

The **Strato-Vue**

ROCK RIVER VALLEY CHAPTER
STUDEBAKERS DRIVER CLUB
NEWSLETTER

*Volume 46
Issue 1*



January / February 2026

The Rock River Valley Chapter - Studebaker Drivers Club (RRVC SDC) is a chapter of the National Studebaker Drivers Club (SDC). Be sure to join the National S.D.C. Our club has activities for the family throughout the year. Annual dues are \$30 from January 1st to December 31st and includes 6 issues of The Strato-Vue and special mailings. Anyone with an interest in Studebakers or classic cars is welcome to join.

Membership renewals and new membership applications should be sent to the Treasurer. Change of address notifications should be sent to the Editor.

R.R.V.C.S.D.C. OFFICERS

President

Fran Tremain
401 I N. Milton Shopiere Rd.
Milton, WI 53563
frantremain@centurytel.net

Vice-President

Bob Givens
11236 Chaney Drive
Machesney Park, IL 61115
(815) 633-2097
rlg11236@gmail.com

Secretary

Sherm Buetsch
1923 S. Alpine
Rockford, IL 61108
(815) 399-4028
sbuetsch@ameritech.net

Treasurer

Gordy Buetsch
5777 Tipple Road
Rockford, IL 61102
(815) 968-1261
cadbaker@yahoo.com

Events Director & Webmaster

Jerry Johnson
9871 Debbie Lane
Machesney Park, IL 61115
(815) 985-2366
jrj9871@aol.com

Editor

Jeanine Rader
4489 Olivine Drive
Pfaftown, NC 27040
(815) 546-9036
raderjeanine94@gmail.com

Club Website - www.rrvcsdc.org



If you know someone in hospital or a death among our RRVC SDC family, contact Roseann Johnson (815) 985-6773 and she will make arrangements for sending cards and remembrances.

SDC NATIONAL and REGIONAL OFFICERS

President Don Cox, 104139 Phantom Rd. Meeker, OK 74855 studebaker_don@yahoo.com
Vice Pres. Ernie Brown, 1305 12th Ave. NW, Arab, AL, 35016-2025 erniebrown@juno.com
Secretary Cindy Sale, 11731 NW Beaver Dr., Granger, IA, 50109-9763 cynthiasale525@gmail.com
Treasurer Avi Prochazka, Royal Oak Michigan - address not available avprochazka@gmail.com
UMV Zone Coordinator Tom Sexton; 421 4th St, Box 256; Riverside, IA 52327 avantilark@gmail.com
Past President Dennis Foust; 143 Studebaker Rd., Spring Mills, PA 16875 studeguy54@gmail.com

SDC Website - www.studebakerdriversclub.com

To join the R.R.V.C.S.D.C. send the same information as on the SDC form shown on the last page of this newsletter; check out our web site at www.rrvcsdc.org or contact Fran Tremain at (608) 247-7330

For new members and renewal dues for current members send \$30.00 (payable to R.R.V.C.S.D.C.) to our treasurer:
Gordy Buetsch 5777 Tipple Road, Rockford, IL 61102

Newsletter Index

The President's Message	4	Odds n Ends	17, 20, 21
RRVCSDC Fall Party	5 - 7	Vice Presidents Remarks	18
Christmas Party 2025	8 - 10	Editor's Note	19
Studebaker SS	12 - 13	Strato-Vue Marketplace	22
Spot a Studebaker	15 - 16		

R.R.V.C.S.D.C. MEETINGS

1st Monday of each month, unless it falls on a holiday then it will be the 2nd Monday of the month. 5:30 for dinner, 6:30 for meeting

Meeting location: Machine Shed, 7475 E. State Street, Rockford, IL

Don't Forget About 2026 Membership Dues

Club Membership Dues are Due January 1, 2026

BUSINESSES ADS

If you would like your business advertised in the Strato-Vue let me know. (Your business does not have to be car related to be advertised). Dennis

Randall Mattingly
dv8Rockford@att.net
815-519-5512

RANDY'S CUSTOM
Powder Coating



STUDEBAKER PARTS & REPAIRS



Roscoe Stelford
RR#1, Box 146-A,
Hampshire, IL 60140,
847-464-5119,
Stelfordinc@aol.com



Revcore Radiator

REVCORE RADIATOR, INC
2308 S. Eastwood Dr. (Route 470)
Woodstock, IL 60098
Phone - (815) 337-6846
Website - revcoreradiator.com

The President's Message



Well, it is winter in Wisconsin!!! Winter came early and it came hard.

