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The

News

Jet Thrust



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



FIRST CLASS MAIL

Mr Ron Ellerbe
2755 Dalenhurst Place
Simi Valley, CA 93065

FALL 1998

Issue #10



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The JET THRUST News

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The JTN is intended to provide a link among owners and enthusiasts of the high performance Studebakers (Larks & Hawks) built in 1963 and 1964. We seek not only information about surviving cars but also parts which exist from "parted" units. Please be sure we have all the data of which you are aware. Feel free to make as many copies of this notice as you need to give to others who may be interested. The continued existence of JTN depends on the support of the readers. Your contributions both financial and material will help insure its survival. At least two issues of JTN per year are planned. Dues are \$5.00 per year. Remit to George Krem at the address below.

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

ASSISTANT EDITOR AND TYPIST.....Nancy Ridge

JT PRODUCTION LISTS BY SERIAL NUMBER:

1963 List 1964 List

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

JT OWNERS ROSTER: Categories included are 1963 Larks & Hawks, 1964 Larks & Hawks, R1/R2 engines. Cost is \$10.00.

To order any of the above, make checks payable to Dave Ridge & mail to him at 355 Riverview Dr., Hawesville, KY 42348

All address corrections should be sent to:

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

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

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

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

Type of transmission _____ Color, Car _____ Interior _____

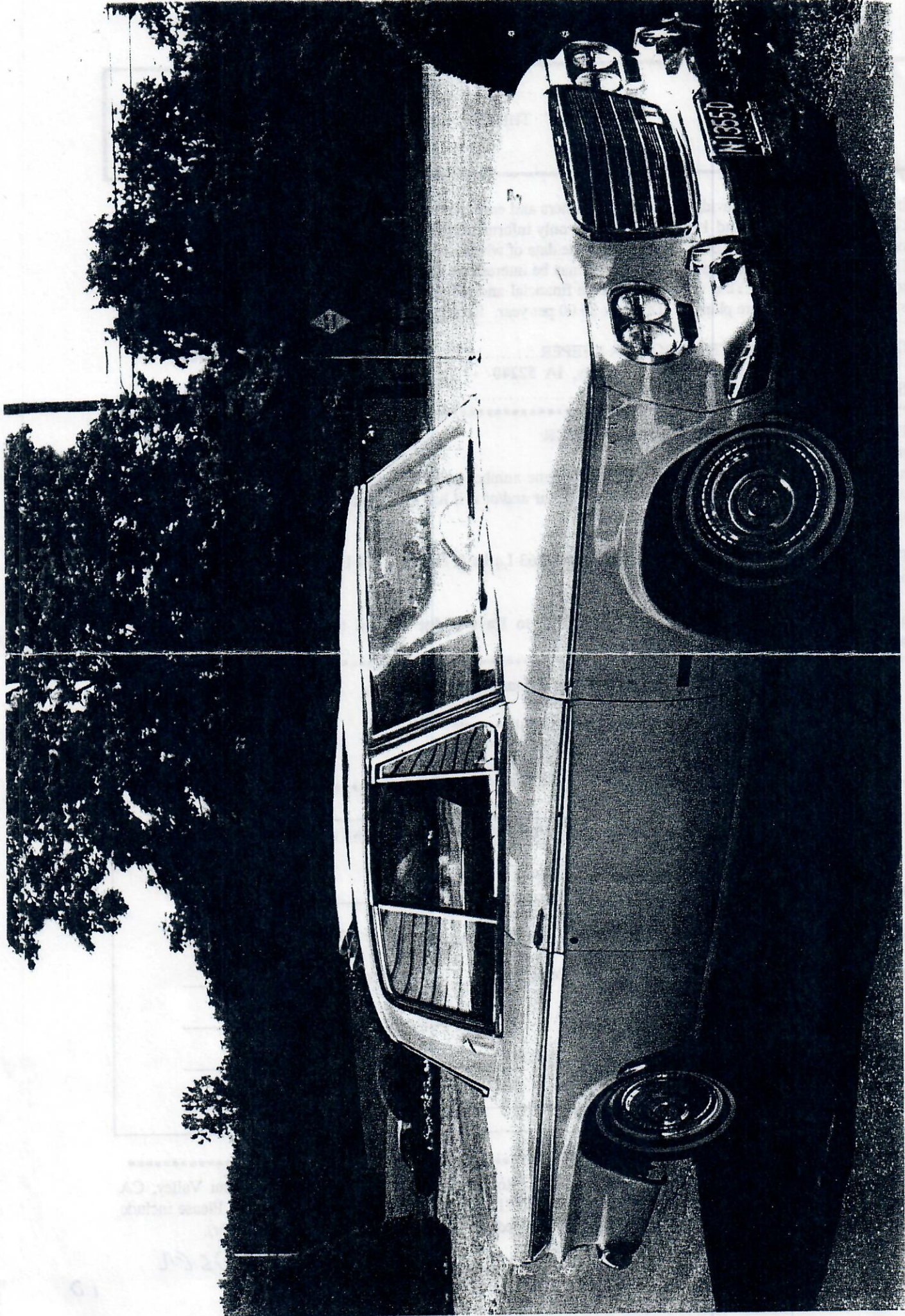
If 1963, does the car have fender tags? _____ Body # _____

