

the



news

Jet Thrust

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

FIRST CLASS MAIL



AUTUMN 1996

ISSUE #6

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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.

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PRODUCTION AND MAILING COORDINATOR.....Karen Curtis

* * * * *
ROSTERS May be ordered for \$6. 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 #6

JET THRUST NOTES

by Don Curtis

Hi everyone. Somehow Autumn has slipped up on me. The promised "Late Summer" issue fell victim to my feeling better and being out playing cars a good deal of the Summer. Some weeks there were as many as three Cruises or Shows in a 30 mile radius of us. In most cases we had the only Stude (the cross-bred pickup) and it is amazing how much interest a Stude generates. I'm still sure we will hear about "that worthless old supercharged Lark in the shed" someday! I would encourage everyone to check out your local shows, we sure enjoyed them.

If anyone requested back issues or other information during this "busy" period but did not receive it, please let us know. We are far from perfectly organized, but we keep trying.

This may seem an unusual request, but I would like to ask you to delay making any more financial contributions until further notice. Several people have been generous recently and as a result our fund is rather fat. I would prefer to keep it leaner in case I am unable to publish regularly.

However, that doesn't mean I don't want mail from everyone with Ads, news, tips, etc. Please keep those coming! JTN will cease to exist without them. Also some of you owe me numbers, you know who you are!

Another unusual request I would like to make. If you are receiving the JTN but have no interest in it, please drop me a post card so I can remove your name from the list. THANK YOU!

*** CREDITS FOR THIS ISSUE ***

Supercharger Service	Jon Myer
Turbo Chicken Hawk	Ted Harbit via Geo Krem
R3 - R4 Dream List	George Krem
Stude Memories	Doug Tjapkes

*** JET THRUST NEWS ***

Perry Knopf of Carmichael, CA has offered to supply address labels for the JTN. I am very grateful as are the members of my family who usually did the majority of the writing. A clear printed label should enhance prompt delivery. THANK PERRY!! Perry owns 63V 21039 a Rosemist R1 GT.

Ralph Hickman of Hatboro, PA dropped us a line and sent photos of 63V 26689 which he purchased new on April 6, 1963. The Regal Red convertible has R2 and 4 spd. It is in beautiful unrestored condition, a possible source of authenticity information.

How much is too much? Jim Spivey from Newark, CA phoned after the BIG MEET to tell me his latest R2 GT 63V 32990 placed second in its class and to also say he understood that Wayne Francisco's 1964 R2 64V 16402 had picked up a first. He bemusedly reported one judging complaint which I can identify with. It seems he was penalized TEN points because his Green Mist was too metallic. Jim had removed an unfaded rear fender bolt plug and had a major auto paint company computer-match it. What else is there to do? Green Mist (63) and Horizon Green (64) in the original formulas began fading as they left the paint gun, becoming darker and less metallic progressively until repaint time. If you haven't seen these colors fresh it is difficult to imagine how attractive they were. I offer this for information only, not to be critical of the judges. Judging is at best a thankless job and SDC has done a pretty good job recently. I know Dave Ridge has put forth considerable effort to achieve this. As for Jim he just keeps driving and enjoying his JTS cars. Does anyone else have constructive comments on the judging?

I understand Larry and Pat Swanson recently got their 1964 R1 Daytona convertible 64V 7034 back from the body shop. In the restoration process, it received several new sheet metal panels, the car was also repainted in Bordeaux Red. My source says it looks REAL GOOD!!

Chuck Kenney of White Cloud, MN sent copies

of some dealer sheets which we will be sharing with you. Chuck currently owns 64V 17068 an R1, PS, GT; 63V 11411 an R1, Flto, GT; and 63V 15256 an R2, 4 spd, Custom 2 dr "a neat straight little Lark".

Dan Kuhl of Phoenix sent some additional data concerning Ray Tanner Motors. (Bob Palma really got something interesting started with this dealership.ed) Dan points out that 63V 8183 a Gold, Daytona HT, R2 presently owned by Peter Sidlow of Las Vegas was sold new at Ray Tanner as was 63V 1640 a Gold GT, R2 quite recently "discovered" by Rich Romer of Phoenix. Meanwhile, Kelly Marion has sold his Tanner Hawk 63V 2186 to Greg Scoggins residing in Hampton, VA. A new and very different setting for an AZ car!

Robert Kapteyn of Joliet, IL wrote to register 63V 9274 a Black R1, 4 spd GT. Bob has R3 Avanti #5089, and can account for 4 loose JT engines. Additionally Bob related that many years ago he sold some fenders to a farmer in IL who had a white Champ R2 pickup!! Bob is not convinced this is the same truck sent to Indianapolis. He was led to believe this unit was specially ordered locally. (It was out there, where is it now?ed)

Karl Haas has been found. The one-time owner of 64V 20152 a Bordeaux Red, R1, 4 spd, GT was located after an extensive international hunt (Actually it was dumb, blind luck!ed) living in Coventry, Great Britian. Karl reports there is only one running Stude in the area, a 1948 Commander. He has offered to send some notes on roads, drivers, etc. As a PBS fan of English programming, I look forward to them.