As most of you know, Kathy and I are building a new house. We broke ground in mid-September. However, the weather has not been friendly. It was raining first and now it is winter. But we are doing good despite all the challenges. We managed to get the house enclosed the week before our big snow.



The cars are tucked away now. Kathy's Brand X is covered up in the house garage. The '48 is sleeping in my shop. They did not get much attention this fall. But they are both in a warm dry place for the winter.

I do not have much Club news. I am looking forward to our Christmas Party.

Kathy and I wish everyone a Merry Christmas and a Happy New Year.

— Fran



RRVC-SDC FALL PARTY

Did you ever strike up a conversation with a complete stranger and no matter how brief or lengthy it may have been, you just felt better having done so?

That was the case for me when I struck up a conversation with Alton Beck at the Alpine Fest this past August at Kathy and Glen's church. Alton mentioned that he, his son and wife and their 2 children were all involved in a German dance group, D' Waldstadtanzer (The Forest City Dancers). After talking to him and his son, Mark, who led the group, it was tentatively arranged that they would perform for our Fall party. Our club approved their donation fee and the rental fee for Paulson's Agriculture Museum in September so that we could finalize the date and the details.

On Saturday, November 15th, eleven members of the dance group, including an accordion player, joined twenty-six of our members and three



Helga introducing Alton Beck of the Forest City Dancers at the Fall Party

guests for our annual fall party and potluck.

After a delicious potluck meal, the Forest City Dancers, all dressed in traditional German attire, both educated and entertained us with their



RRVC-SDC FALL PARTY (cont)

dancing interjected with bits of interesting facts about their clothing and some of the dances. For example, one Austrian folk dance, the "Landler", was actually seen in a portion of The Sound of Music. It was the one where Captain Von Trapp and Maria danced outdoors at a formal party. We learned, among other things, that the embroidered motifs on the front of their lederhosen suspenders symbolize their specific region or area of interest (like hunting). It was also noted that



soon afterwards. Way to go Jay and Patty!

So if you've ever thought of planning a trip or event for our club but thought it would be too much work, know this: with the wonderful, helpful friends in our club you are assured to have willing hands to help you! We certainly did!



when a lady knotted her apron on her right side it meant she was single. If she knotted it on the left side, she was either married or in a relationship. (I knot mine in the back, so what does THAT symbolize?!)

One of the highlights of their program was when two dancers pulled Jay Frank and his girlfriend Patty out onto the dance floor. It was wonderful to see them dancing in a style completely foreign to them. They must have enjoyed themselves because they volunteered to join in another dance



Another special moment was when 84-year-old Anton Beck set aside his walker for a few minutes to join the group for part of a dance! Heartwarming to watch.

RRVC-SDC FALL PARTY (cont)

Although Harry and I made the arrangements with the dancers and Paulson's and decorated the museum, the party was only as successful as it was because of the help we received. Without asking, so many of you stepped up to help us make this event a success. I panicked at home that day, knowing what still needed to be done when I was delayed for my second trip back to Paulson's. I shouldn't have worried. Many of you had come even earlier than anticipated and made the coffee and organized all the food ! Later, when it was over, many members pitched in to help clean up! Because of all your help we not only got out of there within the 4-hour rental limit but the room was left in a clean and orderly



fashion so no additional fees were charged!

— *Helga Brady*

The Fall Party was great! Helga noticed a dance group at Alpine Fest and recruited them to come and entertain us at our fall party. They were great and we learned about their customs and what the dance steps meant.

