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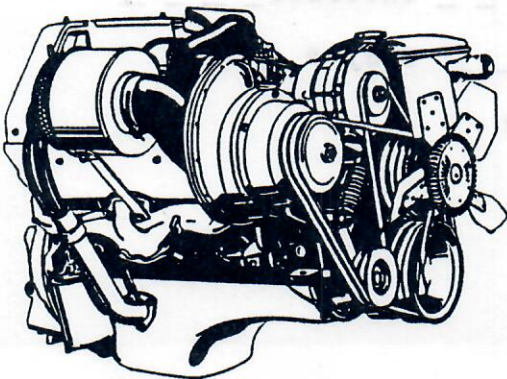


news

# Jet Thrust

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

FIRST CLASS MAIL



AL KUNZENHAUSER

WINTER 1995

the JET THRUST news  
WINTER 1995 ISSUE #3

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

ASSISTANT EDITOR, TYPIST.....Greg Curtis

MAJOR FINANCIAL CONTRIBUTOR.....Richard La Torre  
\* \* \* \* \*

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 #3

JT NEWS

by Don Curtis

WELL HERE WE GO AGAIN! I am sorry to be so long in getting issue number 3 put together. 1995 seems in retrospect to have been a short, hectic year in spite of the fact that we were able to accomplish several long-term projects. The extremes we experienced in weather made my back more sensitive than I would have liked, thus reducing my efficiency.

Karen (My better half), has finally convinced me to give-up editorship of our local SDC newsletter and concentrate on JT records and the JTN. This should allow us to do a better job in a more timely manner. All I need is your help in supplying news and other material on a regular basis.

I have not in the past recorded data on any except true JT vehicles and engines. However, I am finding a considerable amount of interest exists with cars built up to JT specs using R-serial engines and built up Stude V8s. It is my plan to start a list called "Shoulda Beens" to record these vehicles. I already have information from some of you on your cars, however you may want to re-submit them as my files are not exactly orderly.-Ed.

JOHN KEMPER (AZ) sent in a picture of his beautiful 1958 Silver Hawk which he de-finned. It sports a bored R1 and 4 spd. He also built an R2 out of a 259 to put in a 1956 Power Hawk he has. John has a few R1s laying around out of Avantis.

TOM WANSCHURA (CA) gave a rather neat history of his wife Lisa Faria's GT 64V 1524. His father-in-law bought the car from a Ford dealer in 1971 and the car has been in the family ever since. It has 65,000 miles on it and is a nice, unrestored original. When the car was being serviced at Studebakers West, it was discovered that the engine was 1" too close to the firewall and had an R2 carburetor. All service records came with the car, so could it be one of Studebaker's OOPS'?

CHUCK COLLINS (AZ) writes "I have engine #JTS38 that was taken from a parts car

which was on wheels and could possibly have been made to run though it had been sitting for about eight years. I answered an ad for a Speedster in the newspaper...I bought the car and after getting it home, spent a lot of time dismantling it and identifying what I had...what I found was that someone had put a Speedster tub on a 1964 Hawk chassis. The tub had the hog troughs cut off and the body bolted on in many places. The chassis had power disc brakes, rear traction and sway bars, and an open rear axle. It still had the R2 gas tank. The car was assembled with a 64 Hawk dash, door panels, and bucket seats. It had 64 front end sheet metal with 63 park light housings and grilles, 55 rear fenders and taillights, a 62 deck lid, 55 doors and windows. It still had the four speed and used the proper 64 hawk steering column...The engine is missing only the hard to find stuff, Correct carb, blower and bracket, and air filter. It has the correct casting # on the heads and exhaust manifolds."

DAVID DOW (VT) informed us that he has his 1964 Marshal R1 on the road but still alot to do. It is the only surviving HD sedan with 4 speed. Only 2 were built.

LARRY SCOTT (OH), TONY BERBIG (MN), and GENE CURTIS (IA) were recently in Newman and Altman and noticed that supplies of choice interiors are rapidly depleating or suffering damage. THE TIME TO ACT IS NOW!!!!

