

the



news

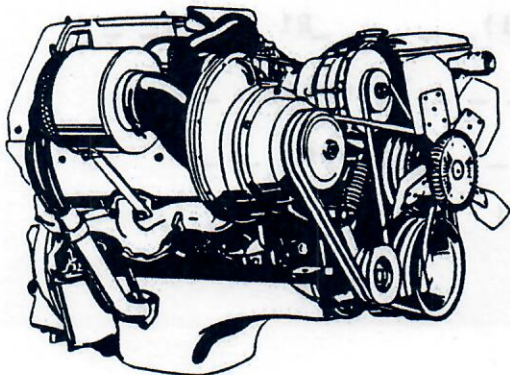
Jet Thrust

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

FIRST CLASS MAIL



64 Pursuit Cars



AL KUNZEHAUSER

EARLY SUMMER 1996



YOU DRIVE A the JET THRUST news
STUDEBAKER!?!?

EARLY SUMMER 1996 * ISSUE #5

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

CONTRIBUTING FEATURE WRITER.....Douglas J. Tjapkes
18569 Pawnee Dr., Spring Lake, MI 49456

* * * * *

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 #5

the JET THRUST news
Issue # 5

Well, here it is at last, Summer has arrived?? For those of us in cooler climates it always seems to take forever. Greg and I spent some chilly (low 40's) hours the next to last week in May redesigning the suspension on his '64 Challenger pretender. We (he works while I sit and encourage) put in NOS 6 leaf police rear springs (same ride, but may sit a bit lower than JT) and added an Avanti rear sway bar which works well but required some creative exhaust work. On the front, we installed variable rate GM springs recommended and supplied by Jim Pepper (THANKS). Greg is running 14X6 AMC wheels and inexpensive radials, 195's in front, 215's behind. He is very pleased with the investment. The car is a Laguana Blue 2 dr with 289 and OD. Originally it was a six, George Krem helped Greg get this very solid Colorado/Arizona car.

Speaking of Laguana Blue pretenders, John Koshty of St. Catherines, ONT has a Daytona convertible (64V 1560) with Power Shift and a built to R1. He asks for a comparison between 289 and R1 fuel pumps. Dave Thibeault has promised to address this in an upcoming issue if I can get the Pony Express to deliver his JTN.

Bob Palma very generously had the Ray Tanner drag car photo professionally reproduced in a print shop so everyone could have a good copy and check out the details. Now, look through the fence just ahead of the Lark.....? THANKS Bob!!

There are three Ray Tanner JT's of which I am aware surviving:

Kelly Marion 63V 2186 GT Hawk
Flagstaff, AZ
Nelson Bove 63V 16964 Daytona HT
Cincinnati, OH
James Bell 63V 1676 Cruiser
Bellingham, WA

John Roam of Midland, TX has decided to temporarily put off the restoration of 64V 19788 his full pkg, R2, 4 spd GT. He says he is having too much fun driving it! This car was originally Golden Sand with brown

vinyl, it has been changed to all black but John has nearly everything to put it back to new. John's other full pkg, R2, 4 spd GT 64V 8111 recently won a sizeable All Makes Show in Odessa, among the defeated was a 1962 Chev with 409 and dual fours. The cream always comes to the top!

Allan Songer of Long Beach is the new owner of the JTN vanity lid. It will be used in his 1963 R1 Custom 2 dr (no # yet). The car was bow-tie powered when purchased but has been re-fitted with an R1 and 4 spd. One more rare Lark 2 dr we can account for!

Nelson Bove related in a recent phone call that he had been contacted by a fellow interested in the 1963 Super Red Standard R2. This gentleman was raised in the Indianapolis area. He remembers visiting the local Studebaker dealer to view the Bonneville record setting cars being displayed as a promotion. While there he also saw a white R2 pickup owned by an older local gentleman - well, we now know our second Champ made it that far!

