



The

News

Jet Thrust

The JET THRUST News
George Krem
1248 Esther Court
Iowa City, IA 52240



FIRST CLASS MAIL

Mr Ron Ellerbe
2755 Dalenhurst Place
Simi Valley, CA 93065

AL KURZENHAUSE

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Issue #9



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. At least two issues of JTN per year are planned. Dues are \$5.00 per year. Remit to George Krem at the address below.

EDITOR, PRIMARY WRITER & ROSTER KEEPER.....George Krem
1248 Esther Court, Iowa City, IA 52240 - Telephone (319)351-4559
ASSISTANT EDITOR AND TYPIST.....Nancy Ridge

JT PRODUCTION LISTS BY SERIAL NUMBER:

- 1964 List: 21-page listing (one side each page)
- 1963 List: 13-page listing (both sides each page)

These listings list all JT cars built by serial and engine number and a few additional details. They are useful for determining if your car was a factory-assembled JT car and/or if it has its original engine, etc. Each list is \$10.00 postpaid. Be sure to specify which list is desired. Mail your order and check to:

David Ridge, 355 Riverview Drive, Hawesville, KY 42348

All address corrections should be sent to:

Perry Knopf
3848 Marshall Avenue
Carmichael, CA 95608
Telephone: (916)944-3553

JT ROSTER INFORMATION: Send to George Krem, 1248 Esther Court, Iowa City, IA 52240.

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

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

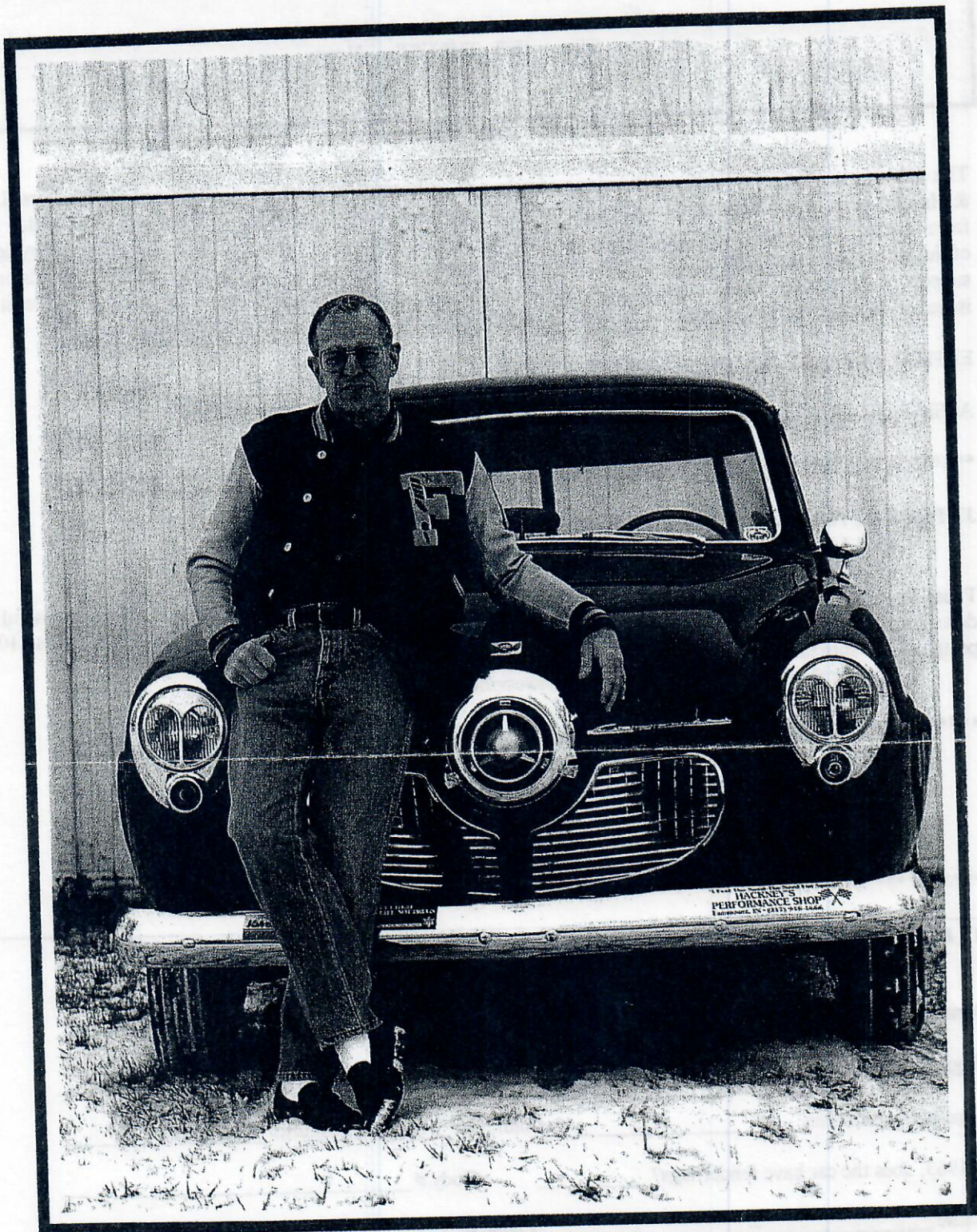
Type of transmission _____ Color, Car _____ Interior _____

