

The **Strato-Vue**

ROCK RIVER VALLEY CHAPTER
STUDEBAKERS DRIVER CLUB
NEWSLETTER

*Volume 46
Issue 2*

WELCOME TO THE NEW
STUDEBAKER
DRIVERS CLUB
DIGITAL NEWSLETTER



EXPLORE • ENGAGE • ENJOY

May / June 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

Newsletter Index

The President's Message	4	Odds N Ends	17-18
St Patrick's Day Party	5 - 7	Editor's Note	19
Spot a Studebaker	8	Strato-Vue Calendar of Events	20
3 Strange (But Useful) Vintage Car Options	9	How's That Work	21
Studebaker Bits & Pieces	10 - 11	Strato-Vue Marketplace	22
Hamby's Motors	12 - 13		

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
Powder Coating



STUDEBAKER PARTS & REPAIRS



Roscoe Stelford
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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



Hello All!

Spring hasn't come quite yet. Happy St. Patrick's Day...six inches of snow and four degrees! The cars are still covered up and resting. But I am not. All my free time is spent on the new house.

On March 1st we passed the rough-in inspection (yay!) and so on to insulation and plastering. The siding will come later when it is nice out.

Sharon and Ed Stevens did a great job with the St. Patrick's Day Party. THANK YOU. The ladies got together after the St. Patrick's Day and booked the Coaches Corner for the Christmas Party which will be held on December 12th at 12:00 noon so please mark your calendars.

Hope everyone had a happy and blessed Easter. — Fran



Welcome to the debut edition of the Rock River Valley Chapter Studebaker Drivers Club's new digital newsletter — a fresh, interactive way to stay connected with the people, stories, and machines that keep our passion alive. This enhanced format lets you explore content more dynamically than ever before: click through photo galleries, dive into expanded articles, watch embedded videos, and engage directly with club resources and updates. We're excited to bring you a richer, more hands-on experience that celebrates the legacy of Studebaker while keeping our community informed, involved, and inspired.

We'd love to hear what you think of this new digital format — your feedback will help us fine-tune future issues and make the newsletter even more useful for the Studebaker community. As you explore the new interactive features, let us know what works well and what you'd like to see next; your input plays a big role in shaping upcoming editions.

— Jeanine & Phil

St Patrick's Day Party

The 2026 St. Patrick's Day Club party was hosted by Sharon and Ed Stevens and held at Coaches Corner in Belvidere, IL. The event began promptly at 12:00 am on Saturday, March 14th. Twenty of our members were in attendance, that being the Johnsons, Tremains, Givens, Stevens, Bradys, Pherogs, both Buetsch families, Don Smith, Jeff Rollins, Jim Kehl, and Donna Nieber.

Most of us had the default Corn Beef & Cabbage with a smattering of others ordering off Coaches Corners' menu. All said, the traditional CB&C dinner was very good and of course the other food, as well.

After dinner, Jerry Johnson led the group in a short sing-along of some Irish ballads; Sweet Molly Malone, When Irish Eyes are Laughing, and My Bonnie Lies Over the Ocean. It might



have been better if his cell phone had a little more volume, as that is where the music was coming from! Maybe a Bluetooth speaker is in order for next year.





St Patrick's Day Party

cont.

After the sing-along, Sharon led the group in a trivia quiz about the Irish. It was quite interesting; for example "did you know that the two cities that dye their river green on St. Patrick's day are Chicago, IL (of course) and San Antonio, TX?"

Next we all got an opportunity to land a silver or green plastic coin on a paper plate. Those that failed on their first or second try (after the plate was moved closer) were then allowed to just drop the coins into a small black kettle or land it on the paper clover leaf. It did take some time, but in the end everyone did manage to complete the task and win a prize.

All in all, it was a good time. This event has been missing from our annual events for a while now, so it



St Patrick's Day Party cont.

was great to have it back again. We are reminded that we only get to have these fun events when someone steps up to organize them. Again, much thanks to Sharon and Ed Stevens.

— JERRY JOHNSON



SPOT A STUDEBAKER



Grandfather Mountain State Park, North Carolina circa 1950's, shortly after the private building of a 220-foot bridge at the mountain's peak. Today, the bridge is known as the Mile High Swinging Bridge, and it remains Grandfather's primary tourist attraction.