Gavin Hill reports progress on restoring 63V 23334, his 1963 R2 Hawk. The engine bay has been finished in Rose Mist and he hopes to finish the body painting soon. By the way, Gavin would like to purchase a '64 R2 GT. You can contact him at:

46 Stansbury Rd
Christ Church 2, New Zealand

Belated congratulations to Jim Spivey of Newark CA on winning the GT Hawk class at "Bakersfield Alive in '95". His GT 64V 11132 is the Bordeaux Red and Black vinyl beauty which was on the cover of the Sept 88 TW. It is equipped with full pkg R2 and P Shift.

Jim Pepper wrote the following concerning his JT pictured in GOOD company in JTN #3:

My Lark (63V 28392) is an interesting car. It is a Super Red F6 sedan with the full HP R2 package, 4 spd, 4.09 rear gear ratio, radio, heater, and not much else. This car was built to move. According to the super car list, Studebaker built 11 Super Red R2 F6s not counting Nelson Boves's which technically is not a full

package Super Lark(it is one of two non full package cars built in Super Red, Editor). I've never seen another one like it and often wonder if any still exist.

My car was purchased for stock by Hunt Studebaker on Milwaukee's south side. A Chevrolet dealer was a few blocks down the street. Quite often, late night street races were staged by salesmen pitting new Avantis against the new Sting Ray Corvettes. Bragging rights were at stake. This Lark held its own as a demonstrator. During its four months as a demonstrator, they blew the rear end, put the car sideways and crunched the right rear quarter, and used up one supercharger. It was purchased by a dealer employee, Bob Babel, who was my buddy's older sister's boyfriend. He drove that car only one way, foot on the floor. They got married and Bob Babel became my buddy's brother-in-law. I worked on this car from 1964 on. In four years he pretty much trashed the car.

In its prime, the car regularly buried the 6,000 RPM tach. With 900x15 Goodyear Double Eagles on the rear (28 to 29" tall), he would bounce the tach of the end in fourth gear. The speedometer read 145 mph, but we were probably doing 130-135 mph. That's scary when you are fourteen years-old and a passenger while a wild man is at the wheel. I bought the car in March 1967 for \$200. It needed a trans rebuild, clutch, rear end, interior, brakes, exhaust, tires, grill, bumpers, one cylinder head, and an engine rebuild. It had over 100,000 miles on it at the time.

I built numerous engines and drag raced this car from 1968 through 1970 locally. It ran 14.0 with a blueprinted stock R2 on street tires through the mufflers. Just before being drafted, I received B-110 R3 short block from Paxton Products. A partial pass with 8" slicks shifting at 5500-6000 netted a 13.9? at around 100 mph. A week later I was wearing Army fatigues. The car would lay dormant until 1983. After a trip to South Bend and the Street Machine Nationals, the engine was pulled out and a tired 289 was put in. A 3.73 rear was also assembled and installed. Since then, I have acquired most of the parts needed to do an original type restoration. My two paint jobs done

in the late 60's are cracking and falling off exposing the original Super Red paint underneath. Hopefully this summer will see the restoration underway.

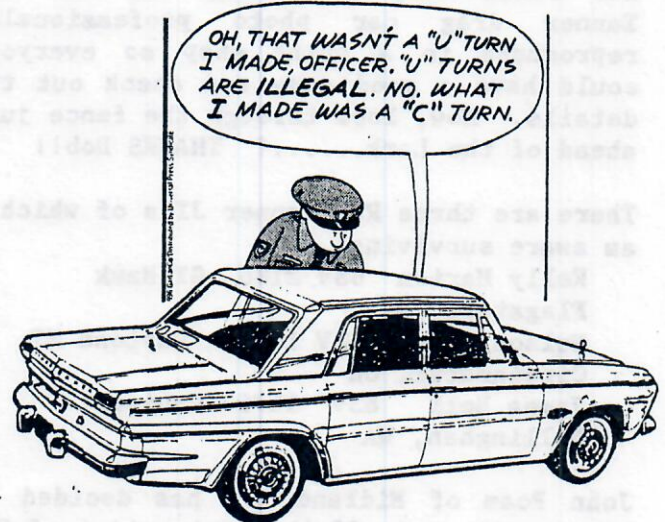
Ken Voigt of Armour, SD owns 64V 6523, a Bordeaux Red full pkg GT with R1 and 4 spd. He also has 63V 11442 an R1 GT parts car. Ken can often help find some very decent used sheet metal. See Trading Post.

