

the



Jet Thrust
news

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

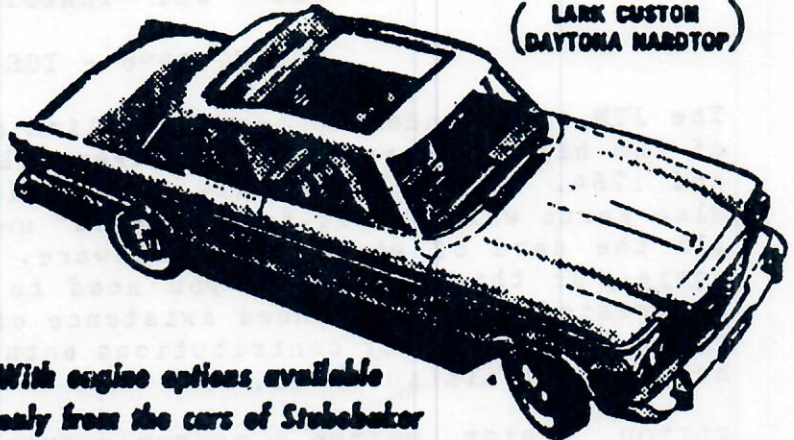


64V 1100



GO as you've
never gone before!

(LARK CUSTOM
DAYTONA HARDTOP)



With engine options available
only from the cars of Studebaker

Imagine dusting off the big ones with a supercharged V-8! You can have one in any car from Studebaker we sell. It means safer passing-power, too. Three other brawny V-8's, too, plus the husky, thrifty 6 with a spriteliness all its own! Come in and let's talk performance! With a '63 Lark you can have it all your own way. For these are the cars that are showing the way to the rest! It's The Advanced Thinking of Studebaker Corporation.

FIRST CLASS MAIL

AL KUNZENHAUSER

SPRING 1996

the JET THRUST news

SPRING 1996 - ISSUE FOUR

The JTN is intended to provide a link among owners and enthusiasts of the high performance Studebakers (Larks & Hawks) 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. The continued existence of JTN depends on the support of the readers, your contributions both financial and material will help insure its survival.

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 & ASSIST EDITOR.....George Krem
1248 Esther Ct., Iowa City, IA 52240

* * * * *

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

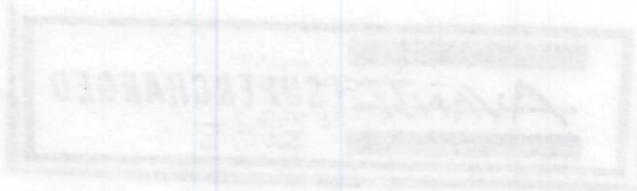
Serial or VIN # (driver's door post)_____ Body Style_____

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 #_____

Your name, address & phone number. THANKS!



ISSUE #4

the Jet Thrust news
Issue # 4

A FAREWELL

On February 2 our Studebaker family lost one of its most recognized members. Ron Hall passed from us as a result of heart failure. As most of you probably know Ron had battled lymphoma for many years even while he chased his dream of a Bonneville record with the #1963 Avanti. Our thoughts are with his wife LuAnne and their three children. A trust fund for the children is being established by Larry Swanson, George Krem and others, watch for details in TURNING WHEELS.

I met Ron in South Bend in 1983 and we spent some time talking 1957 Transtar Pickups. I had tentative plans to accompany Ron, George, and the gang for the first Bonneville try, but that's when my own health problems began. Although I only spoke to Ron on the phone after that, I enjoyed every step he took in realizing his 200 MPH dream. I'm certain that by now Ron is excitedly telling Sherwood Egbert and Raymond Loewy of Avanti's most recent accomplishments.

NOTICE 1964 JT HAWKS NOTICE

FRED K. FOX is working on a feature article for TURNING WHEELS about the 1964 GT Hawk. We should provide a good representation of "OVAL" cars in the photos he has to choose from! Color deadline is Aug 1, B&W deadline is Sept 15. Don't delay - just do it!

