

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

STUDEBAKER SPOTLIGHT STUDEBAKER'S ELECTRIC CAR

MAY 2013
Vol. 38 Issue No. 5

The Chevy Volt, a modern electric car hyped as one of the solutions to our nation's dependency on petroleum-based fuels, is touted as a "new" concept. New Concept? Wait a minute!

Studebaker's first foray into the market with a "horseless carriage" in 1902 was with a totally electric powered car. While Studebaker would sell only totally electric cars until 1904, these represented some of the latest technology for their time and Studebaker would continue to sell the totally electric car until 1912, along with a gasoline powered car.



1902



1907



1911

The construction of public paved roads was a catalyst in the development of power driven vehicles (vice horse-drawn ones). There were three types of power available: steam, combustion (gasoline) and electric. Of the three, Studebaker elected to use electricity for the first two manufacturing years of power driven vehicles.

Electricity was the logical choice. Steam was cumbersome and unwieldy, taking at least forty-five minutes to generate a head of steam before the car could even begin to move. Gasoline

engines were not much better. They produced fumes and noise and, with their combustion characteristics, could be dangerous. Transmissions were in their infancy and difficult to operate and the combustion engine required a transmission. Fuel was not readily available for gasoline engines; i.e., filling stations did not exist. The first drive-in filling station would not open until 1905 in (Continued on Page 5...See Electric Power.)

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Editor's Note: This issue of The Hillholder will be the first since I became the Newsletter Editor that does not have an original article written by a North Georgia Chapter member other than me. I know the merry-go-around could not go on forever, but I do have promised articles from members in the future. So, I hope that you will be hearing from them again soon. I love merry-go-rounds.

Don't think for a moment that I am discounting President Ben Alspach's column "President's Prose." I really enjoy Ben's column and hope that he will continue it throughout his presidency and beyond if he is of a mind to. His upbeat and enthusiast view of Studebakering always makes me enjoy Studebakers more after I read his column.

Also, a reminder that an additional block of hotel rooms at an alternate hotel have been added for the International SDC Meet in Colorado Springs CO. The rooms will be at the same rate as the Meet hotel since all of the rooms at the Meet hotel have been reserved.

I do believe that spring is finally here. Bill has the garden planted and we are looking forward to all those good vegetables this summer. It looked iffy for awhile. Anyway, it is a beautiful time of the year to get those Studebakers out of the garage and on the road.

Thought for May: Don't walk behind me; I may not lead. Don't walk in front of me; I may not follow. Just walk beside me and by my friend.
Albert Camus (1913-1960) French Nobel Prize Winner #

knew a little about Studebakers, but others were just attracted by the collection of unusual and colorful old vehicles. In most cases, you don't have to do much to get a conversation started...a question or comment from the curious observers is almost always forthcoming.

I typically enjoy these brief exchanges because I tend to be a bit of a "chit-chatterer" (as my father would say) and usually know just enough about the cars to offer a little fact or historical tidbit that folks may find interesting. And, it's fun to talk to people who really want to hear what you have to say—without any obligation or pressure involved. These passers-by stopped just because they like old cars and are interested enough to take a little time from their day "just for the fun of it." And, as most of us will admit, showing and talking about our cars is one of the most enjoyable and gratifying aspects of the hobby!

Where am I going with this discussion, you ask? Well, my theory is that our cars often help us feel a little better about ourselves and, in a small way, can also bring pleasure and joy to those "civilians" we happen to encounter in the course of our Studebaker travels. Driving our cars is, in itself, fun but the cars also tend to get us "noticed." This, in turn, attracts curious people who approach us with questions and stories. For us, it's an opportunity to educate, rekindle a memory, make a new friend or maybe even learn something ourselves. It's also an opportunity to bring a smile and help others feel good, too...even if it's just for a minute or two. Sounds like a pretty nice arrangement. No wonder so many people are attracted to old cars...and especially Studebakers!

See you next month in Kennesaw! Drive safely!#

PRESIDENT'S PROSE

By Ben Alspach



Many thanks to John Hollier for organizing the April meeting at Rooster's Cafe in Cumming. It was nice to see almost 40 members present and we also had some great Studes in the parking lot, including a couple of "first timers." Loren and Helen Nelson brought their very original '37 Dictator Coupe while Chip and Kaye Branch drove their sharp looking, two-tone '56 Golden Hawk. These new additions brought our car total for the meeting to about a dozen; and, better yet, we were able to welcome both the Branch's and the Nelsons to the ranks of our North Georgia Chapter. It was a good day...