What a large variety of food, and lots of amazing desserts. This was a fantastic party. THANK YOU HARRY AND HELGA !!!

— *Fran*



Acknowledgements

RRVCSDC Fall Party - Helga Brady/Fran Tremain

Christmas Party 2025 - Jerry Johnson

Spot a Studebaker - Jeanine Rader

Studebaker SS - Ben Alspach and Ed Meyer, members of the Gateway SDC Chapter

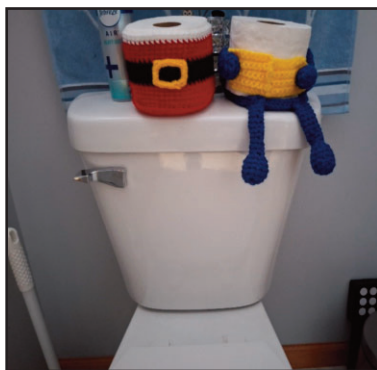
Odds 'n Ends - Peter Yuen

Christmas Party 2025

On a very cold December 13th day, 27 brave Studebaker fans came out for the Annual Studebaker Drivers Club (Rockford Chapter) Christmas party. The event was hosted by Ed and Sharon Stevens and upon arriving each person was presented with either a Santa Claus (for men) or an Angel (for ladies). At the time I wondered what the purpose this might be, but shortly after we ordered our food and before



it was served, we found out the purpose. For the men you needed look at Santa's nose, if it was pink (not red), you won the men's door prize. For the ladies if your angel's hands were brown, (not pink) then you won the ladies door prize. We think it must have been rigged as both Fran and Kathy Tremain were winners.



The door prizes in Fran & Kathys' home!

Christmas Party 2025 (cont)

After dinner, Sharon had the group play one game. Each of us held a white paper plate on top of our heads and using crayons drew articles associated with Christmas on the plate. Then, after she finished describing the things we were to draw, and taking the plate off our heads, we were to judge how well each did with the drawings by gaining points depending on if our drawing was successful in



in which you were allowed to pick your gift.

The Christmas party was a lot of fun, and the food was very good. Sharon and Ed put a lot of time and effort into making the party festive and enjoyable and I want to give them a great big thank-you, it's membership dedication that makes these events fun and memorable.

— Jerry Johnson

meeting certain objectives. The winners were allowed to pick up the table center pieces to take them home.

The gift exchange then started with another inventive idea as we would play card bingo to determine the order



Merry Christmas
AND HAPPY NEW YEAR



Christmas Party 2025 (cont)



COMEDY CORNER



It's called **reading**.
It's how people install new software into their brains.



Pretty sure the picture quality from the back rows wasn't that great and also pretty sure that most of the people in the back rows didn't care...



Studebaker SS

Things were looking bleak for Studebaker at the dawn of 1964. The South Bend factory had just shut down, putting an end to U. S. production. The revolutionary Avanti, conceived as a striking “halo” model to generate showroom traffic, had been selling in limited quantities but was eliminated with the closure at South Bend. The sporty GT Hawks were also being dropped and the few remaining Studebaker models that would continue (via the Hamilton, Ontario plant) weren’t particularly exciting or innovative. Many industry pundits were convinced that the legendary Studebaker brand was finally “on the ropes”.

Such thoughts were undoubtedly running through the mind of well-known industrial designer Brooks Stevens as he walked the aisles of the giant Chicago auto show in March of 1964. Stevens had been doing design work for Studebaker for several years and was unimpressed by the humdrum, “skeleton” Studebaker line-up now on display.

But Stevens had an idea. What if he could create some excitement in the Studebaker booth at the upcoming New York auto show (in late April) with a stunning “concept car” in the vein of those dream machines conjured up to impress the public at the big shows in the 1950’s? The car would attract many more people to the Studebaker display while also showing the industry that Studebaker was still

“looking ahead” and positioning itself for the future.

