

the



news

Jet Thrust

the JET THRUST News
26627 US Hwy 65
Colo, IA 50056

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M#2



FIRST CLASS MAIL



Ron Ellerbe
2755 Dalenhurst Place
Simi Valley, CA 93065

AL KURZENHAUSER

SPRING 1997

ISSUE #7



7

the JET THRUST news

SPRING 1997 ISSUE #7

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.



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 George Krem

* * * * *

JT ROSTER INFORMATION Send to George Krem 1248 Esther Ct Iowa City,
Serial or VIN # (driver's door post)_____ Body Style_ IA 52240
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 #7

Jet Thrust News

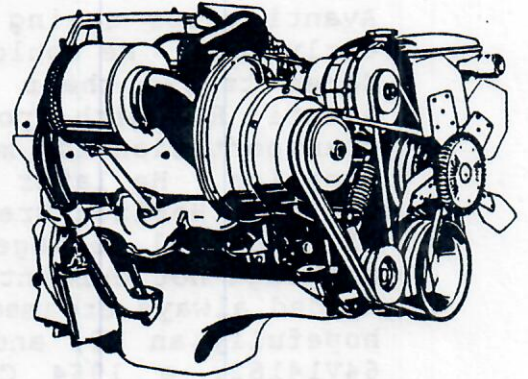
It is with great regret that I must inform everyone in the Jet Thrust world of the passing of my dad, Don Curtis. He died at his home on February 24, 1997 of cardiorespiratory failure. My dad had suffered from rheumatoid arthritis and it's side affects for most of his adult life. In the past 8 years the disease had confined him to his home the majority of the time. He had been involved with Studebakers since approximately 1962, having caught the bug from his future father-in-law. He quickly developed a love for the Avanti after seeing one on a transport sometime in late 1962 or early 1963. He would realize his dream in 1967 when he and my mom, Karen traded their 1963 Olds Jet Fire 2 dr hardtop for a 1963 Avanti R1 with powershift. That car was their preferred transportation for many years and defied gravity on more than one occasion. He later learned an appreciation for Super Larks after buying a Horizon Green 1964 Commander 4dr. sedan equipped with an R1 4spd full package in 1968. Luckily, this car is still alive, although not currently well, with fellow JTer, Tony Berbig of MN. My dad always dreamed of a 1964 Commander 2dr. sedan with 4spd and hopefully an R2, and in 1986 we had the opportunity to purchase 64V14162, a 1964 Commander 2dr with R2 full package, 4spd., Midnight Black with red vinyl. The car was missing the engine and transmission and was in very poor shape; however, the car was still there. His health failed a few short years later, but from his bed he was able to tell me how to due the work I did not yet know how to do, and we were able to make it run as a 289 4spd. I still have the car, and plan to finish it for the 2nd time as soon as possible. When he felt better, I would load him into the car and take the back county black tops. He loved the feel of that car as I shifted those gears and eased the secondaries open. When my younger brother Greg began to work on his 1964 Challenger, Dad was again right there giving advice on the 6 to V8 engine conversion and the installation of the Avanti(not Lark) rear sway bar. He and George Krem had been talking Super cars for many years and would on occasion flip through old production slips and find "Dream Cars" and fantasize about what that one would have been like or how they would have ordered it differently. In 1988, my dad and George researched and put together an article for Turning Wheels, on the 1963 Super cars and in 1989 they concluded with the 1964 Super cars. This would prove not to be the end, but only the beggining. My dad and George continually received phone calls and letters concerning these cars, and in the spring of 1995, after several years of gathering data, the 1st Jet Thrust News was published. There was never a shortage of information or enjoyment, for my dad. He seemed to always have a new bit of information to share with us that one of you had sent or told him over the phone. This issue was in progress at the time of his death, and we have pledged to put this one out in his honor. Please forgive us for any news or ads that we have missed. My dad kept many of these things in his head, awaiting computer input. The future of the Jet Thrust News is somewhat in question at this time. Please do not send any money or postage contributions. Do however, continue to send you information to George Krem. As for those who have things coming to you, hold tight and we will get it processed as soon as possible.