Art & Donna Manuri of Wakefield, MI wrote with a change of address and to send a photo of their 1963 R2, 4 spd GT Hawk. The car, 63V 21340, is Black w red interior. They report that many of their friends were purchasing snowmobiles in 1977. They opted for the GT which was thus often referred as "the snowmobile". Of course the Hawk will see snow only in a crisis!

I hope everyone who is attending the '96 International Meet will have a good and safe trip. I also hope that JT's take all the big awards. Please drop me a note and brag a bit, the readers don't want to wait until November for results.

For the significant number of our little clan who have vowed to debut their restored pride and joys at South Bend in 1997 - THIS IS YOUR EARLY WAKE UP CALL!! We all know how fast the time goes. Good Luck!

JT + SB = 1997



PLEASE TAKE TIME TO SEND ME NEWS, TIPS, ADS, AND ALL THE SERIAL AND ENGINE NUMBERS YOU CAN. THANKS! DON

FROM GEORGE KREM



Studebaker
AUTOMOTIVE SALES CORPORATION
SOUTH BEND 27, INDIANA

Service Letter
PARTS AND SERVICE

LEAN CONDITION OR FLAT SPOT
AVANTI AND JET-THRUST MODELS
EQUIPPED WITH SUPERCHARGER

SUBJECT

NUMBER K-1963-2

C. R. MCINTOSH, Manager
Passenger Car Technical Service

FROM

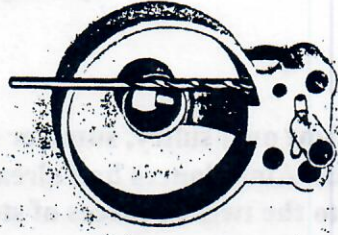
DATE May 27, 1963

Applies only to Supercharged Models

In some instances, a flat spot or rough condition occurs on the supercharged models when the throttle is fully opened at engine speeds above 1500 RPM. This condition is generally caused by the sudden opening of the secondary auxiliary throttle valves which causes a momentary leanness.

The flat spot condition can be minimized as follows:

1. Remove the carburetor from the engine.
2. Remove and inspect the Step-Up Rods. If they are identified by the Carter No. 16-220, replace them with new Step-Up Rods, Part No. 1560338 (Carter No. 16-263).
3. Remove the thermostatic valve assembly and remove the secondary venturi clusters. Increase the size of the auxiliary feed hole (initial discharge port) located in the bore of each cluster. These holes should be increased to .089" with a good clean No. 43 drill bit. The illustration shows the location of the auxiliary feed hole.
4. Remove the auxiliary throttle shaft and weight assembly and replace it with a new Assembly, Part No. 1561253 (Carter No. 3-1228S).



5. Check and adjust the float level, as required, reassemble, check and adjust the carburetor as outlined in the Gasoline Section of the Avanti Workshop Manual.

6. Reinstall the carburetor on the engine.

The following parts, available from your Parts Depot, are required to correct this condition:

Quantity	Part Number	Part Name
2	1560338	Step-Up Rods
1	1561253	Shaft and Weight Assembly

CRM/et

DRIVE-AWAY SHIPPER

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63587 N Y 59373 491387

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PREPAID

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ASSOCIATES DISC CORP
55 NYC ALBANY ATI

64VF4 4224 COMM 8 2 DR SEDAN
13 P 6413 STRATO BLUE
14 722 BV VINYL TRIM
22A 4 SPEED TRANS T 10 C 220R
37A HIGH PERF PKG R3
60 CLIMATIZER 66 RADIO PUSH
70 UNDERCOATI 75 455 AXLE R
SOLD RUSH

64V-19588

ASA HALL LITCHFIELD, CT HAS PARTS

RECEIVED
DEC 31 1963
FREIGHT AGENT

ACCOUNTING DEPT. COPY

TOTAL WEIGHT → 3018

DATE

STUDEMEMORIES

by doug tjapkes

It was after midnight on a sultry, summer night just north of Holland, Michigan. The year was 1963. Ambulances had already departed with the injured, wreckers were hooking up to the twisted pieces of steel which moments earlier had been carrying passengers, and I was tired. As a broadcast journalist I was accustomed to working unusual hours. But Sunday was supposed to be a day off.