Chuck "S" Galauner (IL) recently purchased 64V1117 - a B red full pkg R2 4 spd GT with red vinyl interior. He asks if anyone has any history on this car.

George Krem is continuing progress on re-installing his warmed up Paxton R3 into his 1964 Challenger 2 dr. George purchased this car new and installed the engine shortly thereafter.

Nelson Bove (OH) and Jim Pepper (WI) attended the Dearborn meet. Nelson had his '63 Lark Standard Super Red R2 2 dr there. Jim was babysitting the original Excalibur which he brought from the Brooks Stevens

museum. See his story in this issue.

Richard ph 805 257 3884

### CONGRATULATIONS!!!

JTs At Dearborn

BILL PRESSLER (OH) got a 2nd with 1963 Daytona Skytop R1 63V 5224 in the 1962-1963 Larks class. The production order is in this issue. Look for a complete history on this car in the future.

JOHN (JACK) FREMEAU took a 3rd in Convertibles with his 1964 Daytona. Does anyone have any information on this car? Is it a real JT?

JOHN BEGIAN (MI) got a 2nd in the 1963 GT Hawks class with his 1963 GT R2 63V 30484.

ELVIN KIME (MO) also placed 2nd in the 1963 GT Hawks class with his 1963 GT. (We need info. on this car).

RICHARD LATORRE (NY) got a 2nd in the 1964 GT Hawk class with his 1964 GT R1 64V 16953.

JIM KISTLER (OH) took a 1st in the Senior 1963 Hawk division with his 1963 GT R2 63V 17793.

MALCOLM BERRY (OH) got a 3rd in the Senior Modifieds with his 1963 Wagonaire R2. JT7327.

BILLY JARRELL (WV) took a 1st with his 1954 Champion that used to race with an R1 4spd. The engine(JT 1734) is going into a 1964 Daytona HT, which will be Jet Green with Black Vinyl Interior... A nice "Shoulda Been" car.

If we missed you and your car in our Dearborn section, it was purely accidental. Drop us a note, we'd love to hear from you.-Ed.

### TRADING POST

FOR SALE

1964 GT HAWK Powershift, R2 package, White with Black int., 113K miles, runs strongly, needs restoration, \$4950

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

1964 GT Hawk, 289, 3 spd w od, Air Cond, Moonlight Silver, full restoration, many NOS parts. SW car. Need room. \$8500

John Roam ph 915-682-2746

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

### 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(Ev)

Rebuildable R1 "JT" engine. Prefer early 1963 serial #, but all considered. Will be going into GT # 63V 1975 an authentic JT car. Gene R. Cuthbert ph 315-265-2134 NY

WANTED (Cont.)

160 speedo and tach for 1964 Lark (green face).

Bill Jarrel 15 Lubeck Hills  
Washington WV 26181 ph.(304) 863-6492

"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

Wanted for 1963 SuperLark restoration project: one complete as possible R1 engine; bare engine block or misc. R1 parts considered. Please help!

Alan Songer, 279 Park Ave., Long Beach CA 90803 ph 213 466 8201 (weekdays)

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 of front coil springs for a 1964 or 65 "F" bodied 2 dr sedan with V8. Nothing else will work. NOS preferred but good clean, straight used OK.

Greg Curtis ph 515-377-2745 IA

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

Carl Berrier, 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.

Wanted: 1964 2dr sedan - body must be rust free, any R3 engines or parts. Also grille badge, AC-3394 washer kit. Call Tony at (612) 559-1718 (MN 55447).

PARTS FOR SALE

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

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

1954 Commander frame Imron paint, 4 wheel disc, all new suspension, reinforced, 4:27 ratio Ford 9" rear

Tom Kazale Sr. ph 708 629 2992 evenings

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

Frank & Ernest by Bob Thaves



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Studebaker-Packard of Canada, Limited

# Confidential Sales Bulletin

**SUBJECT** OPTIONAL EQUIPMENT PRICES  
**SENT TO** ALL DEALERS AND FIELD FORCE

**NO.** SA222  
**DATE** 11/7/62

Submitted by Rick Broomer

	List Price	Total Retail	Basic Wholesale	Federal Sales Tax	Total Wholesale
F4, Y4, Y1	\$ 3.50	\$ 3.80	\$ 2.80	\$ .31	\$ 3.11
S Models	81.25	88.40	65.00	7.15	72.15
J Models	242.75	264.20	195.00	21.45	216.45
K6	475.00	516.80	380.00	41.80	421.80

In earlier releases of the Ordering Guide and Confidential Sales Bulletins, a number of production options were mentioned as available but remained unpriced. This bulletin will correct the situation and enable you to discuss prices with your customers.

