

the



news

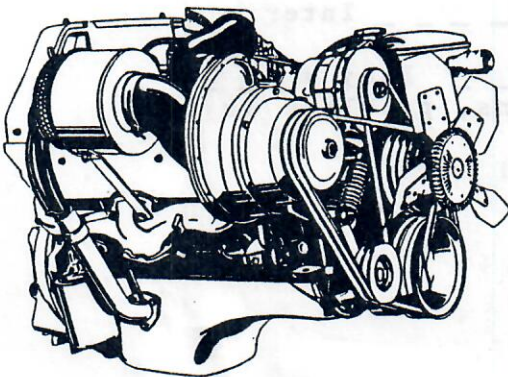
Jet Thrust

the JET THRUST news
Don Curtis, Editor
RR 1
Colo, IA 50056

FIRST CLASS MAIL



CAUTION
SEE INSIDE



FEATURE STORY - CANADIAN R2 HAWKS

AL KUNZENHAUSER

the JET THRUST news

SPRING 1995

The JTN is intended to provide a link among owners and enthusiasts of the high performance Studebakers built in 1963 and 1964. We seek not only information about surviving cars but also parts which exist from "Parted" units. Please be sure we have all the data of which you are aware. Feel free to make as many copies of this notice as you need to give to others who may be interested. See the article "What is the Jet Thrust news" for details regarding possible follow-up newsletters.

EDITOR, TYPIST, WRITER & ROSTER KEEPER.....Don Curtis
RR1, Colo, IA 50056 Ph 515-377-2745
I welcome phone calls but can't always take notes;
detailed requests are best handled by mail.

FEATURE WRITER, RESEARCH, TYPIST & MAJOR BACKER.....George Krem
1248 Esther Ct., Iowa City, IA 52240

CORRESPONDENT, MR. JET THRUST & MAJOR BACKER.....Nelson Bove
4560 Walton Creek, Cincinatti, OH 45243

* * * * *

ROSTERS May be ordered for \$5. The five groups currently total 17 pages and will be shipped flat in an envelope. Any two lists will be shipped folded for \$3. The groups:
63 Hawks - 63 Larks - 64 Hawks - 64 Larks - Engines

1964 JT PRODUCTION LIST Is available for \$8, lists all JT's built in 1964 with a few details - not production orders.

Send orders to Don Curtis

* * * * *

JT ROSTER INFORMATION Send to Don Curtis, RR1, Colo, IA 50056

Serial or VIN # (driver's door post) _ _ _ _ _ Body Style _ _

Engine # (top of block-driver's side-stamped) _ _ _ _ _ R1 or R2 _

Type of transmission _ _ _ _ _ Color, Car _ _ _ _ _ Interior _ _ _

If 1963, does the car have fender tags? _ _ _ _ _ Body # _ _ _ _

General condition of car _ _ _ _ _ Questions, problems or tips

Your name, address & phone number. THANKS!



Jet Thrust

WHAT IS the JET THRUST news?

JT NOTES

by Don Curtis

This letter is the initial result of an idea which began with the response to George Krem and my request in TURNING WHEELS for data which would help us to account for the approximately 1,930 1963-64 vehicles built by the Studebaker Corporation with "Avanti" Engines. Over the years, I have heard them called "R" Cars, Avantibakers and Super Studebakers. I feel that a more correct terminology is "Jet Thrust" or "JT" Studebakers as this directly reflects the engine serial numbers and factory advertising copy.

I set out almost a year ago to put together a few notes which could be mailed to owners and fans of these rare and exciting factory hot rods. I won't bore you with all the gorey details but I had a year healthwise that I wouldn't wish on my worst enemy. The fact that you are now reading it is due in the large part to George Krem's investing many hours into the project and the continuing encouragement of Nelson Bove, Andy Petrass, John Williamson and John Roam. Thanks Guys! Due to lack of time and opportunity to verify and update my news, some details may have changed. However, I hope many of you will still find these pages enjoyable.

The fate of a next issue is in your hands. It is not my intention to profit from this enterprise in any way, there will be no dues, no subscription rates and no charge for individual classified ads. Full page or commercial ads will be asked to pay printing expenses and contribute postage. If you want to see the JET THRUST continue simply send your news, ads, tips, questions and some stamps or a couple of bucks to offset expenses.(postage for this issue courtesy of George Krem) If there is material and interest, there will be another issue! I would also like to have a recent photo of your car(s) with Serial # and your name attached. The photos will go into an album which we will take to SDC Meets when possible.

