

# Jet Thrust News



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April 2008

## Jet Thrust News is back

After a period of "hibernation" the Jet Thrust News is returning, we will attempt a bi-annual format with issues in April and September.

To make this newsletter a success we need contributions from all interested parties. Articles can be a story of your present or past car, a "tech tip", or cars and parts for sale. We will add business card type advertisements for part vendors for free.

In the next issue we will post sale prices of JT cars from Ebay, I can also use sale results from private sales also. Using these numbers owners or perspective buyers can gauge the market value of these special cars. You may use the email address to send sale results to Jet Thrust news or snail mail.

We also need the results of any time trials/racing that may occur as well as dates and times of such events. While we know these events are not SDC endorsed they are en-

joyed by a large group of JT enthusiasts. Share your experiences with other members and let's grow this part of the hobby, many "racers" are unaware of the muscle of a Studebaker!

This is YOUR newsletter, its' quality and success will be determined by the information we receive to print. Please submit you articles and information by the 25th of April and September.

Your Editor, Joe Bacon



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## JT1866 Resurfaces After 21 years

Recently on Ebay a 1963 R1 Cruiser was sold, it was engine number JT1866 and was backed by a heavy duty Flightomatic (column shift), disc brakes, heavy duty springs and shocks. The interesting part of the sale is the past history.

The car was originally sold in California, its' third owner was Ed Reynolds. Ed as many know owns Studebaker International as well

as presently serving as SDC president. Ed drove the car to Indiana from California in 1986 and sold it in 1987. It appears the car sat in storage for most of the past twenty years, outside storage!

The good news is, Ed Reynolds was the successful bidder and now owns the car again! Ed plans on adding it to his restoration projects. It will be a driver soon as it needs brakes.

## My First Studebaker R2 Driving Experience

It was another beautiful day in Southern Georgia. The date was April 11, 2008, and the South Georgia Chapter of the Studebaker Drivers Club was hosting the 5<sup>th</sup> Annual Georgia State Meet, in Albany. This meet was looking to be one of the best thus far. Some outstanding cars were to show up, and lots of wonderful Stude-Lovers were to attend. My good friends, Joe and Nancy Bacon, were driving all the way from Indianapolis, IN, just to attend this meet. And even better than that, their '63 Daytona R2 was in the trailer coming with them.

Before I go on, I must tell the story of how I became acquainted with these fine folks. I met Joe and Nancy up in South Bend during the 2007 International Meet. I spotted their gorgeous '56J in the motel parking lot one evening, walked around a bit more, and happened upon a group of people 'tailgating' behind a white '63 Daytona R2. Owning a '63 Daytona HT myself, I commented on it, and the owner started telling me all about the car. Also sitting there was another couple, the ones that owned the pretty '56 Golden Hawk. They introduced themselves as Joe and Nancy Bacon from Indy, and the '56 was their first Stude after a 'break' from the SDC.

After chatting for a bit, a chair was offered and I joined in on the 'tailgating'. (If you've never stayed up 'til 2:30 AM just yakkin' about Studes in the parking lot, you're really missing out! It's a highlight of any Studebaker show I go to.) And for the rest of the week of the meet, every night I was out in the parking lot, sittin' around with some great people, taking in some great stories, and just having a great time. It was great!

John, the owner of the white Daytona, wanted to swap his valve covers for some showier ones before Concourse the next day. So, here it is about midnight, and John and Joe proceed to get the job done. I'd never seen anyone change valve covers at midnight with light from a streetlamp, but hey, this was an International Meet in South Bend! All sorts of odd, Studebaker-y things are going on! Once they were finished, and I get to hear the Orange Whirly Thing (AKA, a Paxton SN60 Supercharger) whine a bit, Joe slipped behind the wheel and drives the Daytona back over to the 'tailgating area'. I could see the look in his eyes; Joe was lovin' that R2 Lark! It wasn't but a month or so after that, Joe began looking for a non-Avanti R2 Studebaker.

And find one he did! He was told of a very nicely restored, factory R2 4 speed '63 Daytona HT, which was looking for a good home, belonging to Freddy Freeman. I'd heard all about Freddy's Daytona from several prominent SDC guys, all saying that it was one of the nicest Daytona HT's in the country, and one of the fastest as well. Well, Joe liked the car so much; he sold his '70 Corvette to buy it.

