

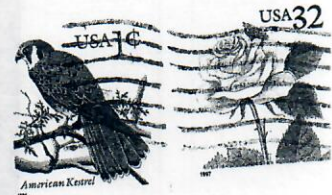
The



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

SPRING 1999

Issue #11

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 # _____

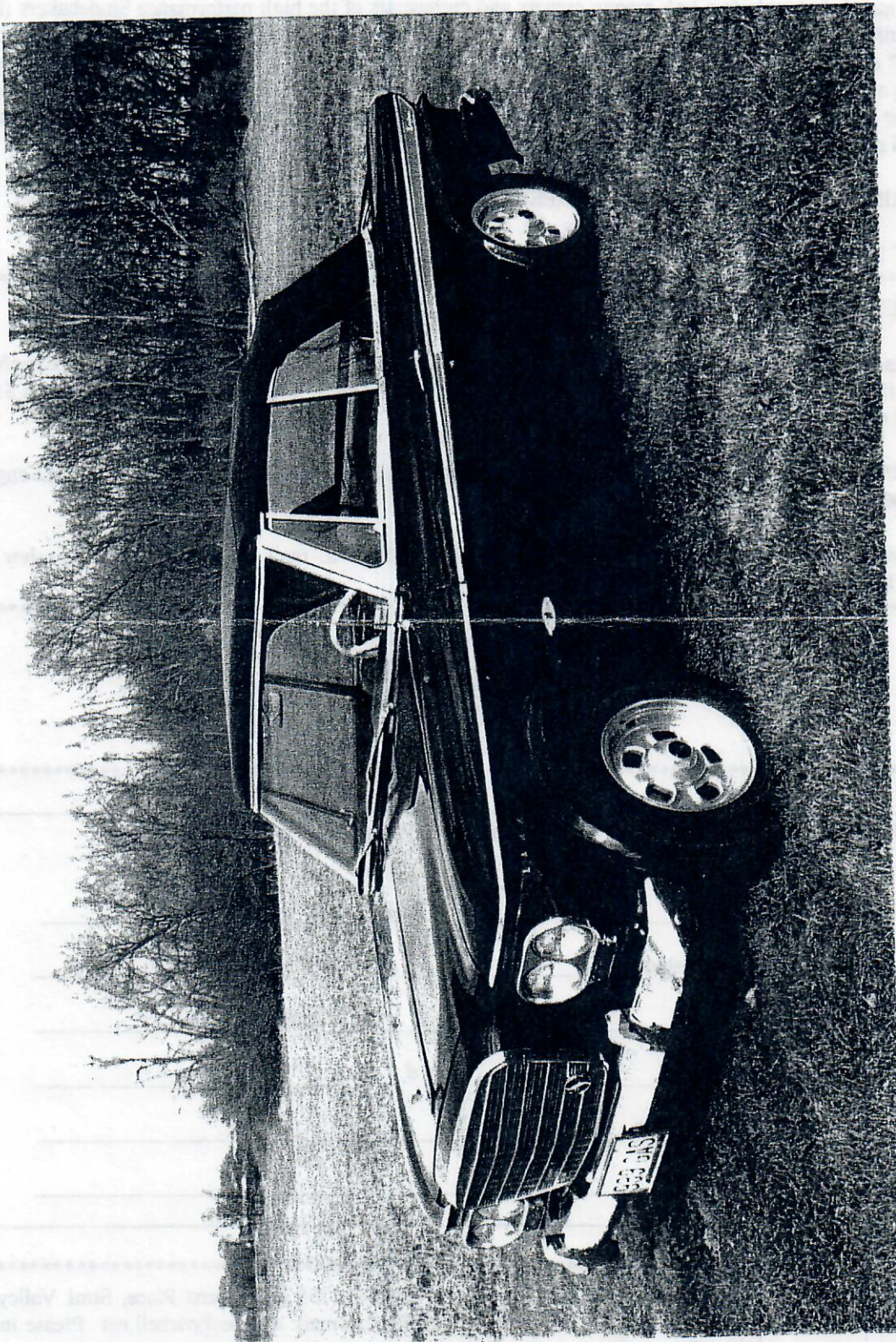
Name _____ Phone # _____

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 KUNZENHAUSER

This is 63V-8546, an original R2. It now has correct wheels and wheel covers. Apparently it has a Paxton-built R3 block (B-153); see the ad section.