JTN UPDATE

We are currently mailing about 250 copies to JT enthusiasts in the US, Canada, Australia and New Zealand. Financially, approx 40% of the readers have contributed to the postage and printing expenses and we are running a small surplus at this time.

I am receiving so much good material that we may run an extra issue if sufficient

funds are available. Recent information contributors include:
George Krem, Jon Myer, Jim Pepper, James Bell and Keith Graham.

We Get Letters...

Jon Myer wrote with additional serial and engine numbers for the roster. He also included some good tips which I will pass along. After March 1, his address will be : Myer's Studebaker - 130 Main St., Box 276 - Duncan Falls, OH 43734 - ph 614-674-4897

John Dwyer sent details about his '63 Daytona Hardtop 63V 24941, a black w red int beauty featuring R2 and 4 spd. He also include the "B" number from the aftermarket R3 in his Avanti, how many of these engines can we account for? I will attempt to get a file started on all I have been told of - more later.

Jim Kelso from Wenatchee, WA, sent photos of his '63 GT 63V 8105 with R2 and HD Flto. He has done a beautiful job of restoring this car which he bought from the original owner. When Jim bought the car in 1984 it had 65,954 miles on it, partially due to the owner being in the service for 3 years and partly because both Mr. & Mrs. Owner had ruined their driving records with the car! The Hawk spent 1973 through 84 on blocks.

HERE'S HOW THOSE STORIES GET STARTED! Jim was assured by Original Owner that a Stude Salesman swore that 63V 8105 was really an Avanti disguised so as to fool the Insurance Companies, this owner also stated that the factory had installed the Monroe Load Levelers on all 4 corners! It was further said that the transistor ign was installed to eliminate blowing the exhaust system off the car.

George Krem passed along a letter from the new owners of 63V 24869, an unusual Black GT in that it is an R1 with 3 speed. The current owners are Roland, Jason and Joseph Source. They are cousins and their grandfather was the Hawk's original owner. Another way to keep a JT Stude in the family.

I received a phone call and follow up letter from Steve Doerschlag from Colorado about a GT he had purchased with the idea of building a 1953 Stude coupe with the parts. Steve was having second thoughts and asked me for more info. I think it was pretty easy to convince him that 63V 1579 was worth saving. It is the SECOND R2, 4 speed GT built!! Steve's car is Champaign Gold, the first R2 was 63V 1001 in Black. Congratulations on your find! The '53 will have to content itself with a different R2 Steve has - no number yet!

Tom Kazel from Illinois wants to say THANK-YOU in print to Jim Ryan from Indiana for allowing him to purchase 63V 31403. The car is a full pkg R2 4 spd GT Hawk. Tom is very excited about getting started on his latest project.

James Bell of Washington is also enthusiastic about his "diamond in the rough". 64V 1100 is an interesting car (see details in this issue), James also owns 63V 1676 an R1 Cruiser originally sold by Ray Tanner Motors and 63V 34862 an R2 HD flto Regal 2 dr. Quite a flock.

I hope you all enjoyed the TW article featuring Ted Harbit and the Chicken Hawk as much as I did (I love the rear fender cut-outs). Ted has made the drag racing community aware of Stude and R2 engines in the best way - by beating all comers.

Keith Graham of Ohio recently purchased 63V 19098 a Black Daytona Hardtop. He writes: It has red and white seats, originally an R2 4 spd it has a Lark tach, 120 speedo, discs, TT, full tint etc. It was ordered new as a fully optioned race car by the head mechanic at the Stude dealer in Circleville OH. It was raced steadily for probably 12 years, mostly with a 4 spd, then with a powershift (which it now has). The car is presently powered by a 259, but hopefully I can retrieve the R2 someday as I know where it is. Keith also reports he is trying to obtain a photo of the car in its "racing form".

Kirk Witmer of PA sent a photo of his very sharp GT, 63V 14123 was originally an R2 but

is now powered by R3 - B93. The car has a '64 front clip and is finished in dark metallic green.

Gene Cathbert of NY reports that his ad in JTN worked out. Max Starkey of IND had an R1 block JT 1043 which will make 63V 1975 much closer to original than its present 259.

