motion passed unanimously. Slate is: Alan Ziglin – President; Ben Alspach – Vice-President; Charlotte Delli – Treasurer; Terry Ziemer – Secretary; Barbara Miller – Membership Secretary.
3. Charlotte has volunteered to be the newsletter Editor.
4. The club will invite the Hudson Club to its February meeting at Chamblee Park. The cost to our club is \$140 plus a refundable deposit of \$150. Barbara moved that we pay this. Charlotte seconded. Motion passed unanimously.
5. Alan reminded the group that we have 10 free tickets to the Studebaker Museum. You have until November 15 to ask for them, at which point they will be given out by drawing at the December meeting.

New Business – None

Editor's Note – updated since the meeting: Our December meeting will be at the Bold Springs United Methodist Church in Monroe. Details and directions will be in *The Hillholder*.

Dan Miller moved that we adjourn the meeting; passed unanimously.

The meeting was adjourned at 3:40 p.m.

Celebrations

Birthdays

Charles Collins	11/2
Chuck Lampman	11/3
Ron Sullivan	11/3
Jim Masone	11/9
Suzana Williams	11/11
Ray Phillips	11/15
Ron Martinez	11/17
Sam Ensley	11/18
Dot Hunt	11/18
Hellen Attaway	11/22
Carolyn Sikes	11/22
Dan Miller	11/23

Loretta Malin	12/1
Charleen Carey	12/5
Hobo Bodkin	12/9
Edward Burris	12/11
Barbara Miller	12/20
Alan Ziglin	12/24
Ron Bergeron	12/28

Anniversaries

Enrique and Norma Hernandez	11/8
Tracy and Mandy Maddux	11/13
Randall and Joyce Michaels	11/14
David and Sharon Stone	11/21
Billy and Ina Greene	12/22
Vince T. and Stacy Geiger	12/27
Chuck and Cindy Lampman	12/30

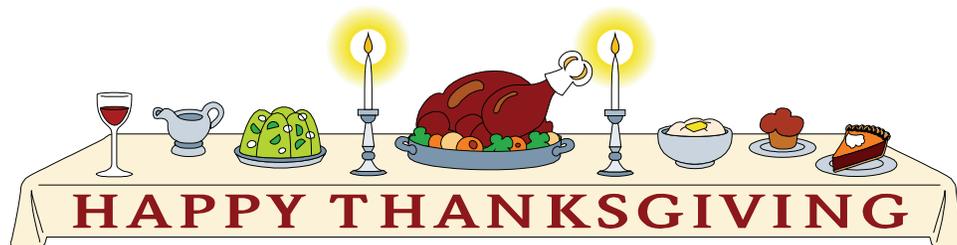
Treasurer's Report North Georgia Chapter SDC

1 October 2011

Beginning Balance	\$5192.53
Deposits	124.00
50/50	57.00
Linda Fisher Donation	57.00
Dues	10.00
Withdrawals	(169.60)
Badges	

31 October 2011

Ending Balance	\$5146.93
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Chapter Elections Notice

During the December 4, 2011 chapter meeting, we will have elections for our 2012 officers. The following slate of candidates are up for election:

Alan Ziglin *	President	Barbara Miller	Membership Secretary
Ben Alspach *	Vice President	Terry Ziemer	Secretary
		Charlotte Delli *	Treasurer

* currently serves in this position



Upcoming Events

North Georgia Chapter Meetings

DATE	PLACE	EVENT	DETAILS
December 4th at 2:00 PM	Bold Springs United Methodist Church, Monroe, Georgia	<i>Chapter Meeting</i>	Details on next page. Hosted by Hobo and Brenda Bodkin. Please RSVP by November 30th.
January 8th at 2:00 PM	Loganville, Georgia	<i>Chapter Meeting</i>	Hosted by Wayne and Terry Ziemer. Details will be in the January issue.
February 4 (Saturday) Start Time 1:00 PM	Chamblee, Georgia	<i>Chapter Meeting</i>	Hosted by Alan, Rochelle, Michael and Carl Ziglin. Details will be in the February issue.

Other Event Opportunities

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

DATE	PLACE	EVENT	DETAILS
November 24 - 27	Daytona Beach, Florida	Daytona Turkey Run	For info, visit www.turkeyrun.com , or call Emily Skelly at vpskelley@aol.com . Exclusive parking area for Studebakers (\$5.00).

