

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

STUDEBAKER SPOTLIGHT: 1956 STUDEBAKER HAWKS

June 2012
Vol. 37 Issue No. 6

Featured this month is the 1956 Flight Hawk owned by North Georgia Chapter members Norma and Enrique Hernandez. This pristine car is a wonderful example of a "Loewy Coupe."

The 1956 Flight Hawk shared the Studebaker stage that year with the Golden Hawk, the Power Hawk, and the Sky Hawk, which were the last of the 1950's Hawks designed by the Loewy team in South Bend IN. Although they were called "Loewy Coupes," these models were actually designed by Robert Bourke, Chief of the Loewy Studio.

The Flight Hawk was only available in the Champion series, the Power Hawk was part of the Commander series, and the Sky Hawk belonged to the President series. The Golden Hawk did not belong to any of the older series and was its own model, new for that year.

The Flight Hawk had a 120.5 wheel base, which was used for all of the Hawk models. While the Flight Hawk had a 6-cylinder engine of 185 cubic inches with 101 horsepower, it, along with the Power Hawk, was also available with a V-8 259.2 cubic inch engine with 185 horsepower. The Golden Hawk had a V-8 with 275 cubic inches and 200 horsepower. The Flight Hawk weighed 2770 pounds and originally sold for \$1996, while other models ranged from \$2101 to \$2477. The Golden Hawk was the most expensive at \$3061. The Flight Hawk was the and luxurious at \$1996. The Flight Hawk was the only one in the North Georgia Chapter.



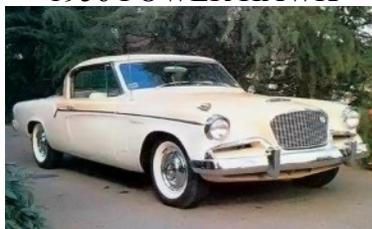
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The 1956 Flight Hawk and Power Hawk were based on the Starlight Coupe body while the Sky Hawk and Golden Hawk were based on the Starlight Coupe shell. 11484 Flight and Power Hawks were sold compared to 4041 Golden Hawks. This Flight Hawk is the only one in the North Georgia Chapter.#

1956 SKY HAWK



1956 POWER HAWK



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Commander's Comments

May 6, 2012

By Alan Ziglin

North Georgia Chapter Members:

We had yet another beautiful day for our meeting today. It looked like just over two dozen folks and several nice examples of South Bend's finest. For my part, I brought my new (to me) 1959 Pontiac convertible. Several of you indicated you wanted to see it, and I figured I better not wait until the weather got any hotter!

The Malin's and their granddaughter hosted our meeting today at Johnny Mitchell's Smokehouse in Euharlee GA. This is where the Delli's gathered us last November at the end of our Mystery Tour. Food and service were just as good today as last fall. Thanks Henry and Loretta!

While I'm thanking, I want to thank both Jim Carto and Charlie Attaway for the article they each wrote for last month's issue of The Hillholder.

Next month, we will return to Marvin and Carolyn Sikes' home, as they host another of our meetings. I hope to see you there.

In the meanwhile...keep those old vehicles on the road for folks to see. #

Announcing
the
SDC
2012
Recruiting
Drive

I GOT ONE

**Bring In a
New Member &
Earn
Your Badge!**

Recruit a New Member Then Email
Tom Curtis @
tomnancurtis@aol.com
With Your Recruit's Name
To Receive Your "I GOT ONE" Button!

EDITOR'S NOTE: The Hillholder is starting to be the newsletter that represents the North Georgia Chapter well as I become more adept at using the new publishing software.

As I explained to the Chapter at the May meeting, there are many things to be considered when determining the quality of a newsletter: the cover, the layout and design of the contents, the inclusion of essential information, the editing, the reporting of activities and officer's reports, a mix of articles by and about members, and services such as ads and technical tips. While I want to produce a newsletter respected by the Studebaker community, I do not want to lose sight of the fact that the newsletter is foremost for the benefit of our Chapter. If there are features or designs that you would like to see in the newsletter, please let me know.

Several members of the North Georgia Chapter have stepped up and provided articles for the last four newsletters. Based on comments that I have received, the Chapter members have enjoyed these articles immensely. Let's keep the momentum going.

Of particular note is the series of articles written by our President, Alan Ziglin, about the various old cars he has owned. Part 3 of this series is included in this issue. Please keep your Studebaker stories coming.