Issue #11 - Jet Thrust Notes - by George Krem

Hi, everyone. Activity in the Jet Thrust world is on the increase. First, a brief note about dues: they are now due for 1999. We don't send out renewal notices because this is a low-budget operation; so if we don't hear from you, this will be your last issue. We will remain on a calendar year basis with dues.

Congratulations to Nelson Bove - his 1963 R2-powered Standard was featured on Page 18 of the January, 1999, Turning Wheels. The '63 Standard and '64 Challenger were almost the same car under the skin. Both were offered as basic transportation at a minimum price, and yet both could be ordered with any available

Studebaker engine. Speaking of "basic", would you believe one sun visor and one armrest? These items were an option for the passenger side and back seat. Have you ever tried to close a car door without the use of an armrest? Both my wife and Nancy Ridge have had this dubious pleasure!

Author Fred Fox included our Jet Thrust roster form in his 1963 Lark article in the January Turning Wheels. That caused at least another 20 Jet Thrust Lark/Hawk owners to let us know about their cars. Here is a list of those cars (plus a few others recently come to light):

1963 JT Cars

63V-9119	1963 Hawk, R1, Flightomatic - Jack Morgan
63V-8817	1963 Day.HT, R2, Flightomatic (Skytop) - Hershell Johnson
63V-15256	1963 Lark, 2-Dr., Sed., R2, 4-Speed - Eric DeRosa
63V-35155	1963 Hawk, R1, 4-Speed - Theodore Sattley
63V-31634	1963 Lark, 2-Dr., Sed., R1, 4-Speed - Mark Karns
63V-20731	1963 Hawk, R2, 4-Speed - Carl Smith
63V-21171	1963 Hawk, R1, 4-Speed - Scott Seering
63V-11599	1963 Hawk, R1, Powershift - James Jett
63V-35965	1963 Day. Convertible, R2, 4-Speed - Bill Hollman
63V-35560	1963 Convertible, R2 - Jon/Mike Myer
63V-18163	1963 Lark, 2-Dr., Sed., R2, 4-Speed - Jon/Mike Myer
63V-2112	1963 Day.HT, R1, 4-Speed - Jon/Mike Myer (parted)
63V-29082	1963 Cruiser, R1, Flightomatic - Gregory McGarvey
63V-2186	1963 Hawk (a "Tanner" Hawk), R1, Flightomatic - Kelly Marion

(Originally sold by a Studebaker performance-oriented dealer in Phoenix, AZ; present whereabouts unknown - Kelly owned it years ago.)

63V-8387	1963 Day.HT, R2, 4-Speed - Jack White
63V-14581	1963 Day.HT, R2, 4-Speed -
63V-8546	1963 Day. Convertible, R2, 4-Speed - Mike Parker (see ad)
63V-33220	1963 Lark, 2-Dr.Sed., R2, 4-Speed, Stude factory drag team - Andy Petrass
63V-6370	1963 Hawk, R1, 4-Speed - Douglas Scheppmann
63V-3146	1963 Hawk, R2, 4-Speed - Art Unger
63V-9119	1963 Hawk, R1, Flightomatic - Jack Morgan

1964 JT Cars

64V-19925	1964 Hawk, R1, Powershift - Robert Lovett
64V-5525	1964 Day.HT, R2, 4-Speed - Lee Gitche
64V-12803	1964 Hawk, R1, Powershift - Joe and Alita Mecey
64V-19813	1964 Hawk, R1, Powershift - Ron Danielson
64V-8209	1964 Hawk, R2, Powershift - Dennis Jolicoeur
64V-7657	1964 HD, 4-Dr.Sed., R1, Flightomatic - Joe Fay
64V-11525	1964 Hawk, R2, 4-Speed - John Brichetto, Jr.
64V-18049	1964 Comm., 2-Dr.Sed., R1, Powershift - Ken Voigt

Other Studebakers with Jet Thrust engines:

1955 Speedster:	R3, 4-Speed - Jack Nordstrom
1962 GT Hawk:	R1 Specs - John Raab
1964 Avanti:	R3 (B5) Powershift - Shannon Bruffett
C504162:	'64 Day.HT w/R1 (#RK309), 4-Speed - Steve Paulk

Our last issue (JTN #10) featured Bill Pressler's research on 1963 Jet Thrust powered skytops (sunroof option). That article flushed out another surviving example, 63V-8817, a Daytona hardtop with R2, H.D. Flightomatic transmission, disc brakes, tinted glass and Green Mist paint. The car is reportedly in very nice condition and is currently owned by Hershell Johnson of Upland, California.