Nelson Bove from Cincinatti recently acquired the best example of a 1964 Commander 2dr with full package R2, 4 speed that I am aware of. Serial # 64V 7879 spent its life in Arizona and although needing a total restoration it is complete with all original equipment, color is Bermuda brown. The other Commander 2 drs I know of are rebuilt salt-zone cars.

Speaking of Nelson, a friend brought me a 1995 calendar being given away by a local machine shop. The cover features an orange Super Bee and the title "Memorable Muscle". The June photo is Nelson's 1963 Super Red Lark Standard R2!!! Pick one up if you get the chance.

Does anyone have information about the seven R1 full pkg 4 speed white Commander 2 drs with blue cloth built for auto shows?



The first car painted 1963 1/2 #P6325 - Super Red is alive and getting well! It seems only right that it was and is a Lark Regal 2 dr with R2 and 4 speed. It is owned by Ronald Evans of Scranton, PA. The car is being restored and Ronald wonders if anyone has a good near match for Super Red in a modern formula. Ronald's car was not the first full pkg Super Lark but is was the first of any line to use #P6325.

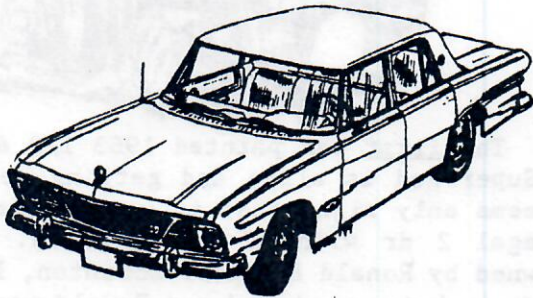
Two more 1963 JT cars have come to light since George Krem and I completed our research. Andy Petrass found a strayed production order for 63V 30406, an R1,HD Flto,Ermine White Cruiser with discs, Eng JT 1817. The second is a very interesting tale. Serial # 63V 11599, a Blue Mist GT Hawk now owned by Don Lace of Long Beach, CA. Production records indicate that the car was ordered with a 289 but they also state the car was for N.A. Lamberti who was a Stude VP. The car is equipped with an R1



(JT 1699) and Power Shift. I phoned Dr. Lamberti and had an inspiring visit with him. He still owns and drives a 1964 Avanti which was "custom" built at the factory. Although he doesn't recall this case, Dr. Lamberti told me it was common for Stude employees to make changes on their personally ordered cars on the assembly line. He theorizes this is what occurred on the GT as he is positive the engine was never changed. (Dr. Lamberti, Thank-you for sharing your time and memories)

TECH TIP from George Krem - fuel filter for the in-line glass bowl filter use NAPA 3039.

DON'T DELAY If you have been hearing the tales of NOS interiors at Newman & Altman... THEY ARE TRUE. Several people I know have been able to get door panels and all seat covering for their JT's. However this is a limited opportunity. The more popular stuff is getting scarce. Daytona will go first if it hasn't already. However guys I know have recently picked up complete vinyl interiors in blue, brown and green for 1964 Commanders!



64V 11752 is being restored, as I write this by Tony Berbig of Plymouth, MN. I owned this car from March 6, 1968 and sold it to Tony in December after years of talking, so it could finally be restored. It is the only 1964 JT Commander 4 dr (of ten built) we have been able to account for. A very well set up car it has R1,4 spd, full pkg and many options, the color is Horizon Green.

TECH TIP by Don Curtis - A very close match in modern paint for P6414 Horizon Green is available, check 1986-7 Ford truck chips.

HELP WANTED - Is there anyone in the group who has artistic talent? I would like to have a volunteer do some line drawings of the six grill emblems and the fender tags. These would be used to spice up our pages. Of course drawings of JT cars would be welcomed also. This is a chance to show your stuff, there might even be a market for drawings?

CAUTION - If you decide to purchase wider rims for your JT car (which you should if you plan to run a tire larger than P205/75R15) and still use your 1964 wheel covers it is important to be sure the cover installs easily on the new rim. I have seen several instances in which the diameter of the rim where the cover installs is too small. When the wheel cover is forced (pounded) on the raised fins on the cover split, thus ruining a cover which is becoming hard to find in excellent shape.