Thought for June: A perfect summer day is shining, the breeze is blowing, the birds are singing, and the lawn mower is broken. James Dent#

YOU CAN HELP WITH "I GOT ONE"

Participate in the national Studebaker Drivers Club's 2012 Membership Campaign.

It is easy to implement the I GOT ONE! Campaign. The Marketing Brochure was included in a recent Turning Wheels and the North Georgia Chapter membership application is on the last page of The Hillholder. The SDC membership application is in the brochure.

When a Chapter member signs up a new member, just send the name directly to SDC President Tom Curtis who will send your recruiter the "I GOT ONE!" badge to proudly proclaim his or her recruiting skills.

Go to <http://tinyurl.com/GrowYourChapter> for complete details.#

North Georgia Chapter SDC

Minutes

Sunday, May 6, 2012

Johnny Mitchell's Smokehouse, Euharlee GA

Alan Ziglin, President, called the meeting to order at 2:45 p.m. He thanked the meeting hosts, Henry & Loretta Malin. He also thanked them for agreeing to change the date of their hosting with the Sikes. Alan welcomed our guest, Allison, granddaughter of the Malins.

Sign-in Sheet being passed around.

Rochelle Ziglin moved, Barbara Miller seconded, to approve the April minutes as published in The Hillholder. Motion passed.

Alan congratulated those with May birthdays/anniversaries. Those to keep in our thoughts/prayers: Ray Phillips, Billy Carey, Ray Garner.

Announcements

1. The Club has received an e-mail from the Northeast GA Swap Meet inviting us to hold a club meeting or attend the monthly meets at the Atlanta Dragway in Commerce at no charge. Terry Ziemer has complete details.
2. Our July/August meetings are combined into one meeting on Saturday, July 14, at Bethlehem United Methodist Church
3. Alan and Rochelle attended a Buick/Pontiac/Oldsmobile/Cadillac car show where Ron & Connie Bergeron's 1955 Buick won the Best Buick.
4. The Christmas Meeting will be December 2 at the Women's Club in Winder, hosted by the Millers and the Careys.

Reports

1. Edward Burris: National SDC. Nothing to report.
2. Wayne Lee: Zone. He has flyers for the October Zone Meet.
3. Charlotte Delli: Treasurer. Balance on hand 4/1/2012 was \$5731.28. Balance on hand 4/30/2012 was \$5766.37. Full report will be in The Hillholder.
4. Barbara Miller: Membership Secretary.
 - a. The roster has been e-mailed to the members. After all corrections are received, Charlotte will snail mail hard copies to those members who do not have e-mail and e-mail corrections to the others.
 - b. Barbara has brochures about the club for members to pass out to potential new members.

- c. National SDC has a new publication, "Studebaker Communiqué" in which ideas are shared with local clubs about how to increase membership. One idea is called "I Got One" in which a member brings in a new member to National who will recognize the old member with a pin that says "I GOT ONE.."

5. Charlotte Delli: Newsletter Editor. The newsletter is e-mailed to 48 members and snail mailed to 8 members. This results in a considerable monetary savings from years past for postage and printing of all copies. Charlotte has begun submitting The Hillholder for judging in 2013. The judges decision is based on many items and covers a yearly period from May to April.

Old or New Business

Ben Alspach: Vice President.

1. Thanked the members of the Executive Board who get all the work done in running the monthly meetings.
2. Brought up the idea of having "Drive Another Studebaker" at our meetings. This would entail members volunteering their cars for other members to test drive to see what the various Studebakers are like.

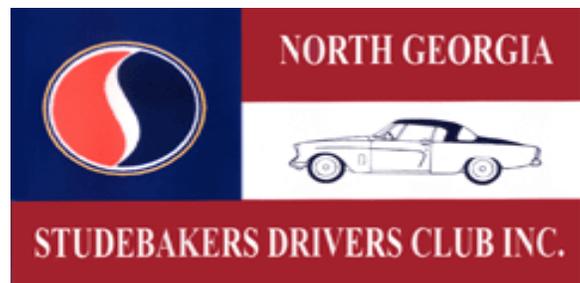
Next meeting is Sunday, June 3, at 2:00 pm at the home of Marvin and Carolyn Sikes in Duluth GA.

Wayne Ziemer motioned, Ben Alspach seconded, to adjourn the meeting. Motion passed. Meeting adjourned at 3:15 pm.