And it was. That is, until the call came in that a bad accident had occurred near the outskirts of Holland at around 10:00 p.m. And just as the sheriff's deputies and I cleared the scene of that accident, there was another just a few miles away. Again there was serious damage and serious injury. Deputy Jerry Witteveen, a fine officer, had policed both accidents...and I had covered both. We enjoyed each other's company, and worked well together. But now we were ready for a break.

And then, just before 1:00 a.m., the police radio crackled again. Another bad accident! Three in a row on a Sunday night, which was usually the quietest night of the week. This one was also on U.S. 31, less than ten miles north of us.

Deputy Witteveen was the only officer on duty in the area that night, so he made a hasty departure. With siren wailing, he headed north, his hot Chevy 327 patrol car leaving a patch of rubber. My 1963 Super Lark was parked only a short distance away.

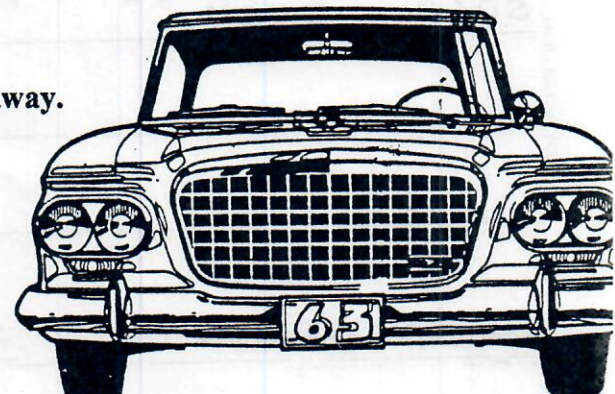
I always found that I didn't leave much rubber with my supercharged Avanti engine. The belt for the blower was big and heavy, and it was just one more thing for that little engine to drive. And so it seemed to lag for just a brief moment on take-off. But then the supercharger kicked in, and with a Mallory coil helping the situation the little 289 would rev to 7,000 r.p.m. before I shifted!

With exhaust pipes rattling like a couple of machine guns, I was behind the black and white within minutes. There was no traffic, you could see for miles ahead on the highway, and Jerry obviously had his foot to the floor. I don't think I remember what his top speed was. Within minutes the third accident was in sight, and we slowed down to go to work once again.

After the ambulances left, the officer walked over to me. "When you were behind me, were you driving wide open?"

"Nope," I replied.

"That's what I thought," he grumbled as he walked away.



