

THE HILLHOLDER

The Official Newsletter of the North Georgia Chapter Studebaker Drivers Club

JUNE 2014

STUDEBAKER SPOTLIGHT THE WAGONAIRE



NORTH GEORGIA CHAPTER

IMPORTANT VOTE
JUNE 2014 MEETING

REVISED CHAPTER
BY-LAWS

Details Page 11.



IT'S COMING SEPTEMBER 13, 2014

DON'T MISS IT!

Story on Page 6.

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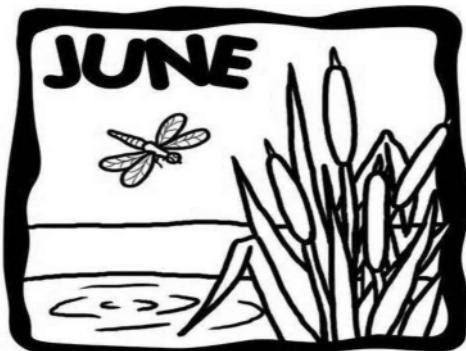
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PRESIDENT'S PROSE

By Ben Alspach

DIVIDED LOYALTIES

There's no question that the Studebaker Drivers Club is one of the largest and best organized clubs in the old car hobby. Last I heard, the SDC had well over 12,000 members and a strong international presence. Our *Turning Wheels* magazine is an outstanding publication, certainly on par with those put out by the biggest clubs supporting Ford or Chevy vehicles. Our national and regional meets are very well organized and well attended. In short, the Stude crowd seems to have a lot on the ball.

However, as enthusiastic and enamored as we are with all things related to Studebaker, I'm well aware that there are those among us who "dabble" in other vintage vehicle marques as well. Frankly, it should come as no surprise that old car buffs like us, who would spend an entire afternoon (or entire weekend!) at a car show, *might* be slightly attracted to more than one unusual brand, style or type. We all enjoy looking at the great cars when the Hudson or Kaiser folks participate in one of our chapter meetings. The club tours of the Truit Cathy and Cofer collections were highly anticipated outings and very well attended. And, I never hesitate to walk across a parking lot to check out a nice looking ride. You just can't tell what you might find or who you might bump into.

In our Chapter alone, I know that John Hollier is a man of many automotive interests beyond Studebaker. In addition to his Avanti, John has driven his Jag, his Lotus and other special cars to past meetings. The same holds true of Alan and Rochelle Ziglin with their growing stable of nice Pontiacs to compliment the stalwart Studebakers. (Note: I hasten to point out that Ponchos are now orphans, too. A sad thing.) The Jakupca's have several very nice 70's muscle cars to keep their Hawk company. Pete McCaffrey always has something new (old?) and different to show off (Does he still own the Scotsman?) and we even let him bring that quaint Chevy pickup to meetings now and then. Rick Kamen loves those Kaisers, the Attaways have bow-tie iron, and Kevin Garrison is into the vintage Cadillac scene. Bohannon, Bergeron, Delli, Lee, Loftin, Martinez...the multi-marque bug is pretty widespread within our ranks.

Me? I'm a closet British motorcycle guy. I was mesmerized by those old BSA's, (Continued on Page 9...See President.)

Editor's Note: You don't want to miss the June meeting of the North Georgia Chapter on June 1, 2014. The approval of the newly revised By-laws will be put to a vote by the members. These revised By-laws were published in the May 2014 issue of The Hillholder for your information and review.

Also, it should be noted that an August 2014 issue of The Hillholder will not be published since there will not be a North Georgia Chapter meeting held in July. This is to allow North Georgia members time to attend the International SDC Meet in Delaware. The Delaware Meet sounds like a lot of fun with some very interesting activities planned. You should attend if at all possible. It will be the first International SDC Meet held in Delaware. See details on Page 12.

Special thanks are extended to North Georgia member Alan Ziglin and President Ben Alspach for the features they have written for this issue of the newsletter. It is a great thing when "like" minds come together. I had asked Alan at the North Georgia meeting in May if he would write a feature about his latest acquisition of a vintage car, which happens to be a non-Studebaker but fantastic nonetheless. Unknown to both Alan and me, Ben decided to discuss in his "President's Prose" column the different non-Studebakers owned by North Georgia members. Don't you just love it when a plan comes together—even when it wasn't planned?

I also want to thank Bruce Rawley for providing some of the photographs used on page 8.