POWER STEERING - Now available on all S Models

HOOD INSULATOR - Now available on F4-Y4-Y1 Models

SLIDING ~~ROOF~~ ROOF - Now available on J Models only

AIR CONDITIONING - Now available on K6 Hawk only

AVANTI JET THRUST ENGINE WITH SUPERCHARGER - Now available on K6 Hawk only

Note 1: Disc Brakes will be a compulsory extra with jet thrust engine as an added safety factor which you can stress in your sales promotions.

Note 2: Air Conditioning cannot be combined with the jet thrust engine with supercharger.

Please add the attached price list to your file of confidential prices.



R. H. Westmore,  
Office Administration Manager.

RHW/km  
Attch.

**OPTIONAL EQUIPMENT PRICES**

Hood Insulator

Power Steering

Sliding Roof

Avanti Jet Thrust Engine with Supercharger

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.							
8	19	63	8	07	63	1897				958	31427	64V 1524
BODY NO.			IGN. KEY NUMBER			TRUNK KEY NO.		FINAL ASSY. DATE		ENGINE NUMBER		
167			5081			1605		8-16-63		JTH.314		
DESTINATION						REGION CODE			DATE SHIPPED			
SANTA CRUZ CAL						70						
SHIP VIA						SHIPPER NUMBER						
75 NYC CBQ DRGW SP WP MILP CON												
DESCRIPTION OF UNIT AND EQUIPMENT												
64VK6 4266 2 DR GRAN TUR HAWK												
13 P 6413 STRATO BLUE												
14 924 BV VINYL TRIM												
20 AUTOMATIC FLOOR SHIFT												
27 JET THRUST ENGINE RI												
38 POWER STEERING												
40 DISC BRAKES												
51 WHITE SIDEWALLS												
51A FIRESTONE TIRES												
60 CLIMATIZER 66 RADIO PUSH												
70 UNDERCOATI 77 TWIN TRACT												
X81 BELTS L&R												

*Presently owned by Lisa Faria-Fremont, CA.*

Research by George Krem.

Here is a listing of original articles about Avanti powered Studebakers. They are from car magazines dated from 1962-1964. Many articles have appeared since then, but we have decided to focus on articles published when the Avanti powered Studebakers were new. I am sure that others exist, so please tell us if you know of others, and we will publish an updated listing in the future.

#### MOTOR TREND

June, 1963: R2 Super Hawk test(1963)  
August, 1963: R1 & R3 Avanti test(both 1963s)  
Nov., 1963: New 1964 intro. photos.  
December, 1963: R2 Super Lark test(1964)

#### CAR and DRIVER

June, 1962: Avanti intro. article.  
July, 1962: More Avanti intro.  
October, 1962: Avanti ad, inside back cover.  
January, 1963: R2 Avanti road test.

#### CAR LIFE

Nov., 1962: "Avanti Record Run"  
July, 1962: Major Avanti intro. article.  
Oct., 1962: Analysis of Avanti engine.  
Dec., 1962: R1 Avanti road test.  
June, 1963: Big Stude issue; R2 Wagonaire test.  
Dec., 1963: Studebaker's Bonneville runs.  
Feb., 1964: R4 Daytona hardtop road test.

#### ROAD & TRACK

July, 1962: Avanti intro. article.  
Oct., 1962: R2 Avanti road test.

#### HOT ROD MAGAZINE

June, 1963: Major road test, R2/R3 Avanti.  
Jan., 1964: Road test, 1964 R3 Daytona HT;  
also major Bonneville report.