Stevens proceeded to “pitch” his proposal to Studebaker management. He would use a Lark Daytona convertible platform with a supercharged Avanti 289 V-8 and disc brakes as the basis for a stunning “modern classic” sports car resembling the fabled Mercedes-Benz SSK roadster of the late 1920’s. The iconic look of one of the greatest automobile designs of all time but now with the reliability, performance and amenities buyers wanted in the 1960’s. Studebaker’s top brass was,



no doubt, caught off guard. . . and particularly since Stevens would have to create this fantastic car in just a few weeks! However, they gave him tentative approval. . . on the condition he could deliver the car in time for New York.

Stevens immediately hit the drawing board and enlisted the help of his two sons, David and William, to turn his vision into reality. The Lark Daytona chassis was soon delivered to Steven’s studio/workshop, and his

Studebaker SS

family team went to work. Miraculously, the “Studebaker SS” show prototype was built in less than six weeks! However, as the finished concept car was in transit to the New York auto show, Studebaker officials suddenly had a change of heart. A high performance, contemporary classic, they’d decided, would be inconsistent with their goal of marketing a “common sense” car they believed was critical to Studebaker’s survival. The “SS” would not be displayed in the Studebaker booth at the New York auto show.

Needless to say, Stevens was stunned by this sudden reversal. However, he had too much time, money and personal commitment in the project to just walk away. At this point, he made the decision to “go it alone”. Leveraging his excellent reputation and extensive network of auto industry contacts, Stevens quickly placed phone calls to the New York show’s managers and was able to arrange display space for the custom prototype in a separate booth.

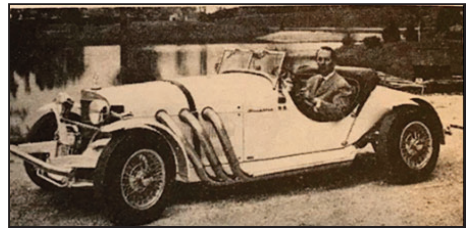
With some quick badging and signage changes just before the show’s opening, the newly renamed “Excalibur SS” was a hit in New York. In August of 1964, Brooks Stevens and his sons organized “SS Automobiles” to manufacture the new car. Over 100 examples had been sold (or ordered) by the end of 1965.

Of course, Studebaker’s situation continued to deteriorate, and the supply of their 289 V-8’s dried up in a

few months. Once again, Stevens used his industry connections; this time to source a new power plant. His friends Ed Cole and “Bunkie” Knudsen at GM were happy to provide the hot 327 Corvette engine to the fledgling Excalibur operation. Soon, a Paxton supercharged version was also offered, providing performance on par with the Avanti V-8’s which were originally to be supplied by Studebaker. *

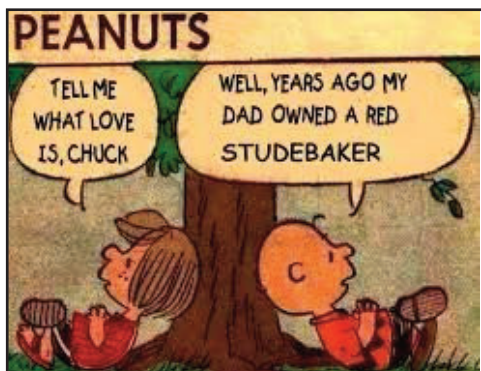
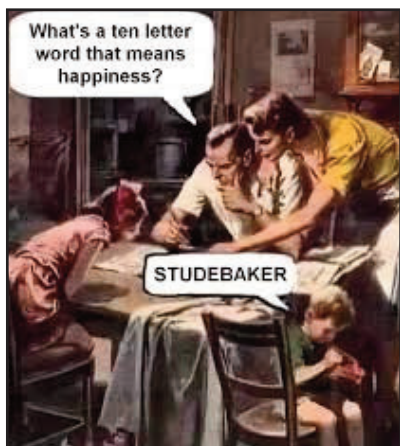
*Material for this article was gleaned from several sources including The Encyclopedia of American Cars 1940-1970, The Standard Catalog of American Cars 1946-1975 and Old Cars Weekly Marketplace magazine.