HELP! Doug Tjapkes of Grand Haven, MI would like to find the 1963 Daytona Hardtop he purchased from Presley or Grand Haven Studebaker in 1963. The car was gold with an R2. He remembers it having fender tags but no grille emblem. He sold or traded it in 1965. If anyone has any info, let Doug or your editor know.

James Kistler dropped a line to inform me he has eng # JT K 323. He relates: About 1974 a friend told me about a Studebaker engine for sale in Courtland, OH. It turned out to be a complete R1 with 4 spd. It had a Hurst shifter, R3 exhaust manifolds, R3 dual breather valve covers. complete clutch and pressure plate, alternator, air cleaner etc. I think I gave \$75 for it!!! This engine has been rebuilt and set into a 1962 GT chassis. The final step is to install the body from the 1953 Champion he has owned since 1961!

Bill Pressler of OH sent a very interesting story concerning his 1963 Daytona Skytop R1 63V 5224. Bill wrote: I called Newman & Altman and ordered a copy of the "Shipping" certificate for my car. The shipping certificate showed the car was picked up in South Bend by Pete Duginski. I wrote a Duginski in the Moorhead MN phone book (from our public library). He wrote back saying Pete was his uncle and now lived in Phoenix. The nephew forwarded my letter to him. After a couple of months with no reply, I called Phoenix. I spoke with Pete's wife who said that they had enjoyed my letter and promised photos of the car from 1963. Pete with his dad and brothers had owned a construction company and the Stude dealer owed them money. The dealer wanted to pay the bill with a car instead of cash! None of the other brothers wanted a Stude, so Pete being the youngest ordered one as loaded as he could.

The wife said they weren't thrilled to own a Stude but later enjoyed the car for its GO and the chrome engine parts which Pete liked to show off at the gas stations by having the oil checked! It was the only Stude they owned and they did pick it up in South Bend, visiting family in Fort Wayne while in Indiana.

Bill would like our help in finding 64V 14402 if it has survived. This car is a 64 black Cruiser R2 with PShif and red interior. It was sold new in his hometown of Greenville PA.

63V 5224 and ME

Some More of the Story

by Don Curtis

I first met Bill Pressler's Skytop in 1968 or 69. Karen and I traveled to Austin MN in R 3660 for a joint IA/MN SDC meeting. We met and spent the weekend with Dick and Ginni Gustafson of Austin. Dick at that time was having his students (auto shop) help with restoring this really interesting car. I was totally impressed. This car was collectible for so many reasons. To begin with it was a Stude two door hardtop. Secondly, it had this big square hole cut in the roof and air-conditioning, talk about any weather! And the crowning point was an R1 engine. Only thing better might have been a blower to replace the compressor?

The next time I crossed paths with 63V 5224 was in South Bend in 1983. While exploring the cars for sale I saw an old friend - no, actually two! Ira Schrieber a Nebraska Stude friend was trying to market a familiar Daytona. As I told him "But for two problems I would buy this car." The problems were money and space (those were the days when 8 to 10 cars was a normal inventory). So I once again just admired this neat car.

When George and I asked for data on JT cars; one of the first responses came from Bill Pressler and I was very happy to know that my "friend" had a good home. We have shared information and news ever since. Bill has done a very good job of preserving and improving the car. They picked up a National Second Place in 1995.

One last comment, I contacted a fellow in AR who was reported to have a 64 with R1. In his reply Doug Helgeson now of CT, mentioned his parents had owned a 63 Daytona Skytop R1 in the 1970's. He said that he wasn't old enough for a license but was allowed to back it out of the garage to detail it. "I don't know how many coats of wax we put on that car, but I can still hear the rumble of that engine!" Same car!

Oh, by the way! Doug's 64 is a red Daytona HT with JT 1530 (1963 engine) which came from Iowa!