#### CARS

July, 1963: 1963 R2 Hawk road test: follow-up  
article in a later issue (date un-  
known) called "Super Hawk Revisited".  
April, 1964: R4 Daytona convertible road test.  
October, 1962: Avanti intro. article.  
Date unknown: Major R2/4 speed Avanti road test,  
possibly mid-1963.

MISCELLANEOUS MAGAZINE & NEWSPAPER ARTICLES REGARDING AVANTI POWER.

TODAY'S MOTOR SPORTS

August, 1962: 1963 Avanti intro article.  
Nov., 1962: 1963 Avanti feature article.

MOTOR SPORT ILLUSTRATED: December, 1963--R2 Hawk road test and article about supercharging.

SPEED MECHANICS: August, 1963--R3 Avanti article; includes R2 Lark photo and Bonneville photos.

POPULAR MECHANICS: August, 1963--R2 Avanti road test.  
January, 1963--comparison test between R2 Avanti, Corvette, T-Bird, and Riviera.

MECHANIX ILLUSTRATED: Sept., 1962--Tom McCahill tests the R1 Avanti.

SCIENCE & MECHANICS: Jan., 1964--R3 Daytona convertible road test; this was one of the Granatelli-prepared Bonneville cars.

POPULAR SCIENCE: June, 1962--R2 Avanti road test.

May, 1963---R2 Super Lark road test. This test was available as a re-print at Studebaker dealers.

SPORTS CAR GRAPHIC: February, 1963--R2 Avanti complete road test.

Nov., 1963--Bonneville article showing Bill Burke's supercharged 259" record-setting Avanti.

ENGINES '63: Detailed article about the engineering of the Stude V-8.

SPEED MECHANICS: Major 1963 Studebaker introductory article; no date.

INDIANAPOLIS STAR (newspaper), May, 1963: R2 1963 GT Hawk road test. (reprinted in the Sept., 1988, Turning Wheels).

THE PHILADELPHIA INQUIRER (newspaper, Aug. 6, 1962): Avanti road test.

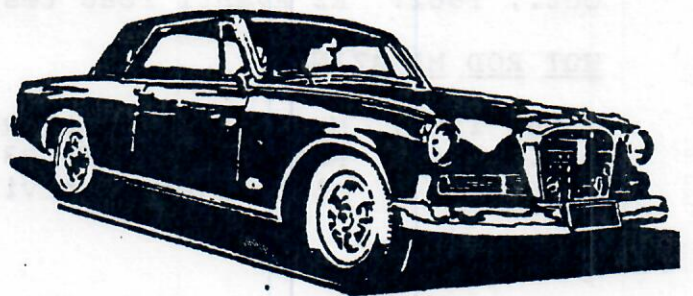
THE INDIANAPOLIS STAR, date unknown: 1963 R1 Avanti road test.

ROAD & TRACK, date unknown (probably 1964-65): R2 Excalibur SS test.

FROM WHEELS & DEALS

**TECH TIP**

By Jon Myer



On V-8 engine equipped cars after 1955, problems occur when the motor mounts sag. They become oil soaked, causing the rubber to turn to mush. The engine settles down lower in the frame and the fuel pump body will contact the frame. When the mounts get weak the brass fitting that connects the fuel line to the carburetor hits the frame. This can lead to gas leakage and a fire. The only cure is new mounts. There should be 3/4" clearance at this point.

Sagging rear mounts cause misalignment of the transmission shift linkage and throttle pressure control on automatic transmission equipped cars. The throttle pressure control rod will cause incorrect shift points and a buzzing noise. The pressure regulating valve will be damaged if it continues to be ignored. You can adjust the throttle pressure control rod to compensate for the sagging mounts, but it will have to be readjusted when new mounts are installed.



# Studebaker SS at Dearborn

Reprinted from Studebaker Spokesman

By Jim Pepper

-Leigh Morris Editor.

The original Excalibur was built as a concept car for Studebaker, using an R2 4-speed Daytona convertible rolling chassis. It was called the Studebaker SS.

