

The Strato-Vue

ROCK RIVER VALLEY CHAPTER
STUDEBAKERS DRIVER CLUB
NEWSLETTER

*Volume 46
Issue 2*



March / April 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.

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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

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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

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.

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
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STUDEBAKER PARTS & REPAIRS



Roscoe Stelford
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Stelfordinc@aol.com



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

The President's Message



Hello All!

It is cold in Wisconsin. (What else could you expect?!) Kathy and I had a great Christmas and New Year's. Our Club's Christmas Party was great. Thank you, Ed and Sharon Stevens.

I am suffering from severe garage withdrawal. On the other hand, the house is moving forward. I spend all my time working in the house. So far, I have run over 3,000 feet of 12/2 romax wire in the garage and house. And I am not quite done yet. I am starting to run conduit and wire in the basement. I need to get started on the plumbing, then after I have the plumbing roughed in, I can call for a rough-in inspection. When that passes inspection, I can insulate and close the eaves. That means I can get some heat on!

Stay warm. (I am definitely not.)

— Fran

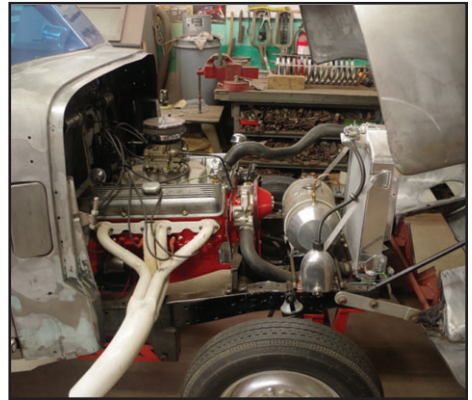


Colson & Wood 1941 Champion Coupe

This 1941 Studebaker Champion Coupe was built as a drag car and race car in 1962 and 1963. It was built by Ron Colson and Gary Wood, both from Oregon, Illinois. The car was an all-steel body with aluminum firewall and floors, Plexiglas windows, a VW front end and fiberglass seats. The drive train consisted of a Chevy V-8, Hilborn fuel injection, a T-10 four speed transmission and '57 Chevy half-ton truck rear end. The car ran in both "B" and "C" Gas Coupe and Sedan classes.

Ron Colson did most of the driving and set (and held) the national record in C/Gas Coupe and Sedan classes in 1962. The car was mainly raced at Midwest tracks, going to the US Nationals in Indianapolis, and then also made a trip to Florida.

In late 1963 the car was sold to Scott



Engine shown with tilt front end up. Engine has 4-barrel carburetor now, but Hilborn fuel injection will be installed soon, as it was in 1962.

Hammack. He flat towed the car to California. He ran both a supercharged injected Pontiac engine, then a supercharged injected big block engine after the first one blew. In 1970 Ron Colson bought the car back.



The car when picked up by Gordy after bouncing around the country for about 50 years.

Colson & Wood 1941 Champion Coupe (cont)

It was flat towed back to Illinois.

For the next 48 years the car bounced from shop to shop to be restored, but that never happened. From Illinois to North Dakota, Minnesota, then finally back to Rockford, it ended up in a warehouse two miles from my place. I finally had the opportunity to buy it in 2018. I had kept tabs and followed the car for about 50 years, trying to buy it. It was a great day!

I spent over two years collecting the period-correct drive train parts at swap meets all over the Midwest, on



Aluminum fire wall, flooring and door panels, all done to save weight. New electrical panel wired.

The body and paint were stripped to



The car in bare metal; outside, under the hood, door jams, and inside truck and fender wells all stripped and sanded.

eBay, from personal friends and even a trip to California. The car is now running with a four-barrel carburetor on it. The Hilborn fuel injection will go on soon. Then it will be racing time!

bare metal inside and out. Metal work and body work were completed and urethane primer applied. Lots of block sanding to get everything straight. Black urethane was sprayed, then

Colson & Wood 1941 Champion Coupe (cont)

sanded and buffed. "Jonny Rocket Sign Shop" in Dixon, Illinois reproduced the lettering from 1962. They did a great job!

In 1962 & '63 the car was sponsored by Pennzoil, Craftsman Tools, and Sterling Speed and Engineering. The Pennzoil full page ad ran in three issues of "Hot Rod" magazine. A feature article was also in an issue of 1963 "Speed Mechanics".

This is a very special car historically and I am thrilled to own it and restore it. Now I will have fun showing and racing it. It is now beautiful again. Ron Colson passed away about three years ago, but I wish he could see it now. Gary Wood resides in Nevada.