Thought for June: "People don't notice whether it's winter or summer when they're happy."
Anton Chekov (1860 -1904 Russian Author)

(Editor's Note: While the purpose of the North Georgia Chapter SDC is to promote awareness and appreciation of all things Studebaker, that does not mean that we cannot appreciate the beauty of other classic vehicles as well. Enjoying other brands does not diminish Studebaker. Rather, it enhances the car hobbyist experience. When I saw Alan Ziglin's latest acquisition, I just knew that it had to be shared with our members.)

Myrtle

By Alan Ziglin

At the May North Georgia Chapter meeting, Charlotte Delli saw the latest car Rochelle and I added to our collection. She asked me to write an article for The Hillholder, even though this "new" car is not a Studebaker.

The last car we purchased was back in 2012 when I got the final car on my "Bucket List." It was a 1961 Plymouth Fury, which was on my list because that was my Dad's car when I started driving. As you may recall, that was the only collector car I've ever owned that had a family connection. To my knowledge, during my early years no one in my family had a Studebaker or Pontiac, yet those are what I wound up being interested in collecting.

I had completed my Bucket List, but there were still other cars I'd love to have.

One of the things I realized about my collection was that the only car with a manual transmission was Stu, my 1929 Studebaker Commander. Since it was manufactured before they had developed synchronizers for the transmission, it shifts and drives very differently from later cars with what we used to call a "three-on-the-tree." That is a manual transmission with the shift lever on the steering column.

As I reflected on cars I have owned, I realized I have had cars from every decade in the 20th century from the 1920's forward...with the exception of my birth decade...the 1940's.

I've been in SDC and AACA (Antique Automobile Club of America) since 1972. In 1973, I joined the Pontiac/Oakland Club International (POCI) when I bought a 1937 Pontiac Business Coupe. When I sold the Coupe a couple of years later to make room for Bullet, our 1951 Studebaker Commander Starlight Coupe, I kept my membership in POCI active. Some of POCI's chapters are not geographic; rather they are defined by car types. One of their chapters I have been in since I joined the club is the Early Times Chapter, which is devoted to Pontiac's manufactured before 1955 when all of their engines were still "Flat Heads."



THANK YOU

The many expressions of concern after my brother's unexpected death have sustained my family and me.

The prayers, cards, phone calls, donations, meals and kind words will long be remembered.

May God bless all of you.

Brenda Phillips

North Georgia Chapter SDC Minutes
Sunday, May 4, 2014
Coastal Breeze Restaurant, Buford GA

Ben Alspach, President, called the meeting to order at 2:00 PM. He thanked the meeting hosts Dale and Pat Jakupca. Sign-in Sheet being passed around.

Rochelle Ziglin moved, Charleen Carey seconded, to approve the April 2014 minutes as published in The Hillholder. Motion carried.

Bob Lytle moved, Janet Alspach seconded, to approve the March 2014 Treasurer's Report as published in The Hillholder. Motion carried.

Ben congratulated those with May birthdays/anniversaries. Those to keep in our thoughts: Buddy Hunt recovering at home. Terry will send a card from the club.

Announcements

Hobo Bodkin announced the Master's Car Club event on May 31st in Loganville GA. All proceeds will go to the Logan House, a facility for women and children. Details are in the May 2014 issue of The Hillholder.

Reports

1. No National Report
2. No Regional Report
3. Southeast zone website has list of meets and car events.
4. Bill Delli (Treasurer)
Balance 4/01/2014 was \$5344.24. Balance 4/30/2014 is \$5427.24. Complete report in The Hillholder.
5. Charlotte Delli (Editor)
Please send in stories about your Studebaker experiences.
6. Barbara Miller (Membership)
She is trying to get in touch with members who have not paid. Roster will be ready next week.

Unfinished Business

North Georgia Chapter By-Laws have been approved by National and will be voted on at our June meeting. Ben told us that Leigh Morris from National complimented us on our good work.

New Business

1. Charlotte Delli moved, Alan Ziglin seconded, to allow Charlotte to spend \$30-\$50 for 2 plaques for Melvin Bohannon to present to the restaurant and program provider at the September club meeting. Motion failed.
2. Alan moved, Barbara Miller seconded, to have certificates made by Terry Ziemer placed in simple frames, and along with a club thank you letter, mailed or presented to the car places that host us during 2014. This includes Cofer's and Adam's. Club will pay for the cost of frames and postage. Motion carried.

The next meeting is Sunday, June 1st in Kennesaw GA hosted by Chuck and Cindy Lampman. Details will be in the June 2014 issue of The Hillholder.