— Thanks to Ben Alspach and Ed Meyer, members of the Gateway SDC Chapter



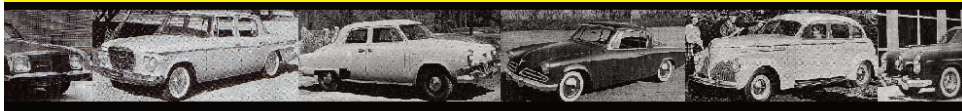
STRATO-VUE Calendar of Events

January	No Meeting RRVC-SDC
February	No Meeting RRVC-SDC
March 2	Monthly Meetings RRVC-SDC resume
March 14	St Patrick's Day Gathering, Coaches Corner 622 S State Street, Belvidere, IL
July 30-Aug 2	Upper Mississipi Valley Zone Meet Warrenville/Naperville, IL Hosted by Blackhawk Chapter
Sept 23-26	62nd Annual Studebaker Driver's Club International Meet, Waxahachie, TX



The Strato-Vue Newsletter is the official publication of the Rock River Valley Chapter of the Studebaker Driver's Club. It is published 6 times a year. Permission to reprint material in this newsletter is hereby given, provided proper credit is given. Credit should also be given to the original source when we have taken items from other newsletters. The deadline for the Strato-Vue is the 8th of the month before the next issue. Want ads are free to members of the Chapter, other ads are printed at the discretion of the Editor as space allows. All ads run for minimum 3 issues.

SPOT A STUDEBAKER



The other night, my husband Bob and I were starting to watch a new series on Netflix. Another thing you may not know is Bob and I enjoy “who dun it” shows on television, particularly the ones filmed in England and Australia. This has been a habit of ours for years now, since streaming has become so prevalent. And commercials so annoying.

As the main character was being introduced into the story, he drove away in what I thought was a Studebaker! I could not believe my eyes; In Australia? As the main character developed as the hero, and the Studebaker appeared more and more. I finally saw enough to recognize that it was an all-white Hawk. I had spotted a Studebaker on television!



It turns out that this character, Jack, loved this car. When a car chase with bad guys ended with the Studebaker being totaled (Jack was not in it), he was pretty upset. However, his girlfriend was an artist that welded metal for sculpture. She got as many pieces as she could and set out to make a piece of art to give him in memory of his 1960 Studebaker Hawk.



SPOT A STUDEBAKER (CONT)



I won't spoil it with the end of the series, but after the Hawk was not in it, I was less enticed with the premise. But I had to share my excitement with all of you because I don't see many Studebakers driving around here. Maybe it's the distance from South Bend, Indiana to North Carolina, but now Australia? Studebaker apparently knew no bounds.

— Jeanine



Odds 'N Ends / Tech Bites

Winter Project –

1 - Wheels and Lug Nuts - Remove wheel covers and make certain all lug nuts are on and not stripped. Check for wheel wobble. Check the torque on wheel nuts, on Studebakers it should be torqued at 75-80 psi. When checking the wheel nut tightness, remember that on older vehicles, there are left hand threads as well as right hand threads. It is believed that Studebaker terminated the use of the left- hand threaded studs on their 1957 models. **Studebaker marked the left-hand threaded studs with a letter, L, the lug nut with a groove on each of the six sides.** To tighten, the direction is opposite to the right - hand thread, that is, go in the direction of loosening for right hand threads. The left- hand threaded studs are on the left side of the vehicle when it left the factory. It is possible that through the years, people have mistakenly put the left-hand threaded wheels on the right side of the car. Generally speaking, cars built after 1957 will have all right hand threaded studs but don't bet on it. Things can get changed by error or necessity.

2 - Tires - Check wear pattern and look for checking, cuts, nails, etc. If tires have uneven tread wear, the wheel alignment may be necessary to correct the problem.

3 - Front disc Brake - Check calipers for correct mounting and tightness. If

loose, check for rust.