— Gordy Buetsch *



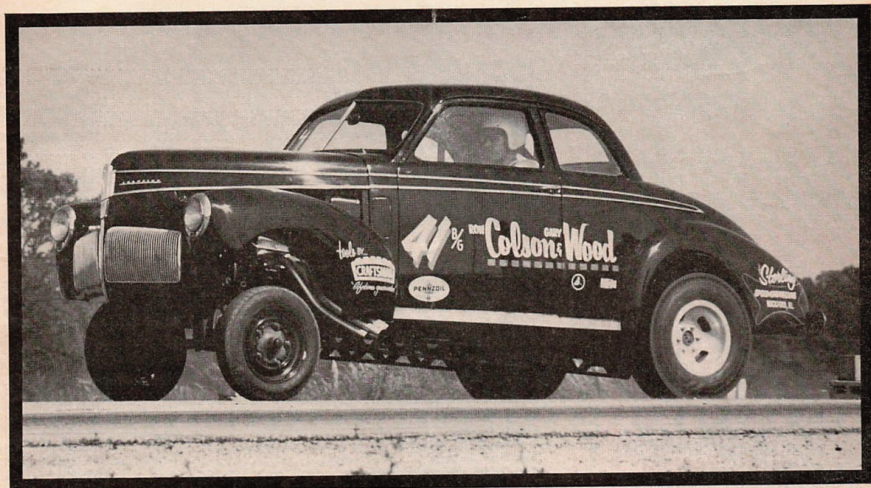
Jonny Spellman of "Jonny Rocket Sign Shop", Dixon, Illinois, lettering the car as it was in 1962.

*All work was done in my shop rebuilding the engine, transmission, rear end, suspension, and electrical. Metal work and painting were also done here. A special thanks to Club Member Kevin Medearis for the helping hand when I needed it.



Lettering done and all the trim put back on.

Colson at the wheel... Pennzoil in the engine... New record on the books!



This rip-snorting Class A gas dragster is on its way to rewriting the record book—even smashing its own records to do it!

Driver Ron Colson sent it hurtling to a new 1320 record at Oswego with an ET of 11.64 seconds and 118.42 mph. Then, a week later at Cordova, he shattered his own time with a new track record and new national record: 11.33 seconds ET and 131.78 mph!

The 1941 Studebaker, powered by an unblown 1962 Corvette engine, was designed and built by Gary Wood for one purpose—to set records. And with Colson at the wheel, it's really doing the job. One of the finest drivers going, Ron can shift his zipping record-setter through four speeds so fast

and smooth it sounds like an automatic transmission.

Because this kind of sizzling performance is so rough on racing engines, Colson and Wood count on Pennzoil . . . the motor oil with *protection reserve*. And Pennzoil never fails them—in their dragster or in their passenger cars.

So give *your* engine protection reserve with this 100% pure Pennsylvania motor oil. If your dealer doesn't display Pennzoil Z-7, ask for it, *insist* on it by name—wherever you drive, whatever you drive. Pennzoil, Oil City 52, Pa.



Richest, most complete motor oil in the world

Hear "Chet Huntley's Perspective on the News" —
Monday through Friday, NBC Radio Network

JULY 1963

3

The ad from the Hot Rod magazine, circa 1963.

HUNTING UNICORNS

by Jim Piking,
Hagerty Drivers Club
Magazine

In October of 1969, my father walked into Knauss Chevrolet in Tigard, Oregon, and ordered a brand new 1970 Chevelle. He spec-ed out a hot ticket: SS454 LS5 package, M22 Rock Crusher four-speed, Fathom Blue with white stripes over a black interior.

He and the dealer chose to build out a Malibu rather than a Chevelle—an order form conspiracy to sidestep the rising insurance rates that were beginning to hamstring Detroit's muscle car insanity. The goal was, on paper at least, to make this car nothing more than a regular old Malibu. In reality, however, it was big-block muscle car royalty: 454 cubic inches of grunt under gleaming white stripes.

He kept the car until the early 1980s, using it as a daily driver, drag racer, and tow rig for his matching 1971 Sidewinder ski boat. My mom still talks of hearing that first gear's whine as he'd come to her apartment before they were married. But when I was born, family obligations and the need for more space demanded a change. Dad replaced it with a diesel-powered Volkswagen Dasher.

That kind of sting sticks around, though, and for 43 years now, he has talked about that Chevelle. I have wanted to find that car since I was old enough to recognize why it was special: It was GM's pinnacle of muscle, second only to the LS6, the best year of the A-body, the source of the stories I've heard for decades. This car's wake shaped my brand loyalties, my hobbies, and my career. But find-

ing this Chevelle was always a pipe dream: Dad didn't save the VIN, so there was no clear path to tracking down the car again—and despite my best efforts, everything I tried had failed.