Hobo moved, Wayne Ziemer seconded, to adjourn at 2:27 PM. Motion carried.

Bill Delli won \$35.00 in the 50/50. The North Georgia Chapter SDC banked \$35.00.

Submitted by
Terry Ziemer, Recording Secretary

**NORTH GEORGIA CHAPTER
MAY 4, 2014
MEETING ATTENDEES**

Ben & Janet Alspach	
Hobo & Brenda Bodkin	
Billy & Charleen Carey	
Bill & Charlotte Delli	1963 GT Hawk
Dale & Pat Jakupca	1962 Hawk
Wayne & Ann Lee	
Bob Lytle	
Lenny & Phyllis Major	1962 Champ
Ron Martinez	
Dan & Barbara Miller	
Loren & Helen Nelson	1937 Dictator
Bruce Rawley	
Wayne & Terry Ziemer	
Alan & Rochelle Ziglin	

Vintage Car Present - 1947 Pontiac Streamliner driven by Alan & Rochelle Ziglin
Guest - Mark Lytle



JUNE CELEBRATIONS

BIRTHDAYS

Lory Healy	6/9
Patsy Lawson	6/10
Joshua McCord	6/18
Terry Smith	6/24
Charlie Attaway	6/25
Jim Loftin	6/26
Kevin Garrison	6/29

ANNIVERSARIES

Frank & Beverly Petru	6/9
Frank & Patsy Lawson	6/12
Alan & Rochelle Ziglin	6/14
Wayne & Ann Lee	6/23

REMINDER!

North Georgia Chapter members will be voting on the revised Chapter By-laws at the Chapter meeting on June 1, 2014.

Directions and information for the meeting can be found on Page 11.

Make your vote count by attending the June meeting!

**NORTH GEORGIA CHAPTER SDC
Treasurer's Report
Submitted By Bill Delli**

April 1, 2014	\$5344.24
Beginning Balance	
Deposits	83.00
April 50/50 \$53.00	
Dues \$30.00	
Withdrawals	(-0-)
April 30, 2014	\$5427.24
Ending Balance	

STUDEBAKER SPOTLIGHT

THE WAGONAIRE

By Charlotte Delli, Editor

From 1963 to 1966, Studebaker built the world's first and only wagon convertible design—the Wagonaire. (Pictured on page 1.) This design, produced on a Lark chassis, featured a sliding roof at the rear of the car that was exclusive and unique only to Studebaker.

The Wagonaire was the brainchild of Studebaker designer Brook Stevens. Stevens based the Wagonaire's roof design on a concept car he built in 1959 in Stuttgart Germany for the Olin Mathieson Chemical Corporation. He also designed a similar vehicle, although not on a car chassis, for Kaiser Jeep called the Wagoneer. This differed from the Wagonaire in that it was a truck based sport utility vehicle. The Kaiser Jeep vehicle was produced from 1963 to the early 1990's.

Studebaker touted its Wagonaire as "three cars in one." The design's utilitarian virtue (when the roof was moved forward the car could haul anything from a refrigerator to bales of hay) was combined with a convertible-like feature. Studebaker also offered a non-retractable roof version of the Wagonaire, which was only \$100 cheaper than one with the retractable roof.

In 1963, the Wagonaire initially was available in two models: the Regal starting at \$2550 for the 6-cylinder engine and \$2685 for the V-8. Top of the line was the Daytona, which was \$150 more than the Regal. While both models offered the 6-cylinder and V-8 engines, the difference between the Regal and the Daytona was in the body mouldings. The Daytona's was wider and it had a nameplate on the rear quarter panel. Later, a "Standard" model was added to the line. It did not have the body mouldings and the hood, tailgate and grille ornaments like the Regal and the Daytona. The Standard's 6-cylinder sold for \$2430 and the V-8 sold for \$2565. A wide range of options including the hillholder, power disc brakes, four-speed transmissions, power steering and air conditioning were available for an additional price. When fully loaded, a Wagonaire could cost over \$3500. Even the White House purchased a Daytona, which is still in existence today in a private car collection. 11915 Wagonaires were sold in 1963, which accounted for 15% of Studebaker's car sales.

As was Studebaker's policy, design changes were kept to a minimum from one year to the next within a specific model. In 1964, only the front of the Wagonaire changed; the grille covered the full front of the car and,

the headlights were an integral part of the grille component, not separate. The Mercedes-type grille was eliminated. The front edge of the fenders were squared off and the hood ornament was changed. The bumpers were larger and wrapped around the lower edge of the fenders. The engines were unchanged. The Lark name no longer appeared on any models.