**THE DECEMBER CHAPTER MEETING WILL BE AT
THE PAVILION, BOLD SPRINGS UNITED METHODIST CHURCH
HOSTED BY HOBO AND BRENDA BODKIN**

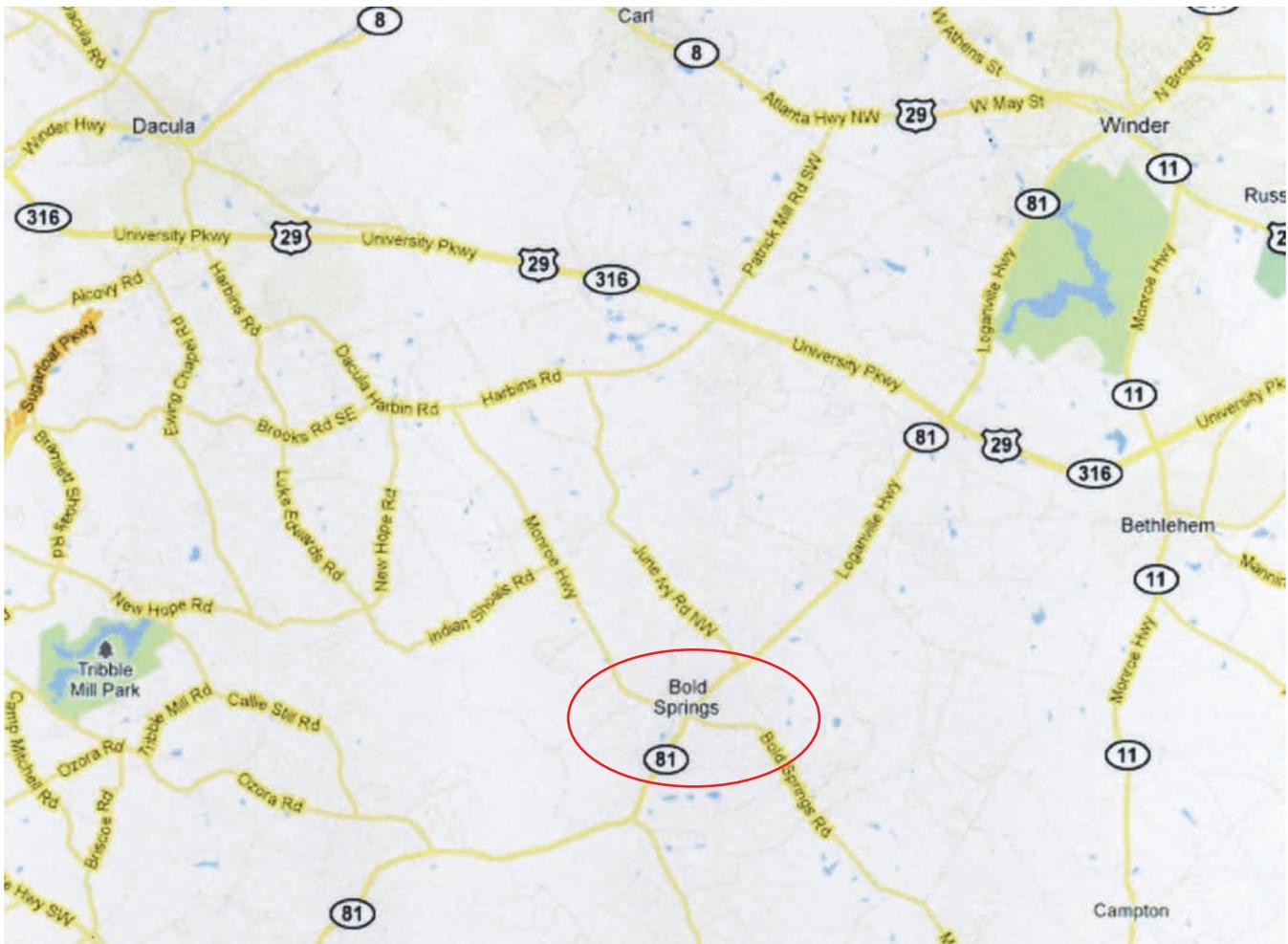
When: Sunday December 4th, at 2:00 PM.

Where: 7625 Bold Springs Church Road, Monroe, Georgia 30656. While the church has a Monroe address, it actually is about half-way between Winder and Loganville off Hwy 81.