I'm not unique. It seems like everyone has a missing car in their past. Something they shouldn't have let go. A car that meant more than they realized at the time, sold off in a moment of need or with a twinge of indifference. Eventually regret sets in and it can weigh heavily. If you're lucky, you might see that car again from time to time. But for most of us, these lost cars become unicorns, impossible to capture, existing somewhere in the space between faded Kodachrome prints and shiny car-show clearcoat. Familiar shapes conjure memories: A restored '69 Camaro at a cars and coffee. An original '72 Beetle in a parking lot. A '68 F100 out on the road, looking just like the one grandpa used to have. We've all been there.

For those of us in this predicament, there's a shared hope of someday reconnecting with the missing machine, and by extension, with the time, the place, or the people who made that machine special. But reason keeps that thought at arm's length; it's one car among tens of millions, last seen a lifetime ago. Without some very specific information—and a little luck, the past is the past.

That said, there are specialists in the field of found classics. And as I learned, not everything that's lost is

HUNTING UNICORNS (CONT)

lost forever. Wes Eisenschenk is one of these specialists. His group, “Lost Muscle Cars”, has spent the past 25 years working to reconnect people with the cars they once owned. To date, Lost Muscle Cars has found 1800 cars for people on the hunt for vehicles that they later realized they never should have sold. Most of these cars are presented—and hunted—via Facebook, where his group has grown to just under 150,000 followers.

“We’ve had quite a lot of big car finds,” says Eisenschenk. “We were able to find the 1969 Shelby GT500 that Connie Kreski received from Playboy. I found the 1969 Boss Bronco. That was a Ford prototype, along with Kar Kraft 1201, the original Boss 429 prototype Mustang, which was a wheel-and-tire test car. But overall, it doesn’t matter if it’s somebody who’s missing a car for 20 years or somebody who hasn’t seen a Corvette in 65 years. Every single completion feels the same to me. I understand the feeling that the individual seeking the car is feeling.”

Eisenschenk has worked out a number of ways to track down old cars, using everything from old classified listings to obits as clues in the hunt. You provide the VIN; they’ll give you information on your car’s original shipping dealer. But unfortunately, that was a dead end. We had the dealer info and no VIN—and that dealer didn’t deal in a lot of LS5s that year. Any VIN they found in their files would have likely been the VIN of his car, but they couldn’t pull that data.

With that, finding this car became a backburner thought for me once again—nothing more than a faded photo kept on my desk, glanced at between other projects. But the dream still wouldn’t die.

That brings me to March 2025, when a friend introduced me to a guy named Mark Togni, who was in the process of launching something called Long Lost Rides on YouTube. Their goal: find people’s missing cars in an attempt to reunite them. Togni and his team were looking for cars to hunt for their new channel.

“I’ve got one you’ll never find,” I told him.

He took it as a challenge—the perfect kind of goal to test his abilities. And with that, a new hunt was on, this time with a private investigator and cameras involved.

My dad and I sat for interviews about the car. We dug through all the old photos and told the old stories. The Long Lost Rides private investigator ran Dad’s driver’s license through her system, looking for old tickets on file with the DMV that might have the missing VIN attached.

Promise and possibility were back, and while that team hunted, in the moments between updates, I stared at that faded photo on my desk and had an idea. Could locating a VIN be as simple as contacting the DMV to ask for advice? I had the plate number, Dad’s old address, and some other

HUNTING UNICORNS (CONT)

basic info. Would that be enough? I found an email address for the records department at the Oregon DMV and reached out. Surprisingly, they responded.

"Because of when it was sold, we may have vehicle information on microfiche," their reply said, "but it's not a guarantee. You can request a purged vehicle record print."

The small fee they requested for the print seemed like money well spent, so I filled out an official-looking form, sent a check, and waited. A week later, the check cleared, and the next afternoon, I got a letter in the mail—the same day the "Long Lost Rides" team received a similar letter. We'd been running on parallel paths.

"A search of purged records found there was no VIN information for plate MDW874. However, plate MDW874 was replaced by plate PTD341. The attached document provides the VIN for plate for PTD341..."

That VIN was 136370L158399—a 1970 Malibu Sport Coupe built at the Van Nuys GM plant.

I went straight to Google with that VIN, which led me to a listing for a Fathom Blue 1970 Chevelle SS454 for sale at a dealership called Sherwood Motorcars, in Edmonton, Alberta.

And there it was.

I immediately called my father. It just so happened to be his 78th birthday. I asked him to get some paper and a pencil, and I read him the numbers slowly.