As I was back and forth from the restaurant to the parking lot during the afternoon, I must have spoken with at least half a dozen groups of folks who saw our cars "on display" and stopped for a closer look. Some



49th International SDC Meet Colorado Springs CO HOTEL INFORMATION

All of the rooms at the Meet hotel have been reserved. Arrangements have been made to make rooms available at the DoubleTree by Hilton, approximately 3/5th mile from the Crowne Plaza for the same rate. **YOU MUST MENTION "SDC" WHEN MAKING RESERVATIONS.**

1775 East Cheyenne Mountain Blvd
Colorado Springs CO 80908
(719) 576-8900
doubletree3@hilton.com

North Georgia Chapter SDC Minutes
April 7, 2013
Rooster's Cafe, Cumming GA

Ben Alspach, President, called the meeting to order at 3:20 PM. He thanked the meeting host, John Hollier. He welcomed our new members Chip and Kaye Branch and Loren and Helen Nelson (who joined today) and guest Mickey Minling, friend of Brenda and Hobo Bodkin.

Sign-in Sheet being passed around.

Charleen Carey moved, Wayne Lee seconded, to approve the March minutes as published in The Hillholder. Motion carried.

Rochelle Ziglin moved, Wayne Ziemer seconded, to approve the February Treasurer's Report as published in The Hillholder. Motion carried.

Ben congratulated those with April birthdays/anniversaries. Those to keep in our thoughts/prayers: Ina Green, Henry Malin, and Brenda Phillips.

Announcements

1. Jim Loftin described a 1956 Powerhawk found in a field and stored at a UWreck It on Buford Hwy. See him for details on purchasing.
2. Lory Healy gave information on a classic car estate auction being held on April 20th in Toccoa GA. See Sheriff Auctions on the web for details.
3. Ben announced that International SDC has made arrangements for an additional 100 hotel rooms for the 2013 convention.

Reports

1. Ed Burris (National)
Will have a meeting today at 4:00 PM. National paid \$3500 for a lawyer to examine the bylaws to see that they meet New York incorporation laws. One change is that National Club meetings must be held live/in person via telephone or Skype vice by Email exchange.
2. Wayne Lee (Zone)
We have 7 states and 23 chapters in our zone. Alabama has 3 chapters but 2 of them are struggling. The chapters are doing a state newsletter so that all will share information. Wayne suggested that the 2 Georgia chapters could share newsletter information. Alabama has a new Regional manager, John Baumgardner.
3. John Hollier (Region) Nothing to report.
4. Bill Delli (Treasurer) Balance 03/01/2013 was \$4877.39. Balance 03/31/2013 was \$5049.39. Complete report in The Hillholder.
5. Charlotte Delli (Editor)
 - a. Thanked Dale Jakupca for his story for the April edition.
 - b. Thanked Wayne Lee for always doing such a good job on getting meet information to her.
 - c. Asked for stories and photos.
 - d. Modeled the new club polo shirt
6. Barbara Miller (Membership) We have 7 households with unpaid dues, 2 households that have moved, and 4 new household members. Two of the new households got information from our website.

Old Business

Ben announced that the Packard Club (in addition to the Hudson Club) has asked about doing things with our Chapter.

New Business

Dale Jakupca announced a car meet in Canton GA on May 3, 2013. (Continued on Page 7...See Minutes.)

**North Georgia Chapter SDC
April 2013 Meeting Attendees**

Janet & Ben Alspach
 Brenda & Hobo Bodkin
 Katy & Chip Branch 1956 Golden Hawk
 Edward Burris 1963 Cruiser
 Charleen & Billy Carey
 Dotty & Jim Carto 1964 Champ
 Solon Couch
 Charlotte & Bill Delli 1963 GT Hawk
 Lory Healy
 John Hollier 1970 Advanti II
 Pat & Dale Jakupca 1962 Hawk
 Richard Knoblock 1955 Commander
 Chuck Lampman
 Ann & Wayne Lee
 Jim Loftin
 Ron Martinez
 Pete McCaffrey
 Barbara & Dan Miller 1959 Silver Hawk
 Helen & Loren Nelson 1937 Dictator Coupe
 Carol & Jim Nichols 1960 Hawk
 Terry & Wayne Ziemer
 Alan & Rochelle Ziglin 1951 Commander Starlight