1964 HD (Y3 & F3) SEDANS
 AVANTI POWERED POLICE CARS

BY DON CURTIS

SERIAL #	ENGINE #	TRANS	BODY	COLOR	INTERIOR	DEST
64V 1020	JT H 37	HDFL	4 dr	White	Blue Cloth	
1022	JT H 37	HDFL	4 dr	White	"	
1047	JT H 37	HDFL	4 dr	White	"	
1791	JT H 312	HDFL	4 dr	Black	"	
3144	JTS H 327	HDFL	2 dr	Black	Red Vinyl	SC
7450	JT J 319	4spd	4 dr	Black	Blue Cloth	ME
7607	JT J 319	HDFL	4 dr	White	Blue Vinyl	WA
7625	JT J 319	HDFL	4 dr	Black	Red Vinyl	PA
7643	JT J 319	HDFL	4 dr	White	Blue Cloth	NE
7657	JT J 319	HDFL	4 dr	Black	"	KY
7891	JT J 320	HDFL	4 dr	Black	"	NC
7909	JT J 320	HDFL	4 dr	White	Blue Vinyl	WA
7911	JT J 320	HDFL	4 dr	Blue	Blue Cloth	KS
7922	JT J 320	HDFL	4 dr	White	Green Cloth	FL
7962	JT J 323	HDFL	4 dr	White	Blue Vinyl	WI
8072	JT J 320	HDFL	4 dr	Silver	"	PA
8181	JT J 320	HDFL	4 dr	Blk/Wht	Blue Cloth	CA
8234	JT J 320	HDFL	4 dr	Blk/Gray	"	WI
8255	JT J 319	HDFL	4 dr	White	"	IL
8288	JT J 320	HDFL	4 dr	Blk/Wht	"	IN
8340	JT J 319	HDFL	4 dr	Blue/Wht	"	CA
8615	JT J 320	HDFL	4 dr	Blk/Wht	Blue Vinyl	IL
8621	JT J 318	HDFL	4 dr	Beige/Wht	Brown Vin	AZ
8626	JT J 320	HDFL	4 dr	Blue/Wht	Blue Vinyl	IL
8640	JT J 320	HDFL	4 dr	Green/Wht	Brown Vin	NY
11035	JT K 307	HDFL	4 dr	Black	Blue Cloth	
13076	JT K 316	HDFL	2 dr	Laguana Blue	"	TX
17327	JT M 308	HDFL	4 dr	Black	"	IA
17523	JT ? 313	4spd	4 dr	Golden Sand	Brown Vn	
					DEMO	
18987	JT N 310	3spd	4 dr	Black	Blue Vin	AL

UNITS ACCOUNTED FOR

SERIAL #	UNITS ACCOUNTED FOR
7450	Owned by David D. Dow, Windsor, VT
7607	Owned by the Studebaker National Museum, S Bend Donated by Jack Merrill
7657	Owned by the Studebaker National Museum, S Bend
8072	Owned by Bill Vealey, Milford, PA
8234	Owned by Michael Cenit, W Bloomfield, MN
8340	Parted many years ago by Ron Hall
8640	Owned by Frank Bahmann, Live Oak, FL
17327	Owned by Arnold Haskovec, Bates City, MO

For more reading concerning these cars see articles in
 TURNING WHEELS by Fred K. Fox. December 1990, Fleet Vehicles
 and February 1993, 1964 Lark Types.



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PAXTON	398
McCULLOCH	458

SUPERCHARGER PARTS

HIGH EFF. IMPELLER (EXCH)	65
COMPETITION SPRING PACK (EXCH)	30
POLISH S/C AT REBUILD	125
BLUEPRINT CHECK CLEAN	90
CONVERT McCULLOCH TO PAXTON	18
STOCK PAXTON S/C OUTRIGHT	775
McCULLOCH S/C OUTRIGHT	795
HIGH RPM INTERNAL OIL MOD	125
HIGH RPM EXTERNAL OIL MOD	225
OIL THROUGH BALL DRIVER MOD	100
CENTER RACE FOR S/C	170
MATCHED BALL SET FOR S/C	45
OUTER RACE REGROUND (GOOD EXCH)	25
GEAR DRIVE PAXTON S/C REPLACEMENT (APROX CALL)	1400

R2 & R3 CONVERSION PARTS

AVANTI HIGH OUTPUT S/C PULLEY	85
AVANTI 8" CRANK PULLEY	175
AVANTI 7" CRANK PULLEY	150
HIGH OUTPUT ALTERNATOR PULLEY	50
AVANTI SUPERCHARGER BRACKET	225
IDLER ARM & PULLEY TENSION	150
R3 AIR BOX	275
S/C HOSES AVANTI (EACH)	40
AVANTI CARB BONNET	65
HAWK, LARK WATER MANIFOLD FOR S/C	240
S/C BRACKET & IDLER ARM FOR ABOVE	250
JET THRUST CRANK PULLEY	100
R3 OR R2 ALUMINUM INTAKE	350
R3 CAST IRON HEADERS	330
HEAD PIPES	90