If anyone has always wanted a set of rare Studebaker AC 3280 Aero Strut wheel covers which were available in 1963, it is possible to purchase a set of very close look-alikes from the nostalgic Kustom suppliers. Night Prowlers, ph 417-682-3685 calls them Starburst and lists them for \$235 per set.

JT cars lost a good friend recently with the passing of Jack Merrill of Edmond, WA. Jack owned 64V 7607, an R1 Marshal of which he was very proud. At this time the car is in the Studebaker National Museum, what its future is I haven't heard. Before his death, Jack had asked me if all Marshals had the carpeted, compartmentized trunk as his did. As we have a very high survival rate among these cars (next issue?) perhaps we can gather some good information.

Both Andy Petrass of South Bend and George Krem have been told by Newman & Altman employees that engineering specs have been found indicating consideration was given to installing a GM 327/300 and other HD components into the 1966 Studes. Many of us have discussed the coulda - shoulda been 1965-6 Super Larks with up to the 327/375 Fuel Injection motor. Guess we weren't crazy after all!!

STUDEBAKER AUTOMOTIVE SALES CORPORATION
SUBSIDIARY OF
STUDEBAKER CORPORATION

SOUTH BEND 27, INDIANA

January 8, 1963

Messrs. Robert J. Palma and George D. Krem
308 East Turner
Roselle, Illinois

Dear Mr. Krem and Mr. Palma:

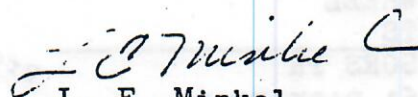
Thank you for your recent letter which I am answering rather than delaying our response until Mr. Egbert returns to the city.

It is always pleasant to hear from a Studebaker owner, and especially one who has used our products over a period of years and who is aware of the excellent qualities that we build into our products.

We feel, too, that the availability of our Avanti Jet Thrust engine down into our Lark line will most certainly produce a new group of Studebaker enthusiasts. An R-3 engine will soon be available in production and this most certainly will give us additional stature in the high performance field. Our Engineering Department continues its research in all phases of engine design and we look to be able to stay completely abreast or ahead of our competition in this respect.

Thanks again for writing and for your interest in Studebaker. I sincerely hope that we can count you among our owners for years to come.

Sincerely,


L. E. Minkel
President

LEM:Djc

DRIVE-AWAY SHIPPER
 MOTOR SERVICE COMPANY 102662 SALES ORDER NO. 033974 50839
 402 ST JOE P O BOX 1686 MPLS 68714
 RAPID CITY S D

SAME Presently owned by George Krem, IA

DATE 11-7-62

COML CR CORP
 TA BURNETT
 63VF6 3226 CUSTOM 8 2 DR SED
 13 P 6311 ERMINE WHITE
 14 712 BKV VINYL TRIM
 20 4 SPEED TR FL SHIFT
 22 RECLIN SEAT SPLIT CUSH IRS
 27 TINTED GLASS WINDSHLD ONLY
 30 BUCKET SEATS
 33A JET THRUST ENG W SUPERCHG
 37 DISC & POWER BRAKES
 42 UNDERCOATING
 47 HD SPRINGS F & R 72 RADIO PUS
 48 HD SHOCKS F & R 77 REAR SPEAK
 50 TWIN TRACTION 86 FRONT WING
 51 373 AXLE RATIO 87 REAR WING
 56 650 4 WHT FIRESTONE 500 NY
 60 CLIMATIZER 63 ELEC WINDS
 X65 WHEEL DISC 68 FRONT BUMPE
 69 REAR BUMPE

ENGINE NO. SERIAL
 JTS 1298 & 63V 10942

Employee delivering car...
 Carrier's signature...
 S/W 50840

STUDEBAKER CORPORATION
 SOUTH BEND, INDIANA

CARRIER: [Signature]
 PER: [Signature]

TOTAL WEIGHT → 3026

DATE ACCOUNTING DEPT. COPY

DATE TO SHIP			DATE WRITTEN			SALES ORDER NO.	ITEM	QUAN	INST. BOOK	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
MO.	DAY	YR.	MO.	DAY	YR.							
10	14	63	10	04	63	61717				9243	48652	64V 11752
BODY NO. 2043			IGN KEY NUMBER 5313			TRUNK KEY NO. 1575			FINAL ASSY DATE 10=14=63			ENGINE NUMBER JTK 310
DESTINATION FAIRFIELD IA						ZONE CODE 21			DATE SHIPPED OCT 17 1963			
SHIP VIA 13 TA BURNETT						SHIPPER NUMBER						