**MAY 2013
CELEBRATIONS**

BIRTHDAYS

Buddy Hunt 5/20
 Tim Taylor 5/24
 Deby Forrester 5/31

ANNIVERSARIES

Jim & Barbara Loftin 5/1
 Marvin & Carolyn Sikes 5/26

KEEP IN THOUGHTS AND PRAYERS

Family of Art Unger - Art lost his battle with pancreatic cancer in April

Ina Greene - Ina recently had cataract surgery and has continuing back problems

Henry Malin - Henry is recovering from heart problems

Brenda Phillips - Brenda is recuperating from surgery



**Treasurer's Report
March 2013
Submitted by Bill Delli**

March 1, 2013	
Beginning Balance	\$4877.39
Deposits	172.00
50/50	45.00
Dues	50.00
Polo Shirts	45.00
(3 @ \$15.00)	
Polo Shirt (1)	32.00
Withdrawals	-0-
March 31, 2013	
Ending Balance	\$5049.39

(Electric Power...Continued from Page 1.) in St. Louis MO and the second in 1907 in Seattle WA. Before these, gasoline was sold on a carry-home basis in pharmacies.

On the other hand, electric cars were quiet and clean. They were easy to recharge and could be recharged in about 3 hours. Thanks to innovators such as Thomas Edison, electric power was more available in homes. While the batteries for the cars were very expensive, the power itself was reasonable.

Even with all of the advantages of the electric car, sales were never strong and gasoline powered cars loomed in the background. Some viewed the electric car as an expensive toy for the very wealthy. Others thought that the electric car appealed more to the feminine rather than the masculine and men were the buyers. Electric cars required frequent recharging and had no backup source of power if they ran out of "juice" on the open road. They had limited range between charges. They could go about 40 miles before recharging was necessary. (Compare that with the 50 mile capacity of today's Volt.)

Studebaker's horse-drawn carriage and wagon business was good as the nation entered the 20th century. By 1901, John Mohler Studebaker (known as J.M.), the only one of the five original Studebaker brothers still living, was the President of Studebaker Brothers Manufacturing Company. (The name was changed to the Studebaker Corporation in 1911.) The real advocate for Studebaker to manufacture automobiles was Frederick Fish, John Mohler's son-in-law. Fish was Chairman of the Executive Committee at the company. While John Mohler was not opposed to the automobile, he was not overwhelmingly enthusiastic about it either.

After attending a car show in Chicago IL in 1901, he became more receptive to the idea of the automobile. With Fish's urging and support, John Mohler started what was to make Studebaker a major player in power driven vehicle history and set the stage for where we all are today. The decision was a good one. Studebaker sales went from \$3.6 million in 1901 to \$43.4 million in 1914. (Frederick Fish went on to become Studebaker President in 1915.)

Studebaker built twenty electric powered cars in 1902. There were 2 body styles: the Runabout and the Stanhope. (This line was expanded to include the Victoria, the Surrey, the Landaulet (convertible) and trucks in later years.) It is believed that Thomas Edison bought the second electric car that Studebaker produced—a Runabout.

The body design of the automobile replicated the bodies
Page 5

of Studebaker passenger carriages. The electric car did not have a power train or transmission; a chain transferred energy from the battery powered engine to the wheels to make them turn and move the car forward. It had a tiller for steering. The wheels had wire spokes instead of the wooden spokes found on the carriages. The first engine was a Westinghouse with 1.7 horsepower. It had a top speed between 13 and 16 MPH. Later engines made it to 20 MPH.

The cars normally were two-seaters with an option for four seats on the Stanhope model. The cabin was open to the weather but had a top that could be drawn over the seats. A closed cabin was added in 1906. In 1910, the closed cabin with windows that moved up and down on the door and sides of the car was available.

The electric powered truck was introduced in 1906. It basically was a farm wagon on top of an engine, although the designs became more sophisticated in later years. Studebaker also offered a variety of commercial electric vehicles as well such as delivery trucks.