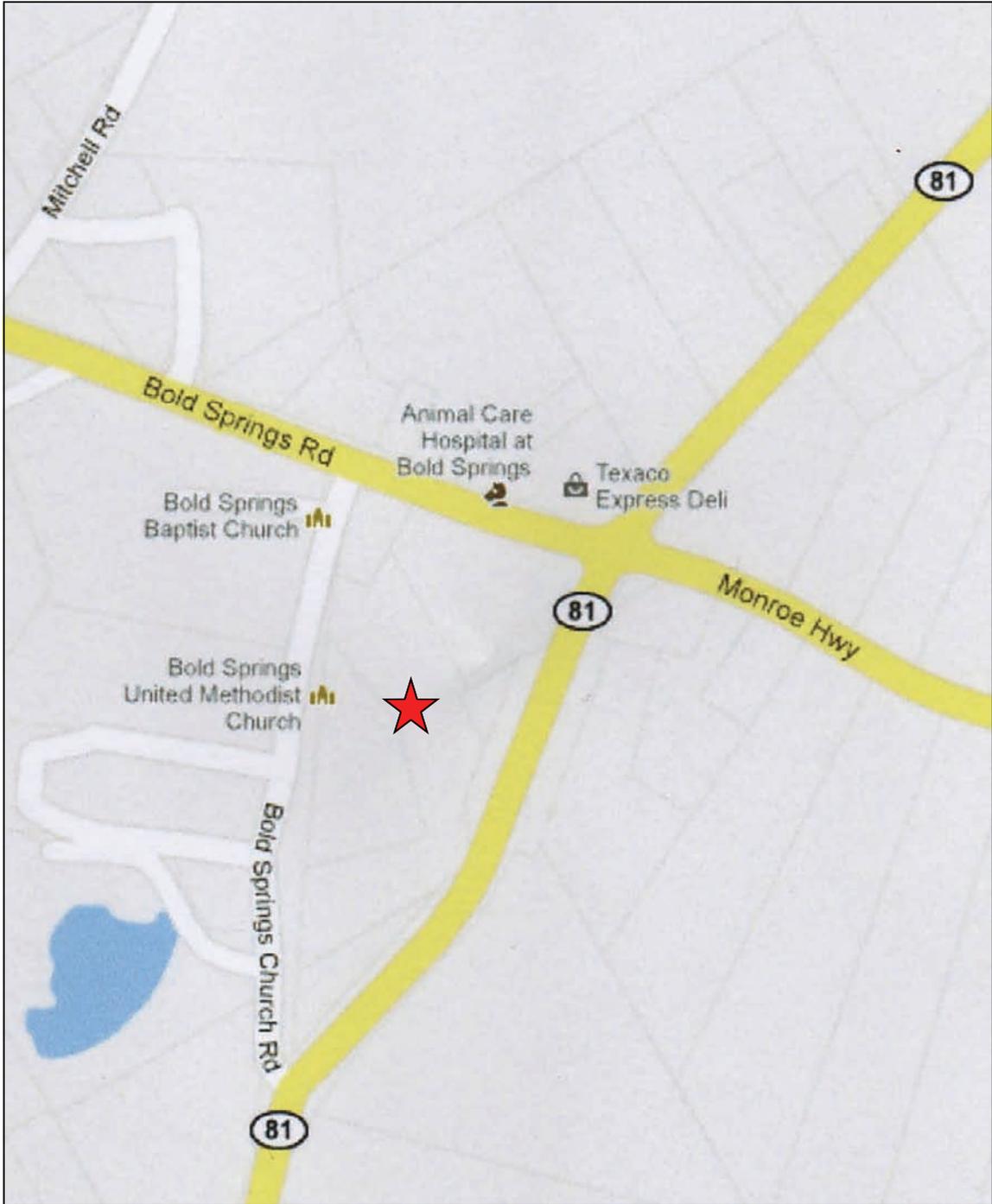
Menu: Dinner will be catered by Sweet A’Roma Bakery and Cafe. Cost is \$14.00 per adult; \$7.00 for children under age 10. We will be having:

Roast Beef, Turkey, Sweet Potato Soufflé, Creamed Corn, Dressing, Green Beans, Mashed Potatoes, Salad, Rolls, Condiments, Desserts, Tea/Coffee.

RSVP: If you plan on joining us, **please let Brenda Bodkin know by Wednesday November 30th.** Phone number is 770.554.8057; email is bbod@comcast.net. You can also RSVP to Chris Collins, telephone 404.233.5747, email chris195630327@yahoo.com.



(Close-up map on next page)



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.

New Listing: 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)

New Listings: 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.

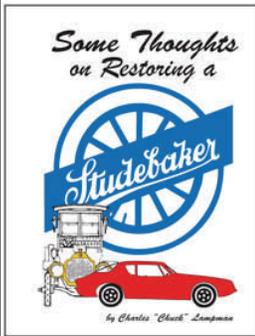
Requires a shop lift OR fork lift for the actual lifting; this is a custom made "jig" that facilitates the job. Custom design, fabrication, materials cost was \$1,400. You can buy this for \$850 cash and carry. Prefer local purchase; however I can ship it if necessary. Call Gary at 770.856.7931 from 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 Bill Delli
169 Aubrey Ave. NE
Calhoun, GA 30701

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
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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: Chris Collins 404.233.5747; chris195630327@yahoo.com
Treasurer: Charlotte Delli 770.547.4871; Calh407@comcast.net
Membership Secretary: Bill Delli (see previous)
Photo Contributors in this issue include: Alan Ziglin

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