4 Door Prizes (large, live plants) were given out.

The Malins won \$20.00 in the 50'/50. The North Georgia Studebaker Club banked \$20.00.

Submitted by,
Terry Ziemer, Recording Secretary#



TECHNICAL TOPICS

There are a lot of hi-tech ways available to diagnose problems with a vehicle, but the home mechanic does not always have access to them. Some techniques to help troubleshoot engine noise are discussed below.

TROUBLESHOOTING FOR ENGINE NOISE

(Reprinted from Glenn's 1967 Auto Repair Manual
By Harold T. Glenn, Published by Chilton Books)

One of the more difficult problems facing the mechanic is the locating of foreign noises. Engine noises vary in intensity and frequency, depending on their source. It is difficult to describe engine noises with mere words. Experience will have to be built up, using the descriptions which follow as a guide

CRANKSHAFT KNOCKS

Noises classified as crankshaft knocks are usually dull, heavy metallic knocks which increase in frequency as the speed and load on the engine are increased. Or they may become more noticeable at extremely low speed when the engine is idling unevenly.

The most common crankshaft knock due to excessive clearance is usually apparent as an audible "bump" under the following conditions: when the engine is pulling hard, when an engine is started, during acceleration, or at speeds above 35 mph. If excessive clearance exists at only one or two of the crankshaft journals, the "bump" will be less frequent and less pronounced. Usually, alternate short circuiting of each spark plug will determine the approximate location of a loose bearing.

Excessive crankshaft end-play causes a sharp rap to occur at irregular intervals, usually at idling speeds, and, in bad cases, can be detected by the alternate release and engagement of the clutch. To detect a loose fly wheel, advance the engine idle to a road speed equivalent to 15 mph. Turn off the ignition switch and when the engine has almost stopped, turn the switch on again. If this operation is repeated several times and if, of course, the flywheel is loose, one distinct knock will be noted every time the switch is turned on.

CONNECTING ROD BEARING NOISES

Connecting rod bearing noises are usually a light rap or clatter of much less intensity than main bearing knocks. The noise is most audible when the engine is "floating" or running with a light load of approximately 25 mph. The noise becomes louder as engine speed is increased. Connecting rod bearing knocks can be located best by grounding out each of the spark plugs, one at a time. Generally the noise cannot be eliminated entirely by a short circuit, but ordinarily will be reduced considerably in

PISTON NOISES

The commonest piston noise is a slap due to the rocking of the piston from side to side in the cylinder. Although, in some engines, piston slap causes a clicking noise, usually it is a hollow, muffled, bell-like sound. Slight piston noises that occur when the engine is cold, and disappear after the engine is warm, do not ordinarily warrant correction. Piston ring noises generally cause a click, a snap, or a sharp rattle on acceleration.

Short circuit each spark plug to locate piston and ring noises. As this test will affect other engine noises, sometimes the result is confusing. To detect piston slap more accurately, drive the car at low speeds under a load. The noise generally increases in intensity as the throttle is opened and additional load applied. On some engines, with very loose pistons, a piston rattle is encountered at speeds between 30-50 mph when the engine is not being accelerated.

To eliminate piston and ring noises momentarily, put 1-2 oz. of very heavy engine oil in each cylinder through the spark plug hole. Crank the engine for several revolutions with the ignition switch turned off until the oil works itself down past the piston rings. Then, install the spark plugs, start the engine, and determine whether or not the noise still exists.

PISTON PIN NOISES

The commonest piston pin noise is the result of excessive piston pin clearance. This causes a sharp, metallic, double-knock, generally audible with the engine idling. On some engines, however, the noise is more noticeable at car speeds of 25-35 mph. Interference between the upper end of the connecting rod and the pin boss (bossing) is difficult to diagnose and can be mistaken for a valve lifter noise.

To test for piston pin noises, allow the engine to run at idle speed. In most cases, a sharp metallic double-knock will become more evident when the spark plug, in the cylinder with the loose piston pin, is shorted out. Retarding the spark will generally reduce the intensity of the knock. If the pins in all pistons are loose, a metallic rattle, which is impossible to short out in any one cylinder, will be heard.

VALVE MECHANISM NOISES

Noisy valve mechanism has a characteristic clicking sound occurring at regular intervals. Inasmuch as the valves are operating at half crankshaft speed, the frequency of valve action noise is generally lower than that of other engine noises.