Can you spot a Studebaker in the parking lot?

(Answer on page 18)

Porsche Developed A Sedan For Studebaker, And It Even Involved John Z. DeLorean

Porsche didn't always just make Porsches. It was founded as an engineering firm, and it created cars for other brands. Studebaker almost was one of them.

Read in Jalopnik: <https://apple.news/A1-nC3IsVTjaLtR9Bc0RrHA>

3 Strange (But Useful) Vintage Car Options - Kyle Smith, Hagerty's Newsletter, 4/28/26

It's fun to joke about the times in the past “when trucks were trucks,” but it's hard to ignore that 50 years ago, there was the option to purchase a Ford-branded chainsaw that would mount right onto the driver's side inner fender of your F-250. The saws themselves were not Ford-built, but instead sourced from Ohlsson & Rice—which you might also recognize as Online—before being rebranded and sold through Ford's tractor dealers. A mount for the saw that fit the inner fender under the hood of the F-250 was also available.



Just like Ford, Chevrolet has long marketed its trucks to the outdoorsman, but while Ford was helping the buyer take down a tree, Chevy was going after the person who was putting a tree stand in that timber. That's right, for a short period, there was a time when signing paperwork for a new pickup could also come with a Winchester Model 94AE XTR .30-30 lever-action rifle.



Long before the fad of removable faceplate radios in the early 2000s, GM initiated the idea of taking the radio with you, but with functionality rather than security in mind. The 1958 Oldsmobile and Pontiac models could be optioned with the “Trans-Portable” radios. Based around the still-popular transistor radio technology but powered by four “AA” batteries, this was essentially the Bluetooth speaker of the 1950s. Some models featured a plug on the back that



allowed the radio to use the car's speakers and power while inserted in the dashboard. While feeling so ahead of its time now in the era of CarPlay, the Trans-Portable feature was short-lived. Now these radios exist as the ultimate car show accessory that will surely get more than a few comments along the lines of “wait, that's not new?”



STUDEBAKER BITS & PIECES

— by JERRY JOHNSON

THE HERITAGE OF

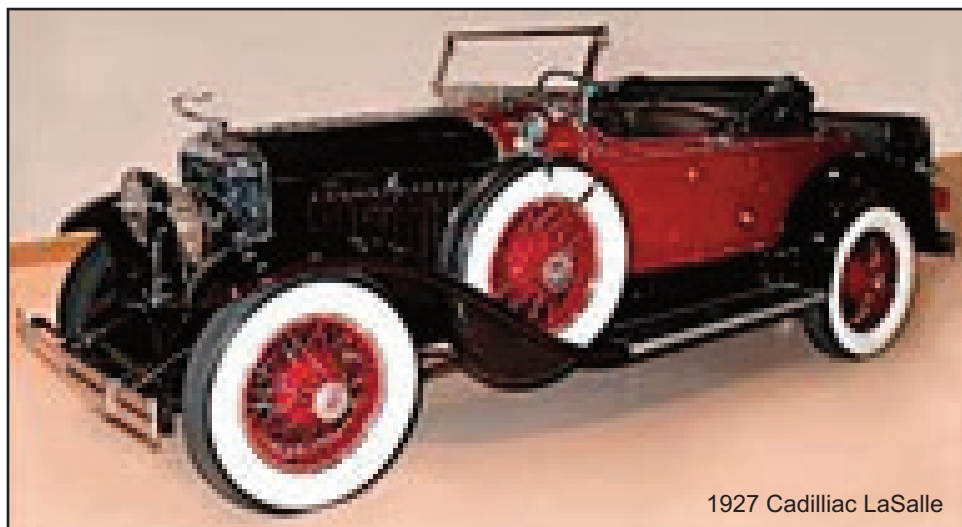


For most of us, we remember when we could quickly identify a 1955 Chevy from a 1957 or note “no, that’s not a 1955 DeSoto; it has no teeth in the grille” when looking at a 1956 DeSoto. When did this idea that each new model year needed to be vastly different than the last? Actually, it might be somewhat surprising, but the start was actually near the end of the 1920’s.