We the Curtis' wish to thank everyone who called, wrote, or just dropped by to share things with Don. You all added so much pleasure to him over the last several years, and that is what life is all about.

Love Greg Karen



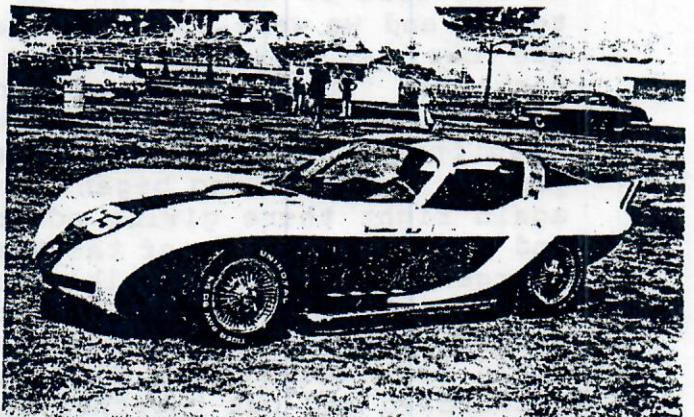
Jet Thrust



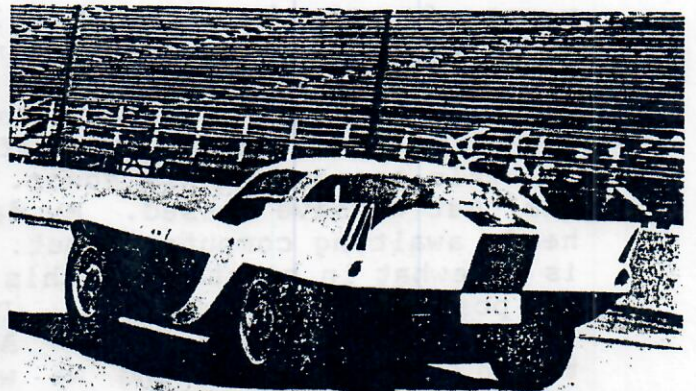
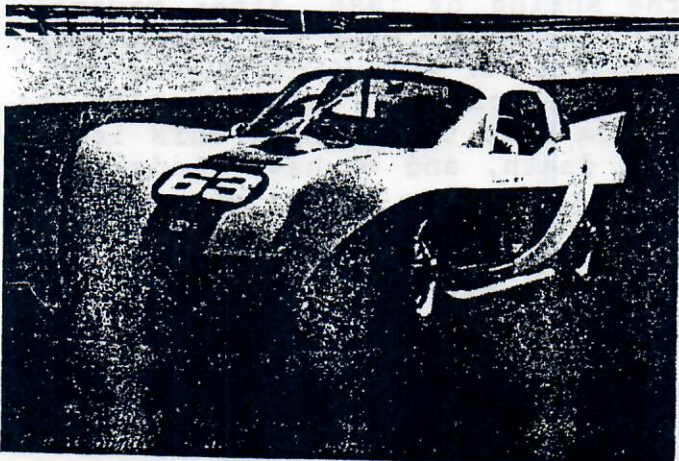
Borrowed from The Studebaker Times Post



The Lark wagon that never was, also designed and owned by Brooks Stevens. It might have been the 1966 Studebaker if the company hadn't foundered.



Brooks Stevens' wild Excalibur Hawk GT coupe. Built strictly for racing, it uses a supercharged Avanti engine and it's as fast as it looks. Car was designed and built by Stevens in 1963 but looks like a fresh styling exercise in 1977.



by Don Curtis

Well, here we go again. It is time to put finger to keys for ISSUE 7. There has been a lot of STUDEBAKER JT activity recently and my mail box runneth over. I will do my best to sort this data and pass it on for your education and entertainment. In this Issue is information about newly found cars, more info on known cars, a report from Ted Harbit, a "new" formula for 1963 SUPER RED from Nelson Bove and some hot deals on cars and parts in the classified ads.