To determine whether the noise is due to excessive valve clearance, insert a feeler gauge between the valve stem and the rocker arm or tappet. If the noise stops, the clearance is probably excessive and the adjusting screw should be adjusted. Never reduce the clearance to below factory specification or the valve will burn.

A sticky valve will cause a clicking sound similar to a loose tappet adjustment which comes and goes according to driving (Continued on page 6. See Technical.)

(Technical...Continued from Page 5.) conditions. A sticky valve can be detected by driving the car hard until the engine is well heated. Then, quickly allow the engine to idle. If there is a sticky valve, the clicking will become quite pronounced but will lessen gradually and sometimes disappear as the engine returns to normal operating temperature. The noise is accompanied by a rhythmic jerk due to the misfiring cylinder. As the noise disappears, so does the jerk, and the engine will finally smooth out as the valve seats.

To locate a noisy hydraulic valve lifter, place a finger on each valve spring cap in succession. A distinct shock will be felt when the valve returns to its seat if the lifter is not functioning properly.

A loose timing gear generally can be detected by a sharp clatter at low engine speeds with an uneven idle. When testing for this condition, short circuit one or two spark plugs to produce the necessary rough idle.

SPARK KNOCK

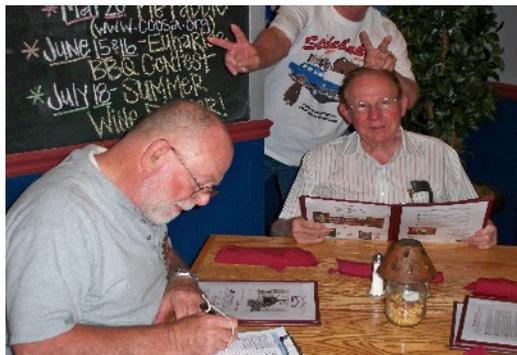
Preignition, or spark knock, causes a metallic ringing sound, often described as a "ping." Usually, it is encountered when the engine is laboring, being accelerated rapidly, or is overheated. Preignition is caused by an incandescent particle of carbon or metal in the combustion chamber igniting the mixture prematurely while the piston is coming up on the compression stroke. This results in very heavy pressure being applied to the piston at the wrong time, causing the piston, the connecting rod, and the bearing to vibrate, and resulting in the sound known as "spark knock."

Detonation is caused most frequently by a fuel of too low an octane rating. It burns too rapidly, resulting in sudden and abnormal pressure against the piston.

ACCESSORY NOISES

Noises in the alternator or water pump can be checked by removing the drive belt for a short operating period. If the noise remains, it is not in the alternator or the water pump.#

**NORTH GEORGIA CHAPTER
May 2012 Meeting**



Collector Cars I Have Owned

Part 3

By Alan Ziglin

In the first two installments of this series, I described how I became interested in old cars and how that interest led to my purchase of my first antique car, *Stu*, my 1929 Studebaker. In this current article, I will note other features on *Stu* and then move on to my second antique car.

Both the front and rear seats of *Stu* are upholstered with "mohair" material. Mohair wears very slowly due to the fact that the woolen fibers are vertical instead of horizontal as they would be in all woven fabrics. There are two downsides to mohair. Being made of wool, moths love to make holes in it. Also small children wearing short pants do not like to sit on mohair in the hot weather since the vertical fibers "prickle" their legs which, with their short legs, come to rest squarely on the material.

A nice feature is a tripometer in addition to the speedometer and odometer. The tripometer can be reset to zero and used since the last reset. Since *Stu's* gas tank is so small, I simply reset the tripometer at is time to fill the tank again.



to the speedometer and odometer. The tripometer gauge quit working long before I came each fill up. In that way, I know when it

Most of us have heard that when the radiator cap should never be removed until the engine cools down. The reason is that cooling systems are pressurized and may well not an issue with *Stu* since back in that era cooling systems were not pressurized. That's the good news. The bad news is that unpressurized cooling systems overheat much more easily. As mentioned in the first article of this series, with the radiator work recently done on *Stu*, overheating has not been an issue.

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Adding engine oil to *Stu* is also unusual. Years ago, it was common for gas stations to keep quart-size glass bottles of oil by the gas pumps. These bottles had straight metal spouts. As such, bugs and dirt could fall into the oil as it waited to be sold. In response to this, inside the oil filler tube on *Stu* is a factory original metal screen to keep debris out of the crankcase as the oil is poured in.