PERFORMANCE & REBUILD PARTS

R1 & R2 PISTON SET HYPEREUTECTIC	220
1/2 DISH R1 & R2 PISTON SET TO REDUCE COMPRESSION 1 POINT	220
DISH 289 STOCK REPLACEMENT	200
CAM FOR USE WITH PAXTON (EXCH)	125
NON SUPERCHARGED ENGINE CAM	75
NEW CORE CAM UP TO APROX .600 LIFT	200
DUAL VALVE SPRING SET (IN & OUT SPRING BOTTOM & TOP RETAINER & SEALS)	200
FORGED 307" PISTONS	230
MAGNETO V8	150
FORGED PISTONS W/RINGS, BEARINGS, 2" STROKED CRANK, COMPLETE KIT TO MAKE AN APROX 327 CUBIC INCH 289 STUDEBAKER	880
STROKER CRANK ONLY (EXCH)	425
VALVE LIFTERS REGROUND SET OF 16 (EXCH) .	60
CAM BEARING V8 SET	43
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	55
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	80
FUEL PUMP R2	85
OIL PUMP GEARS & PLATE	80
R3 ALUMINUM HEADS PRICE DETERMINED BY OPTIONS (APROX CALL)	1800

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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 IA

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

R2/R3 fuel pump, good used original. \$35.00, includes 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 IA

Vanity assembly from 63V 33806, Dark met brown? Good shape, has JT tire warning sticker. \$20 shipped, \$ to JTN postage.

Don Curtis ph 515-377-2745 IA

DESTINATION		PAXTON PRODUCTS DIVISION		AC	HOME	6595-B	1509	E7	19245																				
DATE WRITTEN	APPROX. SHIP. DATE	SHIP VIA		APX5	ITEM NO.	INST. BOOK		ENGRG. NO.																					
12-17								JTS	1407																				
MODEL, WHEELBASE, CAB & BODY			MODEL CODE	PAINT	TRIM	CONTROL	SPEEDO.	KEY NO.																					
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FRONT TIRES		REAR WHEEL		REAR TIRES		SPECIAL TIRE, WHEEL & RIM EQUIP.:																							
QUAN.	SIZE	PLY	SINGLE	DUAL	QUAN.	SIZE	PLY	5 FIRESTONE 500 NYLON TIRES WHITE SIDEWALL-NARROW BAND																					
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AXLE RATIO		TWIN TRACT.		TRANSMISSION		H.D. FAN		TINTED GLASS		L.H. MIRROR		R.H. MIRROR		ARM REST		EXTRA VISOR		MAP LIGHT		ASH TRAY		FOAM CUSH.		DUAL HORNS		CLIMATIZER			
4.55		X		Koped 3 SPD				W/S ALL		SHORT LONG		SHORT LONG		L.H. R.H.												3081			
H.D. SPRINGS		H.D. RAD.		SHOCK ABS.		WILL HOLDER		BRAKE BOOSTER		H.D. BATT.		REAR BUMP.		DUAL TAIL LIGHTS		WET AIR CLEAN.		4 BBL. CARB.		AIR BRAKE		DIRECTIONAL SIGNALS		SPECIAL OUTSIDE WORK AND SHIPPING INSTRUCTIONS:					
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AC 3273 RADIO, JET THRUST ENGINE WITH SUPERCHARGER, T10 PASS CAR 4 SPD TRANS., DUAL EXHAUSTS, DIR READING AMP & OIL GAGES & RADIATOR WITH OIL COOLER-ALL INSTALLED BY ENGRG. DEPT., SPECIAL PROP. SHAFT, DISC BRAKES & POWER STEERING-ALL FURNISHED BY ENGRG. DEPT. & TO BE SHIPPED LATER (PER M. P. DEBLUMENTHAL).												3200																	
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STUDEBAKER TRUCK PRODUCTION ORDER												Copy No. 7																	



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 29265 - Lark Regal 2 dr. R1 JT 1784, 4 spd, full pkg, redone Super Red (close). California car, 65,000 miles, rust free and solid. New tires, brakes and exhaust. \$6,500 or close offer.

Don Bjelke ph 707-544-1370 CA

64V 15770 - (I think, Ed.) Cruiser, R1, Pow Shft, full pkg, 3.07:1, currently has "R" block. \$2,500 Ad from Tony Berbig.