Name _____ Phone # _____

Address _____

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

AL KURZENHAUSER



1963 R1 DAYTONA SKYTOP--OWNER: BILL PRESSLER

Jet Thrust Notes – by George Krem

Hi, everyone. A lot has happened regarding our favorite kind of Studebakers since the last issue so let's get going.

Bill Pressler has done some great research in the original factory records on 1963 Jet Thrust powered cars with factory sunroof. Studebaker called it the "Skytop." Bill has one of these rare birds (only 14 were made), and it is one of our feature cars in this issue. See his results later on these pages.

Another rare bird is Myles Walker's 1964 GT Hawk R2; it's a beautiful car, and it is the earliest known surviving 1964 Hawk built by Studebaker to be used for a major auto show. Myles' car is also featured in this issue. The car has serial number 64V-1085; 64V-1100 is a similar show car R2 Hawk owned by members James and Stephanie Bell, and we hope to feature it in a future issue.

The Pure Stock Musclegar Drag Race took place on September 11/12, 1998. Two Studebakers were entered and many SDC members attended. Barry Holley's 1964 Daytona hardtop R2 was freshly restored and running well. The Daytona was turning times in the low 15 second bracket and beat its share of competition. My 1964 R3 Challenger turned best times of 13.38 seconds at 106.2 mph, beating 10 out of the 11 cars it ran. Ted Harbit was one reason it ran so well...he did a great job of driving and setting it up. All cars were required to use standard street tires and full, street exhaust systems. We plan to return next year as there remain many improvements that should make it even faster. For example, the rules allowed 2½" exhaust systems and tires with 8" tread width. We had 2¼" exhaust with mediocre mufflers and only 7" tires. We also had worn blower belts which slipped a lot. All of these areas (and more) will receive improvements for next year. By the way, it has long been my contention that the stock Prestolite distributor used on 1963/1964 Studebakers is not a bad item when set up well, and our runs proved this: a 13.38 second quarter mile with street tires and exhaust is not

bad with an absolutely stock Prestolite distributor. The R3 ran great and didn't miss a beat all the way up to the low 6,000 rpm range. We would have preferred to shift at 6,500 but belt slippage made 6,000-6,200 the shift points we used. Wait 'till next year! Look for extensive coverage on this meet in the January 1999 issue of Turning Wheels and in an upcoming issue of Musclegar Review. Finally, we all owe a vote of thanks to Bob Palma who thought up the idea of entering the R3 and who trailered it to the event.

Brothers Tom and Andy Beckman attended the Pure Stock Musclegar Drags and videotaped many runs of the R2 Daytona, the R3 Challenger (including our 13.38 run) and other runs. They are making a videotape available to our readers. Just send a check for \$7.00 made out to Andy Beckman, 901A Hamilton, Manitowoc, WI 54220. The tape is very good and it includes a sound track---you can even hear the whistle of the R3's supercharger, and the very first run shows the Challenger almost one car length ahead of a Dodge 440/6 pack just at the top of first gear, continuing to open up the gap as the run progressed. Andy generously offered any profits to Jet Thrust News.