After swapping several emails over the next few months Joe told me that he and Nancy were planning to drive down to the GA Meet in April, with the Daytona in tow. I don't think I'd ever been more excited! Not only would I get to reunite with my tailgating buddies from South Bend, but I'd also get to lay eyes on one of the best '63 Daytona HT's extant. I was secretly hoping to go for a ride in this car, and knowing Joe, I knew I'd get one. But, it got better than that. He told me I was to actually DRIVE this car! I've only driven a couple of 4 speed cars as it is, and never an R2. I couldn't believe it. This meet was going to be one of the very best yet.

So, getting here as fast as Christmas, April 11<sup>th</sup> finally rolls around. Mom said it was OK for me to play hooky from school that day, so my granddad and I loaded up and headed west for the meet. Just as soon as we arrived, I spotted a shiny black '63 Daytona hardtop. There it was!! I nearly lost my breath at the sight of that thing. I knew I really should go and help my granddad unload the car of his trailer, but I couldn't resist, I just HAD to go and give South Bend's Finest a once over. It was exactly like I pictured it; nearly flawless, and yea, it had the Orange Whirly Thing under the hood. And the sight of that DID take my breath away for a moment!

Shortly after, I fetched my 'Official-Studebaker-Meet-Tailgating-Fold-Out-Chair', and joined Joe and Nancy for some good Studebaker conversation. After catching up with them, and hearing all about the Daytona, Joe tosses me the keys and says, "Let's go." The grin on my face had to be at least a mile wide! I got in the car, put the key in the ignition, turned it, and the Studebaker R2 289 V8 roared to life. I've heard R2's before, but this one really had a sound like no other. (Of course, all that internal engine work and straight-through mufflers might have had something to do with that.) I get the feel of the Hurst shifter that's coupled to the T-10 4 speed, find first, and away we go! Just by the lopey rumble of the engine, and the feel of the throttle, I *knew* that this car had some power, and wasn't a run of the mill R2. (Regular R2's don't REQUIRE 114 Octane gas, if you get what I'm tryin' to say here.) I make it to the street, leave the parking lot and head on out. Still getting used to the car, I pushed the throttle down a little more, I get pushed into the back of the seat, and the car just launches off. Hehehe! This thing was AWESOME! I wind it out a bit, do a run through the gears, and just listen to the rumble of the engine and the sweet whine of the Orange Whirly Thing. At this moment, the grin on my face had to be at least two miles wide. I was having a blast! The drive was short lived, so it seemed, and it wasn't too long before I was pulling back into the parking lot of the Hotel. Friday night was spent mostly in the parking lot; tailgating with Joe and Nancy, of course.

By Saturday afternoon, Joe was ready to put the Daytona back in the trailer for the long haul back to Indiana. He must've saw it in me, and offered me *another* drive in the beautiful machine. Not one, but TWO drives in this car? This time, after having a good feel for the car, I opened it up a bit more. Once I got on the highway, I stomped down in first gear, wound it out while being pinned to the back of the seat, and headed for second. Wow, that Hurst really has a nice feel to it, and heck, we've not gone 1/8 of a mile and the 160 speedo is nearing 100 MPH. Did I mention that this car was really something? We're passin' cars like they're road signs, and the grin on my face is three miles wide by now. Up ahead, what looks like a cop car is nearing us. "Shut it down; police!" is what I hear from Joe. No problem. I hit the brakes, down shift into 3<sup>rd</sup>, and slow it down enough so I'm even with traffic. Then the 'cop car' turns out to be a minivan with a ski rack on the roof. Haha! I mash down on the throttle and here we go again! I'm havin' the time of my life at this point.

Continued.....

What I was feeling is really hard to describe, it's just awesome! Those R2 Studebaker V8's are really some amazing engines. It's no wonder that they dominate the Pure Stock Muscle Car Drags each year!

That was by far one of the most memorable Studebaker experiences I've had in my 18 years of life. Sure I was missing out on my Senior Prom, but that's OK, a '63 Daytona with an Orange Whirly Thing REALLY makes up for it! And the weekend was a perfect one indeed. I don't know how Prom would've really been for me, but I can't imagine it coming close to the time I had at that car show. The SDC is really a great organization, made up of many wonderful people. Joe and Nancy really made that weekend something special for me, and for that, I'm glad to be a part of it all. Thanks guys, I'm proud to have driven the wheels off your R2 Daytona, but even prouder to call you friends. Can't wait 'til the next one to get another drive! Like someone once said, "It is an addiction!" Now where are the keys to MY Lark R2 that's supposed to be parked in the driveway.....?