Studebaker had no interest in using it, so Brooks Stevens displayed it as a Stevens engineering exercise at the fall of 1963 New York Auto Show. The rest, as they say, is history.

That car is the only one ever built using a Studebaker V-8 powerplant. The production (Series I) cars were built on Avanti chassis purchased from Newman & Altman. They used 327 ci Chevy engines.

Well, that original Excalibur resided in the Brooks Stevens Auto Museum all

these years. Last October, Alice Preston, museum curator, launched a complete restoration of the vehicle. In February, I assisted in restoring the ignition system and carburetor plus general tuning, and manufacturing some needed small parts.

The car turned out beautifully, and runs as sweet as sweet can be. An R2 in a 2,000 pound car is really a nice combination.

**Now, the real story:**

I suggested to John Begian, chairman of this year's 31st International SDC Meet, that he should invite the museum to display the car at the event. It was just written about in *Turning Wheels*, so it would coincide nicely. Wednesday before the meet, I received a call from Preston saying they received the invitation and would gladly display the car if I was willing to take it there. Actually, she suggested I drive it there, but I felt I should instead trailer that priceless piece of history.

Saturday morning I went to Mequon and picked up the car. Naturally, it rained. With the car safely in the garage, I cleaned it up. It's the first time I ever used a chamois on an upper control arm or frame. Sunday was sunny, hot and muggy. I loaded her up and left at noon.

The trip through Chicago and over the Skyway into Indiana was uneventful. I was in Benton Harbor by 2:45 pm. Some

SS - continued

where east of Kalamazoo it started to rain. A quick look in the mirrors revealed the air over the truck and cap directed the water over and behind the Excalibur, so it wasn't getting very wet.

Well, in the next 50 miles it rained so hard I hardly see. At one point, it started to hail. When those pea size ice balls started hitting my truck I thought that I was a dead man. The Excalibur has a aluminum body and I could picture it looking like it was attacked with a ball-peen hammer. I continued along at 65-70 mph, hoping the air over the truck would divert the hail aimed at the car. Relief came in the form of an overpass. It was a little crowded, but there was room for one more. I waited out the most severe part of the storm and then continued on with only lingering showers the rest of the way.

I arrived at the meet hotel at 9 pm and immediately asked how I could get the car inside - right away! One hail storm was enough. Thank God the car survived without injury. The doorman assumed this was one of two cars that were to be displayed in the lobby and told me to bring it around front and drive it in. Before he could change his mind, I unloaded the car and drove it up to the front door. A ramp allowed me to drive onto the sidewalk and under the canopy. The doorman opened the double doors and directed me right into the lobby. That was an experience I'll never forget

Once inside, I disconnected the battery and we positioned the car for display, including hotel supplied stanchions and easels for displaying information. With the help of fellow club members, and hotel towels, we cleaned up the car. About that time, the real second display car (a 1916 touring) appeared. It too was rolled in and set up for display.

The next morning, the manager was not very happy to see three cars in his lobby. However, he liked the way they looked and left it as is. It was a wise decision because the Excalibur was well received by club members and the general public, alike.

I would like to thank Alice Preston and the Stevens family for allowing the car to be displayed. I also would like to thank God for getting my attention, but not hurting that fine automobile. ♦

Brooks Stevens famous Studebaker SS

Originally conceived by Stevens to be a Studebaker concept car, the corporation decided it wanted nothing to do with it before Stevens had a chance to show it at the New York Auto Show in the fall of 1963. Apparently, the car did not fit Studebaker's new "Common Sense" image! Undaunted, Stevens contacted New York Show officials, who immediately made room for the Stevens car. Renamed "Excalibur," the vehicle was a hit and prompted Stevens' sons to put the Excalibur into production. Stevens liked to say that his Excalibur started the replicar fad. This first Excalibur, which has been fully restored, is still owned by the Brooks Stevens Automobile Museum in Mequon.