Another 1964 R2 Hawk has been brought to my attention. Tom Beckman of Wauwatosa, WI owns 64V 8869, a non-pkg R2, Pow Shft in Bordeaux Red with Black interior. A well set up Hawk.

Steve Miller of Mexico, NY phoned to tell me he has found a possible home for his spare R2 engine JTS 1376. He located a 1963 Daytona Sky Top Hardtop with 289 and 4 spd. I personally find any Sky Top and

any JT car desireable, the combination is unbeatable. The only R2 Sky Top I am aware of is the gorgeous "built up" White HT currently owned by Dan Poythress of GA. Steve also owns 63V 21886 a white R1 GT.

Mason Maynard the owner of 64V 11471 R2-built to R3, Commander 2 dr, wrote to congratulate us on JTN reaching one year of age. Thanks Maynard! However the credit goes to the readers of our little volume of Stude, past & present! Not even I can talk forever without new information.

Larry Scott of Cincinatti has his "pre-package" (see prod order in JTN issue 2) 1963 R2 Lark Regal, 63V 23815 back on the streets. This car is a 2 dr, white, red NOS int, pow shft, and has all handling options. Nelson Bove reports it is a "new" Studebaker, runs and looks really great. Congratulations Larry!! Perhaps Scott Photography will supply a B&W for our next cover?

Nelson also reports that 64V 5757 has been purchased by Dave Miller of Cincinatti. This is a black, full-pkg, R2, P Shft GT Hawk. Best wishes and welcome to the ranks, Dave!

Nelson has also sold his Ray Tanner 1963 HT R2, 4 spd Daytona to Dan & Bob Shearer of Leechburg, PA. 63V 16964 is slated for a complete restoration. Drop JTN a progress report!

Mike Ott of Paul's Valley, OK recently sent info about his 1964 GT, 64V 12305. His R1, P Shft car becomes the first Bermuda Brown GT submitted. B Brown is a good color on GT's. Years ago a friend & I found a very rough twin (except it had a white sport roof) for Mike's Hawk. The price was too high at the time and then it disappeared. What is it they say about hindsight?

Speaking of unusual 1964 GT's, I have read many of the cars at Brooks Stevens' Museum are for sale. I don't know if the 64 GT is included. Be informed, We believe that the black 64 is 64V 12665 (originally white) which was built for Brooks. It is non-pkg, R2, P Shft with black sport roof. This car has "history". Maybe an R3 for awhile??

TRADING POST

FOR SALE

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 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

1964 Cruiser, R1, HD flto, 64V 9003 Silver w Green Int. Restorable. Runs, low oil pressure. New sheet metal included. \$1,450

1963 Lark Regal 2 dr. 63V 8835 Stripped parts car but has salvageable body with title and ID tags. Orig R2, 4 spd. Rolls. \$150

Keith Graham ph 614-837-7506

No Saturday calls, please. OH

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

160 MPH speedometer for 1963 Lark (black face). I would prefer NOS, but good used OK. I know someone has one - so name your price!

Allan Songer, 279 Park Ave, Long Beach, CA 90803

ph 213-466-8201 M-F 8AM-5PM PT

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! Thank You. Tom Kazale Jr. ph 708 543 9116 days, (708) 357 8273 evenings

PARTS FOR SALE

13 5/8" aluminum Stude flywheel \$150 High speed (R3) fan for viscous drive, blades about 4" long, \$100

Lionel Stone Studebaker

4476 Matilija Av

Sherman Oakes, CA 91423

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

NOS steel fenders, slight surface rust. 1 pair for 1962-3 Larks and 1 pair for 1959-60 Lark which also fit Champ PU's and can be modified to fit the '63 Lark.
\$500 per fender.

Terry Wallace ph 904-433-9337

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

George Krem ph 319-351-4559

R1 heads, complete, valves? \$120
Larry Proft ph 412-781-0674 PA

Dakota Studebaker Parts

New and Used Parts
Sheet Metal

Ken Voigt
RR 1 Box 103A
Armour, SD 57313-9801

Telephone
Home 605-724-2527
Work 605-384-5553

NOS 1964 Stude upholstery material. Commander Blue insert fabric, 6.7 sq yards, good condition. \$110 shipped.

Hawk or Cruiser Brown insert fabric. 2.5 sq yards, Irregular cut, good cond. \$62 shipped

Daytona Brown insert fabric, 1.5 sq yards. Good cond. \$37 shipped
Greg Curtis ph 515-377-2745 IA

Pair of R1 bare heads, used. \$25

63-64 GT Hawk rt front inner fender panel. NOS \$100

Misc dual-point dist parts.
Dennis Day ph 319-364-7718 IA

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
Michael Gruy	TX

TECH TIP

by Don Curtis

The right exhaust manifold on Gene's 1957 Transtar recently split nearly in half through the center "head". When he went to the parts shed to get another he was amazed at how few we actually had. Upon reflection we realized that we had experienced 4 broken manifolds in the last few years and had given several to Stude friends. I'm sure a metallurgist would be able to explain this fully but I'm betting that time is a factor. Anyhow, my tip or suggestion is to save all these and other Stude castings if you haven't been.