Some time ago Steve Doerschlag of Eaton CO phoned to tell me he has rebuilt JTS 1009 and temporarily installed it in a non-JT Hawk for run-in. He wondered if his Hawk 63V 1572 might have been sold/raced by Ray Tanner Motors. Steve's curiosity was raised by the capped, welded in exhaust cut outs the car was equipped with! I passed this question along to Andy Petrass for an answer. What Andy came up with is another bit of "Stude Trivia". We knew that 63V 1676 an R1 Cruiser owned by James Bell and 63V 2186 an R1 GT owned by Craig Scroggins were among the Tanner survivors. What we learned is that these two cars and Steve's Hawk were given consecutive factory order numbers and were shipped on the same auto transport to Ray Tanner! Also, It would not surprise me if we later may find Rich Romer's R2 GT 63V 1640 (JTS 1006) was included on the load.

And, still another sale of Ray Tanner Motors is 64V 12803. A Laguana Blue, R1 Power Shift Gt Hawk presently owned by Joe E. Mecey of Scottsdale. Joe reports his Hawk has been repainted, has 86,000 miles at present and is running strong! I wonder if Tanner's may have also raced 1964's? The Dealership seems to have handled a sizeable number of JT's.

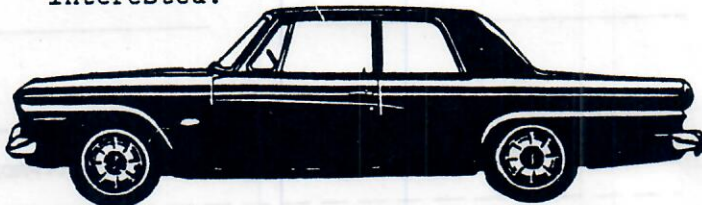
Barry Holley of Battle Creek, MI reports his purchase of 64V 5772 from Jim Thwaites. This full-pkg, Daytona Hardtop has R2, Pow Shft and Red Cloth. Color is Moonlight Silver! Many new parts were included so Barry will be busy for a while.

Ron Ellerbe of Simi Valley, Ca requests any help we can lend him in tracking down a very interesting 64 Daytona that got away

in late 1967. Ron sold the car to a Super Hawk owner in Virginia. Ron purchased the car from Joe and Vince Granatelli in early 1967, it was equipped with an aftermarket R3 engine, automatic, disc brakes, 3.73 TT, R4 grill badge and fender tags, heavy duty suspension, power steering, and red paint and interior. The car also had several aftermarket performance items added. Ron also reports that the car had been an engineering car and was originally equipped with an R4 package, but may have left the factory as an R2. If anyone out there knows of this car, let Ron know.

News from down under! Kevin and Margret Bell of Western Australia recently wrote George Krem to tell him about their "new" 1964 Commander 2dr. The car was originally owned by Bert Needham, the Studebaker dealer in Sydney for many years. The car is equipped with an R4, 4spd., 160 speedo, R4 grille and fender tags, heavy duty suspension, and torsion bars. There is some uncertainty as to the original origins of the motor. It may have been a complete engine purchased from the Granatellis, or it may have been built from parts obtained from them. Bert only put about 5,000 miles on the car, using it to compete in New South Wales touring races. He came in 3rd in the race now known as the Bathurst 1000. He was beaten by factory backed For Falcon GT's and the GM Holden Monaro's. He also recorded a 13.93 second for the 1/4 mile at the Castlereagh drag strip. The car currently has just over 31,000 miles on it and the previous owner rebuilt the engine and drivetrain. It is Sealight Green, and as you would expect, Kevin reports that it is quite exciting to drive. Interestingly, Bert Needham also owned a Strato Blue 1964 Cruiser with factory R2, he converted that to R3. What a guy!