DESCRIPTION OF UNIT AND EQUIPMENT
 64VY4 4214 COMM 8 4 DR SEDAN
 13 P 6414 HORIZON GREEN
 14 731 GV VINYL TRIM
 22 4 SPEED FLOOR TRANS
 36 HIGH PERF PKG R1
 38 POWER STEERING
 51E 670 BLK FIRESTONE 500 NY
 52 DLX STEERING WHEEL
 53 DUAL HEADLIGHTS
 59 PADDED SUN VISORS PR
 60 CLIMATIZER 61 BACK UP LI
 63 ELEC WINDS 66 RADIO PUSH
 68 REAR SPEAK 70 UNDERCOATI
 75 331 AXLE R X79 WHEEL DISC

Presently owned by Tony Berbig, MN



BRAND NEW STUFF

SUPER STUDEBAKERS
CANADIAN STYLE

by George Krem and Larry Swanson

1963 FENDER TAGS
AN OBSERVATION

by Don Curtis

Please notice I am presenting this data as an observation. There are two words I do not feel belong in a discussion of Studebaker production. Those words are "always" and "never". Just when I think there may be a case for their use new facts come along and cloud the issue. So in interest of harmony I suggest we all make observations.

My observations on the use of fender tags on 1963 models is based on the data which you, owners of the cars, provided. In drawing my conclusions I weighted the information more heavily on low mileage, Western/South Western, and known unrestored cars. I presently have listed 78 Hawks and 56 Larks from 1963.

It is my opinion that the factory did not install fender tags prior to Serial # 63V 20000. From this point until the intro of the "Super car pkg" tag useage was inconsistent. After the package became available (approx 63V 26000) nearly every JT car was properly tagged. Some earlier Larks, such as Jon Myers', had tags installed in other-than-normal positions. When or by whom this was done remains a mystery. Many early cars now have fender tags as dealers and later owners added them. When restoring a very rusty car there would be little way of knowing if it had carried tags or not. I certainly would not add tags to a car which doesn't or didn't have them, however I also don't feel it would be appropriate to penalize, in judging, a car which has apparently had them added. Now, grille badges are another matter.....

Any Comments?

The October, 1993, issue of TURNING WHEELS contains an article by Fred K. Fox about the 1963 Gran Turismo Hawk. In that article, Fred mentions the existence of a factory production "summary" sheet for Canadian-built Studebakers. At the bottom of that sheet it indicated that a total of nineteen 1963 Canadian Hawks were equipped with the R2 supercharged Avanti engine. A further analysis shows that 11 had an automatic transmission and eight had 4 speed. We have found the factory records, done the research and now we can verify that at least eighteen of these cars were actually built (and perhaps nineteen).

We have been doing production order research at Newman-Altman in South Bend for several years. We wish to thank them for this opportunity, especially Joeff Newman, Dennis Lambert and David Spilsky. They have been very gracious and helpful; one could not ask for a better working relationship or better Studebaker friends. Newman-Altman can make a copy of the production order for your car. See their ad in December 1994 TURNING WHEELS for details. There is a \$15 charge for this service and they will need your Serial number.

The guys at NA told us that in the past, the large file cabinet that contains thousands of late model Canadian production orders was accidentally dropped on its side. This naturally caused tremendous disorganization of the paperwork within. We have put in many hours searching for and reorganizing these Canadian records in order to do our research and also to allow other interested persons to use this data. It is possible that not every piece of paper got back to its correct location, but are 99% sure that the Canadian V8 records are close.

Last year - in January of 1994 - we went through all of the 1964 Canadian production orders; we did not find a single car powered by an "Avanti" engine.

This year, we completed research in the

1963 Canadian V8 records, and we found 18 R2 Hawks - 11 automatics and seven 4 speeds. We did not find any R1 powered cars of any body style and the only R2's were the Hawks.

Again, the factory summary sheet indicates that 19 R2 Hawks were built and we found paper verification for only 18. The missing car would appear to be a 4 speed, the sheet shows eight and we found only seven. Possible explanations for this include an error on the sheet, we may have missed this order or, more likely, due to the cabinet "upset" a production order could be missing.