Tech Tips from Jon Myer

For all you Stude owners who have a V-8 engine and want to keep it running good as per oil pressure, keep a very watchful eye on the oil pressure hose at right rear top of engine. This hose connects oil passage in head to line into car to gauge. It most likely has been on car many, many years and is very hard and brittle. It has to carry any where from 0 to 80 p.s.i. oil pressure and move with engine while it is running, this hose is not a part you can get in most parts stores so it would be a good idea to keep one in glove box as they are cheaper from most of the suppliers in Stude parts (\$10.00 to \$15.00). If you suspect it at all take hold of hose and move it around a little and see how brittle it is. (I have had them break off in my hands) this also goes for 6 cyl. cars but is located under manifold, the part number on hose for most of these (all V-8) is #530096, also on all pre 1963 check both hoses to oilfilter as these also break very easy and can leave you high and dry when they break if not with a burnt out engine or a very messy engine. The hose's for many of the 6 cyl. engines are not available and if your car has an oil light then it has no oil hose.

It all started with owning a GT Hawk and later dreaming what it would be like to own one with a Jet Thrust Avanti engine. I kept my eyes open, but they were either too expensive or just not available. With today's low octane gas and a desire for maximum horsepower, I decided to check out a 1964 R2 Hawk for sale in my price range! It sounded like the engine ran, but had no brakes and the transmission was questionable. The hood needed replacement, as well as the rusted out trunk lid and rust below the passenger door. But the floor and undercarriage, I was told was solid! I had read as much as possible about these cars in several issues of *Turning Wheels* and asked for photos ASAP! With just 1,772 Hawks made for this year and only 70 of them being R2's, I knew this was 1 rare bird. I also knew since it had disc brakes and powershift on the floor, there was even a chance it could be the ultimate bird! I didn't want to make a deal on a car I'd never seen but when I called Don Curtis (who knows 64' Hawks very well) and I saw the photos with a R2 emblem on the front grill, my mind was set. It was a Super Hawk! I had to make a deal and send money to someone I had never met. I learned the car had been sitting for a long time and sent to a Salvage Yard to be parted & crushed (ouch). So there had to be brake lights and State inspection, since the owner didn't have a title to give me. He seemed honest and said the car was too good & complete to part out, but definitely needed work. He helped get it through inspection and the car that almost got crushed got a title.

So I was getting the ultimate - the last year, the fastest and 1 of only 47 1964 R2 Super Hawks made. What else could you ask for? How about a half sport vinyl top originally intended for GT Hawks when Brooks Stevens designed them, but only available in 64? Or maybe AMFM radio? These two questions along with the serial #1100 made me even wonder what if? The 100th car of all 64 models? The 1st 5 cars were Super packaged cars with 2 hawks and the next Super packaged car was a Commander at # 1048. So my questions were answered when I received a copy of its production order from Newman & Altman. The same day I received a letter from Don Curtis congratulating me for finding Studebaker's Introductory Show Car that was sent to Los Angeles CA. The day the car arrived by a car hauler, I looked through the paperwork from its glove box and noticed it had some repair receipts, a Hawk accessories brochure and a Protective Service pamphlet. The production order shows it was shipped Aug. 23, 1963 and Protective Service pamphlet shows that it was sold Oct. 26, 1963 to Clarence Beever of Anaheim CA. by Frank Stilwell Studebaker at 851 No. Los Angeles St. Anaheim CA. The maintenance tear sheets were used until 4-15-64. Then looking at registration slips from the visor, shows George Culling as registered owner from 1965 to 1992 with a few year's missing and a set of tabs still unused. There was a good chance with this person showing the same address for all those years, that he maybe still there in Wilmington CA. After a quick call, he was on the phone although leery to answer any questions. When asked if he bought the car because he liked Studebaker's, he replied he "bought it because it was very fast". He also mentioned when he 1st got the car he got it up to 130 MPH and when I mentioned that it was fast, he said it still had plenty of power but he ran out of Freeway. You see, back then they were still building Freeways in Southern CA. I asked if he ever got any speeding tickets and he said "that time he did but they didn't write it until they found him later in the day at a park. He seemed to feel guilty about the cars neglect and mentioned it sat for periods since he was a Merchant Marine. He told me of the filming of a movie called Chinatown next to his property and how Jack Nicholson came over several times asking about the car and if he would sell it. The car was looking much better back then and he didn't want to sell. The Hawks fame turned to a sad car sitting in a field and years later was hauled away as a wreck. This owner who bought the car when it was 1 yr. old and had it for all those years said it was the original 113,000 miles on the odometer and he had no idea that it was so rare, or that it was a show car before he got it at a car dealer. He only bought it because it was nice looking and fast "Very Fast".