In 1965, model names and engines were changed. The Standard became the Challenger and the Regal became the Commander. The Daytona remained the top of the line and was offered only with a V-8 engine.

When Studebaker closed its South Bend IN operation and moved production to Hamilton Ontario Canada, it did not continue producing the three Wagonaire models. The Challenger was eliminated. Only the Commander and Daytona were retained. Studebaker also was forced to outsource its engines. Both Ford and General Motors engines were considered and tested in the Studebaker chassis. General Motors was selected and engines were purchased from its McKinney Industries plant in St. Catherines Ontario. These "Chevybakers" (Studebakers with Chevrolet engines) did not thrill Studebaker owners. In 1965, only 1824 Wagonaires were sold and mostly to Canadian buyers.

In 1966, the front-end of the Wagonaire was changed again by Brook Stevens. A more substantial-looking grille with 4 separate horizontal elements was designed with dual headlights. Richer fabrics and colors were used in the interiors. Only the name Wagonaire was used—the Commander and the Daytona no longer existed. 1966 was the last year for Studebaker and the Wagonaire faded into history. Its unique design is just one of the many "firsts" that are associated with the name Studebaker.



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(Myrtle...Continued from Page 3) clubs and chapters, the Early Times Chapter has a monthly newsletter. Through the newsletter I became aware of a 1947 Pontiac Streamliner 4-door sedan for sale in South Carolina with only 77,500 miles on it. It had a three-on-the-tree and would give me a car from the 40's. Also, I too am a 1947 model.

Two people I know were familiar with the car and so I knew a good bit about it.

This is the only collector car I have ever bought that was purchased from the original family owners. The car was originally purchased in Henderson, North Carolina. As you may be aware, in that era (right after World War II) there was a **very** high demand for new cars. Dealers had "waiting lists" of 18 months and more to purchase a new car. As it turned out, the Henderson Pontiac dealer had been visited by a city inspector and was informed that significant deficiencies in his electrical system had to be corrected promptly or the dealership would be closed down. When the dealer approached a local electrical contractor (Charlie) to get prompt help, the contractor responded that unfortunately he, too, had a waiting list of customers.

After giving it some thought, Charlie said he and his son (Irv) could work nights and weekends on the job if they would be allowed to purchase a new car. That's how Charlie was able to purchase a brand new Pontiac for his wife (Ella) to use without having to wait.

On a side note, the current President of the Early Times Chapter (Arn) is one of the people who has known the car for many years. He had known the son (Irv) of the original owner when the car was shown in the Baltimore/Washington DC area. At that time, Irv was President of the AACA Region up there.

The car is very nicely equipped for a car of that era. Its options include a Deluxe Pushbutton Radio; an under-seat heater; a back-up light (just ONE); and lights under the hood, in the trunk, and in the glove box. As you can see in the pictures, it also has *large* fender skirts.



Ella, Irv's mother, put about 42,000 miles on the car in the next quarter century. In the early 1970's, she parked the car and stopped using it. In 1979, she sold the car to Irv.

While living in Maryland, Irv attended to a few minor issues on the car. During this period, he and his wife participated in various antique car activities for a few years. In 1985, he decided to give the car what it deserved. While rust was not an issue, Ella had scraped up the fenders putting the car into her narrow garage that had been constructed in 1930 when cars were much narrower. Irv had the bodywork done and had the car repainted in its original two-tone green. At the same time, he had some interior issues addressed...it seemed Ella wore a ring on her left hand that caught on the door panel each time she opened the door, which eventually wore through the material.

By this time, Irv was very active in AACA and had the car judged at various events. The car accumulated an impressive array of awards, including almost two dozen "Preservation Awards." The awards are even more impressive when you consider he never trailered the car. Among the materials that came with the car is a small note that he must have put on the window at show saying that the car was driven to **all** events!

As Irv advanced in years, he eventually moved (along with the car) to Myrtle Beach, South Carolina, where his daughter (Jane) lived.

After Irv passed away last summer, Jane realized she would not use the car enough to keep it in good order and began seeking someone to purchase and care for it. She and I spoke at length on numerous occasions. She came to understand how I feel about my cars (that I see myself more as a caretaker than an owner). After learning that I still have the first antique car I bought back in 1972 (Stu), we ultimately struck a deal.