"What is this?" he asked.

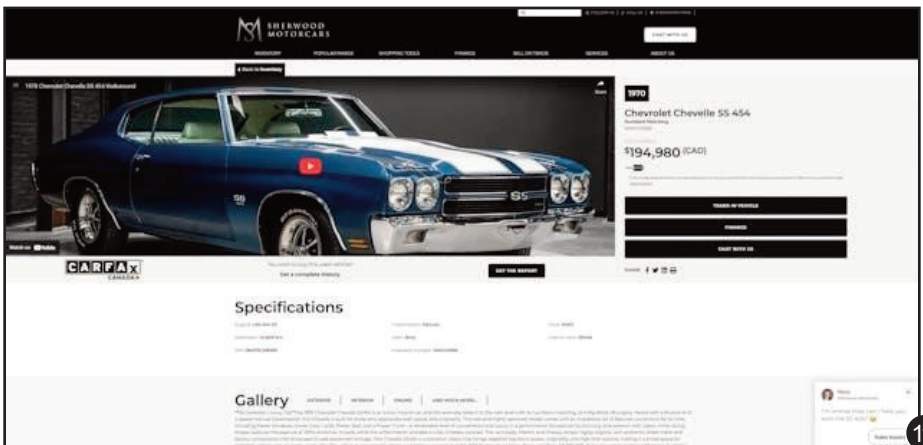
"That's your Chevelle," I said.

The phone went silent for a second.

"How did you do this?!"

After he saw the photos, though, skepticism took over. "The interior is wrong. This one's white, my car was black," he said. "It's got a console, mine didn't have that. The tach in the dash is wrong."

For a moment I thought we might have the wrong car—but when he worked his way around to the photos of the trunk, he saw the remnants of



The Evolution of Gas Stations and Their Significance on American Culture



Gas stations have evolved from simple roadside fuel sources to essential service centers, reflecting the growth of culture and consumer needs in America.

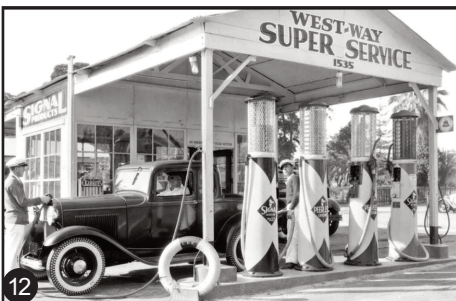
Before dedicated gas stations, motorists purchased gasoline in bulk from general stores, blacksmith shops, or pharmacies. Fuel was often stored in barrels and hand-pumped into vehicles. The first drive-in filling station was established in St Louis, Missouri by Harry Grenner and Clem Lessig. This station allowed customers to refuel directly from a gravity-fed tank, making a significant shift in how fuel was dispensed.

In 1913, the Gulf Refining opened the first purpose-built gas station in Pittsburgh, PA. This station featured a designed structure with attendants who provided services beyond just

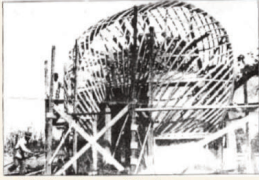
fueling, such as repairs and selling road maps. By the 1920's, automobile ownership surged and gas stations began offering more services, including oil changes and tire pressure



checking. Major oil companies established branded service stations, enhancing customer experience with uniformed attendants. From the earliest conversions from gravity gas pumps to offering candy, maps, and drinks inside, the American gas station grew offering more services, and conveniences. Many historic gas stations are now recognized for their architectural significance and are being preserved as part of America's cultural heritage, such as the Shell station located at the corner of Peachtree and Sprague Streets in Winston-Salem, North Carolina.



The Evolution of Gas Stations and Their Significance on American Culture



1930s Quality Oil Co. photo of the bent green wood framework of one of the 8 shell-shaped stations under construction

In 1929, Shell Oil Company came to Winston-Salem as Quality Oil. The distribution company was quickly sold, but the name was retained. The new owners wasted no time in creating a new attraction for customers, and in June 1930, the first shell-shaped station opened. An advertisement in the Winston-Salem Journal and Sentinel announced the opening: "Winston-Salem Again on Top; First of Its Kind in the World". Later that same year J.H. Glenn and Bert Bennett patented the shell-shaped design. By 1933, Quality Oil had built seven shells in W-S, and one in nearby Kernersville.

It wasn't easy to make a shell-shaped gas station. The buildings were constructed by boxing in the office and bathroom area, surrounding it with a wire covered wood frame and applying stucco to the outside. This design is truly a tribute to the creative dedication



of Quality Oil employees to attract new business. This construction also exhibits a certain optimism and sense of humor not often found during the thick of the Depression.