Prior to that time, automobile manufacturers did not assign any great importance to the appearance of automobile bodies. Volume manufacturers built bodies designed by engineers, guided only by functionality and cost. If you desired

something unique and could afford it, you opted to have one of the many luxury-car manufacturers ship a chassis to a coach builder of your choice and have something custom built.

The guy that would change all that, largely considered “The Father of Automotive Styling” was Mr. Harley Earl. Earl learned the business from his father at “Earl Automotive Works” building custom bodies for Hollywood movie stars. Earl Automotive Works was bought by Cadillac dealer Don Lee, who kept Harley as director of its custom body shop. As the story goes, Lawrence Fisher, general manager of the Cadillac division, was visiting



1927 Cadillac LaSalle

STUDEBAKER BITS & PIECES



Cadillac dealers around the country. Fisher met Earl at Lee's dealership and observed him at work. Fisher was impressed with Earl's designs and methods, including the use of modeling clay to develop the forms of his designs.

Fisher commissioned Earl to design the 1927 LaSalle, below, as Cadillac's new companion car. The success of that LaSalle design convinced General Motors president Alfred P. Sloan to create the "Art and Colour Section" of General Motors, and to name Earl as its first director.

Most executives at General Motors at the time, including engineers, division heads, and sales executives, viewed Earl's conceptual ideas as flamboyant and unfounded. As head of the newly formed "Art and Colour Section" in 1927, he was initially referred to as one of the "pretty picture boys", and his design studio as being the "Beauty Parlor".



1931 President Model 80 Coupe



1934 President Coupe

However, as we now know for certain, Harley would win that war and would influence the rest of automobile styling as well. We need only to review the Studebaker styling from the late 20's to the late 30's as proof. This decade may have been the greatest styling change of any decade in automotive history.



1939 Studebaker State President Coupe

Hamby's Motors



Every Car has a Story...

Just around the corner and down the road from where I live in Pfafftown, North Carolina is Hamby's Motors. Driving by you would not pay much attention as it looks like any other junk yard selling parts from days gone by. However, it is masquerading a treasure trove of automobile history before 1952.

I had gotten the heads up about Hamby Motors from a member of the North Carolina Studebaker Club, but when I drove in, I have to say, I was not sure that I was in the right place. Eddie (Hamby) walked out of his office and met me, probably wondering if I was the one in the wrong place. But he introduced himself and welcomed me as we walked the few feet down a short lane through a padlocked gate into an even bigger old car junk yard. I was still wondering if I was in the right place when we walked around a corner and there was a huge pole barn with a sign that read "Gas Flunky Garage, Est 2020". I soon learned that even the sign had a story. Eddie had had the sign made in 2020, hence the established in 2020, but actually had started his car parts business in 1973 when he first started acquiring all his cars. He admitted causally that he probably hadn't communicated well with the guy that made the sign. So, the year was wrong, but the two vehicles depicted on the sign were correct. He owned them both. And the name Car Flunky was Eddie's idea of a fun departure from Grease Monkey.

We walked into the barn to see 20 or more classic cars, mostly from before

1952; the year Eddie was born. I was in heaven.

First up was a gorgeous dark green



1950 Chevy truck with a 1955 Chevrolet 235 cubic inch six cylinder engine and a S10 5-speed transmission with 1958 Chevy truck differential. So as Eddie explained to me, these upgrades allow you to go down the road looking old school but upgraded slightly to perform better. (I get that now after owning a classic car.)

Eddie bought this truck pretty much how it is, already re-painted with beautifully redone inside paint and upholstery, which is what Eddie used to do (having run a body shop). He's a stickler for some stuff, like the inside



Hamby's Motors (cont)



restoration of this truck, as it is as close to what it once was as you can get. Those are the things that matter to him.

Eddie's criteria for collecting cars is fairly simple; it must be built before 1952 and must be unique or rare. Chevys are his favorites, so there are several of them. But he also has a Hup, a Hudson, and a Huckster. All very rare. While I had heard of Hudson, I had no clue about the Hup and the Huckster. I'll begin with the story of the Huckster.