Check brake lines for correct positioning. Check brake hoses for any signs of abrasion or wetness. Wetness generally means leakage unless fluid has been spilled on part that shows wetness.

4 - Center pivot on steering, tie rods, bell crank, king pins and steering coupler - Check for looseness. Note that the center pivot is often overlooked when the car is getting lube job. Make sure that it has adequate lubrication. When you have the grease gun out to grease the center steering pivot, go and grease the whole vehicle.

5 - Motor mounts - Check front and rear to make sure that the rubber is not torn or cracked and that no nuts or bolts are missing.

6 - Underside of motor, transmission, rear end, power steering and brakes - Check for leaks and trace down the cause (Seals, hoses, gaskets, bolts etc.).

7 - Frame - Check for cracks at extreme front at frame. Check "A" frames on front suspension for cracks and beside cross member at front coil springs.

8 - U joints - Look for rust around them and move driveshaft to check for play. Rust usually indicates worn needle bearings in the cross.

9 - Exhaust system - Check for leaks

Vice President's Remarks



Hello All!

On November 8, Jerry Johnson and I took an electric scooter to Dennis Orczykowski. It was donated by Mary Hagman and Helga Brady at the monthly Studebaker Meeting. I picked it up at the Brady's and Harry showed me how to take it apart and put it back together. So, on Saturday, Jerry and I took it down to Dennis'. It took awhile but we got it running and Dennis drove it around his garage. Dennis is doing well and has a good outlook for the future.

Not much doing with the old car with winter right on our heels, as most are stored away waiting for spring. With no elections this year, you must continue to put up with me, Fran, Gordy and Sherm for another year. So, to all the Club, have a wonderful Holiday Season and drive safely.

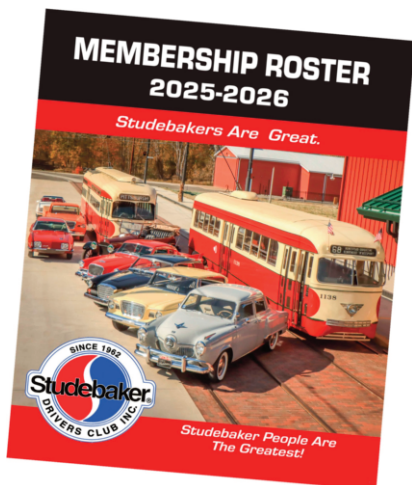
— *Bob Givens*

Membership Rosters are Available

\$25/USD postage paid,
if delivered to a U.S. address

U.S. orders only:
Make check payable to:
Studebaker Drivers Club, Inc.

Mail to: Cornerstone Registration
PO Box 1715
Maple Grove, Mn. 55311-6715





Editor's Note

—Jeanine
raderjeanine94@gmail.com

For those of you who know me well, you know I love history, especially nostalgia. That is probably part of the reason I love Studebakers so much, which is both the history and the nostalgia it brings to me. So, I am changing my photo to me, age 4 or 5, in front of my dad's beloved 1951 Commander. I pretty much grew up in that car; coming home from the hospital shortly after birth, to standing on the back seat floor looking over the front seat at my dad driving. (Funny how we all survived without car seats.) You see in this photo that the hood is up. I have only recently learned that that is a typical Studebaker. You all remember my Lark.

Now living in NC, I am learning other history. There is the obvious tobacco background that Salem, then Winston, then Winston-Salem grew from. R.J. Reynolds changed the tobacco industry forever when he found a man that had built a cigarette rolling machine. Hence, Winston, and Salem cigarettes.

But another industry brand started here, and I was addicted when the first shop came to Chicago right outside O'Hare airport. Krispy Kreme was founded by Vernon Rudolph (1915-1973), who bought a yeast-raised beignet recipe from a New Orleans chef. He rented a building in what now historic Old Salem in Winston-Salem and began selling to grocery stores.