Heard through the grapevine, Ron Redeke of the SDC Museum has 2 1964 pursuit Marshals. One is the car donated by Jack Merrill, this car will be kept. The other is also and R1 and is in need of total restoration, this car may be available-contact Ron if interested.



Since the last issue Bill Stroud (see classified adds) has mentioned that he would welcome the JTers at his restaurant in Buchanan, Michigan. It is about 15 miles from Newman & Altman, and one of the meet tours is running through Buchanan. If anyone is interested as acting as a meet chairman for JT, and would like to contact Bill give him a call at B & W Olde Village Inn (606-695-5871).

George Krem reports that Ted Harbit recently turned a 10.979 at 116.92 after doing some modifications to the "Chicken Hawk". Witnesses reported that the front wheels came off of the ground about a foot. This led the announcer to yell out "10.97! Can you believe that Studebaker, with a Studebaker motor just turned 10.97!" Don't worry, Ted, we believe!

Gary Wood of Albany, OH reports that he recently purchased 3 originally Avanti-powered Larks from Keith Graham. The first 63V19098, a 63 Daytona 2dr. hardtop was an R2. The second, a 63 2dr, was also an R2 originally. The third, 64V9003, a 64 Cruiser with R1. Unfortunately both 63's are missing their original engines, but the 64 is still complete.

Nelson Bove reports finding a really good formula for "Super Red":

	<u>QT</u>	<u>GAL</u>
700A White	5.7	22.8
716 Red	107.2	428.8
710 Silver	168.4	673.6
734 Orange	864.9	3459.6
758 Drier	898.9	3595.6

Andy Petrass of South Bend, IN is continuing his investigation into the legend of the Studebaker "Big Block" V8, he reports that he is following up on one lead with Corbin Walters. Good Luck, Andy.

Nelson also mentions that a little change in the red will make a significant difference in shade. This formula is for DuPont Centari Acrylic Enamel.

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.							
11	05	63	10	25	63	30267				4375	54638	
BODY NO.			IGN. KEY NUMBER			TRUNK KEY NO.		FINAL ASSY. DATE		ENGINE NUMBER		64V-15802
743			5528			1553		10/31/63		JTK 329		
DESTINATION									REGION CODE	DATE SHIPPED		
DEADWOOD SOUTH DAKOTA									21	/ /		
SHIP VIA									SHIPPER NUMBER			
13 TA BURNETT												
DESCRIPTION OF UNIT AND EQUIPMENT												
MODEL 64VF4 4224 COMM 8 2 DR SEDAN												
PAINT 13 P 6410 BORDEAUX RED												
TRIM 14 642 BRC												
17 STD TRANS												
27 JET THRUST ENGINE R1												
53 DUAL HEADLIGHTS												
60 CLIMATIZER 70 UNDERCOATI												
X81 BELTS L&R												

OWNED BY Motion Unlimited, Rapid City, SD

Driving a Super Studebaker

by Mason Maynard

For 14 + years 64V11471 has been on the road performing as transportation (fast) for me. I know it looks bad, terrible, some might say. But it keeps doing it's thing, running reliably and letting the fast guys of the 90's know South Bend made some strong forgotten muscle cars.

It's been an R2 as purchased, a modified R2, and an R3 (clone). As an R2 it was fast but it's so easy to work on....A Racer Brown cam, stronger valve springs, modified impeller and a pulley change. Now I'm ready for some really fast cars. At that time I owned a '64 GTO Royal Bobcat and a '67 427 - 435 Corvette.

The GTO was really a very comparable car in size and purpose. But the Super Lark took to it's muscle car transformation better than the Le Mans inspired GTO. My Super Lark outran it, out stopped, and got way better gas mileage.

About 12 years ago I gathered up parts to make an R3. The heads are the essential piece.

It's the ultimate factory Studebaker high performance engine and in a way should be in the top 5 engines from the 60's. Because it's unknown & a Studebaker besides it is not. That's a shame, because it's the best of the 60's engines for the 90's.