This 1929 Ford Model A Huckster is a prewar pick-up truck with a distinctive wooden body and bed, designed for utility and delivery work. The body was wooden with natural oak finish,



enclosed cab and huckster-style pickup bed. Farmers would load their wares into the truck, drive to town and open the canvas window to sell their goods. They are very collectable, and Eddie's is a beauty.

My favorite thing about this car, besides being used by farmers, and the beautiful wood body, was the front windows. There were no cranks to "roll" the window up and down. Instead, the wood bottom frame of the window lifts so the window slides down into the door. Then to raise the window, that same trim piece is lifted again to pull the glass out of the door. Simple, and cumbersome, but it works!

Eddie of course enjoys the rarity of this vehicle, and the old school look, but it is heavy and very very slow going down the road. It is, however, very rare in this condition.

There's much more to share from my day at Hamby Motors. In the next issue I'll tell more of Eddie's story, and more about the other H's (Hudson and HupMobile.) As well as his Studebakers, Packard and other rare vehicles.

Until then...

— Jeanine

TO LEARN MORE



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



Waxahachie, TX

SEPTEMBER 23 - 26, 2026

VISITWAXAHACHIE.COM

For More Information about this Event
Click on Graphic Above

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 admin fee. Minors are free. Guests may not be adult members of SDC, ASC or AOA.

Address: _____

City/State/Zip: _____

SDC #: _____ ASC #: _____ AOA #: _____
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

St Patrick's Day Party - Jerry Johnson

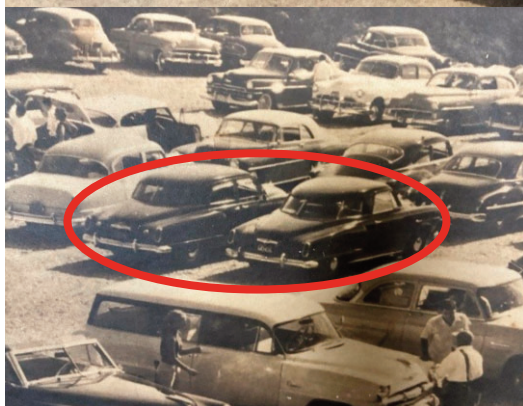
Studebaker Bits & Pieces - The Heritage of Automotive Styling - Jerry Johnson

Hamby's Motors - Jeanine Rader

Odds 'N Ends - Credit and Thanks to AVANTIVENTS via Jon Meyer

3 Strange (But Useful) Vintage Car Options - Kyle Smith, Hagerty's Newsletter

SPOT A STUDEBAKER



Extra Credit Find



Words of Wisdom

- Youth is temporary.
- Kindness cannot be overdone or underrated.
- Horse breeders are more selective on choosing a mate for their horses to sire a colt than many people do in selecting a lifetime partner.
- Optimists are happier than pessimists.
- We are on this earth but once. Make the best of it.
- A good sense of humour can ease a lot of stress and tension.

Odds 'N Ends

Happiness is
like a kiss.
You must share it
to enjoy it.
-bernard meltzer

Credit and Thanks to AVANTIVENTS via Jon Meyer for the following article.

At this time we are going to cover the Studebaker engine's most notorious problem: Oil Leaks. While you often hear how leaky the Studebaker engine is, it seems that you never hear about the Chevys. . . Yet, the Chevy engine uses the same kind of seals and gaskets that are used in the Studebaker engine. In fact, if you observed a Studebaker V8 rear main seal next to a Chevy rear main seal, you would not be able to tell them apart. The only difference is their size. The design principles are the same. . . So, why do our Studebakers leak?

One reason is internal engine wear. Excess clearance in the bearings will cause oil to be slung out of the crankshaft main and connecting rod bearing journals. This causes too much oil to be thrown onto the main seals, overloading them which can cause them to leak. This applies, of course to any engine, not just to our Studebakers. Since the solution to this problem is obviously an overhaul, we will not discuss it further at this time.

The other principle cause of oil leaks is improper engine gasket assembly. Common mistakes made by amateurs and professionals alike, including cutting the cork gasket to make them fit more easily. This is wrong! Those gaskets are

made to fit the the way they are and should not be trimmed.