R2 engine numbers found ranged from JTSC 1101 through JTSC 1120. #'s 1115 and 1116 were not found; if another R2 Hawk was built it probably had one of these. It seems likely that Studebaker shipped a total of 20 R2 engines to Canada.

None of the R2 Hawks had the full high performance package. All did have disc brakes and 15 had twin traction. Three cars had heavy-duty shocks and springs, one had these on the front only and two had HD front springs. It appears that some of

them were intended to give variety to the Canadian Studebaker inventory as the word "stock" was handwritten at the top of five orders. At least two orders state the car was "Consigned to" a Studebaker "Regional Manager" (think of the demonstration rides they could give a prospective buyer!). The remaining orders were destined for dealers.

This new information about Jet Thrust powered Studebakers supplements the data in the September 1988 TURNING WHEELS. That issue contains a major article with computerized research about the 1963 Avanti-Powered Studebakers built in South Bend. For information on the 1964 JT cars, see the September 1989 issue.

* * PARTS WANTED * *

Need for 1964 R2 Super Lark, new or used, water manifold #(1557961), mounting bracket #(1557957), arm with shaft & idler #(1558664), and any other supercharger mounting parts. Also need two 1964 R2 oval plastic fender tags, good used ones would be fine. THANKS!

Gene Curtis, RR1, Colo, IA 50056
PH 515-377-2745

JUNE MOTORS OF B. C. LTD.
1205 KINGSWAY,
VANCOUVER, B. C.

JUNE MOTORS OF B. C. LTD.
1205 KINGSWAY,
VANCOUVER, B. C.

Nov 13

63 DC 1636

8696

RAIL

- 3266 15 VK6 HAWK 2 DR SPORT COUPE
- 6313 GREEN MIST
- 7241 BLACK VINYL
- 1762 5 670X15 4 PLY WHITE BLACK
- 1081 4 SPEED TRANS 3.31 AXLE
- 1001 TWIN TRACTION
- 2038 CLIMATIZER
- 1009 DISC BRAKES
- 2010 AC 3193 BUMPER GUARDS FRT
- 2061 AC 3354 PUSH BUTTON RADIO
- 2062 AC 3319 MANUAL ANTENNA
- 2078 TACHOMETER
- 1097 JET THRUST ENGINE

chrt →
JTSC

LINE NUMBER	2130	
BODY NUMBER	2094	
SERIAL NUMBER	63DC1636	
ENGINE NUMBER	JTSC 1101	
IGNITION KEY NUMBER	4126-5	
FINISHING NUMBER	51107	
FINAL ASSEMBLY DATE	NOV 20	
MAKE OF TIRES		
MATS	JACK	SPARE TIRE
INSPECTOR	DATE	
	DEC 14	PETL

Presently owned by Frank Loucks, ONT
FULLY GRANED DASHBOARD

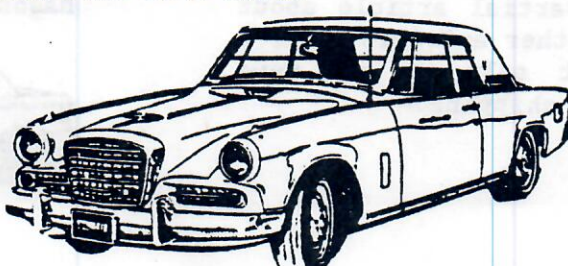
5

11 - automatics - 111 July 4 1981

1963 CANADIAN R2 HAWKS
 PRODUCTION ORDER SUMMARY
 by Don Curtis

SERIAL #	ENGINE #	TRANS	COLOR	INTERIOR
63VC 1432	JTSC 1106	Flto	Velvet Black	Red Vinyl
1550	1105	Flto	Ermine White	Red Vinyl
1595	1104	Flto	Velvet Black	Red Vinyl
1636	1101	4spd	Green Mist	Black Vinyl
1659	1103	Flto	Champagne Gld	Blk/Wht Vinyl
1706	1102	4spd	Regal Red	Blk/Wht Vinyl
1957	1111	Flto	Champagne Gld	Chestnut Vinyl
2028	1112	Flto	Velvet Black	Red Vinyl
2066	1110	Flto	Velvet Black	Blk/Wht Vinyl
2267	1108	4spd	Regal Red	Black Vinyl
2332	1109	Flto	Champagne Gld	Saddletan Vinyl
2403	1107	4spd	Ermine White	Red Vinyl
3517	1120	4spd	Regal Red	Red Vinyl
3739	1117	Flto	Velvet Black	Red Vinyl
3771	1114	Flto	Ermine White	Red Vinyl
3839	1113	Flto	Velvet Black	Red Vinyl
3914	1118	4spd	Regal Red	Black Vinyl
3965	1119	4spd	Cruiser Maroon	Blk/Wht Vinyl