The clamshell stations represented the transformation of a brand into a building, a symbol into a real thing. When Raymond Loewy (you Studebaker lovers know that name!) designed the current symbol in 1971, it had already gone through many incarnations. Although the original 1901 brand for the London-based Shell Transport and Trading Company was a mussel shell, by 1904 the scallop shell was introduced. Only one of these shell-shaped stations is still standing. Shell Number Seven on the corner of Peachtree and Sprague Streets operated as a gas station from its opening in 1932 until the 1950's.

In 1976, the building was given the distinction of becoming the first individual gas station to be listed on the National Register of Historic Places. Because of its unique shape, it has been cited in numerous architectural guides and publications.



Typical self-service Shell station today (notice the shell symbol is gone.

The Evolution of Gas Stations and Their Significance on American Culture (cont)



The introduction of self-service stations in the Mid-Twentieth Century allowed customers to pump their own gas, which reduced costs and increased efficiency. This shift reflected changing consumer preferences and the growing independence of drivers. The expansion of the interstate highway system in the late 1950's further increased the number of gas stations, as they became essential stops for long-distance travelers.

Fast forward to the latest and largest chain of convenience stores and gas stations, Buc-ee's are known for their large size and clean restrooms. As of 2026, there are 50 Buc-ee's locations in the US, with the largest store located in Luling, Texas spanning over 75,000 square feet. The chain is expanding into new states including



Arizona, Arkansas, Kansas, Louisiana, Nebraska, North Carolina, Ohio, and Wisconsin. Buc-ee's is open 24/7 and is recognized by its unique offerings, including brisket sandwiches, homemade fudge and Texas-themed merchandise.

Gas stations have become iconic symbols of American culture, representing freedom and mobility associated with our car ownership. They have also adapted to changing consumer habits, evolving into giant convenience hubs that offer a variety of products and services beyond gasoline, cold drinks and maps.

In America's vast history, some structures stand as a silent witness to the changing landscapes of the nation. Gas stations, the ubiquitous pit stop fueling vehicles and journeys, have evolved from simple roadside pumps to complex convenient centers.

— *Jeanine*



62nd Studebaker Drivers Club International Meet Waxahachie, TX – September 23-27, 2026 REGISTRATION



Last Name: _____

First Name: _____

Spouse/Guest: _____

Phone # *Required* (H) _____ or (C) _____

Email: _____

Guest # 2

Each Adult guest after "spouse/guest" will pay \$10 admit fee. Minors are free. Guests may not be adult members of SDC, ASC or AOAI.

Address: _____

City/State/Zip: _____

SDC #: _____ ASC #: _____ AOAI #: _____

One member number is required to register.

Local SDC Chapter: _____

GENERAL REGISTRATION – Required **TOTALS**

Early Registration (per family) *until 4/30/2026*: \$35 \$ _____

Regular Registration *5/1/2024 till 8/22/2026*: \$45 \$ _____

Late Registration *after 8/22/2026*: \$55 \$ _____

Adult Guests over 21 *after spouse/guest each*: \$10 \$ _____

Registration Deadlines for Concours & Display Vehicles:

Classes 1-5: Wednesday, Sept. 23, 2026 @ 5:00 pm

Classes 6-9 & St: Thursday, Sept. 24, 2026 @ 5:00 pm

Concours Registration: (Judged Vehicles)

Note: Please check the Division you are entering is correct.

Car #1: _____ \$30 _____

Division. Year Model

Car #2: _____ \$30 _____

Division. Year Model

Display Only Vehicle: (Not Judged):

Car #1: _____ \$20 _____

Division Year Model

Car #2: _____ \$20 _____

Division Year Model

Car Corral Vehicles for Sale Only:

Car #1: _____ \$25 _____

Year Model

Car #2: _____ \$25 _____

Year Model

Other: All Watches, Literature, Models, Toys:

To Be Judged # _____ @ \$15 each \$ _____

Display Only # _____ @ \$10 each \$ _____

Sub Total column (A) \$ _____

- SDC Meet Badges are required to be worn for all activities.
- Special Events are subject to change without notice.
- You must be registered for the Meet to have your car or other items displayed or judged.

- \$15.00 Cancellation fee will be incurred for canceled registrations prior to July 31, 2026.
- No refunds for cancellations after July 31, 2026.
- For latest updates visit: <http://www.sdcmeet.com/>

SPECIAL EVENTS

Wednesday, Sept. 23

11 a.m. – 2 p.m.