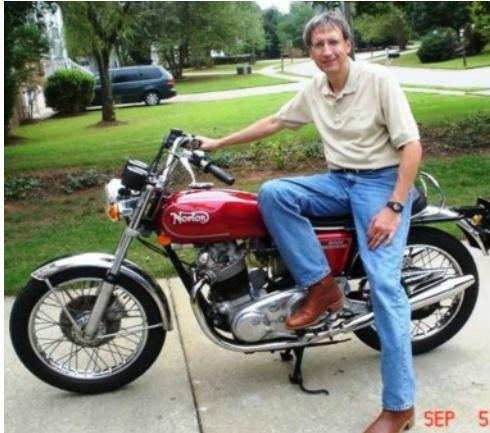
By mid-April, Rochelle and I drove to Myrtle Beach to complete the deal. This also gave me an opportunity to spend time with Jane to learn as much about the car and its history as (Continued on Page 9...See Myrtle.)

MAY 2014 MEETING PICTURES



(President...Continued from Page 2) Triumphs, and Royal Enfields when I was a mere lad. I'm willing to bet not many folks still own a bike they bought brand new 40 years ago. But, that bright red Norton still has a space in my garage, and I've been known to terrorize the Acworth and Kennesaw areas now and then with that distinctive, throaty, English rumble. But, hey, it's all in good fun and even Studebaker folks need a little diversion now and then.

See you in June in Kennesaw. Maybe I'll bring the Norton!



Ben and his Norton

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(Myrtle...Continued from Page 7) possible. We also had the gentleman I use to transport my cars meet us there so he could bring the car back to Atlanta. He and I were both happy that this car was much closer than the last three, each of which had been in Iowa!

You know I name my cars. Based on where Jane lived and given she had entrusted her family's car to us, we named the car Myrtle.

While I expected no surprises when Rochelle and I actually got to see and drive the car, there were two very pleasant ones. The first came when I closed the driver's door. It made the very nice "ka-thunk" sound it must have made when it was new. The second surprise came when I opened the trunk. Since Irv drove the car to all events, the trunk contained many replacement parts that might be needed while on the road...starter, generator, water pump, etc., etc.

Several years ago, my son Michael bought an old suitcase for me. When I asked him what he thought I might use it for, he said that sometime I might want to display it in the trunk of one of my collector cars. Well, we took all the extra parts out of their individual boxes and by careful use of space we were able to get all of them in the suitcase, which does look great in Myrtle's



trunk.

Two weeks after we purchased the car, Rochelle and I took all three of our Pontiacs to the annual BOPC (Buick, Oldsmobile, Pontiac and Cadillac) Meet here in Atlanta. Among over 150 beautiful cars, our new ride won the "People's Choice Award." In addition, it had very stiff competition in its class, most notably from a beautiful 1930 Oldsmobile Coupe and an impeccable 1928 LaSalle Rumble Seat Roadster. Regardless, Myrtle took Second Place.

Under the heading of "It really is a small world," I have seen a similar car here in the Atlanta area. It is a 1942 Pontiac 2-door that I have admired at various car events. When I saw the '42 at the BOPC, I asked the owner to come over and see what I had just purchased. As we got close to my car, he amazed me by saying he knew the car and had spoken to Irv at AACA meets in Hershey PA.

Within an hour of Rochelle and me returning home from the BOPC Meet, I called and told Jane all about our first outing in the car, which had spent its first 67 years in her family.

With this purchase, I seek to take an extended leave from collector car buying...but it does occur to me that I don't have a car with 4-on-the-floor...

(Editor's note: After Alan sent his article to me, he sent an update.)

Myrtle Update: Since the International Pontiac Club no longer has a chapter in Georgia, my brother Carl, another friend, and I drove my three Pontiacs to Cullman Alabama for the Alabama Statewide Pontiac Meet on Saturday, May 17. All three cars performed flawlessly on the over-400 mile round trip.

Myrtle won "Best Pontiac." Given the other beautiful cars there, I was pleasantly surprised.

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STUDEBAKER HAPPENINGS

NORTH GEORGIA CHAPTER MEETINGS

2014 MEETINGS

June 1, 2014: Kennesaw GA. Hosts Chuck & Cindy Lampman. 770-926-7142. Details on Page 11.

July 2014: Not Meeting

August 3, 2014: Fort Yargo State Park, Winder GA. Annual Chapter Picnic. Hosts: Billy & Charleen Carey. 770-867-2060. Cell 770-867-7186.