Well, a lot has happened to Krispy Kreme since 1937 and my flying days, and I have managed to kick my habit. But I do feel a bit better that perhaps, I was addicted to the French part of the recipe and not the sugar. Either way, I now live where there is one surviving Krispy Kreme shop close at hand and I have made it 16 months without a doughnut. But believe me, it's on my mind every day.



On South Main Street in what is now Old Salem, Vernon Rudolph opened the first **Krispy Kreme** in 1937. There, using a secret recipe purchased from a New Orleans chef, he began making doughnuts that he sold to local grocery stores.

Passers-by were enticed by the smell, so Rudolph cut a hole in the wall and began selling hot doughnuts directly to customers. Today, the company's famous **Original Glazed®** doughnuts are available in over 23 countries around the world.

Top photo: The opening of a new Krispy Kreme shop has always been a big event. Bottom photo: An early Krispy Kreme shop. Photos courtesy of Krispy Kreme.




Odds 'N Ends / Tech Bites (continued)

and condition, cross over, clamps and hangers.

10 - Rear end and hub - Check for play and possible bad keyway.

11 - Body Mounts - Check condition at extreme forward end of frame horn where bracket comes off radiator saddle.

12 - "A" arm bushings - Check upper and lower for looseness or bad rubber and outer pins to make certain they are not tearing out.

13 - Radiator and hoses - Check for leaks, check for very hard or extremely soft, oil- soaked hoses. Replace any hose with those conditions.

14 - Belts - Water pump and fan clutch - Check belts for cracks on inside and looseness and check for play in fan. If there is water leakage at the water pump, replace it.

15 - Engine and engine compartment - Check entire area for any incorrectly installed, missing or wrong parts. While in the engine compartment, check for worn or bare wires. Insulate or replace the worn or bare wires. Lift the rotor from the distributor, put a few drops of oil on to the felt pad. Check the condition of the rotor and the distributor cap. If it looks like it needs replacing, do it. Check the condition of the points. If there is a small, conical protrusion of metal on either the movable or

stationary part of the points, replace it.

16 - Windshield wiper - Check to make certain motor and linkage are tight. Check the condition of the wiper blades. Replace if necessary. It is highly likely that the windshield wiper post has never been lubricated since the car left the factory. In order to oil it, remove the wiper blade, cut a short piece of hose that will fit over the splined adapter and the nut that secures the wiper post unit. The hose has to be longer than the adapter is high.

Before starting the project, get a bunch of rags handy as you will need them.

- 1- Hold the hose tightly against the car body.
- 2- Get someone to start the wiper
- 3- Fill hose with light oil, no thicker than #20.
- 4- Keep wiper moving for 20 or so seconds.
- 5- Shut down wiper,
- 6- Get rags ready as you lift the hose.
- 7- Use rags to soak up and remove oil from the car body.
- 8- Clean area of oil, install wiper blade.
- 9- Repeat for the other wiper post if there is one.

17 - Battery and Battery hold down - Check battery for fluid level, corrosion at the terminals and cables, Clean if necessary. Make sure that hold-downs are tight. Make sure that there is good groundback to the battery. You cannot

Odds 'N Ends / Tech Bites (continued)

have too much ground (for the electrical circuit to perform well.)

18 - Doors - Check for any play and door opening location springs to be in place and working. Check for all hinges to be working and not binding and check door locks to make sure that they are all working as they should be. Oil hinges and moving parts.

19 - Lights and horn - Make certain that they are all working properly. Check wire connections and ground.

20 - Check strength of anti-freeze. Check with anti-freeze manufacturer in regards to change/replacement intervals.

— Tech Stuff by Peter Yuen



See
You
There!

A large, colorful poster for the '62nd Annual Studebaker Drivers Club International Meet'. The background shows a brick building with a clock tower and green trees. In the foreground, several classic Studebaker cars are parked: a purple sedan, a red sedan, a blue sedan, a green sedan, and a blue pickup truck. The text '62nd Annual Studebaker Drivers Club INTERNATIONAL MEET' is prominently displayed in the upper right. The Studebaker Drivers Club logo is in the upper right. At the bottom, it says 'Waxahachie, TX SEPTEMBER 23 - 26, 2026' and 'VISITWAXAHACHIE.COM'. The North Texas Chapter logo is in the bottom left.