Chuck Donkel of Colorado called to say that he has found one of the 1962 Lark convertible Indy Pace Cars. I didn't get the serial number, but Chuck says it's the "last one." Studebaker made about 30 pace car replicas (all white with 259 Flightomatic), and the last of those had serial #62V-30006. If we find out more, we'll let you know. Larry Swanson, Bob Palma and I collaborated on a Turning Wheels article about the 1962 Indy Pace Car; it was published in 1992.

Malcolm Berry stumbled across an interesting find recently. While hot on the trail of a diesel truck he found a 1963 Daytona H.T. in some woods. It's 63V-27331, originally an R2 4-speed with buckets, discs, and "Sold Rush" on the production order. It was originally shipped

to Albion, IN but now sits in very poor condition and without engine or transmission. You never know what you'll find during a stroll through the woods....

Take a good look at the cover photo of the February '99 issue of Turning Wheels. When I read the description of the car, my first reaction was "That sounds like the '63 R2 convertible that my cousin, Bob Palma, saw back in 1963. Childers Studebaker (of Indianapolis) ordered, sponsored, and drag-raced such a car back then. Bob knew the Studebaker salesman, Jim Franklin, who ran the car. Because the company had not yet released horsepower figures, NHRA made the car run in Gas/Supercharged classes against real dragsters, so it didn't do very well. With a 4.55 axle, open exhaust, slicks, and a Hurst shifter, the convertible turned a best time of 14.64. After a bit of research, Bob and I determined that, yes, this is the same car now appearing on the cover of Turning Wheels! Bob telephoned the current owner of 63V-34602 with the news; boy, was he surprised. Note that 63V-34602 and this issue's JTN cover car (63V-8546) are two different vehicles.

Water Pump Primer by Ted Harbit

Either the Avanti or the standard V8 heavy duty should work on any 232, 224, 259, 289, or 304 engine and on all trucks with same engines. The water manifold is what dictates and they all have the same base mounting for the pumps. The next factor would be either the fan or the spacer if one is used.

Here is what I found when I compared the two:

<u>Avanti</u>		<u>Heavy Duty</u>
1-1/16"	Nose Diameter	1-1/16"
7/16"	Height of Nose	3/16"
(This is from the end of the nose to where the spacer, or fan, bolts to the pump)		
1/4"	Base Thickness	11/32"
(This is the <u>thickness</u> of the base that bolts to the manifold)		

It is easy to tell the Avanti pump as it has three reinforcement ribs to strengthen it due to the heavier pulleys, etc., that bolt onto the nose end of the pump. As far as I know, both pumps take the same bearing, etc. Why the base thickness is different and other small differences, I do not know. The Avanti pump is 3/16" longer overall due to nose being 1/4" longer, less the 1/16" thinner base plate. Personally, as I stated above, I would not see any problem using either pump on any engine. **I would caution anyone not to use the original, non-heavy duty pump on the Avanti** or on a Stude with the viscous drive or other items that put more weight on the end of the nose (such as supercharger belts on the Avanti). Remember, this is just my opinion. I'm sure someone can shed more light on these than I have.