Phil Jacobs, ph 505-894-2972 NM

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 NV

1964 Commander 2 dr, R2 '63 eng JTS 1612, Auto, many new parts. Asking \$6,900

Mike Mikos ph 798-833-9466 (Karen) IL

1963 Champ 1/2 ton long bed PU, 289, 3 spd w od, Air Cond, TT, new paint. 42,000 SW miles. Includes Stude deluxe Conestoga topper with cots. Very nice. \$7,500

and

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

WANTED

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

Need a pair of rear spring plates #1560686/7 and 2 adapters #1560747 to mount rear sway bar on '64 Wagon.

Larry Golub, 102 Wild Plum, Longwood FL 32779

"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 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

For Collection, 1963 R2 grille badge (with "snowflakes"). Decent used OK. Thanks!

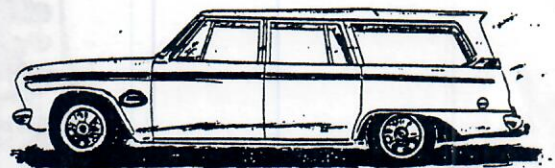
Don Curtis ph 515-377-2745

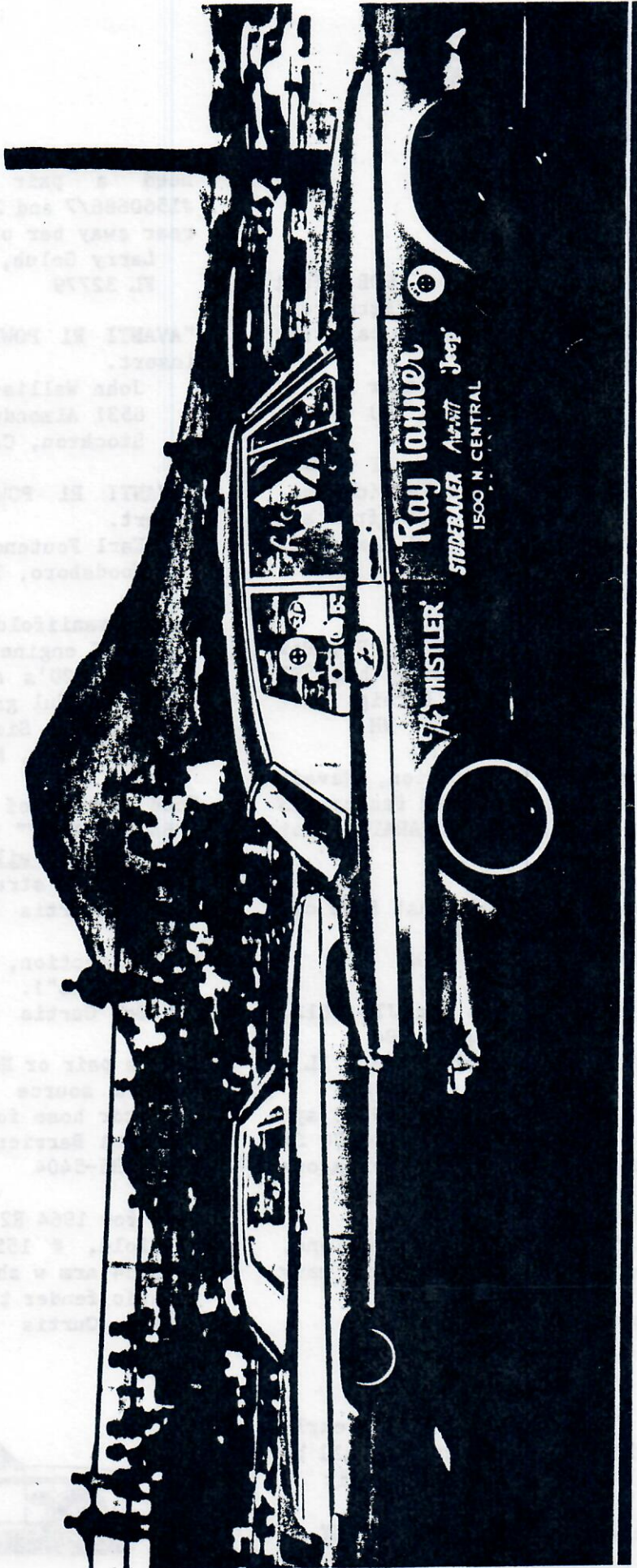
Need a pair or NOS or rebuildable R2 heads, also a source or interchange for upper radiator hose for R2 Hawk Stude # 1558887