Thanks to Ron Ellerbe, we now have an updated roster of current owners of Jet Thrust engines and cars. It covers 1963/1964 R1/R2 cars and loose or transplanted engines. See the inside front cover for ordering details. While mentioning Ron's name, I want to recognize all the work he has done not only on these rosters but on supplying us with numerous news items for each JTN. Ron is the original owner of the one 1964 R4 Daytona hardtop, and he probably wishes he had not sold it many years ago, right, Ron?! (It was equipped with an R3 when he bought it back in the 1960's).

Speaking of research and roster information, Andy Petrass has put in many hours in getting engine numbers for each and every 1963 Studebaker with Avanti power. Our production lists include engine numbers for all 1964 "R"

powered cars, but not for the 1963's; we will figure out a way to make this information available to you because, when a car is up for sale, one of the things we certainly want to know is whether or not the engine is original. Stay tuned, and thanks, Andy!

Perry Knopf continues to handle our mailing list—he supplies the address labels used to mail your issue to you. Thanks, Perry! And while we're passing out thanks, Dave Mottle has updated the R1/R2 circle design on our cover—great job, Dave.

New Acquisition/Activities

Bruce Bennett is restoring 63V-15338, a 1963 Lark Regal two-door sedan, R2, 4 speed. Tom Reese of Lubbock, TX, is working on 64V-10523, a 1964 GT Hawk with R1 Powershift. John Roam bought a very nice white R2 1964 GT from Tom several years ago. Rick Moon's R1 1963 Lark now belongs to Ed George. Lou Fenci's '63 R2 pickup is now owned by Scott Cawley of Scottsdale, AZ. Steve Stoner's 1964 R2 Hawk—64V-9079—went to Jon Carter in

Phoenix. 63V-21591, a Hawk, went from Fred Gooch to an Ohio man some years ago, and John Kroulik got a black 1963 R2 Lark from Flagstaff, AZ, serial 63V-21795. And a black 1963 R2 Lark convertible was a no-sale at a recent Kruse auction in Auburn, IN; the high bid was \$13,500.

Finally, Jim Pepper has tracked down another JT car. He has owned the R1 engine from it for years (JT 1610). The car it originally came in was 63V-19891, a rare Heavy Duty 4-door sedan equipped with 3-speed transmission, R1, and disc brakes. The 3-speed stick was available only behind an R1, not R2, R3, or R4. This transmission (the T-86 when used in a V-8) was not very strong, but Studebaker probably wanted to have a lower base price for R1 powered cars.

TECH TIP: Filter elements used in R2/R3 air cleaners are available at any NAPA parts store. Ask for NAPA Gold #2112. You will need two.



A serious restoration under way. This is 64V-7922, a 1964 Studebaker Pursuit Marshal owned by member Frank Fay. The car is equipped with R1, powershift, and disc brakes.

1963 Avanti-Powered Studebaker Skytops

In 1991, Bill Pressler went to South Bend to investigate Studebaker Skytop production for the 1963 model year. Skytops were made from 1961 through 1963, but Bill wanted to know how many were made with Avanti engines, so that limited the search to the 1963 cars. The findings are below. Bill has been a Skytop enthusiast since he purchased his 1963 Skytop in 1988 and he says he plans to keep it forever. The car is nicely restored, and it is our feature car this issue. One of these rare cars was for sale recently; it is 63V-31447, owned by Dennis Conrad. Bill's '63 was featured on the inside front cover of the October 1996 Turning Wheels. Thanks for sharing this study with us, Bill. The Skytop with Avanti power is among the rarest Studebakers in existence, and before he died, Don Curtis told me that they were a favorite with him.