September 7, 2014: Woodstock GA. Hosts: John & Lisa Spang. 770-722-0931.

October 5, 2014: Cartersville GA. Hosts: Henry & Loretta Malin. 770-606-8785.

November 2, 2014: Lawrenceville GA. Host: Richard Knoblock. 678-376-0547.

December 7, 2014: Winder GA. Hosts: Dan & Barbara Miller 770-932-1615 and Wayne & Ann Lee 404-805-9404. Annual Christmas Party & Officer Elections.

**MANY THANKS TO ANN LEE FOR PUTTING
TOGETHER THE 2014 MEETING SCHEDULE!!**

SOUTHEAST ZONE EVENTS

September 5-7, 2014: Maggie Valley TN. 46th Tri-State Meet. Smoky Falls Lodge. 877-926-7440 Contact David Hauser at 336-945-3818, westbenddave@triad.rr.com.

October 3-4, 2014: Nashville TN. 46th Southeast Zone Meet. Fiddler's Inn. Host Middle Tennessee Chapter SDC. Contact Paul Wallace at 931-359-5318. Details on Page 13.

October 24-26, 2014: Clearwater FL. 37th Annual Florida State Meet. Holiday Inn Express on Icot Blvd 727-536-7275. Host Central Florida Chapter SDC. Larry Good Meet Chairman. Note change in date and hotel.

SOUTHEAST ZONE EVENTS Continued

April 17-19, 2015: Mobile AL. 47th Southeast Zone Meet. Host: Gulf Coast Chapter. Information: Mary Baumgarten 251-649-6549. E-mail: simpoffsup@bellsouth.net. Planning is underway. Details to be announced..

OTHER STUDEBAKER EVENTS

June 30-July 5, 2014: Doreen DE. 50th International SDC Meet. Hosts Delmarva Peninsula Chapter SDC. Dover Downs Hotel & Casino. Reservations 800-711-5882 by May 9 for discounted rate. Mark J. Henning Chairman. Go to www.DelMarVaSDC.org. INFO DelMarVASDC@comcast.net. Details on Page 12.

September 13, 2014: International Drive Your Studebaker Day.

August 16-22, 2015: Marilyn Heights MO. 51st International SDC Meet. Hosts Gateway Chapter SDC. HQ: Sheraton Westport.

2016: Warrick RI: 52nd International SDC Meet. Details to be announced.

NON-STUDEBAKER CAR EVENTS

RETIRED OLD MEN EATING OUT (ROMEO): Marietta GA. Meets informally every Tuesday at 8:00 AM with their antique cars at the Marietta Diner on Cobb Parkway (Highway 41). Contact Ed Bellair at ejb@mindspring.com for information.

For a complete listing of cruise-ins in the southeast, go to the following web site: southeasternwheelsevents.com