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McULLOCH .....	468		
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COMPETITION SPRING PACK (EXCH) .....	30		
POLISH SC AT REBUILD .....	125		
BLUEPRINT CHECK CLEAN .....	90		
CONVERT McULLOCH TO PAXTON .....	18		
STOCK PAXTON SC OUTRIGHT .....	775		
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GEAR DRIVE PAXTON SC REPLACEMENT (APROX CALL) .....	1400		
<b>E2 &amp; E3 CONVERSION PARTS</b>			
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AVANTI 7" CRANK PULLEY .....	160		
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AVANTI SUPERCHARGER BRACKET .....	225		
IDLER ARM & PULLEY TENSION .....	160		
R3 AIR BOX .....	275		
SC HOSES AVANTI (EACH) .....	40		
AVANTI CARB BONNET .....	65		
HAWK, LARK WATER MANIFOLD FOR SC .....	240		
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JET THRUST CRANK PULLEY .....	100		
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<b>PERFORMANCE &amp; REBUILD PARTS</b>			
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FORGED 307" PISTONS .....	230		
MAGNETO V8 .....	160		
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CAM BEARING V8 SET .....	45		
MAIN BEARING SET V8 .....	127		
ROD BEARING TO .020 V8 SET .....	98		
ROD BEARING TO .030 V8 SET .....	124		
259" V8 +.030" PISTONS .....	200		
INTAKE VALVES V8 EACH .....	12		
EXHAUST VALVES V8 EACH .....	12		
RING SET IRON .....	42		
RING SET CHROME .....	48		
VALVE GUIDES V8 SET OF 16 .....	65		
R2 CARB REPAIR KIT .....	45		
COMPLETE GASKET SET V8 WITH SEAL .....	98		
REAR SEAL ONLY .....	30		
ALUMINUM TIMING GEAR .....	145		
FIBER TIMING GEAR .....	80		
FUEL PUMP R1 .....	90		
FUEL PUMP R2 .....	85		
OIL PUMP GEARS & PLATE .....	60		
R3 ALUMINUM HEADS PRICE DETERMINED BY OPTIONS (APROX CALL) .....	1800		

6 CYLINDER PARTS USUALLY CHEAPER. THE ABOVE IS A PARTIAL LIST OF WHAT WE CARRY.  
WE HAVE SOME PARTS CARS.  
CALL OR FAX (702)-883-6494 JOHN AND SANDY ERB  
BEST CALL EVENINGS AND WEEKENDS (EXCEPT FRIDAY) 4-8 P.M. 150 PERFORMANCE

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WALKER TO HOLD FOR CUSTOMER  
63VJ8 3238 DAY 8 2 DR HARDTOP  
13 P 6311 ERMINE WHITE  
14 9591 RV VINYL TRIM  
14A MATCHING INSERTS  
16 WHITE SUN ROOF  
19 FLIGHT O MATIC  
21 RECLIN SEAT SOLID CUSH SRS  
26 TINTED GLASS ALL WINDOWS  
33 JET THRUST ENGINE 84 BELTS L&R  
34 POWER STEERING 85 BELTS L&R  
38 POWER BRAKES 87 REAR WING  
39 AIR CONDITIONING 86 FRONT WING  
42 UNDERCOATING 302 1555267 70 AMP BATTERY  
50 TWIN TRACTION 92 SERVICE FOR RETAIL DELY  
56 650 4 WHT FIRESTONE 500 NY OCT 8  
60 CLIMATIZER 65 WHEEL DISC  
68 FRONT BUMP 69 REAR BUMPE  
72 RADIO PUSH

DESCRPTION OF UNIT AND EQUIPMENT

FRIGHT NO 63X  
JT 1228

SPECIAL NO 63V 5224

Employees delivering car must see that each drive-away pass agrees with his copy of the drive-away car report as to number and car identification.

Carrying a duplicate is an acknowledgment of the receipt from Studenaker Corporation of Drive-away Car Passes for the above listed motor vehicle. Such passes are to be surrendered in duplicate in order to obtain possession of such motor vehicle. Full responsibility is hereby assumed for the performance of such motor vehicle.

STUDEBAKER CORPORATION  
Presently owned by Bill Pressler-Kent, OH.

TOTAL WEIGHT → 3311

ACCOUNTING DEPT. COPY