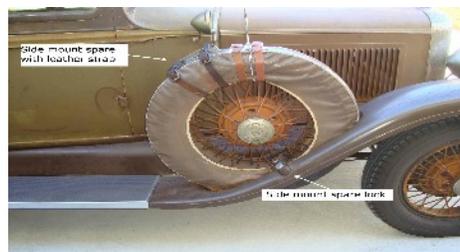


While on the subject of engine oil, we allow us to know how much oil is in the crankcase. On *Stu* the stick is actually a very large cotter pin (sometimes referred to as a cotter key). We are also familiar with the fact that there are normally two lines marked on the dipstick. The one at the top is the full mark and the other is the "add a quart" mark. However, this is not the case with *Stu*. The two marks are noted with the letters, "F" and "E." That's right, while the "F" denotes "full" the "E" denotes empty!

all know that cars have dipsticks to check the oil level in the crankcase. On *Stu* the stick is actually a very large cotter pin (sometimes referred to as a cotter key). We are also familiar with the fact that there are normally two lines marked on the dipstick. The one at the top is the full mark and the other is the "add a quart" mark. However, this is not the case with *Stu*. The two marks are noted with the letters, "F" and "E." That's right, while the "F" denotes "full" the "E" denotes empty!

In the era of *Stu*, vacuum windshield wipers were the norm. These were finicky and on hard acceleration, the engine vacuum fell causing the wipers to stop. *Stu's* wiper has an unusual feature in that there is a lever which allows for the wiper to be moved by hand!

On the outside, *Stu* has several unusual features. Standard equipment would have been wooden spoke wheels painted orange. This also meant that the spare tire was mounted on the rear (which would have meant no trunk rack) *Stu* has two spare tires. The spares are kept in wells at the rear of each front fender. Each spare is held in place with a leather strap and a lock. Part of the history of *Stu* is the good enough and the right side spare was stolen at the Southeastern Fair, probably in the ear-



al features. Standard equipment would have been wooden spoke wheels, but *Stu's* are wire wheels instead of having one spare tire mounted on the rear (which would have meant no trunk rack) *Stu* has two spare tires. The spares are kept in wells at the rear of each front fender. Each spare is held in place with a leather strap and a lock. Part of the history of *Stu* is the good enough and the right side spare was stolen at the Southeastern Fair, probably in the early 1930's.

While addressing the exterior of *Stu* I need to mention that *Stu* has elaborate double-track pin striping. It runs along the sides and around each window. Each louver of the hood has an orange (Continued on Page 8...See *Stu*.)

(Stu...Continued from Page 7.) on it (to not too long ago while working on the car, I just above the running boards where hardly



One last item I want to mention is not unique was considered to be sufficient. What I do word "Stop" molded into it. Are we to as-
Stu might not have known what the red light

match the painted wire wheels). In addition, noticed an orange pinstripe on the lower body anyone would have ever noticed it.

to **Stu**. Back in that era, one tail light/stop light find unusual is that the brake light lens has the same that back in 1929 the driver following on the back of the car meant?

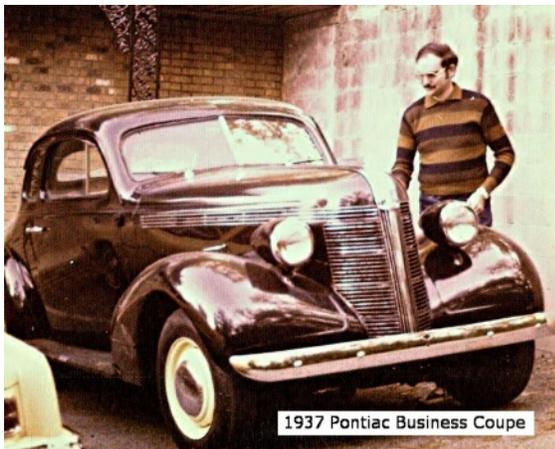
After the quarter of a century it took me to find and purchase my first old car, it did not take long for me to acquire my second. I bought that car in the summer of 1973, the year after I purchased **Stu**, while I was still in graduate school at the University of Georgia. It was a 1937 Pontiac Business Coupe and is the only car I ever purchased at an auction. Business Coupes were made primarily for traveling salespeople who needed lots of trunk space for their samples and such. There is no back seat, which allows for a very long trunk that goes from the back bumper to the back of the front seat. This car was named **The Coupe**. (When it came to naming cars, I was very clever back in that period in my life) With the shifter on the transmission hump on the floor in front of the seat, the car accommodated the driver and one passenger very well. A person in the middle was apt to feel a bit squashed...and their personal space encroached upon. However, this was also before Rochelle and I had kids, so a car with room for only a driver and one passenger suited us just fine.