NORTH GEORGIA CHAPTER SDC JUNE MEETING

(SUNDAY) JUNE 1, 2014 AT 2:00 PM

HOSTS: CHUCK & CINDY LAMPMAN

770-926-7142

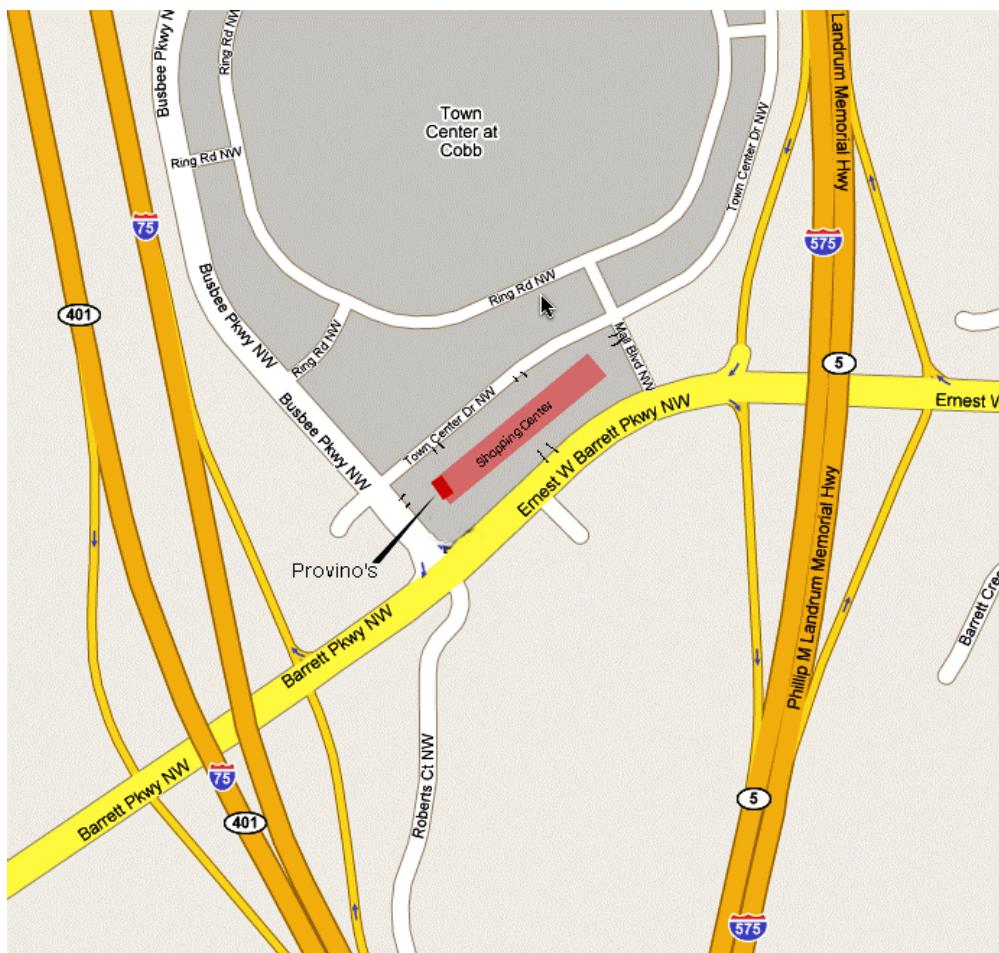


PROVINO'S ITALIAN RESTAURANT

440 Ernest W. Barrett Parkway NW
Kennesaw GA 30144

678-594-5055

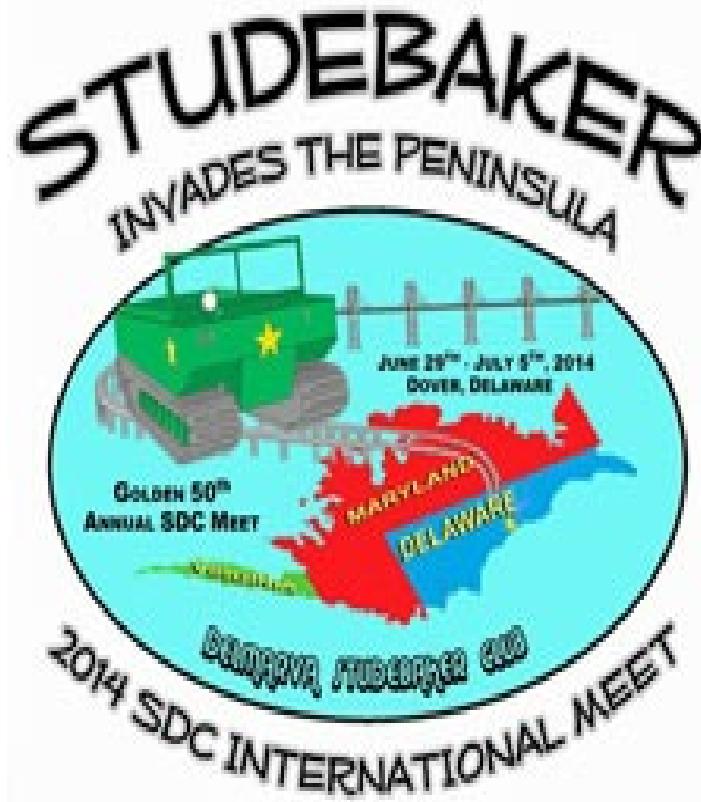
To see menu, go to
www.provinos.com



Directions: Restaurant is near Town Center mall, north of Marietta GA; accessible from either I-75 or I-575.

(Recommend using I-575 since entrance to the parking area is all right turns.) If you use I-75 from the south, be sure to get in the correct lane on the off-ramp; it is marked for entrance to Town Center. The map at the left is marked to show parking lot entrance. The North Georgia Chapter will have reserved parking near Provino's door.

50 th SDC INTERNATIONAL MEET



DOVER DOWNS HOTEL & CASINO

1131 North Dupont Highway
Dover DE 19901
800-711-5882

www.doverdowns.com

The host of the 50th Studebaker International Meet in 2014 is the DelMarVaSDC Peninsula Chapter SDC. This is the youngest, newest, and smallest Chapter in the SDC.