Ladies Luncheon at the Tuscan Slice

_____ @ \$75 ea. \$ _____

Registration Deadline August 15, 2026. Limited to first 50, Transportation included.

Saturday, Sept. 26

5 p.m. - 8 p.m.

Award Banquet

_____ @ \$50 ea. \$ _____

Registration Deadline August 15, 2022.

TOURS

Wednesday, Sept. 23

9:00 a.m. – 5 p.m.

Billy Bob's & Stock Yards – DFW Car & Toy Museum, Fort Worth

_____ @ \$75 ea. \$ _____

Registration Deadline August 15, 2026. Limited to first 55, transportation and lunch included.

Thursday, Sept. 24

9 – 5 p.m.

Dallas Incl. 6th Floor Museum, Arlington National Medal of Honor Museum

_____ @ \$75 ea. \$ _____

Registration Deadline August 15, 2026, Transportation included. Stopping for lunch on your own. Limited to first 55.

Friday, Sept. 25

9 – 5 p.m.

Magnolia Silos, Lunch, Dr. Pepper Museum, Waco

_____ @ \$75 ea. \$ _____

Registration Deadline August 15, 2023, Transportation & Lunch Included, Limited to first 50

Car hauler/trailer parking at the fairground \$10/week \$ _____

Sub Total this column (B): \$ _____

Sub Total from column (A): \$ _____

GRAND TOTAL for Columns A + B: \$ _____

Please make checks payable to: SDC International Meet

MAIL TO:

Cornerstone Registration (Ph: 763-420-7829)

P.O. Box 1715, Maple Grove, MN 55311-6715

Acknowledgements

Colson & Wood 1941 Coupe - Gordy Buestch

Hunting Unicorsn - Jim Piking, Hagerty Drivers Club Magazine

The Evolution of Gas Stations and Their Significance on American Culture-
Jeanine Rader

HUNTING UNICORNS (CONT)

his trailer hitch, still bolted to the floor
“Yep, that’s my car!”

The find kicked off a flurry of activity. Togni and his team got in touch with Sherwood Motorcars, which was keen to be involved in any way they could. After a few more calls, the dealership disclosed that the car was no longer on consignment with them. But they put me in touch with a guy named Richard Morrison, who had originally consigned the car on behalf of the owner, a car collector from the Edmonton area. So, I called him, and once he heard the story, he invited us up to Canada to see the Chevelle—and to be on-site for the Richfield Collector Car auction in October, where the car was set to be one of the featured lots.

“It’s a highly original piece,” said Morrison. “LS5, M22, matching-numbers car... It’s largely unrestored. It had paint in the ‘80s, and the interior was swapped from black to white, but other than that, it has all the critical stuff from when it was brand new... it’s probably pretty much as you guys left it.”

Dad was excited to see the car again, but he seemed even more excited to get the rest of the story. “I’d love to know what happened to it after I sold it,” he said. “How did it get there?”

Reunited

Jim Pickering Sr. sees his Chevelle again for the first time in 43 years. We met up with Morrison on a sunny, cold October morning outside a white building in Edmonton. As the garage

door opened, the late fall sun fell across the Fathom Blue nose, and for the first time in 43 years, Dad’s legend turned real again.

He circled the car, smiling and transfixed. He reached out and touched bits and pieces as he made his way around, looking for his history. A dent in the fender that he put there when he spun the car into a ditch. The holes in the trunk and the dash for the radio equipment that his company had installed. The trailer hitch he’d fabbed up using industrial hardware.

A repaint had solved the worst of the checking paint the car had when he sold it, but the trunk and jambs were still original, as were all the seals. The rear drums showed remnants of the blue paint that he’d added when he put chrome Appliance mags on the car in the ‘70s. The odometer showed just 140,000 miles, compared to the 109,000 it had when he’d let it go so many years before. Under the hood, the 454 had gained a new set of cast iron manifolds in place of the headers he’d installed. Inside, the T-handle Hurst shifter he’d fitted was still there. “It feels like it still has the diaphragm clutch that I swapped in,” he said,



HUNTING UNICORNS (CONT)

working the pedal in and out. "I don't think it's been changed."

Inside the glovebox sat a yellowed Chevelle owner's manual. On it were scribbles and notes, along with a long-ago oil change sticker from before the car had even crested 20,000 miles. "That's how I write my sevens," he said, squinting at the paperwork from the driver's seat. "That's my handwriting." Maybe it was the fact that the car was heading to auction in less than a day, or the \$100K-plus expectation when it got there. Maybe it was the cameras, or the weight of a moment never truly expected. But I suspected something else. This wasn't his car anymore, at least, not as he remembered it. And it sat at arm's length from him as a result.