Studebaker advertised its electric automobile as one that needed "no expert chauffeur" and could be "run any day in the year by any member of the family" and "equally well over rough pavements and smooth park roads."

From 1904 to 1912, when Studebaker manufactured both totally electric and gasoline powered automobiles, one had to look only at the profile to distinguish one type from the other. The electric car was boxy with a short front end and wheelbase. The gas-driven car had a sleek, extended front end, which contained the engine, and a much longer wheelbase. The undercarriage of the gas-driven car was relatively flat and uncluttered while the electric car had the motor and chain system exposed. All of the electric cars had tillers for steering while the gas-drivers had steering wheels.

By 1904, it became clear that the gasoline fueled vehicle was the way to go. Once again, Frederick Fish's foresight served Studebaker well. (But, that's another story.) He was an advocate for change. Even with technology changing, carriage and wagon production continued to be the backbone of the company with carriages outselling automobiles in 1908. Studebaker would stay in the horse-drawn market until 1920. The last electric car was sold in 1912. It was an end of a short-lived era that helped transition Studebaker into the modern world of motorized automobiles and trucks.#



TASTY TREATS

Although this recipe has Christmas in its name, it is good anytime. Thanks to North Georgia Chapter member Hellen Attaway for sending this delicious recipe.

CHRISTMAS EGGS (Also called Cheezy Eggs)

INGREDIENTS: 1 lb. Velveeta Cheese (Cubed)
8 oz. Sharp Cheddar Cheese (Grated)
1/2 Cup Margarine (Do use nonfat type.)
16 oz. Cottage Cheese
12 Eggs
Salt & Pepper to Taste

DIRECTIONS: Beat eggs with salt & pepper. Add rest of remaining ingredients. Pour into a buttered 9" by 13" glass dish. Cover with foil and bake in preheated 350 degree oven for 1 hour.

This recipe can be made the night before and refrigerated. When ready to bake, place dish in a cold oven. Turn on the oven. Bake 1 hour. If the center of the casserole is not done after 1 hour, stir the mixture, turn off the oven and leave in the hot oven for 10 to 15 minutes. Do not put the foil back on the dish during this time.

Enjoy!

TECHNICAL TOPICS

(This month's feature is reprinted from the November 1992 issue of The Hillholder, editor/author Chuck Lampman.)

BRAKE LINES REVISITED

This morning a friend showed me a broken part from his '88 Chevy 3/4 ton pickup truck that was enough to send a cold chill up your spine. It was a three foot section of steel brake tubing that, for some reason, looked fine. However, a six inch section in the center was rusted and in the center of the

rusty patch was a blow-out.

He and his wife had been returning home late one evening last week when the car in front of him made a rapid stop. My friend stepped hard on the brakes, which worked for a few seconds, then the pedal went to the floor. ABS and split master cylinder or not, a dive for the ditch was necessary.

The problem that caused the line to blow out isn't likely to happen to most Studebakers. In the Chevy, this brake line to the right front corner passes under the battery tray, and acid leakage from the battery had gotten to the brake line. What is true of many Studebakers, however, is that the steel brake lines are rusted, sometimes badly. This rust can easily cause a blow-out, catastrophic brake failure and loss of a Studebaker or, worse yet, of a SDC member and/or his family.

Check those steel lines, especially in out-of-the-way places like where they run along the inside top of a frame rail or through a hold-down clamp. In fact, clamps are a real culprit. I've seen lines that look perfectly good everywhere else be badly rusted under a hold-down. It is, of course, because water gets trapped in these places and does its nefarious work unobserved.

Replacement lines can be bought at any parts house in various lengths, and they come complete with double flares and nuts installed. If you need one that is longer than they stock, just use two that add up to the right length and buy a brass union to join them together. These replacement tubes are made to be bent by hand, but for tight bends or for really nice looking bends, if appearance counts, you can buy a tubing bender for less than \$10 that will do a fine job.

Don't try to put in your own flares, unless you know what you're doing. Unlike common plumbing flares, brake tubing is double flared, with a section of the flare that turns back in to provide a double thickness in the flared area. It takes a special tool and some experience to do this right. I've got the right tool but only one of five of my double flares turns out right. I buy the pre-made ones any time I can. Use of a single flare, such is produced by a typical flaring tool used to flare plumbing copper tube, can be hazardous to your health! Don't do it-the flare won't take the pressures involved in the hydraulic braking system.#

CANTON CAR SHOW

Looking a fun Friday evening? Why not attend the Canton GA car show in downtown Canton May 3, 2013 from 6:00 PM until ? Contact Michael Buckner, 770-479-1000 or go to www.facebook.com/cantongafirstfriday.