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

Name _____ Phone # _____

Address _____

JTN R3/R4 Engine Registry: Please send all data to Ron Ellerbe, 2755 Dalenhurst Place, Simi Valley, CA 93065. Telephone (805)522-4544 (home) or (818)678-7871 (office); e-mail: ellerbe@pacbell.net Please include all serial numbers (including the "B" number Paxton stamped either at the front or near the distributor).



Ted Harbit

Life in the Fast Lane

FROM: MADISON COUNTY MONTHLY
PHOTO: DALE PICKETT

LIFE IN THE FAST LANEby Ted Harbit

On the '51, a miss developed in the engine right after the International meet in South Bend. I replaced everything in the ignition system, even taking all ground wires off, cleaning, etc. I put in fresh fuel. Did not help. I wired around the ignition switch, the solenoid, and the battery cut-off switch. Still the same. I even put the stock intake and one four barrel back on but it still missed. When all this failed, I did a leak down test and found two cylinders (5 & 7) were low, so I pulled the engine, put in new rings and while I had it apart, went ahead and put in new rod and main bearings, although the ones in it still looked good. I had planned on taking it apart this winter to check them so thought this would save me doing that this winter. I put new guides in the heads as they had been in for years but still seemed pretty good. I put inner valve springs in and a .060" shim to be sure the spring tension was sufficient as people told me this was the problem. The tension was only down about 10 pounds from when they were put together and now they are about 15 pounds more than originally.

Put it all back together and the miss was still there! This had gone on about three months and I was really getting discouraged by this time. We all have problems at times that are a mystery, but this was ridiculous. I have the Jacobs ignition system and had called them about a dozen times during this three months and they finally said to send them the coil back and they would send me a new one that was not even on the market yet. It was the one they were developing for supercharged, turbocharged and engines with high cylinder pressures. I said OK, but I did not think this was the problem as I had put on the Jacobs coil I had before installing this new system this past winter and also tried a new stock coil and they made no difference.

I received the new Jacobs coil on Friday, October 17th along with a new coil wire. I put the coil on and went out on the road here at home (where I had burned a full tank of fuel trying to find the miss—I ran out just a few days before about a mile from home) and the miss was much better. There is still some miss at the top of each gear (about 5500 rpm) but it is about 95% cured. I

put the dual fours back on, set the timing at 31 degrees and the next day, Saturday, October 18th, I went to the strip and on the first run, it went 11.14 @ 120.25 mph. It still missed a little at 5600 rpm where I shifted and at about the same rpm near the finish line, but boy did it feel good to have it pulling again like it used to! I had not changed the boost pressure. It was still at 12 to 13 pounds. The next run, I torqued it up a little more on the line and went 10.954 @ 121.9 which was the best speed to date.