1964 Studebaker Jet Thrust Powered Police Cars 1-3-99

Heavy Duty Y3 4 door & F3 2 door sedans

Author: Frank Fay

Current Condition	Serial #	Body #	Assy Date	Engine Number	Trans	Body		Interior	Destination	Police Service	Owner
						Style	Color				
1	64V 1020			JT H 37	HDFL	4 Dr	White	Blue Cloth			
2	64V 1022			JT H 37	HDFL	4 Dr	White	Blue Cloth			
3	64V 1047			JT H 37	HDFL	4 Dr	White	Blue Cloth			
4	64V 1791			JT H 312	HDFL	4 Dr	Black	Blue Cloth			
5	64V 3144			JTS H 327	HDFL	2 Dr	Black	Red Vinyl	Crescent Beach, SC PD		
6	64V 7450	118	9/20/63	JT J 319	4spd	4 Dr	Black	Blue Cloth	ME State PD	No	D. Dow
7	64V 7607	122	9/23/63	JT J 319	HDFL	4 Dr	White	Blue Vinyl	Seattle PD	Test	Nat Museum
8	64V 7625	121	9/23/63	JT J 319	HDFL	4 Dr	Black	Red Vinyl	Philadelphia PD		
9	64V 7643	120	9/23/63	JT J 319	HDFL	4 Dr	White	Blue Cloth	NE State PD		
10	64V 7657	125	9/23/63	JT J 319	HDFL	4 Dr	Black	Blue Cloth	KY State PD	Yes, not KY	J. Fay
11	64V 7891	132	9/24/63	JT J 320	HDFL	4 Dr	Black	Blue Cloth	NC State PD		
12	64V 7909	131	9/24/63	JT J 320	HDFL	4 Dr	White	Blue Vinyl	WA State PD		
13	64V 7911	126	9/24/63	JT J 320	HDFL	4 Dr	Blue	Blue Cloth	KS State PD		
14	64V 7922	124	9/24/63	JT J 320	HDFL	4 Dr	White	Green Cloth	Metro Dade County PD	No	F. Fay
15	64V 7962	134	9/24/63	JT J 323	HDFL	4 Dr	White	Blue Vinyl	Milwaukee PD		
16	64V 8072	128	9/24/63	JT J 320	HDFL	4 Dr	Silver	Blue Vinyl	PA State PD	Yes	J. McCall
17	64V 8181	127	9/25/63	JT J 320	HDFL	4 Dr	Blk/White	Blue Cloth	California Highway Patrol	Yes	
18	64V 8234	133	9/25/63	JT J 320	HDFL	4 Dr	Blk/Grey	Blue Cloth	WI State PD		M. Cenit
19	64V 8255	130	9/25/63	JT J 319	HDFL	4 Dr	White	Blue Cloth	FL State PD		
20	64V 8288	136	9/25/63	JT J 320	3spd*	4 Dr	Blk/White	Blue Cloth	IL State PD	Yes	D. Wright
21	64V 8340	123	9/25/63	JT J 319	HDFL	4 Dr	Blue/White	Blue Cloth	IN State PD	Yes	
22	64V 8615	135	9/25/63	JT J 320	HDFL	4 Dr	Blk/White	Blue Vinyl	LAPD	Yes	J. McCall
23	64V 8621	119	9/26/63	JT J 318	HDFL	4 Dr	Beige/White	Brown Vinyl	Phoenix, AZ PD		
24	64V 8626	129	9/26/63	JT J 320	HDFL	4 Dr	Blue/White	Blue Vinyl	Chicago PD		
25	64V 8640	137	9/26/63	JT J 320	HDFL	4 Dr	Green/White	Brown Vinyl	NYPD	No	R. Bahmann
26	64V 11035			JT K 307	HDFL	4 Dr	Black	Blue Cloth	Demo		
27	64V 13076			JT K 316	HDFL	2 Dr	Laguna Blue	Blue Cloth	Killeen, Texas		
28	64V 13723			JT K 322	HDFL	4 Dr	Black	Blue Vinyl	Demo		
29	64V 17327			JT M 308	HDFL	4 Dr	Black	Blue Cloth	STP exec	Ames, IA	Diversifleet
30	64V 17523			JT M? 313	4spd	4 Dr	Golden Sand	Brown Vinyl	Demo		
31	64V 18987			JT N 310	3spd	4 Dr	Black	Blue Vinyl	Trussville, Alabama		

* order sheet says HDFL but car was built with 3 speed manual

Thanks to Frank Fay and Ron Ellerbc for this data.

The Fate of the 11 Factory Built R3-R4 Cars and Engines, July 1998

(compiled by Ron Ellerbe)

R5089 - Owned by Bob Kapteyn, IL SDC member and parts vendor. Engine overhauled with aftermarket block. Not R3SH320/B?. Engine out of car. All for sale \$40K in 1997 but not sold. 4 speed, 4.55 rear. All turquoise. Condition unknown. Once owned by Mark Dahl and John Shanahan. 40K miles. Delivered to Downer's Grove, IL.

R5237 - Owned by an OH AOAI, SDC member. Condition and originality unknown. R3SH324/B? was original engine. 4 speed, 4.55 rear. All black. Delivered to Seattle. Went to Alaska.

R5394 - Owned by a SDC member in NY - White with black interior. 4 speed, 3.73 rear. Repainted several times. Engine rebuilt ~ 1964 on aftermarket block, not R3SJ330/B?. Poor condition. Long time derelict. Once owned by Bill McLeod of Grand Island, NY. First used by Philly Zone manager, and delivered to Kingston, PA dealer, who dragged car.