NORTH GEORGIA CHAPTER APRIL MEETING PICTURES



LARK TUNE-UP ARTICLE

If you have supercharged Studebakers, checkout the new June 2013 Hot Rod magazine for a highly detailed tune-up article about Eric DeRosa's 1963 R2 Lark. It has lots of good, practical Information about problem diagnosis and remedies to resolve drivability Issues.

(Thanks to Wayne Lee, Southeast Zone Coordinator, for passing along this information.)

(Minutes...Continued from Page 3)

Next meeting is Sunday, May 5th, hosted by Ron and Arlinda Martinez at California Dreaming restaurant in Kennesaw GA.

Alan Ziglin moved, John Hollier seconded, to adjourn the meeting at 3:56 PM.

Six Door Prizes were given out.

Lory Healy won \$47.00 in the 50/50. The North Georgia Chapter SDC banked \$48.00.

Submitted by
Terry Ziemer, Recording Secretary

STUDEBAKER HAPPENINGS

NORTH GEORGIA CHAPTER MEETING SCHEDULE 2013

May 5, 2013: Kennesaw GA. Hosts Ron & Arlinda Martinez. 770-429-9903. See Page 9 for details.

June 1, 2013: Snellville GA. Hosts Lenny & Phyllis Major. 770-207-6129.

July 2013: No Chapter Meeting.

August 4, 2013: Yargo State Park GA. Hosts Billy & Charleen Carey. 770-867-2060. Cell 770-867-7186.

September 14, 2013: Acworth GA. Hosts Ben & Janet Alspach. 770-693-7269.

October 6, 2013: Location to be determined. Hosts Bill & Charlotte Delli. 770-547-4871 or 4897.

November 3, 2013: Loganville GA. Hosts Wayne & Terry Ziemer. 706-255-5492.

December 8, 2013: Kennesaw GA. Hosts Wayne & Ann Lee. Annual Christmas Party. 404-805-9404.

Thank you to all who volunteered to host a Chapter meeting in 2013

FUTURE SOUTHEAST ZONE EVENTS

May 11, 2013: Fayetteville NC. Eastern North Carolina Chapter SDC. Tour of the Cape Fear River Valley: A Gimmick Road Rally. Contact Joe Roberts 910-484-2512.

May 17-19, 2013. Townsend TN. Smoky Mountain Meet. Smoky Mountain Chapter SDC. Contact Joe Inman 865-457-3002.

June 8, 2013: Boone NC. Studebaker Spring Fling. North Carolina Chapter SDC. Contact Weldon & Margaret Critcher 828-264-8141.

September 6-8, 2013: Maggie Valley NC. 45th Tri-state Meet and Southeast Zone Meet. North Carolina Chapter SDC. Note change in location from last year. Details on Page 11. This is a new, updated flyer.

FUTURE SOUTHEAST ZONE EVENTS (Continued)

October 11-12, 2013. Nashville TN. Middle Tennessee Meet. Fiddler's Inn. Middle Tennessee Chapter SDC. Contact Paul Wallace 931-359-5381 Details on Page 12.

November 1-3, 2013. Port St. Lucie, FL. Florida State Meet. Sunshine Chapter SDC. Details on Page 13.

OTHER FUTURE STUDEBAKER EVENTS

May 2-4, 2013. Michiana Chapter STUDEBAKER INDIANA Open Swap Meet and CROSSROADS ZONE MEET. St. Joseph Fairgrounds, South Bend IN. Info: www.michiana-chapter-sdc.net

June 29-July 6, 2013: Colorado Springs CO. 49th International SDC Meet. Details on Page 10.

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

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

OTHER CAR HOBBY EVENTS

May 3, 2013. Canton GA. Friday evening Car Show. 6:00 until ???. Downtown Canton. Contact Michael Buckner. 770-479-1000 or go to www.facebook.com/cantongafirstfriday.