I then increased the boost level two to three pounds and went 10.683 @ 125.24! This with still a slight miss! I was in Hog Heaven. In eliminations I dialed 10.82 just as a guess as I did not know if it would do this again or not and the turbos are not that consistent. On the first run, it went 10.886 at only 110.86 on the brakes. The next run was 10.825 at 115.26, again on the brakes. On the next run, it was on the way to winning the third round when the great "indestructable" GM Turbo 400 transmission would not shift into third. Naturally, we got beat but turned 11.389 at 104.32 using only first and second gear.

Friday night we got the rebuilt transmission in and tried it out and it worked OK again, so the next day, Saturday, October 25th, we went back to the strip. The first run was 10.946 at 117.81 with a pop near the end of the quarter. Back in the pits we found it had blown one of the pipes off the intercooler from the right side turbo. Also the tack was now acting up and showing 9000 rpm across the line so I had to guess at shifting so I'm sure I was shifting a little early. The next run was 10.836 at 124.61 and knew I had shifted plenty early. The next run I tried to take it a little further and went another 10.683 at 124.48. The speed was not quite as good as the week before due to the weather. Other racers were not running as quick as the week before due to this also.

The next run, I stood on it pretty hard off the line and went 10.653 at 124.60. When I returned, they told me there were a shower of sparks coming from under the car.

Fortunately, Tom Covington was video taping the runs and this is all on film. The only thing we could find was that by torquing it up so hard, the torque converter must have flexed the ring gear just enough that it hit the starter bendix gear. I have the small 153 tooth flex plate and the starter gear has a blue streak on the back side where I assume the ring gear was hitting it.

Sunday, November 9th, I went back and guess what! The great 400 transmission would not shift into third under power. Coming back the return route on light throttle, it would shift but not going down the track. Using only first and second produced 7.157 at 92.04 in the eighth. The best eighth it has turned was 6.749 at 101.63. It is really moving when you consider

it's going from zero to over 100 mph in less than seven seconds.

If everything had gone right during the year, I had planned on putting the switch pitch converter in and raising the boost to as high as 20 pounds if the motor stayed together to see what it would have done. There probably would have been other problems when raising the pressure (like floats not standing it, turbulence in the carbs, etc.) but the potential for 10.40's or even LOWER seems a likely possibility. The weak point at this time is the transmission and this is really irritating since I spent the time and money getting what is supposed to be the strongest so I would not have to worry about it.



PHOTO BY: DALE PICKETT

Issue #9

Jet Thrust Notes - - - by George Krem

Hi, everyone. You have responded with lots of generosity, in both financial matters and in contributions for Jet Thrust News. We are now in good shape financially, and this will allow us to do a better job of presenting more material to you. We have received far more material than we could possibly publish in two regular issues, so if things go well, the next issue may be larger. Many thanks for all your support; many members sent more than the requested dues; frequently they would say "Here's something extra for the deficit." Because of that, we're doing well for this year - so thanks, guys!

One correction: Bob Palma wrote the text in our report about Larry Scott's freshly restored 1963 Lark Regal 2-door Super Lark that was featured in JTN #8 (our last issue). It was our mistake to omit his name - so thanks much, Bob - great job!

Studebakers in Competition

How do quarter mile numbers of 10.65 at 125.24 mph grab you? That's the latest from Ted Harbit and the Chicken Hawk. Not bad for a 1951 Studebaker with a Studebaker V-8. Especially when you realize it weighs about 3,600 lbs. with fluids and driver. See Ted's letter elsewhere in this issue; the real mind-blower is that the car accelerates from 0 to over 100 mph in less than seven seconds! That grin on Ted's face must be from "G" forces.

Bob Mikulic drag races a 1952 Studebaker Starlight coupe. With a basic R3 in it, the car has turned a best of 12.65 and 110 mph. How about a story and photos sometime, Bob?

Congratulations to Truett Ray whose 1964 GT Hawk (64V-11440) has set a record for the standing mile at 125.689 mph. The car has R2, Powershift transmission, High Performance Package, and a 3.73 axle ratio. The same car set the previous record (121.622 mph) when equipped with a 3.07 axle. Timing is standing mile only and is done by the East Coast Timing Association. See the story elsewhere in this issue.