R5532 - Owned by NY AOAI, SDC member. Built with R3SK301/B?. Condition and originality unknown. All turquoise. 4 speed, 4.09 rear. Delivered to Vauxhall, NJ.

R5546 - Owned by GA AOAI, SDC member. Formerly owned/restored by George Krem, who repaired bad piston. B39/R3SK309, all original except Halibrands. Power steering off car. Gold/Elk. At SB 97, 4 speed 4.09 rear. #2 condition. Once owned by Larry Walter. Delivered to Ft. Wayne, IN.

R5593 - Same owner as R5237. R3 engine damaged by addition of heat riser and pulled very early. Car condition unknown. Running P 289. A/T, 4.09 rear. Grey with black interior. Delivered to and used by Yuma, AZ dealer. Repaired factory engine R3SK318/B? is in an Ed Reynolds built, black 64 Daytona Convertible show car, reported in Knoxville, TN in 1990, advertised in TW 4/84.

R5625 - Detroit area car, poor shape, frame damage when advertised in 1977. Nonoriginal block. Current condition unknown. Reports place it at Nostalgia Motors, Wixom, MI, not on showroom floor. Factory engine was R3S1496, B?, A/T, 3.54 rear. All black. Delivered to Toledo, OH.

R5642 - owned by Dick Marty, AOAI member Toronto. Concourse condition. Was for sale at \$48K, not sold. All original except blower pulleys, Halibrands, 14 inch fan, AM/FM radio. B46/R3SM306. Engine and trans being overhauled in June '98. White with red interior. A/T, 3.54 rear. Owned previously by George Krem (82-96) and Leo Linnabary (new). Article in Special Interest Autos 12/96. 43K miles. Delivered to Silvis, IL.

R5643 - in Crawford Museum, Cleveland, Ohio. 6500 miles. All original. B43/R3SM306. Joe Erdelac's car. White with black interior. A/T, 3.54 rear. Was for sale in 70's for \$100K. Delivered to Jackson, MS.

64V15405 - R4 Daytona Hardtop - owned by a MD SDC member. Car Life magazine car built for Gene Booth. Entire drive train changed circa 1966 with 30K+ miles to Powershift, R3 B85, 3.73 rear. Paxton changed tires, wheels, added gauges, Sun tach. Factory PR demo held by Paxton/Granatellis until 1967 when sold to Ron Ellerbe. Original R4 engine (R4K325) fate unknown. Now running a P 289. Present condition unknown, high mileage. Originally 4 speed, 3.54 rear. Bordeaux Red with red vinyl interior.

64V19588 - R3 Commander 2 door - car reported as lost in a fire. B47/R3SN320 saved. Owned by CT SDC member. Car built by factory engineering. Strato blue with blue vinyl, close ratio 4 speed, 4.55 rear. B47 was in a '60 Hawk at one time. Delivered to Albany, NY.

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The following was sent in by Jon Myer:

I just bought a front engine dragster with a 163" wheelbase and a 340 cubic inch Studebaker engine, 6-71 supercharger and Hilborn injection. It has been in storage since about 1958 in Sacramento, California. We hope to be able to get it back on the strip sometime soon. It was supposed to have run a 160 mph on one of its maiden runs and then pulled a big wheelie and came down hard and bent the front axle on right front. It was then put in storage until it could be fixed and just sat for over 35 years. It only has 2 or 3 runs on it.

Lionel Stone



Studebaker

REPRODUCTION PARTS & ACCESSORIES

4476 Matilija Avenue

Sherman Oaks, California 91423

WANTED/FOR SALE:

I know where there is a 1964 R1 Cruiser with air. Car has column Flightomatic trans. and is Jet Green, I think. Motor stuck, some rust, includes NOS dash. Price around \$1,000. **Shannon Bruffett, 4419 Tevalo Dr., Valrico, FL 33594**

WANTED: JT-powered Hawk, must be a 4-speed. **Kelly Marion, 5590 E. Porcupine Rd., Flagstaff, AZ 86004. Tel. 520/527-1403.**

WANTED: 1964 R2 plastic fender badge emblem with or w/o frame. Have (2) 1964 NOS R1 plastic inserts for sale or trade. **Doug Crall, 16612 Jamestown Forest, Florissant, MO 63034, Tel. 314/355-9951**