May 10-11, 2013. Cairo GA. Great Southern Antique Auto Show and Rally. Call 299-377-3663 or 3901

May 16-18, 2013. Pigeon Forge TN. 35th Annual F-100 Supnationals & All Ford Show. Call 423-623-4544 or go to www.f100supnationals.com.

October 6-13, 2013. Biloxi MS. 17th Annual Cruising the Coast. Go to www.cruisinthecoast.com.

November 22-24, 2013. Moultrie GA. Annual Automotive Swap Meet. Spence Field. Go to www.moultreswapmeet.com

NORTH GEORGIA CHAPTER SDC

MAY 2013 MEETING

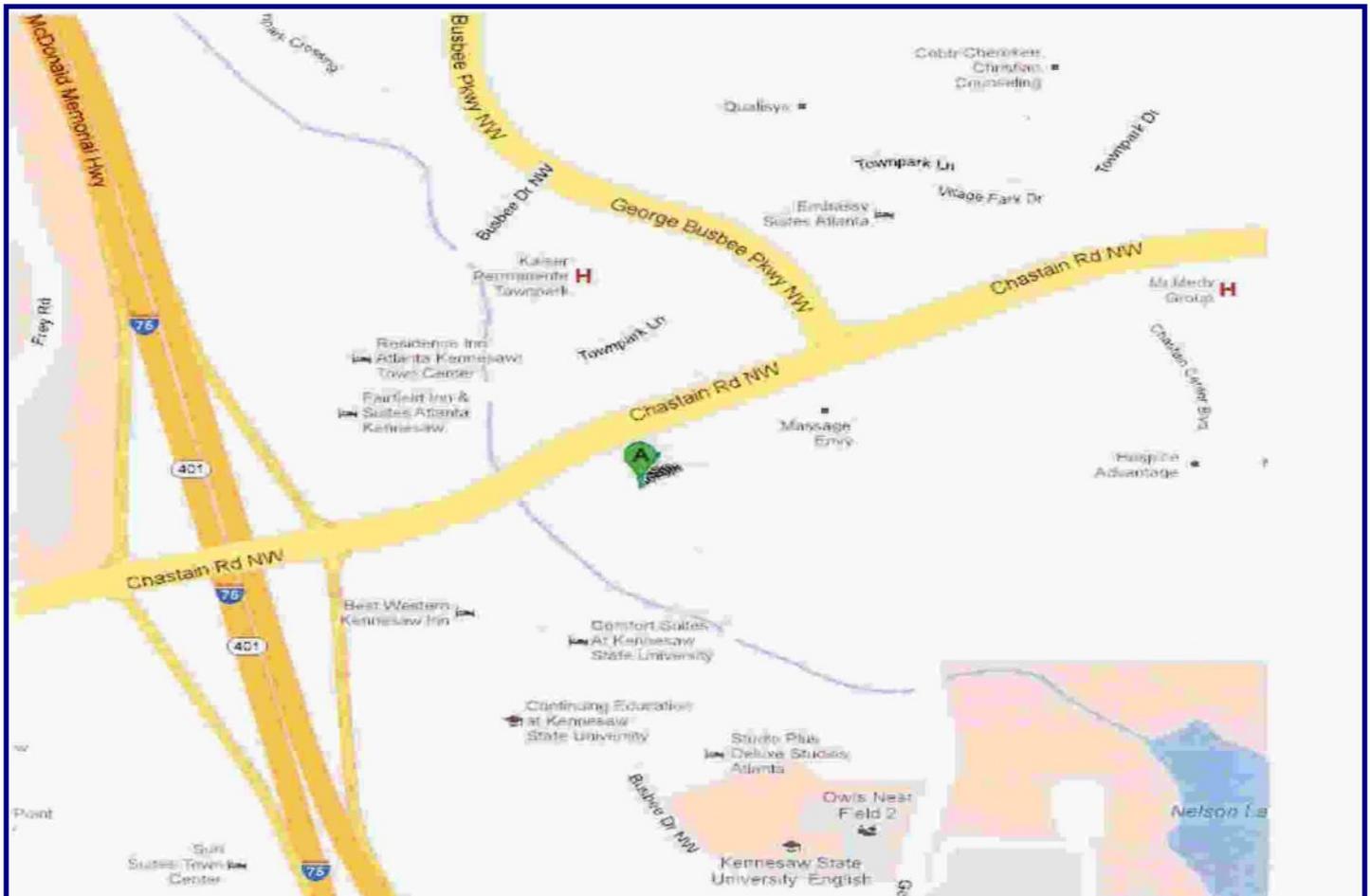
SUNDAY MAY 5, 2013 2:00 PM

Hosts: Ron & Arlinda Martinez 770-429-9903



CALIFORNIA DREAMING
745 Chastain Road
Kennesaw GA 30144
770-428-2055
Website: californiadreaming.com