Cork shrinks and the gaskets that fit so easily after they are trimmed will shrink, later, allowing oil to seep by.

Often, what is attributed to a rear main seal leak is, in fact an oil pan gasket leak sometimes due to the rear main bearing cap gasket having been trimmed back at the time of installation or the flat pan gasket having the tabs that go under the bearing cap gasket cut off.

When assembling these gaskets, study the diagrams, use a good quality gasket cement and follow instructions in your shop manual, which you should have one for your car. While on the subject of gasket cement, it is a good idea when assembling the rear main seals to use a good RTV cement at the face where the upper and lower seals meet. Be sure not to use any type of cement or sealers to help attach the rear main seals to their seats. This will only make it next to impossible to remove them in the future, but changes slightly the spacing of the lip of the seal to the crankshaft journal itself.

Another source of leaks at the rear of the Studebaker V8 engines is the distributor base gasket. Oil leaking out at this runs down the back and is often mistaken for rear seal leak. This gasket is easily replaced by lifting the distributor.

When you have the timing gear cover off the front of your Studebaker engine, you will notice that there is a felt seal where the crank shaft protrudes through the cover. This is held in place by a steel retainer plate that is attached by 4 self tapping screws or rivets.

One design shortcoming that contribute

Odds 'N Ends

to the Studebaker engine's reputation for leaking is that the felt seal becomes saturated with oil which slowly works its way out the front of as well as back into the engine despite the best efforts of the oil slinger on the crankshaft located just behind the front seal assembly.

A way to discourage this undesirable front oil leak is to drill a small hole in the bottom of the seal retainer plate into the seal chamber. This will allow the excess oil to drain back into the gear chamber.

We have an engine I overhauled some time back in which this was done. The front of the engine is dry with some dust around it. Not a trace of oil can be seen anywhere near the front main seal. "Nuff said."

Credit and Thanks to Gordon Richmond, Member, Foothills Chapter for following tip:

Phillips Head Screw Removal - - The Easy Way - -

1 - Clean the socket of the screw face of

all foreign matter such as dirt, paint, grease etc

2 - Select the right size and pattern of screwdriver. The wrong one will wreck the head of the screw for sure.

3 - Put a little coarse valve grinding compound mixed with oil on the tip of the screwdriver. This will give you a tremendous increase in the strength of the grip that the tip has on the screw head. You will find that you do not have to push as hard and turn nearly as hard on the screwdriver to keep it from riding up out of the screw head. You will be amazed at how easily you can unscrew even damaged Phillips screws.

Points To Live Happily

1 - Know that life is simple. Do not complicate it.

2 - Be generous with your thoughts, deeds and things.

3 - Remember that things go according to your karma-- Whether you like it or not.

4 - Be positive under any circumstances

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



It's (finally!) spring and time to get the old cars out of storage. Oh, how I remember how exciting that was. Back on the road, and back behind the wheel; going to car shows and participating in driving events. Good times.

I still miss my little red Lark, but I can still find old cars and old car owners without a car. One of the reasons I decided to help write and create this newsletter is to still have a reason to visit car shows and join events to get content to share with all of you.

Visiting Eddie Hamby at Hamby Motors in Pfafftown, NC was one of those opportunities. Turns out that "Eddie's" shop is practically around the corner from me.

Here I am sitting in the front seat (check out the suicide door in the front!) of a Eddie-restored 1934 Dictator.

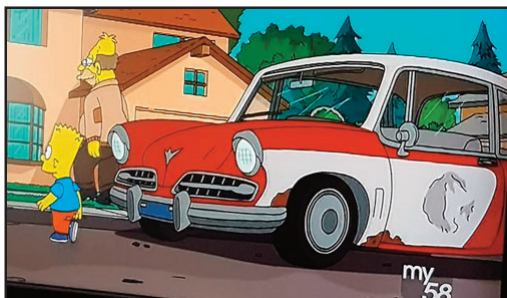


In closing, perhaps the real draw for me and old cars is that "every car has a story" according to Eddie and discovering them or learning that story is always fascinating. While I was visiting HambY Motors, I had the pleasure of driving this 1935 Studebaker Dictator, which, has a story. As you will learn in our next issue of Strato-Vue, this car looks old school but can go down the road at a respectable speed.