The car is complete with original clamps holding the supercharger duct hosing and tuned up nicely with even compression and all the High Performance package items are in tact. Its a interesting project, and probably worth fixing up. If I could only find more information on the original owner or its introductory showing, I might have quite a story! Hopefully one day I can turn this car of "CA. Fame", this "Diamond In The Rough", from rags to riches again and become a proud car to show and introduce once again!

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.							
			7	10	63					171	30052	64V 1100
BODY NO.			IGN KEY NUMBER			TRUNK KEY NO.		FINAL ASSY DATE		ENGINE NUMBER		
107						1563				JTSW 36		
DESTINATION								ZONE CODE		DATE SHIPPED		
LOS ANGELES 58 CALIF								43Z		AUG 23 1963		
SHIP VIA										SHIPPER NUMBER		
ML NJII WAB ATSF MONTELO ROBRTSN												

DESCRIPTION OF UNIT AND EQUIPMENT

64K6 4266 2 DR GRAN TUR HAWK
 13 P6411 ASTRA WHITE
 14 914 BKV
 16 BLACK SPORT ROOF
 20 AUTOMATIC FLOOR SHIFT
 27 HIGH PERE PKG R2
 38 POWER STEERING
 51 WHITE SIDEWALLS
 59 PADDED SUNVISORS PR
 60 CLIMATIZER
 63 ELEC WINDS
 67 RADIO AMFM
 70 UNDERCOATI
 81 BELTS L&R
 82 BELTS L&R
 87 AC3180 L
 122 GAS TANK DRAIN PLUG
 413 SHOW CAR QUALITY
 92 SERVICE FOR RETAIL DELIV
 99 LUSTRE SEAL
 99 TAG INTRODUCTORY SHOW CAR

Presently owned by James Bell

W 704 INSTRUCTIONS: Prepared by Car Order Dept. Studebaker
 Distribute as required PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE CAR ORDER & BILLING COPY

For Sale:

1964 Avanti, factory R3 (one of the nine original R3 Avantis), serial R-5642. Has complete, original R3 package, Powershift, 3.54 twin traction axle, Halibrand mag wheels, new Goodyear Eagle GA tires, AM radio, rear speaker, aluminum H.O. blower pulleys. 44K actual miles, never used in rain or snow, national AOAI first place winner. Made on December 26, 1963, this car is the next-to-the-last car made by Studebaker in South Bend, and it is the last South Bend car in private hands. The very last car (R-5643) is identical to R-5642 (white R3, powershift) and is in the Crawford Automotive Museum in Cleveland. Offers over \$37,000 considered.

George Krem
 (319)-351-4559

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.							
						80163 7493					14066	
BODY NO.			IGN KEY NUMBER			TRUNK KEY NO.		FINAL ASSY DATE		ENGINE NUMBER		
4515			4172			1302		12-26 172		R3S-506		
DESTINATION								ZONE CODE		DATE SHIPPED		
MOLINE ILL								CK 118 21		JAN 11 1964		
SHIP VIA												SHIPPER NUMBER
13 TA BURNETT												

DESCRIPTION OF UNIT AND EQUIPMENT

R 0 4370 AVANTI
 13 P 6431 AVANTI WHITE
 14 853 RDV
 20 AUTOMATIC FLOOR SHIFT
 29 JET THRUST ENG W SPRCHG R3
 41 MAN STEER 16 TO 1 RATIO
 49 HD SPRINGS F & R
 51D 670 WHT 500 NYLON
 63 ELEC WASH 66A RAD PUSH
 68 REAR SPEAK 77 TWIN TRACT
 X81 AC3289 L&R
 SOLD RUSH