The data which George Krem and Larry Swanson did such a great job of obtaining for all our use has answered questions we have had concerning the possibility of many "undiscovered" JT cars. Thanks to their efforts I feel we know about nearly all Studebakers produced with JT engines. This data also proves Rick Broomer's hypothesis (as stated in Fred Fox's TW article) regarding Canadian engine serial numbers. Rick owns 63VC 3771.



JET THRUST
TRADING POST

CARS FOR SALE

1963 GT, # 63V 20440, R1, 4 spd, Black w red interior. In dry storage for several years. See to appreciate.

Lloyd Frette ph 515-987-1136 Iowa

1963 Daytona HT, 63V-16964, R2, 4-speed, Champagne Gold, Southwestern car.

Nelson Bove, 513-271-8424.

1964 GT Hawk, 64V-6280, R1, Powershift, AC, power steering, Golden Sand, Brown Vinyl. Rebuilt engine, \$7,000/offer.

Gary Button, 515-858-5104. Iowa.

1964 Commander 2 dr sedan, # 64V 10794, R1, now HD Flto, now Dark Green orig Horizon, Needs restored but is solid. A hard to find model! \$2500

Doug Sunnenburg ph 513-561-3420 Ohio

1964 Daytona Hardtop, # 64V 5772, R2, Power Shift, FULL PACKAGE, correct #'s, solid body, new interior, leaf springs and brakes. Needs paint and front end bushings. Silver w red int. \$6000

Jim Thwaites ph 616-671-5124 MI

1964 Commander 2-door sedan, 64V-11471, R2/4 speed, full package. R3 heads and intake on original block.

Mason Maynard, 708-672-7048.

PARTS FOR SALE

Racer Brown camshaft produced for John Erb and used by Ted Harbit in his Chicken Hawk which ran mid to high 12's in the quarter with the cam. 284 intake and 260 exhaust duration. \$95.00 includes shipping & packing.

One pair Gabriel new rear gas filled shocks. Will fit 1963-1966 Stude & Avanti. \$30.00 including shipping.

Prototype issue of Collectible Automobile magazine. Contains partial article about the Avanti plus many other articles & color photos. It was not sold on any news stands. \$10 including shipping.

1963 official map of British Columbia and Alberta (Canada) with color rendition of a red 1963 Avanti on the cover--excellent condition--\$5 including shipping.

George Krem, 1248 Esther Ct., Iowa City
Iowa 52240 ph 319-351-4559

NOS R1/R2 camshaft. \$500. NOS R3 tachometer with sender. \$800. Reground R3 288 camshaft, very little use. \$200. Bellhousing to mount chev style T-10 to Stude V-8. \$100.

Mason Maynard, 1539 Main, Crete, IL
60417. Tel. 708-672-6048.

Part # 1557384, Radius Rods (2) for rear axle. Fit Hawks, used. \$65 with UPS

Part # 1561664, NOS front springs, Green pages list for 64V Y2, Y4, Y8, Y9, J and K. Would not work on F4 2 dr. \$140 with UPS.

Don or Gene Curtis, RR1, Colo, IA
50056

ph 515-377-2745

JT CARS WANTED

1964 GT Hawk-looking for a nice one.

Bill Amantia, 7954 Villa Nova Dr.,
Boca Raton, FL 33433. Tel: 407-
367-9389.

1964 Commander 2-door sedan, R2, full package. Looking for a complete, solid restorable car with all correct components.

George Krem, 1248 Esther Court,
Iowa City, IA 52240. Tel: 319-351-
4559.

PARTS WANTED

For collection, 1963 R2 grille badge in fair to good condition. Send description and price.

Don Curtis, Rt. 1, Colo, IA 50056.
Tel 515-377-2745.

R3 plastic oval side emblems for Lark/Hawk. Any other R2/R3/R4 parts.

Mason Maynard. 708-672-7048.