Hot Rod magazine described the R3 as "amazingly docile". It is that and more. 15.5 mpg is what I average on 93 octane fuel. The engine stays in tune. Valve adjustments stay put and the power is there. A simple pulley change is good for perhaps 50 HP.

For you young guys' info: Q 427 -435 Chevy or any other fast engine from the 60's, requires a lot of tuning - every 300 - 500 miles, 200 miles to a quart of oil, and 3 -5 mpg and it better be 98 octane.

I almost forgot. How did that 427 Vet run against the R3? In 5 runs I beat it twice.

An open letter to Jet Thrust readers:

When are we going to get some Big Time recognition for our R-Series cars from major Muscle car muscle car magazine?

Our R series cars were available with so many great options that either were never available as brand x's or in a later time frame:

I.E. disc brakes 1962
roll bar
traction bars 1963
160 speedo (many muscle cars "got by" with 120)
rear sway bar 1963
factory cast headers (not a first, but uncommon among the big 3)
muffler option (Avanti)

paxton Super Charger
 paxton Super Charger with H.O. pulleys
 oil cooler (not ordered but available)
 transistor ignition (not pointless but
 uncommon)
 Halibrand Magnesium wheels
 cold air induction (64 Ford Thunder Bolt)
 (not the 1st, but 3rd or 4th)

Also, will someone please do a good article on Halibrand Wheel equipped cars?
 Approximately how many were installed, on what, and what styles. Lately I've
 been hearing Hawk - Lark style then Avanti. Information or speculation please!

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.								
10	18	63	10	08	63	15675				8715	49838	64V11471	
01													
BODY NO.			IGN KEY NUMBER			TRUNK KEY NO.		FINAL ASSY DATE		ENGINE NUMBER			
547			5315			1636		10-10-63		JTS K304			
DESTINATION								ZONE CODE		DATE SHIPPED			
SOUTH BEND, INDIANA								21B		10-15-1963			
SHIP VIA								SHIP		NUMBER			
1 LOT 151													
DESCRIPTION OF UNIT AND EQUIPMENT													
64V F4 4224 COMM 8 2DR SEDAN													
13 P 6410 MIDNIGHT BLACK													
14 722 BV VINYL TRIM													
20 AUTOMATIC FLOOR SHIFT													
37 HIGH PERFORMANCE PKG R2													
42 BUCKET SEATS RECLINING													
57 TINTED GLASS WINDSHIELD ONLY													
60 CLIMATIZER				61 BACK UP LI									
70 UNDERCOATI				75 373 AXLE R									
SOLD RUSH													

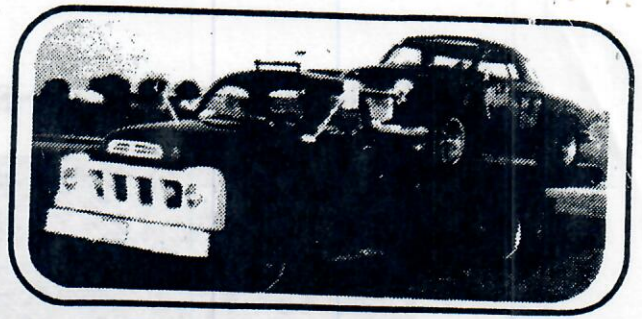
Owned by Mason Maynard, Crete, IL

W 704 INSTRUCTIONS: Prepared by Car Order Dept. Distribute as required Studebaker PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE CAR ORDER & BILLING COPY



**STUDEBAKER PARTS
AND SERVICE**

Ted Harbit
18994 N. 125E.
Summitville, IN 46070
(317) 948-5051



"Home of the Chicken Hawk"

AD FOR JET THRUST NEWS

STUDEBAKER PARTS & SERVICE

IN AN EFFORT TO (1) KEEP PARTS MANUFACTURERS SUPPLYING PARTS FOR OUR STUDEBAKERS, AND (2) TO HELP SUPPORT THE EFFORT OF KEEPING THE *CHICKEN HAWK* ON THE DRAG STRIP, WE ARE OFFERING MANY PARTS AND GARAGE WORK FOR STUDEBAKERS.