An interesting aspect of this car is that how you start it depends upon which engine it has! **The Coupe** was a 6-cylinder and like **Stu**, the starter pedal was on the floor above, and to the right, of the accelerator pedal. However, if you bought the identical car, but with an 8-cylinder engine, the starter would have been engaged by pushing the accelerator pedal to the floor. This floor-the-accelerator-to-engage-the-starter arrangement was used several times over the years. I recall that Buick used it in the mid-1950's. Apparently, this worked well when new, but did not age well. As these cars aged, some were converted to use an even newer configuration with a starter button on the dash.

While **Stu** still has its original engine hand crank, when I purchased **The Coupe**, there was no crank in the car, although it had a crank hole. As I tried to find one to purchase, I had no luck. Finally, someone explained that I was not likely to find one. The reason was that by 1937, new car dealers were embarrassed that the cars they were selling came with cranks. They thought it suggested their cars were unreliable. For that reason, as soon as new cars arrived at dealerships, the cranks were thrown away.

Next month I'll start with my next old car purchase. Just a hint...it was another Studebaker!

Until next time, please don't forget to...Throw out the clutch!#



Alan and his 1937 Pontiac Business Coupe

NORTH GEORGIA SWAP MEET ATLANTA DRAGWAY, COMMERCE GA

Meets once a month. The North Georgia Chapter SDC is invited to attend as a Club event with free spectator entry and vendor spaces for everyone in our Chapter

Vendor set up is 7:00 am with gates open to the public at 8:30. Meet wraps up around 1:00 pm.

If the North Georgia Chapter is interested arrangements should be made for one of the following dates: June 9, 2012
July 7, 2012
September 1, 2012
October 6, 2012
November 3, 2012

To be discussed at the June 3 meeting.

Studebaker Happenings

NORTH GEORGIA CHAPTER MEETINGS

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. Pitch-in Dinner. 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: Winder Women's Club, Winder GA. Annual Christmas Party. Catered for \$8.00 per person. Hosts Billy and Charleen Carey and Dan and Barbara Miller. 770-867-7186 or 770-932-1615.

Details will be provided in future issues of The Hillholder

FUTURE SOUTHEAST ZONE EVENTS

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, NC. 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. #