"You really can't pinpoint how somebody's going to react until you actually see them react," says Eisenschenk about his found-car reunions. "It is everything from full, all-out crying and tears of happiness to astonishment at how drastically that car has changed."

"We had a gentleman who found his dad's old Fox-body Mustang and bought it back. He didn't tell his dad and had his camcorder out and said, 'Dad, come out to the garage.' Dad got a slice of pizza, walks around the corner, looks into the garage, goes, 'Oh, is that my old Mustang? Oh, nice.'"

"But what was interesting about it, too, is that the dad did come onto the Facebook page and wanted to make everyone know how shocked and happy he was that he did get to see his old car. His reaction just didn't

really explain how he felt inside."

When the time came to drive the car, he turned firm. Morrison prodded, as I did, but he wasn't interested in slipping behind the wheel. "I drove it 109,000 miles, he finally told us. "I don't need to drive it anymore."

Maybe it was the fact that the car was headed for auction the following day, or the \$100K-plus expectation. Maybe it was the cameras. Maybe it was the weight of a moment never expected, but I suspected something else. This wasn't his car anymore—at least not as he remembered it. And it sat at arm's length from him as a result.

But I did drive the Chevelle. We drove it all over Edmonton on that sunny morning, and the car was amazing, but as I pulled it back into the warehouse, I found myself thinking of it differently. The ultimate muscle car I knew only from faded old photos somehow wasn't as ultimate in the paint. It felt more like a steppingstone—an amazingly cool machine that maybe mattered more in how it influenced what came later.

Regardless, I still wanted to buy it, but Morrison's team had valued it dearly. The cost of chasing this dream meant selling off the car Dad and I had built together over the years—a car that suddenly felt a little more special than they had a few days earlier.

The next day, the Chevelle was posted up right next to the auction

HUNTING UNICORNS (CONT)

block in a convention center hall filled with collector cars. Morrison had my dad take the car across the stage while he explained the story to the crowd. It was bid to \$97K Canadian—about \$70K USD— and didn't sell. I did the math again in my head, still conflicted about what to do.

As I left the auction block, a guy a few years younger than my dad came and found me. He'd heard our story. "I know that car," he told me. "And all the guys who used to own it."

I introduced him to my father, and Dad got fired up again as all his questions were finally answered: The car's export to Canada in '89 via this guy's good friend—a man who swapped out the interior with OEM stuff because mice had gotten into the headliner, and then added options because he liked them. The lack of miles, because none of the group of friends who owned the car over the years ever drove it much. Watching those two exchange stories was like watching old

friends talk, but they were joined together only through this old blue Chevelle, which sat off in the distance.

We talked a lot about this experience that night and the next day—with the waitress at breakfast who lamented selling her '68 Camaro years ago, and to the bartender at the hotel who regretted letting go of a '57 Chevrolet Bel Air. These were hard lessons to learn, but, as I told them, there's no such thing as lost hope. The dream always remains. Chances are the cars are out there ... somewhere.

For me, the dream has shifted. It lives on in finally knowing where the Chevelle is, and knowing it's still for sale, at least as I write this. There is possibility and promise there. But the real old-car lesson here is this: There's no way to truly recapture a moment in history. You cannot relive the past. But you can go back and visit. And sometimes, that's enough.

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 the first time in several years, North Carolina had winter. Our neighbors are accusing us of bringing it with us from Wisconsin, but we have assured them that if that was so, it would be a lot worse. However, on Sunday, January 24, we received three inches of ice. Cold temps the next week kept the ice around until the next Saturday, January 31, when we received ten inches of snow. It has just finally finished melting today, February 11. It's been cold; below freezing, usually in the teens. Maybe we did bring it with us.

However, things look beautiful in New Mexico! I received a fun photography mash-up of my former '64 Lark from its



new owner the other day. And I will say it looked like both Stella (yes, I still call her that) and Tony, the new owner, were having fun! That really made me happy.

Think Spring!



All of the style,
None of the price.

THE LARK BY STUDEBAKER

A vehicle that prides itself on showing off, without compromising the rest. Drivable, practical, beautiful, and comfortable. A zippy car that can run errands or drive the family around, with a fashionable look inside and out. Freedom that feels free, with none of the cost tying down your wallet.

Smoothness, power, and elegance has never had a gas bill so low. So much fun and such sensible savings will make you love that Lark by Studebaker.

Every Studebaker has a story.

STRATO-VUE Calendar of Events

- 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 62nd Studebaker Drivers Club International Meet Waxahachie, Texas – September 23 - 26, 2026

The 62nd Studebaker Drivers Club International Meet will be in Texas for the first time since 1998 and is sponsored by the **North Texas Chapter of SDC**. It is scheduled for September 23-26, 2026 at the Waxahachie Civic Center in Waxahachie, Texas.