STRATO-VUE Marketplace

The Strate-Vue Market Place provides free advertising for all members. You can place any car or car related ad for free. The ad can be for sale, trade or items wanted. All ads will be included as space permits and will be run for three issues of the newsletter. All ads can be renewed by contacting the editor. Send your ads to the editor, address on page one.

FOR SALE - We have 2 blue club shirts for sale. \$20.00 each One man's "XL" and "One women's "XL"
Fran Tremain (608) 247-7330

FOR SALE - Small club patch for \$5.00 each
Gordy Buetsch (815) 968-1261

FOR SALE - This SDC approved design, limited production run of 50 bumper stickers, are now available to club members for purchase! With only 43 currently available and priced at just \$5 each, they will go fast, so act now! After production & shipping costs are subtracted, the remainder will go to support our club.
To Order: <https://forms.gle/hY9oBcZM638Nznps9>



FOR SALE - One 289 disassembled — one 299 with R3 cam (this one took no lip back in the day in the '58 Hawk I drove for 26 years). Also a used C_K Hawk body sheet metal, A833 MOPAR Transmission, five Buick aluminum finned drums complete and a NICE set of '56 wheel covers.
Ron Johnson (815) 397-3601

FOR SALE - Heavy Duty Fibrous Wheel Bearing Grease - Service documentation recommends packing front and rear wheel bearings with a #3 fibrous grease. If you are a do-it-yourselfer, you need this grease and if not your mechanic will need it. I have 1-pound tubs for sale at \$5.50 each. Contact me for pick-up and/or delivery arrangements, Open to Offers
Frank Frisch (815) 562-4160 or email: packard47@gmail.com

FOR SALE - Vintage Air, under dash A/C. Compressor, Condenser, Dryer, Evaporator. \$800.00

FOR SALE - Costum Auto Sound 740 Bluetooth Radio, Front and Rear Speakers, Microphone, Hidden Antenna. \$250
Bob Givens (815) 633-2097 or email: rig11236@gmail.com

NATIONAL S.D.C. MEMBERSHIP APPLICATION

Memberships are for 1 year and include 6 issues of **Turning Wheels®** newsletter: You can now join/renew for up to 5 years.

International Membership in USA	Year 1	Year 3	Year 5
New Members 1st year only	\$37.00	N/A	N/A
Regular Member renewal with periodical class mail	\$46.00	\$132.00	\$220.00
Regular Member renewal with 1st class mail	\$73.00	\$213.00	\$355.00
Student & Young Adult Membership (to 22 yrs old)	\$37.00	\$111.00	\$185.00
Worldwide - Membership & Digital Turning Wheels	\$29.00	\$87.00	\$146.00

TOTAL AMOUNT ENCLOSED:\$ _____

Name: _____ Birthdate: _____

Spouse: _____ Birthdate: _____

Address: _____

City: _____ State: _____

Zip: _____ Phone: () _____

Email: _____

New member, source of referral: _____

Renewal, month due: _____ Member #: _____

Non-Studebaker - Brand X Make: _____

Model: _____ Car year: _____

Body Style: _____ Color: _____

Serial Number: _____

To join national SDC, complete application, send with check or money order in U.S. funds to:

The Studebaker Drivers Club, Inc.
P.O. Box 1715, Maple Grove MN 55311-6715

Or use VISA or Master Card, call 763-420-7829, or
Fax 763-420-7849 or Email: sdcc@cornerstonerea.com
for more information visit www.studebakerdriversclub.com.

- Call or write with change of address
- DO NOT send ads vwith your membership
- ALL members of local SDC chapters must also be national SDC members

The Strato-Vue

Newsletter

R.R.V.C.-S.D.C.
17943 Hidden Valley Lane
Argyle, WI 53504



Happy New Year!