<u>Serial</u>	<u>Engine</u>	<u>Body</u>	<u>Body Color</u>	<u>Skytop Color</u>	<u>Transmission</u>	<u>Destination</u>
5224	R1	Daytona Hardtop	Ermine White	White	Reg. Flighto.	Moorhead, MN
<u>Other Features:</u> Twin Traction, Power Drum Brakes, Tinted Glass All Windows, Air Conditioned						
8357	R1	Daytona Hardtop	Blue Mist	Black	H.D. Flighto.	Berwick, PA
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats						
8704	R2	Daytona Hardtop	Champagne Gold	Black	4-Speed	Grand Rapids, MI
<u>Other Features:</u> Disc Brakes, Bucket Seats						
8817	R2	Daytona Hardtop	Green Mist	White	H.D. Flighto.	South Bend
<u>Other Features:</u> Disc Brakes, Tinted Glass All Windows						
10524	R1	Daytona Hardtop	Regal Red	Black	4-Speed	South Bend
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats						
10567	R1	Daytona Hardtop	Regal Red	Black	4-Speed	Plattsmouth, NE
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats, Air Conditioned						
10595	R1	Daytona Hardtop	Champagne Gold	White	H.D. Flighto.	Miami, FL
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats, Tinted Glass All Windows, Air Cond.						
11136	R1	Cruiser	Velvet Black	White	H.D. Flighto	Cincinnati, OH
<u>Other Features:</u> Twin Traction, Disc Brakes						
12595	R2	Daytona Hardtop	Blue Mist	Black	4-Speed	Dixon, IL
<u>Other Features:</u> Twin Traction, Disc Brakes						
17632	R1	Cruiser	Ermine White	White	H.D. Flighto.	Cleveland Hts., OH
<u>Other Features:</u> Twin Traction, Disc Brakes, Tinted Glass All Windows, Air Conditioned						
29332	R2	Daytona Hardtop	Velvet Black	Black	4-Speed	Corning, NY
<u>Other Features:</u> High Performance Pkg., Twin Traction, Disc Brakes, H. D. Springs & Shocks, Bucket Seats						
31238	R2	Custom 2D Sedan	Super Red	White	Powershift	Hollidaysburg, PA
<u>Other Features:</u> High Performance Pkg., Twin Traction, Disc Brakes, H. D. Springs & Shocks, Bucket Seats						
31447	R1	Daytona Hardtop	Regal Red	White	Powershift	Cleveland Hts., OH
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats						
33764	R1	Daytona Hardtop	Ermine White	Black	Powershift	Cleveland Hts., OH
<u>Other Features:</u> Twin Traction, Disc Brakes, Bucket Seats						

* After completion of our review, we were informed by David Spilski of Newman and Altman that a "South Bend" destination noted on a production order could mean either that the car's final destination was South Bend, or that the car was being placed in one of Studebaker's storage lots where dealers from anywhere could visit and hand-select cars to buy and take home with them for retail sale.

SUMMARY:

Five of the Skytops were R2-powered; nine were R1-powered.
Eleven of the Skytops were Daytona Hardtops; two were Cruisers; one was a Custom Two-Door Sedan.
Four of the Skytops were air-conditioned.
Seven had black sunroofs, seven had white sunroofs.
Two had the High Performance Package.
Transmissions: Regular Flightmatic 1
Heavy Duty Flightmatic 5
Powershift 3
Four-Speed 5

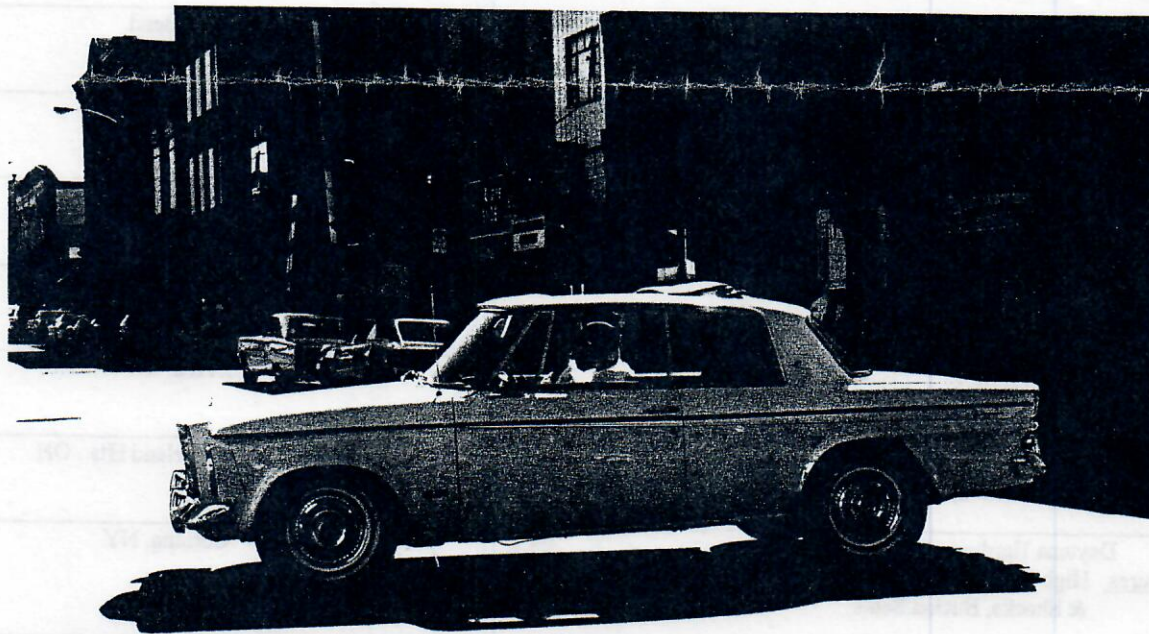
Colors:

Ermine White	3	Regal Red	3	Velvet Black	2
Blue Mist	2	Champagne Gold	2	Super Red	1
Green Mist	1				

Current Ownership:

Bill & Sheila Pressler of Stow, OH own 63V-5224
Paul Mikkelsen of Aurora, NE owns 63V-10567
Chuck Naugle of Vail, AZ owns 63V-11136
Dennis & Kara Conrad of Suffolk, VA own 63V-31447

(Information for this article provided by Bill Pressler and George Krem.)



Bill Pressler and his Mother in 63V-5224, the first 1963 Avanti-powered Skytop made. It was the first (and only) Studebaker Bill has purchased and is unusual because it has the combination of R1, air conditioning, white sunroof, and tinted glass on all windows. Thanks for the great research, Bill.

NEW SUPER LARK AND SUPER HAWK. . . R/2 Super Lark and R/2 Super Hawk, to give them their proper titles, fit right in with your all-star sales lineup for Spring! Formal introduction will be at the New York International Auto Show April 13th. Last month you received a salesroom poster introducing these newest of the really hot ones to your prospects. National newspaper ads will be placed the week of April 29; TIME and NEWSWEEK magazines will feature ads April 19 and April 29, respectively. The Alfred Hitchcock show April 12th and Twilight Zone on April 18th will present both cars to a vast TV audience. These cars are available for customer order right now, so talk them up to your performance oriented customers and prospects. Plan your special Springtime performance prospecting using these two great cars as your launching pad.

FOR SALE

For Sale: Avanti front end--Have all the fiberglass from the firewall forward--hood is separate but fenders, including the inner panels and front are still one piece. Also have the frame from firewall forward including steering box, springs, center steering pin and crank, tie rods, brake rotors, calipers, etc. Will take \$600 for fiberglass and \$600 for frame or \$1000 for both. These are from a '72 Avanti.

Ring and pinion for Rockwell truck rear (out of 6E 28 truck) in excellent condition. Ratio is 6.20. Will take \$200. Also have 5.14 Pro gears for nine inch Ford. Used but excellent-\$175.

'63 Cruiser with 75,000 actual miles. Has AC, CC, Radio. Stick, 289 two barrel. Carries excellent oil pressure. Brakes, tires, shocks, lights, glass, interior, dash, body all very good shape. Just starting to rust at bottom of front fenders. No floor or trunk rust! Needs right exhaust manifold (good one goes with it), could use valve stem oil seals and window felt. Paint original (Champaign Gold) but getting very thin. Other than those items, is very good condition. Would estimate about 3/14 condition. Asking \$3600.

'52 Commander Starlight Coupe parts car. Very bad condition. Rear glass pieces, trunk lid, hood all good. Doors and fenders not dented but are rusty. Has motor, overdrive transmission and rear still in tact. \$200. Possible delivery.

'63 sliding roof wagon parts car. Six cylinder stick. Poor condition but mostly all there. \$200. Possible delivery.

Complete line of engine and mechanical parts. SASE for price sheet and info. Mostly good prices such as standard V8 rod bearings-\$60, cam bearings \$38, Fel Pro gasket set with rear main seal-\$98, piston rings \$55, R water pumps-\$70, HD standard pumps-\$60, R 1 fuel pumps-\$60, R 2-\$70, etc. Also have composition or steel shim head gaskets, intake and exhaust gaskets. Have cams, lifters, etc. Also R 1 and 2 or R 3 and 4 stainless, swirl polished, chrome stem, stellite tip valves, etc.