This meet offers a memorable experience with events, tours, and seminars never before available at an International Meet. Immediately following the SDC Awards Banquet on Friday, July 4, attendees will be treated to a private viewing of Capital City's Fourth of July fireworks.

Information is available at web site www.DelMarVaSDC.com. The Chapter can be contacted at e-mail DelMarVaSDC@comcast.net.

For complete details, go to www.studebakerdriversclub.com and access the 2014 SDC International Meet information in the left column of the home page.



46th Southeast Zone Meet

**Studebaker Vehicles, Watches,
Models,**

**Pedal Cars, Toys & Swap Meet
Orphan Cars Welcome
October 3 & 4, 2014**

Hosted by The Middle Tennessee



MOTEL INFO

Fiddler's Inn
2410 Music Valley Dr.
Nashville TN 37214
615-885-1440
Toll Free: 877-223-

SCHEDULE OF EVENTS

Friday, October 3
12-6 pm: Swap Meet Set Up
6-8 pm: Hospitality Room

Saturday, October 4
8 am-3 pm: Car & Toy Show
8 am-2 pm: Swap Meet
2:00 pm: Judging Ends
5:30 pm: Banquet/Trophies

LIVE

MUSIC with MAKKY

KAYLOR &



FOOD TRUCKS SATURDAY 11:00-2:00
MUSIC CITY PIE CO., ITTY BITTY DONUTS, BACON

NAME	
ADDRESS	
CITY _____ ST ____ ZIP _____	
PHONE (____) _____ EMAIL:	
MODEL/YR CAR(S) SHOWING	

General Registration (required) (nothing judged or displayed)	@ \$15.00 \$15.00
First Car	@ \$15.00 \$_____
Second Car	@ \$10.00 \$_____
Watch/Model/Pedal Cars/Toys	@ \$10.00 \$_____

(15 yrs & under free entry for watch/model/pedal cars/toys)

MAIL REGISTRATION TO: Gene Cuthbert; 577 Cindy Circle, Tullahoma, TN 37388



STUDEBAKER CORRAL



These advertisements are provided as a service for Studebaker enthusiasts. Ads will be posted on a first come, first serve basis with preference given to Studebaker-related ads., North Georgia Chapter members first.

Each ad will be posted for 3 months. If space permits, ads can be posted for additional 3-month periods. Month of current posting is placed at the end of each ad. To extend an ad, contact the newsletter editor at e-mail calh407@comcast.net.. One photo may be included for each ad. All ads and photos should be sent to e-mail calh407@comcast.net.

The newsletter editor and members of the North Georgia Chapter SDC are not responsible for the accuracy and authenticity

VEHICLES FOR SALE

1953 Hardtop Starliner Commander. Manual shift. Red/cream. Great condition. "It was running when I parked it." Best offer. Contact Jim Estes. 678-595-4846. (JUN 2014)

1952 Studebaker Hardtop. Undergone careful restoration w/rebuilt V-8, new chrome, complete body. Needs paint. \$7000. Jeter Brock 850-623-8758. Milton FI (JUN 2014)

1963 Avanti 63R-3109. Powershift automatic, power steering, power brakes, power windows, air conditioning, twin traction turner, disc brake kit, Chrysler electronic ignition, new battery, originally Avanti gold now black. Needs complete interior renovation. Runs-drives good. From the William W. Tilden car collection. \$9000 OBO. Contact Richard Forgay at 770-775-2064. (JUN 2014)

1952 Studebaker 3/4 Ton Truck. Very straight metal. 245 engine. Needs everything. Contact George Rawls at 910-669-2976. (JUN 2014)

1953 Studebaker Commander. 4-dr. 94000 original miles. Been in storage for 30 years. 6-volt, V8 with auto transmission. Needs complete restoration. Located between Canton GA and Cartersville GA. Asking \$1500. Contact Ronald McClendon. 770-710-2683. (MAR 2014)

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"Some Thoughts" is aimed at the 1st

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(JUN 2014) ####

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The Hillholder is the official newsletter of the North Georgia Chapter Studebaker Drivers Club. It is published monthly. Editor: Charlotte Delli Photographer: Bill Delli 770-547-4871 E-mail: calh407@comcast.net

MEMBERSHIP APPLICATION NORTH GEORGIA CHAPTER SDC

To join this Chapter, complete this application and mail 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 Studebaker Drivers Club to join this Chapter.

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Date: _____ (This Application)

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