WE HAVE MOST ANY MECHANICAL PARTS FOR YOUR STUDEBAKER INCLUDING MOST SPEED PARTS (R 3 HEADERS, R 1, 2, & 3 STAINLESS VALVES, R 1 & 2 VALVE SPRINGS, ALUMINUM TIMING GEARS, ALUMINUM R 2 WATER MANIFOLDS, R 1, 2, & 3 ALUMINUM INTAKE MANIFOLDS, PISTONS FOR MOST ANY 289" BORE SIZE YOU WOULD WANT, REGULAR & R 3 OIL PUMPS, OIL PUMP KITS, R 1, 2, & 3 OIL PANS, R 2 & 3 CARB COVERS AND ENCLOSURES, CAMSHAFTS OF VARIOUS GRINDS, HEAVY DUTY & R WATER PUMPS, SUPERCHARGER BRACKETS AND PULLEYS, FEL PRO AND BEST GASKETS, R3 & 4 HEAD GASKETS, & REGULAR STEEL SHIM, OR THE THICKER COMPOSITION TYPE FOR 259" & 289" ETC.)

THE STANDARD AND R 3 VALVES ARE STAINLESS STEEL, SWIRL POLISHED, CHROME STEM WITH STELLITE TIPS AND ARE CHEAPER THAN NOS VALVES!

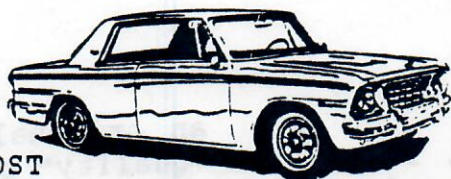
BESIDES ENGINE PARTS WE ALSO HAVE BALL & ROLLER BEARINGS, BRAKE PARTS, CLUTCH, U-JOINTS, COOLING, ELECTRICAL & IGNITION, MOTOR AND TRANSMISSION MOUNTS, FUEL SYSTEM, STEERING & SUSPENSION, BELTS, HOSES, ETC. WE ALSO HAVE '59-63 LARK & T CAB TRUCK FIBERGLASS FENDERS, & SEVERAL HAWK FIBERGLASS PARTS.

WE HAVE HOLLEY BLUE PUMPS WITH A MODIFIED REGULATOR TO MAINTAIN SUFFICIENT FUEL SUPPLY TO YOUR SUPERCHARGED ENGINES WITH UP TO AT LEAST 12 PSI. WE ALSO HAVE AN ENGINE TIMING RETARD SYSTEM THAT AUTOMATICALLY RETARDS THE TIMING UP TO AS MUCH AS 20 DEGREES IF DETONATION OCCURS ALLOWING YOU TO USE MAXIMUM TIMING ADVANCE WITH YOUR HIGH COMPRESSION R 1 OR WITH YOUR SUPERCHARGED ENGINE.

WE DO OVERHAULS ON ENGINES, CARBURETORS, SUPERCHARGERS, INSTALL THE R 3 STAINLESS VALVES IN STANDARD HEADS, ETC. WE CAN SUPPLY DALE McPHEARSON'S GM TRANSMISSION CONVERSION KIT LIKE THE ONE ON THE *CHICKEN HAWK*. THIS KIT FEATURES AN ALUMINUM ADAPTER PLATE AND A SMALL LATE MODEL STARTER (ABOUT 4 POUNDS)!

PRICES ARE VERY COMPETITIVE (SOME ITEMS MAY SEEM HIGH UNTIL YOU COMPARE WITH PARTS FOR 1980's AND 90's COST)!