New Acquisitions

Bill Gagnier from Rochester, New York, owns a 63V-26857—an Ermine White Lark Custom

two-door sedan. He mentioned that it was an R1, but when we checked the factory records, we found it was originally built as an R2 four-speed with full High Performance Package and no radio! Interesting car (but then so is any Jet Thrust powered car, right?). In a similar vein, Ted Banner from Kinston, North Carolina, writes to say he just found out that his 1963 GT Hawk was originally an R2. Someone had installed a 259 2-barrel V-8 before he got it. See Ted's ad in the ad section. And Gary Olson has purchased 64V-18537, a 1964 Daytona hardtop in Golden Sand with R2, 4-speed, and full package. He is just completing an engine rebuild (any "warming up" there, Gary?). For those who may have seen it, this car was offered for sale at the Estes Park, Colorado, International SDC meet in 1987. When new, it was delivered to Boulder, Colorado. Don Simmons recently bought 63V-12787, a 1963 R2 automatic GT Hawk. It's Regal Red with disc brakes, twin-traction, and water-cooled HD Flightomatic transmission.

Don plans to install one of his special stainless steel 2¼" exhaust systems. I have 2¼" systems on both of my supercharged Studebakers (R2 and R3), and I believe that, on a supercharged engine, the larger pipe really helps top-end power. After all, whatever the blower packs in must come out, or power output is held down. For those interested in a 2¼" system for their Studebaker, Don Simmons' address is 118 Culloden Road, Ingersoll, Ontario, Canada, N5C 3R1. I have not seen Don's merchandise, but I remember hearing good things about it from Ron Hall several years ago.

Other recent purchases include R2 1963 Lark 2-door 63V-13279 by Steve Doerschlag (Colorado), a 1963 R2/4-speed Package Wagonaire by Tony Berbig (one of two made!), a Super Red full package Hawk by Andy Petrass, and an R2 1963 Lark 2-door and a 1963 R1/4-speed Hawk both purchased by Bruce Bennett from Bloomington, Illinois. That makes four JT cars owned by Bruce - hey, leave a few for the rest of us, OK, Bruce?

INSTALLATION INSTRUCTIONS FOR MOUNTING IDENTIFICATION PLATES ON LARK,
CRUISER AND HAWK MODELS EQUIPPED WITH R1 OR R2 JET-THRUST ENGINES

These plates are to be mounted towards the rear of the front fender on both sides of the vehicle.

INSTALLATION PROCEDURE:

Lark and Cruiser Models

1. Measure $12\frac{1}{2}$ " downward from the lower edge of the front fender molding and apply a strip of masking tape horizontally at this dimension.
2. Again measure $12\frac{1}{2}$ " downward from the lower edge of the fender molding at two locations and mark these dimensions on the masking tape.
3. Scribe a horizontal line at the $12\frac{1}{2}$ " dimension on the tape.
4. Measure $3\text{-}1/8$ " forward from the rear edge of the fender and mark this dimension on the horizontal line.
5. Drill a $5/32$ " hole at this location on the horizontal line.
6. Measure $2\text{-}9/16$ " forward from the center of the drilled hole and drill a second $5/32$ " hole on the horizontal line.
7. Remove the masking tape and install the identification plate studs through the drilled holes. Install and secure the retainer nuts. Exercise caution when tightening the nuts to avoid twisting off the plate studs.

Hawk Models

1. Measure upward from the top of the sill panel molding $4\frac{1}{2}$ " and apply a strip of masking tape horizontally at this dimension.
2. Again measure upward $4\frac{1}{2}$ " from the top of the sill panel molding at two locations and mark these dimensions on the masking tape.
3. Scribe a horizontal line at the $4\frac{1}{2}$ " dimension on the tape.
4. Measure $6\frac{1}{2}$ " forward from the rear edge of the fender and mark this dimension on the horizontal line.
5. Drill a $5/32$ " hole at this location on the horizontal line.
6. Measure $2\text{-}9/16$ " forward from the center of the drilled hole and drill a second $5/32$ " hole on the horizontal line.
7. Remove the masking tape and install the identification plate studs through the drilled holes. Install and secure the retaining nuts. Exercise caution when tightening to avoid twisting off the plate studs.