JUNE MEETING NOTE

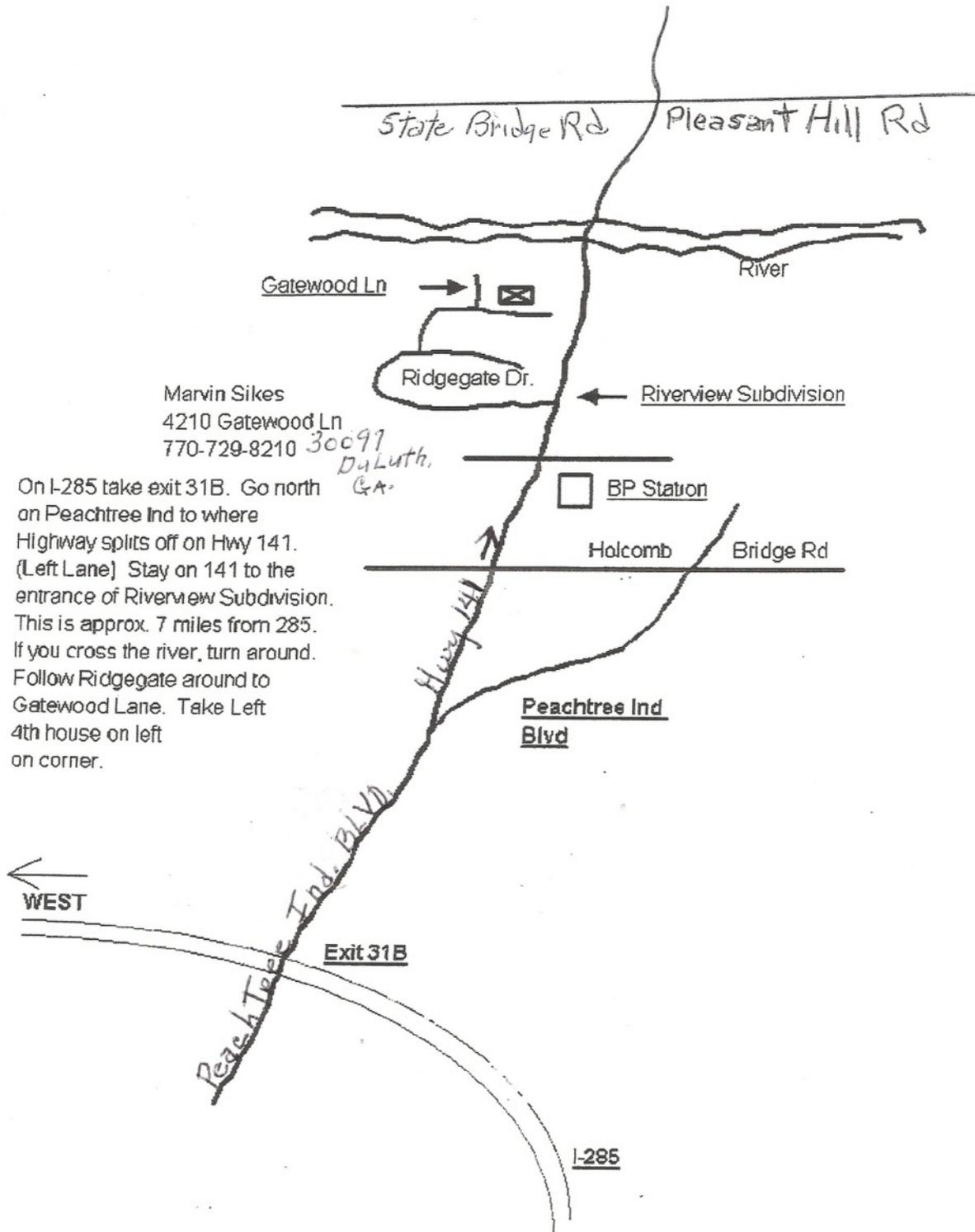
North Georgia Chapter June meeting will be at "2:00 p.m." on Sunday, June 3, 2012. See details on Page 10.

NORTH GEORGIA CHAPTER SDC MEETING

JUNE 3, 2012

2:00 PM

DULUTH GEORGIA



Marvin Sikes
4210 Gatewood Ln
770-729-8210 30097
Duluth, GA

On I-285 take exit 31B. Go north on Peachtree Ind to where Highway splits off on Hwy 141. (Left Lane) Stay on 141 to the entrance of Riverview Subdivision. This is approx. 7 miles from 285. If you cross the river, turn around. Follow Ridgegate around to Gatewood Lane. Take Left 4th house on left on corner.

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 32216; (904) 724-0457. For more information see our website at www.studebakernetf.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. Additional 3 month extensions may be allowed, provided the Newsletter Editor is notified one month before the current 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 email: 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. Email: 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 or email: 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 that 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 email photos on request. Contact Enrique (Henry) Hernandez. 770-645-1867. Email: normahenry@gmail.com (APR 2012)

1963 GT Hawk. Priced reduced to \$15,000. Contact Henry Mailin. 770-606-8785. Email: 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. Email: alexmil@comcast.net. (JUN 2012)

(Continued on Page 13)

STUDEBAKER CORRAL (continued from page 12.)

1949 and 1962 Studebaker Trucks. Both bought new. The '49 is a flathead six-3 speed. The '62 is a V 8 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. Email: Lucien@london.com. (APR 2012)

PARTS, VEHICLE FLOCKS AND EQUIPMENT FOR SALE

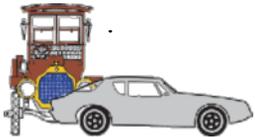
Avanti Body Lift. Custom fabrication - specific to Studebaker Avanti only. Bolts together for easy assembly and dismantling. Designed for overhead lifting-allows free working area under the body-an absolute "must" to replace hog troughs properly. Prevents anybody flex or deflection while removed to minimize 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 "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 (APR 2012)

Body Shop Equipment. Everything needed to do body work; i.e., paint gun, welder, etc. Will sell piece by piece or all in one transaction. Contact Ray Phillips for complete list and prices. 706-245-6440. Email stude35@webtv.net (JUN 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,

**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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Telephone: 770-547-4871

E-mail: calh407@comcast.net