TED HARBIT
18994N 125E
SUMMITVILLE, IN 46070
317-948-5051



TRADING POST

FOR SALE

PARTS FOR SALE

*****PRICE REDUCED*****

63V 9051 1963 GT, R1, HDFlto, TT, Radio(Push), Discs,E.White with Red Vinyl Husband spent over \$20,000 restoring. PRICE REDUCED \$10,500 obo.

Lana Simonetti, 1230 NE 3rd St. Pompano Beach, FL 33060

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.

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)

Ed Pritchard P.O. Box 180 Debeque, CO. 81630

From September DEALS ON WHEELS.

1964 Commander(64V 15802 per Tony Berbig) 2 dr B Red, R1, 3 spd minor rust, (not full pkg as advertised ed) \$2500

Motion Unlimited ph 605-348-7373 Rapid City

1964 GT SUPER HAWK 64V 19788 R2,4 spd. ONLY 19 were built, ONLY 6 are known to exist today! Complete, running, some work done. \$15,000 firm. Outstanding Super Hawk Parts collection available seperately after car is sold.

John Roam, Midland, TX 915-570-8292

2-1963 Lark 2drs. sedans for parts, both are 6cyl., many usable chrome, glass, & sheet metal items \$800 OBO for both

Ty Casotti, Boone, IA 515-432-2796

63-64 Super Hawk 160 mph speedometer NOS. Will trade for 1964 Daytona AM/FM radio or sell for \$185.

Allan Songer, 279 Park Ave Long Beach CA 90803 ph day 213-466-8201 eve & wkends 310-433-4642

Avanti Wheel Covers, Complete set, like new. \$75

63-64 Avanti radiator surge tank. Good condition. \$25

NOS Avanti steering gear assembly (P/N 1557143), quick ratio, used by factory for both power steering and manual quick ratio. \$150

Geo Krem ph 319-351-4559 IA

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 Oaks, 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. Reduced to \$300 per fender.

Terry Wallace ph 904-478-7503

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
MORE FOR SALE

Pair 1963 headlight rings NOS, good condition. \$30 shipped
Gene Curtis ph 515-377-2745 IA

10.4" Diaphragm pressure plate with very low miles. \$30 shipped
Gene Curtis ph 515-377-2745 IA

Late model power steering parts:

- Pump
- Control valve
- Bell Crank
- Engine pulleys
- Piston

All parts used and condition unknown
\$50+ shipping
Gene Curtis ph 515-377-2745 IA

Power Brake Booster for underfloor master cylinder used and condition unknown
\$35+ shipping
Gene Curtis ph 515-377-2745 IA

Pair of individual reclining seats from 1964 Crusier, need re-upholstering *Free!!* - Must be picked up
Greg Curtis ph 515-377-2745 IA

Disk Brake and standard wheels *Free*
Greg Curtis ph 515-377-2745 IA
JT WANTED

Looking for an R2 Engine assembly and/or other JT parts.
Gary Wood ph 614-592-2820 OH

JT, JTS, R, or RS rebuildable engine or block.
Mike Powers ph 817-467-1007 TX

1964 JT Hawk body with title. Also need '63 or '64 JT Hawk fuel tank.
Doug Crall ph 314-839-8780 MO

"Q CAR" page from gold 1963 Stude dealer ring binder notebook. Prefer

an original but be pleased with a "quality" copy on heavy card stock. Thanks!

Greg Curtis ph 515-377-2745 IA

HELP WANTED.....JT NAT'L MEET CHAIR

The SDC Internat'l Meet is in South Bend from June 22 - 28. From my correspondence and conversations I feel a large part of the JT tribe will be there. Many feel it would be appropriate to pick a time & place for a meeting. Any place with parking and, just in case, a roof. A park, church, restaurant, etc. So if anyone handy to the holy city would care to volunteer? Let me know before the next JTN.

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

CARS WANTED

1964 Commander 2dr. Avanti powered Super Lark with or without engine, consider car in any condition. Does anyone remember anything about the R3 Super Lark sdn that went to the east coast?

Nelson Bove ph 513-271-8424 OH