Play in Steering

If you seem to have a lot of play in steering on your 63 to 66 Lark or Hawk a quick check under the front of car to check it out. As you look under front center of car there is a cross member about 10 to 12" wide and a square thing about 4" by 4" in center held on by four bolts. This is the center pivot and right to the rear of this just in front of oil pan is a link that comes down from up on top of the crossmember, we are looking at. Hooked up to this link are two tie rods, one going to each wheel. (hope you got all that.) With both wheels pointed more or less to the front reach up and try to push this link up and down right where both tie rods are attached. If you get any motion up and down you have a problem and this is most likely why it wanders on the highway. It could be the pinch bolt that holds this bellcrank link we just moved onto the center pivot or it could be worn bushings in the center pivot assembly. The pinch bolts that hold the bellcrank onto the center pivots have to be godawful tight or you will get movement of bellcrank on to center shaft. If pinch bolt is tight then you have worn bushings. Now what to do? All Studes 1953 to 1966 have the same center pivot (except) for one thing the 1953 to halfway through 1962 are two needle bearings on the shaft instead of two bronze bushings and these early type just don't go bad. Out of the last 20 or so I have had apart I only found one bad one and it had gotten water in it and set for sometime in a junkyard. You now have a choice, you can rebuild the one in your car with bushings and ream and fit or check your local junkyards and get one from an earlier Stude and tear apart and clean (very easy only one nut to take off) and put back together and install and forget the shaft on old and new are the same. The only difference is the size of hole in housing. You can take your bushing style to a machine shop and have it bored out to accept the Torrington needle bearings.

Lark Bracket & Licence Plate

For those of you with a 1963 to 66 Lark- if you use a license plate bracket from the rear on the front also, you can center the front plate. It makes the car look a lot cleaner in front. Also on the same 63 to 66 Larks I have seen a lot of them with all the paint raised and rust forming in the windshield wiper wells on the cowl. All you have to do is drill a small (1/8") hole at the bottom of this well to let the water drain into the opening under cowl vent and it won't hurt a thing, but it will keep the paint good in this spot.

If you should need lug nuts for you Stude (1953 and Up) and some earlier check with Chrysler, Plymouth, and Dodge as they have the 1/2" x 20 lugs and are a 3/4" hex on outside also are left and right thread on the ones in late 50s and early 60s. If you have a Stude with holes in wheel that are worn a little you can use a Ford lug nut but it is a 13/16 hex on outside and for those with a left hand stud and worn holes in wheel on that side use a Pontiac of about 1960 vintage on left hand thread side with a 13/16" hex lug nuts don't forget to get a lug wrench to fit them.



TRADING POST

FOR SALE

63V 6177 1963 GT, R2, 4 spd, PDB, full dash, TT. Engine rebuilt, Southern rust free car. Needs body assembly, call for details. Asking \$4,000

Bruce Bennett, PO Box GD, Minier IL

309-392-2040 (W) or 392-2945 (H)

63V 9051 1963 GT, R1, HDFlto, TT, Radio(Push), Discs, E.White with Red Vinyl Husband spent over \$20,000 restoring \$18,000 obo.

Lana Simonetti, 1230 NE 3rd St. Pompano Beach, FL 33060

R3 Avanti, Frame off restoration. Nevada rust free car. Dealer installed factory R3 engine, no repo parts. MAY SEPARATE, Best offer.

and

1963 Avanti, auto w Air Cond, rust free car needs some fixing. \$6,000 obo

John Erb ph 702-883-6494

63V 21343 1963 GT, R2, 4spd, E.White. \$16,100 Firm.

Jerome Schaut, 216 Grandview Rd., St. Marys, PA 15857

63V 20440 1963 GT, R1, 4 spd, Black w Red int. A beautiful car, have owned since late 60's. Stored for several years.

1964 GT Hawk, 289, Auto, PS, Air Cond, Horizon Green, 1970's restoration, many NOS parts were used. Dry storage since.

Lloyd Frette ph 515-987-1136 IA

63V 1960 1963 GT R1, 4spd, Discs, PS, engine rebored .020 & balanced. New clutch parts. New paint and tires. Appears to have '62 Hawk front clip.