Matthew Burnette  
Hazelhurst Ga.



The smile says it all.....

## Jet Thrust Web Sites

We are pleased to announce two new and active web sites for the Jet Thrust enthusiast. The first link will allow you to view ALL of the previous issues of JTN as well as a large group of photos of existing cars. There are also "option" pages for both "63" and "64" models. Please take time to visit and copy any info you wish.....

<http://www.studebaker-info.org/JTN/jtn.html>

The second web site is interactive for members, it is hosted by Yahoo and we hope you visit and contribute often. You may add pictures of your projects or finished car as well as tips to help others. I'll be the one asking plenty of questions. This has been a useful tool with the 1956 Golden Hawk folks.....

<http://autos.groups.yahoo.com/group/S6364JTN/>

*"You may add pictures of your project or finished cars as well as helpful tips to help*

## On a Saturday afternoon in July of 1963.....

I pulled into Smith Motors in Lebanon, Pennsylvania. I was eighteen and was driving my 1953 Studebaker Land Cruiser. My friend and I had just finished painting it dark metallic green. It had the the 232 V8 with duals as well as a four barre carb. I had put a floor shift conversion kit in the car and custom made the shifter in shop class to look like the four speeds in the Chevys. Chrome scavenger pipes hung under the rear axle attached to glass pack mufflers.

My reason to visit Smith motors was to inquire about the Super Larks which I had read about in a magazine. The owner spoke with me and I was interested sleeper model, supercharged with a 4 speed. He told me he had a Daytona R1 with 4 speed, Champagne Gold with Black interior and would I like to see it. To this day I can't remember talking about the car with my dad, picking the car up or driving the car off the lot, I remember nothing. I was in "LaLa" land for the next couple weeks! Continued page 4 bottom.....

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***Please support both your local chapter and International Studebaker Drivers Club.***

<http://www.studebakerdriversclub.com/localchapters.asp>

## **On a Saturday.....continued**

The Lark was an early R car with no fender badges and no traction bars. It did have disk brakes, and a tach. I received the fender badges in the mail about a month after the purchase and proceeded to place them under the Lark script on the front fender, which of course was the wrong place to mount them. That was corrected ten years later when I put new fenders on.

The next year and a half was just unforgettable. Cruising the streets of Lancaster, Lebanon, Reading and the hangout, Twin Kiss in Lititz. The Lark developed a reputation without even putting forth an effort. Front end jacked up a couple inches, Mickey Thompson chrome wheels, traction bars hanging beneath the fram and exhaust dumps welded to head pipes and front bumper removed to expose that beautiful rolled pan.

As I sit here writing this, one memory after another returns from my data base. I believe I could write a book about that Lark.

July 1965, Uncle Sam writes me a letter and tells me he wants me to come to work for him. I enlist in the Navy for three years and pulled the Lark into my sisters garage. For the next year my home was the U>S>S Jenkins DD 447 Pearl Harbor, Hawaii.

August 1966, Wedding bells in Lititz. After one week at home, my high school sweetheart, I and the Lark head west to San Francisco.

We ship the Lark to Hawaii and for the next two years, honeymoon on the island of Oahu. September 1968 Becky and our five week old son David returned to Lititz, Pa. The Lark was shipped to Bayon NJ and I leave the Islands for San Francisco to be discharged from the Navy. For the next three years the Lark was the family car. By this time the exhaust dumps were gone, bumper was back in place and the front end was normal height. It was time for a paint job, after detailing we were off to the International Meet in South Bend where the Lark won a 1st in 1970.

March 1971 The Lark was retired, I was unhappy with the previous paint and body. The car had also reached 100,000 miles. Four new fenders and a new short block and we were off to Colorado Springs for the 1973 International Meet. The Lark was awarded a Senior 1st. On the way home we decided to stop by south Bend where I purchased an Avanti off a Body shop lot.

December 1974 Joy our second child arrived from Korea and in May 1975 Matt our third child arrives from Vietnam, time to give up toys!

July 1975 the Lark was sold to Jay Long of Lititz, if not for the Avanti I may have had the Lark today. I always try to talk Jay into selling it back to me today.....

Terry Grube Lancaster, Pa.

## **Promote Studebaker!!**

**This year dedicate a few weekends to promoting Studebaker. This can be easily done by showing the car in "non Studebaker" events. A Cruise-In and Hot Rod runs are a great way to expose Studebakers to younger people.**

**Remember .... Without passing it on history dies.....**