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

Need for 1964 R2 Lark, Part # 1557961 water manifold, # 1557957 mounting bracket, # 1558664 arm w shaft & idler. Also 1964 R2 plastic fender tags, good used OK. Thanks!

Gene Curtis ph 515-377-2745 eves IA





Ray Towner
STUDEBAKER *Aspirin* Jeep
1500 N. CENTRAL

WHISTLER



5359 Mark Lane
Indianapolis 26, Indiana
December 9, 1963

Ray Tanner Motors
1500 North Central Avenue
Phoenix, Arizona

Dear Sirs;

Some time ago I tore out of one of the auto magazines a picture of the winning 1963 Studebaker Super Lark in A/CS at the AHRA Winter-nationals. At that time I knew nothing about the sponsor's name as it appeared on the passenger's side door.... "sponsored by Ray Tanner"

The other day, while leafing through the December, 1962 issue of Studebaker News, I came across your dealership's name again on a '62 Lark to be given away as an ACD promotion. That's where I got your address.

At any rate, good work on sponsoring an Avanti- engined Studebaker at the drags. Very unfortunately, I'm yet to find an AHRA drag strip near Indianapolis, because NHRA seems to dominate around here. I'd appreciate it if you could give me the address of the AHRA headquarters.

^{Here} in Indy, Paul Childers' Studebaker is sponsoring a 1963½ Super Lark convertible which NHRA makes run in their c/fx because Stude hasn't released H.P. figures for the Avanti engines, so they think, Best time for Childers' R-2 is 14.64 with too-heavy slicks and 4.56 rear end. For the NHRA Nationals, they put his R-2 in C/Gas Supercharged, or else he would have beat out the winning C/FX entry, a '63 Dart with a 15.02 E.T.

So, keep up the good work, I know of several other Stude fans besides myself who want to see your Lark in the winner's circle again this year.

Yours truly,


Bob Palma



RAY TANNER MOTORS

1500 N. Central • Telephone AL 2-6844
PHOENIX 4, ARIZONA

December 12, 1963

Bob Palma
5359 Mark Lane
Indianapolis 26, Indiana

Dear Sir;

First I want to thank you for your interest in our car. The picture that you have was taken when we first started running the car.

Two days before the winternationals came up, I started working on the car. At that time we turned 14.59 ET and 96.00 MPH.

I am enclosing a picture of the car as it is now. You can see what it is doing to an A/S Chevie and that is the way it was at the finish. Turned 13.44 and 105.81 on that run.

So far to date the fastest we have turned is 13.40 and 108.64. This is still with the R-2 engine. We are still legal for A/CS. We anticipate being in the 12.90's for the winternationals this year, also in Phoenix.

As of now we hold three strip records and the national record. We are the national champions in class. At Green Valley, Texas we beat your Ford Fairlaines v 8-289, Falcons V8-289, F-85 Olds, and a 421 cu in 320 HP Tempest with a 4speed. We hold the national record officially at 104.52 and 13.52.

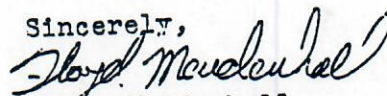
I know what you mean about NHRA. We got the same shaft when we went to the coast to race. How does C/GS and B/GS sound? If you want to keep up with what we are doing, read drag news each week. You see, in 10 months of racing this car, we have yet to lose one race in class!

So if you or any of your friends want to know how to make Studes run, write me a letter and I will be glad to help in any way I can.

I can supply you with complete cam kits (optional factory) engine spec's and anything else to make them run.

Anyway good luck to a Stude owner and hoping to hear from you again.

Sincerely,


Floyd Mendenhall
Racing Director

FM:eh