DIRECTIONS: Take I-75 North from Atlanta GA to Exit #271 for Chastain Road. Turn east off of the exit onto Chastain Road towards I-575. Go ½ mile. The restaurant will be on your right

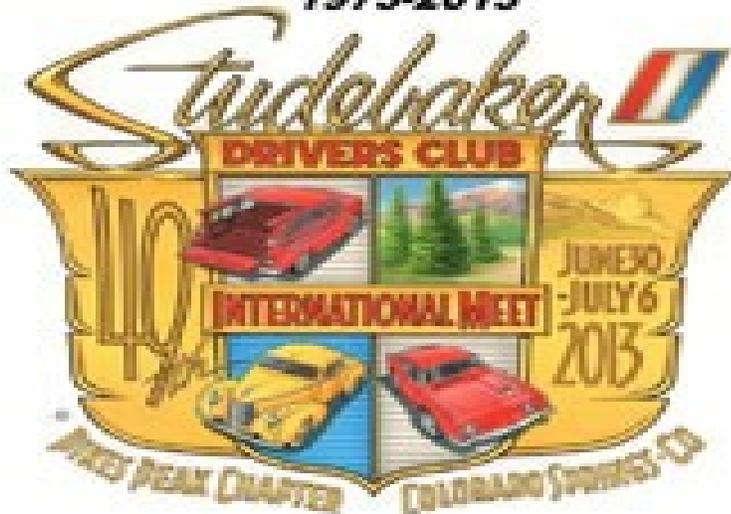


2013 SDC International Meet PIKES PEAK OR BUST

Colorado Welcomes SDC Members

Back 40 years Later

1973-2013



2013 Studebaker Pikes Peak or Bust



**Colorado Welcomes SDC Members
Back 40 Years Later
1973-2013**



Meet hotel: SDC rate starts at \$109.00 per night (excluding taxes). After June 15, 2013 rate \$119.00 per night. All reservations at the Crowne Plaza have been filled. Alternate hotel is the Doubletree By Hilton pictured above. See Page 2 of this newsletter for details.



Welcome to Maggie Valley

45th Southeast Zone/Tri-State Meet

Hosted by: North Carolina SDC

September 6 - 8, 2013



45 years and still rolling

Telephone Reservations
Smoky Falls Lodge
 Tell them you are with the Studebaker Drivers Club
 1-877-926-7440 or 1-828-926-7440
www.smokyfallsodge.com



Events:

Friday, September 6th, 2013

- * Registration 6 pm-9pm
- * Oldies Movie at Dusk

Saturday, September 7th, 2013

- * Registration 9 am -12 noon
- * Swap meet
- * Studebaker Car Show
- * Craft activities for Ladies
- * Model Car and South Bend Watch Shows
- * Valve Cover Racing
- * Awards presented at the end of the show
- * After dinner join us for dessert and Sam Ensley & Roots and Branches

Vendors Welcome
 email: westbenddave@triad.rr.com
 Questions about the meet contact:
 Tri-State Meet Coordinator,
 David Hauser

Free vending with meet registration

Mail registration to:
 Harold Freeze
 1448 Triplett Rd.
 Cleveland, NC 27013
hawkr1@yahoo.com



2013 Meet General Registration:
 Please Pre-Register before August 15, 2013

Make checks payable to NCSDC
 Name:.....
 Address:.....
 City:.....