Thanks to Gary Olson for this factory information.

FOR SALE / WANTED

Please note: Ads are free to all JTN members, if they refer to Studebaker high performance parts or related items.

FOR SALE: 1963 GT Hawk, 63V-8790, R2, 4-speed, PS, PDB, TT, radio. Blue Mist, Black Vinyl. Marty Locke, 11851 St. Rt. 104, Lucasville, OH 45648 (no price mentioned, ed.) Tel. 614/259-4692.

WANTED: Any photos of my 1964 R2 GT (64V-1100) Hawk taken when the car was on display at the 1964 Los Angeles Auto Show. The car was Astra White with Black Sport Roof and Black Vinyl interior. \$50.00 reward. James Bell, 2523 "G" St., Bellingham, WA 98225 - Tel. 360/738-0103.

WANTED: Super Lark 6-leaf rear springs; might consider 5-leaf. Also wanted, Super Lark rear stabilizer bar setup. James Waltersdorf, 208 W. 20th St., Apt. 1-B, New York, NY 10011 - Tel. 212/727-9580 (home).

WANTED: 160 mph speedo and 6,000 rpm tach for 1963 GT Hawk. I just discovered that my 1963 GT Hawk originally came with an R2 (now has a 259) and I want to go back to original. Thanks. Ted Banner, 1217 Dorcas Terrace, Kinston, NC 28504 - Tel. 919/522-1925.

WANTED: R3/R4 distributor (no vacuum advance). Allan Songer, c/o Omedga Cinema Props, 5857 Santa Monica Blvd., Los Angeles, CA 90038.

WANTED: AC-3496, Dark Green rear seat belt kit for a '64 Cruiser, or AC-3401 Green rear seat belt kit. FREE to a good home (cannot ship), a JT bare block from a '63 GT. It needs a sleeve in #4 cylinder. Complete w/bearing caps. Jack Shiver, 1112 Florida NE, Albuquerque, NM 87110 - Tel. 505/265-3860.

WANTED: Information as to what happened to original R4 engine #RK4325. Ron Ellerbe, 2755 Dalenhurst Pl., Simi Valley, CA 93065.

FOR SALE: Original 1963 Avanti showroom sales brochure; full color, photos & specifications, PD 7272, revised 5-63. Very good condition (not perfect), \$12.00 including shipping. George Krem, 1248 Esther Ct., Iowa City, IA 52240 - Tel. 319/351-4559.

FOR SALE: DRAG RACING STUDEBAKER VIDEO! See supercharged and turbocharged Studes and Avantis in high speed competition! Full hour quality video of 1997 Osceola Drags. Plus! Selected clips of the famous Chicken Hawk taking on powerful brand X's at other tracks (with an exclusive in-car camera sequence). Bonus! Ride inside the record-holding Speedster at the Newport Hill Climb! Only \$19.95 postage paid. ORDER TODAY! Indy Chapter, 700 N. Clay St., Frankfort, IN 46041-1716

FOR SALE: '63 Cruiser - 74,000 actual miles, 289 stick, AC, CC, radio, good tires, brakes, interior, etc. Minimal rust on bottom of front fenders, no rust on rest (floors, trunk, etc.). Original Champaign Gold but very thin. \$3800 OBO. Ted Harbit, 18994N 125E, Summitville, IN 46070 - Tel. 765/948-5051.

FOR SALE: Cam & lifters out of Chicken Hawk. Has .417" gross lift, 222 degrees duration at .050", 110 degree CL and LS. Excellent condition. Ted Harbit, 18994N 125E, Summitville, IN 46070 - Tel. 765/948-5051.

FOR SALE/ WANTED (con't.)