All profits from above items go towards getting Avanti drag car on the strip. Chicken Hawk did not better last years times but did better its best speeds--Best in the eighth mile is 104.32 and quarter is 126.36. (Zero to 104+ mph in less than seven seconds!). Maximum boost that the AFB R 2 carbs will take seems to be 18 pounds. Plan to try Holley carb next spring.

Ted Harbit 18994N, 125E, Summitville, IN 46070. Phone 765-948-5051

This 1964 GT Hawk is owned by member Myles Walker. Myles bought it in 1990 and did a thorough restoration during 1991-1992. This car was made on the first day of 1964 production and was featured at the New York Auto Show and in some of the 1964 Studebaker Showroom brochures. Myles' GT is one of the nicest ones around; it has won the AACA National Award and the National Senior First Award. This GT is one of 70 1964 GT Hawks made with the R2 engine and one of only 46 GTs with R2 and high performance package. Great machine, Myles!



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.							
			09	04	63					154	30100 A	
BODY NO.			IGN. KEY NUMBER			TRUNK KEY NO.		FINAL ASSY. DATE		ENGINE NUMBER		
108			5099			1542		08/12/63		JTSH 36		64V 1085
DESTINATION									REGION CODE		DATE SHIPPED	
DEVON PA									56 Z		/ /	
SHIP VIA											SHIPPER NUMBER	
TA BOLIN												
DESCRIPTION OF UNIT AND EQUIPMENT												
MODEL 64VK6 4255 2 DR GRAN TUR HAWK						TAG: CANCEL ITEM 67						
PAINT 13 P 6411 ASTRA WHITE						AND ADD ITEM 66A RADIO PUSH						
TRIM 14 914 BKV												
16 BLACK SPORT ROOF												
20 AUTOMATIC FLOOR SHIFT.												
37 HIGH PERF PKG R2												
38 POWER STEERING												
51 WHITE SIDEWALLS												
59 PADDED SUN VISORS PR												
60 CLIMATIZER						63 ELEC WINDS						
66A RADIO PUSH						70 UNDERCOATI						
81 BELTS L&R						82 BELTS L&R						
87 AC3100 L												
122 GAS TANK DRAIN PLUG												
413 SHOW CAR QUALITY												
92 SERVICE FOR RETAIL DEL												
99 LUSTRE SEAL												
99 TAG INTRODUCTORY SHOW CAR												
W704			INSTRUCTIONS: Prepared by Car Order Dept. Distribute as required.				Studebaker			PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE		

FOR SALE

WANTED: R4 grille badge - have R3 grille badge to trade. Also want R3/R4 distributor. **Allan Songer, c/o Omega Cinema Props, 5857 Santa Monica Blvd., Los Angeles, CA 90038**

FOR SALE: 1963 GT Hawk, R1, 4-speed, discs, very rusty. Comes with restorable '63 Hawk body; \$2,000. Might trade for a T-cab. **Art DeArmond, Tel. (319)857-4815 (Iowa)**

FOR SALE: Complete California front clip for 1964 Lark - nice condition - single headlights. \$100/offer. 1964 Lark hood and used (painted) bumpers - free. **Greg Curtis, 4513 - 86th St. Apt 18, Urbandale, IA 50322, Tel. (515)331-1326**

FOR SALE: NOS Rear axle assembly (without axle shafts). 3.54 ratio (std. ratio of 1964 Superstudes), Model 44 (H.D.). no twin traction. \$95.00 - you pick up.

Owner's Manuals:

- 1962 Lark (good used) - \$5.00
- 1962 GT Hawk (perfect NOS) - \$10.00
- 1962 " " Accessories Guide (nice, NOS) - \$5.00
- 1963 " " Owners Guide (nice, NOS) - \$8.00
- 1961 Lark fleet sales folder. Contains 8 separate items including 1961 full-line color sales catalog, plus brochures for police, taxi, HD, & fleet units. Will not separate; all NOS & nice condition - \$25.00

All items post-paid.

One pair cylinder heads from a 1963 GT Hawk 289. Valve job and fresh valve guide seals - \$50.00 - you pick up. **George Krem, 1248 Esther Ct., Iowa City, IA 5242, Tel. (319)351-4559**



This is 63V-17134, an R1 four-speed 1963 Gt Hawk in Regal Red. It is owned by Clay Melton of South Dakota. Few Studebakers built before 63V-23,721 (the first Super package) had fender tags identifying them as Avanti powered. No, it's not for sale!