Registration	\$15.00
People's Choice or Concourse Judging	
\$10.00 per entry
Valve Cover Racing \$3.00 per entry
Model Car Display...\$3.00 per entry
Watch Display/Judging..\$3.00 per entry

For more information North Carolina Club Website: ncsd.net

Total

Studebaker

MUSIC CITY MEET



Cruisin' Music City

MIDDLE TENNESSEE CHAPTER

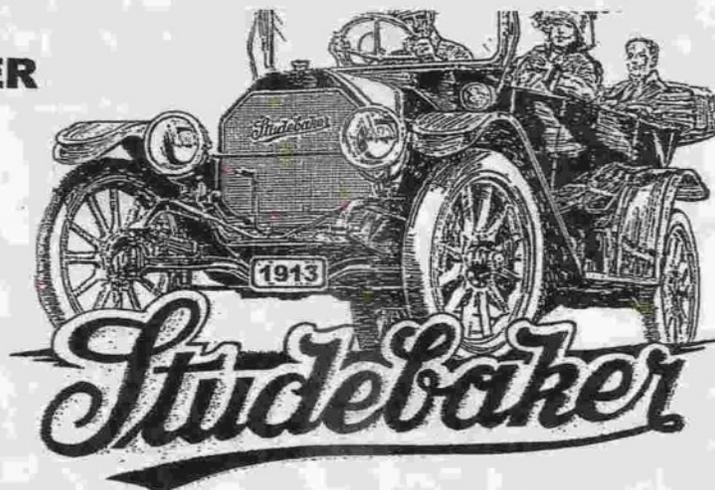


call Nashville, Tennessee *for*
October 11 & 12, 2013 *Details*

Paul Wallace: 931-703-5318

Or Gene Luthbert: 931-454-2408

**STUDEBAKER
DRIVERS
CLUB**



**SUNSHINE
CHAPTER
PRESENTS:**

Rolling Along Time

THIRTY-SIXTH

FLORIDA STATE MEET

NOVEMBER 1, 2, 3, 2013

HOLIDAY INN at Port St. Lucie

**(Take Florida Turnpike exit east on Port St. Lucie Blvd.
Go north to 10120 South Federal Highway)**

**RESERVATIONS 772-337-2200 OR 1-800-459-5044
FAX 772-335-7872**

FRI, NOV. 1	Registration. Hospitality Reception. Fun Night Activities.
SAT, NOV. 2	Car Show. Swap Meet. Banquet. Trophies.
SUN, NOV. 3	All Stude. caravan to Elliott Museum on Hutchinson Island.

JOIN IN THE FUN

**PACKARDS & OTHER STUDE-RELATED WELCOME
FOR MORE INFORMATION CALL BUTCH FIGURELLA 561-719-3933
OR GO ONLINE: SUNSHINESTUDE.com**



STUDEBAKER CORRAL



The purpose of this section is to provide a place for posting items "for sale" or "wanted to buy." If space is not available for all items, preference will be given to Studebaker items, North Georgia Chapter SDC members first.

Each ad will be posted for an initial period of three months. The first month of the current posting can be found at the end of the ad. Additional 3 month extensions may be posted if space allows; 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. If you have more photos than this, you can identify how interested parties may contact you to see them in the ad. Please send all ads and photos to the Newsletter Editor at e-mail: calh407@comcast.net.

The Newsletter Editor and members of 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

1988 Avanti Silver Anniversary. VIN # 12AAV3248J1000303. One of 27 built. Paxton Supercharger. Original custom white pearlized paint, black leather interior, premium wheels, anniversary center caps, 50K miles, power everything, original all-digital dash, A/C (134), sun roof, Sony 6 disc CD changer-am-fm-cassette, trip computer, Koni shocks, new tires, 2.5" diameter stainless steel exhaust with dual port chrome exhaust tips. Original owner's manual in black leather pouch. \$28,600. Contact Ron Bergeron at 404-590-7662 or e-mail ron@atbergerons.net (MAY 2013)



1960 Hawk. Jim Nichols of Blue Ridge GA is selling his 1960 Studebaker Hawk. Black with Kelsey Hays wire wheels. Beautiful car as picture will attest, with many special modifications that are too numerous to list in this ad. He has 4 pages of information concerning modifications and what history he has on the car that he can mail to seriously interested buyers. If interested, please Email your mailing address and phone numbers to Jim at hawk60@etcmil.com. (MAY 2013)



1937 Ford Panel Truck. Modified with 350 HP engine, transmission, exhaust, brake system, etc. Fun to ride and drive. Asking \$26,500. Call 770-554-8057 and ask for Hobo. (MAR 2013)

PARTS, VEHICLE FLOCKS AND EQUIPMENT FOR SALE

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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*. It not only replaces some material edited out for the *Turning Wheels* 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

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