SPECIALS: Cam brgs. \$35; std. Rod brgs. \$55; .010" \$81; .020" \$72; .030" \$90; STD. & .010" main bearings (went up!) \$120; .020" & .030" \$135; neoprene front seal \$8; inner rear wheel seals \$18/pr.; head gaskets steel shim or composition \$15/pr.; valve stem oil seals \$5 set of 16; composition intake & exhaust gasket set \$12; steel shim sets \$14; lifter cover gaskets \$3 cork - \$5 fel pro; piston rings (have gone up!) cast \$40, chrome \$50; Moly .060", .080", .093" etc. \$60; oil pump repair gears \$35-with cover plate \$52; valve guides (also went up!) \$38 set of 16; reground lifters \$40 set; new lifters \$90 set; std. cam reground to R2+ specs \$100 exchange; R valve springs (140# @ 1 3/4") \$80 set; stainless valves (went up!) \$230 set of 16; R3 size \$235; ARP rod bolts \$50 (16 bolts & nuts); ARP head studs (36 studs, washers & nuts) \$195 set; main stud set \$50; aluminum timing gear \$110; auto trans. mounts \$48 pr.; R1 fuel pump \$58, R2 \$68; A-arm bushings \$65 set of 8; Gabriel Classic gas shocks \$80 set of 4; R3 oil pan with windage tray \$245; Lark fibreglas fender \$345 pr.; '62-'64 Hawk front fender chrome piece Part #135512 \$28 pr.; R1 & 2 carb kit \$25; GM trans conversion kit (same as one in Chicken Hawk) \$485 (includes aluminum adapter plate, flex plate with ring gear, small high tech starter and aluminum crank adapter (for this conversion kit call Dale McPhearson @ 765/654-5446); dish 289" pistons \$220 (.080" \$230). Many other parts - brakes, ignition, cooling, clutch, seals, gaskets, etc. Ted Harbit, 18994N 125E, Summitville, IN 46070 - Tel. 765/948-5051.

FOR SALE: 1963 GT Hawk, 63V-6649, factory R2, 4-speed, disc brakes, twin traction, radio, factory tachometer, all numbers match. Not on road for over 10 years. Car is complete but needs restoration. Has floor rust but is restorable. \$3,200 OBO. Bart Ladd, Tel. 770-394-2869 (Atlanta, Georgia).

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.								
			2	19	64					5020	95870	A 63V 37400	
BODY NO.			IGN. KEY NUMBER			TRUNK KEY NO.			FINAL ASSY. DATE			ENGINE NUMBER	
NO BODY												JTS 1704	
DESTINATION						REGION CODE				DATE SHIPPED			
CHASSIS SHIPPED TO MILWAUKEE													
SHIP VIA						SHIPPER NUMBER							

DESCRIPTION OF UNIT AND EQUIPMENT

63VLS CHASSIS ONLY
R2 SUPERCHARGED ENGINE

4 SPEED TRANS
DISC BRAKE

FRT & REAR STABILIZER
AXLE RADIUS RODS

WHITE WALL TIRES

MYSTERY:
A BROOKS STEVENS ORDER?

THE ABOVE CHASSIS BUILT ON SERIAL KX-2965 HAS BEEN CONVERTED TO PRODUCTION ON ABOVE SERIAL.

1964 R2 Hawk Sets Speed Record

by Truett Ray

I have taken my 1964 GT R2 to the speed trials sponsored by the East Coast Timing Association twice in the last year (1997). On March 22, 1997, I put a record on the books for the standing mile at 121.622 with my Hawk in D Production Supercharged. On November 1, 1997, I went back and upped the record to 125.689. The only change between the first and second attempt is that I changed the rear axle ratio from 3.07 to 3.73.

My Hawk is Serial No. 64V-11440 and is a full package car. I have owned it since 1978. It is black with black interior. Both paint and interior are still original. I am running 16" wheels. The engine has never been rebuilt; in fact, the supercharger has never been rebuilt either!

The speed trials are held on the runway of an old World War II airport in Maxton-Laurinburg, NC. They are near Fayetteville. It is a standing mile run. Only the top speed is recorded.



Truett Ray stands in front of his '64 GT R2 while friend Clay Farriola changes spark plugs.

Way to go, Truett! For more information, contact Truett Ray at 12401 Old Creedmore Road, Raleigh, NC 27613

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