Ed Pritchard P.O. Box 180 Debeque, CO. 81630

63V 2186 1963 GT, R1, auto, PS, PB, AC New Rose Mist paint, chrome, emblems

ALWAYS an ARIZONA car!! Good interior and runs very well. Needs minor finish work. Ineed room and cash. \$6500 - would consider partial trade.

Kelly Marion ph 520-527-1403 Flagstaff, AZ

R5642 1964 Avanti R3, Original factory R3, Power Shift, 3.54 TT, Halibrands w Eagle GA tires. 44,000 mi, Offers over \$37,000 considered.

George Krem ph 319-351-4559 IA

WANTED

Searching supercar leads. Is there the right car out there? Please call with ANY info on ANY car. Can trade also

Tom Kazale ph 708 357 8273 evenings

"AVANTI R1 POWERED" plastic fender tag insert.

John Wallis-Wallis Associates
8531 Almondwood Lane
Stockton, CA 95210-4261

"AVANTI R1 POWERED" plastic fender tag insert.

Earl Foutenot, PO Box 1169
Woodsboro, TX 78393.

Intake manifold with the proper "plumbing" for a JT engine. Also want old road maps from the 20's and 30's, especially those with colorful graphics. Thank-you

Peter J. Sidlow, 5895 Duneville St. Las Vegas, NV 89118

Need a pair or NOS or rebuildable R2 heads, also a source or interchange for upper radiator hose for R2 Hawk Stude # 1558887

Carl Barrier, 2535 Dowd Lane, Richmond VA 23235-5404

HELP! Will someone give me a hand finding any superparts at good

prices? Young enthusiast piecing together what I can afford. ANY parts, ANY condition! I put 15,000 miles on my Lark this summer. Need parts for driving not selling! Thank You. Tom Kazale Jr. ph 708 543 9116 days, (708) 357 8273 evenings

PARTS FOR SALE

R3 Pistons - A very nice repo of orig. \$280 per set.

R3 headgasket copy of orig but with new style material. \$50 ea or \$80 per pair.

188645 R series valve springs NOS. \$9 each

Can make dual breather R3 valve covers as original. Call if interested.

Jon Myer ph 614-674-4897 OH

4 Speed transmission, bell housing and flywheel. Early style from 1961 Hawk \$500

Jim Geary ph 919-734-7755 NC

Part # 1557384 (pair) Radius or Traction rods, fit Hawk or Avanti. \$60 shipped in USA.

Gene Curtis ph 515-377-2745

After market frame mount brackets for rear radius bars. \$40 plus shipping and

1963 259 V8 engine, full flow block, complete less distr & water manifold. Includes factory aligned stick shift bell housing. From one owner '63 Lark 4 dr w/od & 3.31 axle. Needs valve job. \$150.00/offer.

George Krem ph 319-351-4559

R1 heads, complete, valves? \$120

Larry Proft ph 412-781-0674 PA

1963 Lark Vanity lid. Dark Brown, good shape, has JT tire sticker. Proceeds to JT postage. \$20

Don Curtis ph 515-377-2745

NOTICE

I am attempting to produce a facsimile(not exact reproduction) of the R1,R2,R3,R4 fender tag plastics for 1964 cars. I need to know how many people are interested. Prices should be far less than originals. Drop a short note naming which tag(s) you might need and how many of each. Contact only by mail

Greg Curtis R.R.1 Colo, IA 50056

Various SDC National publications 1966 thru 1994. Some Harry Barnes Presidential Newsletters, Quarterly, and Turning Wheels minus only 2 issues. Approx 300 items. \$350 plus shipping.

Don Curtis ph 515-377-2745

NOTICE - Classified ads are free so long as they have any connection to the JT Studebakers. Each ad will be run in two consecutive issues unless you request otherwise. DC

LOST AND FOUND

Please keep me advised if you change your address. Several JTN's were returned by the Pony Express after the last mailing. This results in extra postage costs or worse, not being able to contact our readers.

The following JT'ers have become "lost", if you know them, tell them I need a current address.

Karl Haas	CA?
Belinda Hawthorn	CA
Roger Hampshire	NY
Raymond Weise?	ONT
Keith Borth	TX