An enchanting town of approximately 50,000, Waxahachie is known for its grand courthouse and charming courthouse square. The Waxahachie Civic Center is a relatively new event center right off IH-35, only 32 miles south of Dallas.

WAXAHACHIE CIVIC CENTER
2000 Civic Center Ln, Waxahachie, TX 75165
Website: <https://waxahachiecvb.com/p/groups/waxahachie-civic-center>

Given its size, Waxahachie hotels are expected to fill up fast, so please make your reservations early. There are other options closer to Dallas but below is a list of properties with which SDC has room blocks.

HOST HOTEL

The host hotel is a new **Residence Inn** (a Marriott property) under construction across the street from the Civic Center that is slated to be completed in June 2026. A reservations link will be generated soon, but the hotel's booking reservations by telephone or by emailing Jami McKee (see below).

Residence Inn
275 Rae Blvd, Waxahachie, TX 75165 Phone: (972) 761-5600
Website: <https://marriott.com/en-us/hotels/dabrv-residence-inn-waxahachie/overview>
Email: jami.mckee@marriott.com
Room rates: Range from \$149 to \$169 per night

OTHER PROPERTIES

Listed below are other properties in the area. Although SDC has arranged room blocks with each one, there are a limited number of rooms at each hotel, and the room blocks and rate guarantees expire before the meet starts.

Hilton Inn & Suites
2010 Civic Center Lane, Waxahachie, TX 75165
Phone: (972) 923-0666
Website: <https://hilton.com/en/hotels/dabwchx-hampton-suites-waxahachie>
Room rates: Range from \$150 to \$155 per night
Use this **special room block code** when calling: **SAD**

Follow the online **booking link** below for the website specially dedicated to our group:
Booking Link: <https://www.hilton.com/en/book/reservation/deeplink/?tyhoen=DALWXHX&groupCode=CHHSAD&arrivalsdate=2026-09-23&departuredate=2026-09-26&cid=OM.WW.HILTONLINK.EN.Direct.in&romid=HILTONLINKDIRECT>

The 62nd Studebaker Drivers Club International Meet Waxahachie, Texas – September 23 - 26, 2026

Fairfield by Marriott
2020 Civic Center Lane, Waxahachie, TX 75165
Phone: (972) 937-8886
Website: <https://www.guestreservations.com/fairfield-inn-38-suites-dallas-waxahachie/booking>
Special booking link: Coming soon
Room rates: Range from \$129 to \$139 per night

La Quinta Inn & Suites
311 Stadium Drive, Waxahachie, TX 75165
Phone: (972) 362-5724
Website: <https://www.wyndhamhotels.com/laquinta/waxahachie-texas/la-quinta-waxahachie/overview>
Room rates: Range from \$129 to \$139 per night

Super 8 by Wyndham
400 IH-35 East, Waxahachie, TX 75165
Phone: (972) 351-8559
Mention **Studebaker International Meet** when calling to book
Website: <https://www.wyndhamhotels.com/super-8/waxahachie-texas/super-8-waxahachie-tx/overview>
Room rates: \$82 per night

AREA RV PARKS
Listed below in order of closest proximity to Civic Center:

Northside RV Resort
200 East Brasher Rd, Waxahachie, TX 75165
Phone: (972) 908-0040
Website: <https://northsidedrvresort.com>
10% Discount for Meet Attendees

Flying Dutchman
2356 FM 66, Waxahachie, TX 75167
Phone: (214) 949-0310
Website: <https://www.flyingdutchmandrvresort.com>
10% Discount for Military and Seniors

TX Ranch Resort
9101 E Hwy 87, Alvarado, TX 76009
Phone: (817) 295-5394
Website: <https://txranchresort.com>



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.



Certificate of Appreciation

Presented in gratitude to

Rock River Valley Chapter, Studebaker Drivers Club

*For Outstanding Support of the
United States Marine Corps Reserve
Toys for Tots Program*



December, 2025

Date

Duane Storch

Coordinator - US Marine Corps Reserve Toys for Tots Program

Certificate of Appreciation from the United States Marine Corps Reserve for outstanding support for the Toys for Tots Program. Thanks to all members for helping support this wonderful cause!



See
You
There!

62nd Annual
Studebaker Drivers Club
**INTERNATIONAL
MEET**

Waxahachie, TX
SEPTEMBER 23 - 26, 2026
VISITWAXAHACHIE.COM



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



Gordy's coupe finished as
it was in 1962