And as it turns out, I got to drive a Studebaker this spring after all!

STRATO-VUE Calendar of Events

May 16	Car Cruise to the Byron Museum of History
June 6	Car Cruise to Gus's Drive-in (3131 Main Street, East Troy, WI)
June 13	RRVCSDC's Annual Summer picnic will be held at Paulson's, 6950 Belvidere Rd., Caledonia, IL 61011
June 20	Sugar Shores RV Resort Car Show, 9938 W. Winslow Rd. Durand, IL. 61024.
July 30-Aug 2	Upper Mississippi Valley Zone Meet Warrenville/Naperville, IL Hosted by Blackhawk Chapter
Sept 23-26	62nd Annual Studebaker Driver's Club International Meet, Waxahachie, TX
December 12	RRVCSDC's Annual Christmas Party will be at Couch's Corner, at 12 noon

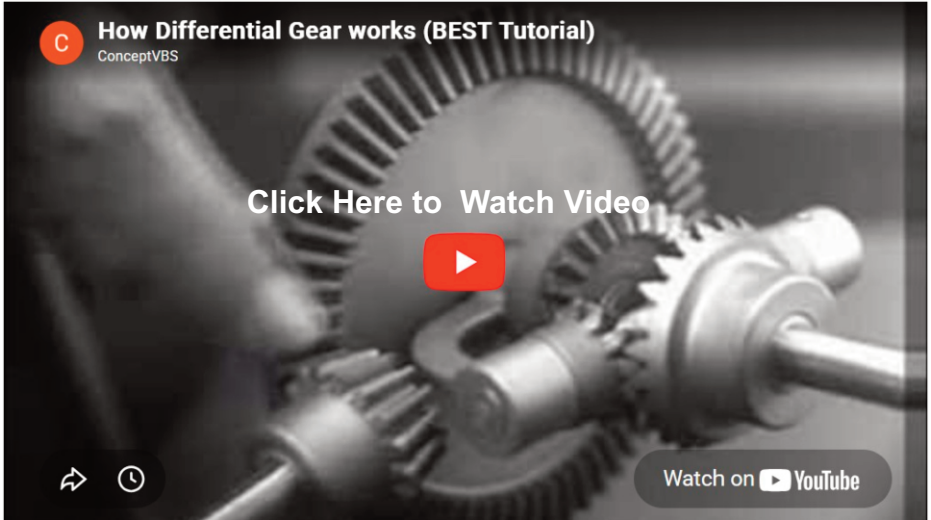


Grandpa Simpson drives a Studebaker.

From Studebaker Addicts International...

"Surely someone occasionally watches the Simpson's besides me."

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.



We take our differentials for granted, right? Of course, we expect our vehicles to navigate turns without scrubbing the inside tires or hopping the outside ones. But how does a diff do that?

Click on the Image above to find out!

Studebaker News July 1951

For Long Service, There's Nothing Like a Studebaker

Take the word of William A. Lehnerts, Aurora, Ill., over a long pull, there's nothing as good as a Studebaker passenger car for real motoring pleasure and comfort. *(R. Quinn collection)*

In 1931, Mr. Lehnerts took out an insurance policy on his 1930 model Studebaker sedan. It was the first policy ever issued by the All-State Insurance company.

When All-State observed its 20th founders' day celebration, Mr. Lehnerts was one of their special guests. In honor of the occasion, All-State officials presented Lehnerts a new 1951 Land Cruiser.

Mr. Lehnerts reported that not once during the 20 years did the car require towing services. Insurance officials state that only one claim of any kind—a minor one—was filed by Lehnerts during all those years. Photo shows Lehnerts standing between the old and new models. He was still driving his 1930 car when the new car presentation was made.

From a recent Jeopardy show . . .

"The first auto policy that Allstate ever wrote was for a Studebaker!"



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 12 issues of ***Turning Wheels®*** monthly magazine: 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@cornerstonereaa.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



1934 Dictator including
plate from 1935