WANTED: I.D. tags and title for Jet Thrust-powered 1964 GT Hawk. **Doug Crall (see above).**

WANTED: "JTS" engine block for '63 Lark originally equipped with R2 (it's for 63V-8347). **Jack White, 2526 Oak Leigh Dr., Charlotte, NC 28262**

WANTED: R2 engine parts to change 63V-15256 back to original R2 specs. Car is a '63 Lark Custom 2 dr. sedan - it came with R2 4-speed, it now has a regular 289. **Eric DeRosa, 1140 Harms Av., Libertyville, IL 60048**

FOR SALE: 1964 Avanti color and upholstery selector (salesman's book). Contains samples of upholstery, carpet & paint chips. Offered on the 1964 Studebaker Avanti. Very good condition. \$25.00 including shipping. **George Krem, 1248 Esther Ct., Iowa City, IA 52240. Tel. 319/351-4559**

FOR SALE: 1963 Cruiser, 63V-29082. R1, HD Flightomatic, Rose Mist, fender tags, split bench reclining seats, tint, P.S., discs, A/C, TT, PB radio w/rear speaker. Excellent condition, original engine. **Gregory McGarvey, 1041 N. Village Green Dr., Greenfield, IN 46140. Tel. 317/894-2540**

FOR SALE: 1964 Lark Daytona HT, R1 4-speed, 3.54 TT axle, w/NOS black interior. A beautiful Canadian built car converted to Super Lark specs. Engine (RK309) came from a '64 Avanti. Everything has been restored/rebuilt to a very high level - significant mechanical, safety, and performance improvements, carefully chosen to take advantage of modern parts & materials and still maintain a stock appearance. **Steve Paulk, PO Box 201, Round Top, TX 78954. Tel. 409/249-5227.**

FOR SALE: 1963 Lark Convertible, 63V-8546, black on black, factory equipped with R2 engine, twin traction, buckets, discs, radio & tinted glass. Very nice car (it now has stock wheels & tires). This car has a Paxton-built engine with an unusual engine number apparently stamped in the block by Paxton: JTR3S-N305. On rear engine pad: B153. Apparently it's an R3 block. **Call Mike Parker at 815/547-7979 (home) or 888/424-6531 (work).**



1963 R2 Convertible. Car will be auctioned March 27 at Collins Auto Point Mall in Louisville.

The following items are all available from Ted Harbit, 18994N CR 125 East, Summitville, IN 46070. Tel. 765/948-5051 or e-mail: ted.harbit@aol.com

Camshaft regrinds—Comp, Crower, Isky, Lunati—Prices vary but can furnish a stock 259/289 regrind near the R 1-2 cams at \$110 exchange (this is the cam that has been in the *Chicken Hawk* the last several years).

R valve springs that are just a little stronger than original at \$80 per set of 16.

Supercharger drive balls—Set of 5 at \$45. Supercharger output shaft \$195. Remade Caskey springs for belt tensioner \$90 (these are very nice and good quality).

Lark and T-cab fiberglass fenders \$350/pair. Also some truck fenders at same price.

Gabriel Gas shock \$45/pair or \$80 for all four. Cast rings any size \$45, Chrome \$55, Moly in .060" and up \$65. Resurfaced lifters \$45/set or new \$95/set.

R1 fuel pumps (not original, modified Carter, look like originals) \$62. R2—\$72. Standard V8 \$33. Golden Hawks \$47

Automatic transmission mounts \$50/pair ('50 thru '64 including Larks, Hawks, Avantis, etc.)

ARP rod bolts \$56/set. ARP main studs \$56/set. ARP Head studs \$215 (includes 36 studs, washers & nuts). STANDARD rod bearings \$60/set (other sizes higher).

Fel Pro gasket set w/choice of composition or beaded steel head gaskets, intake, and exhaust gaskets, and includes rear main seal \$98.

Neoprene front seal \$10. Umbrella Valve stem seals \$5/set of 16.

Composition intake gaskets \$7. Exhaust \$7. Both sets \$13. Headed steel \$8. Both sets \$15.

'53-'64 motor mounts \$20/pair. '51-'52 V8 \$25 complete set. A-Arm Bushing sets (8 pieces) \$75. Valve guides \$44/set of 16.

Have many other items: Carb gasket sets, ignition, brakes, cam gears, almost anything for V8 engine, water pumps, stainless valves same as in *Chicken Hawk*, etc. All profits are used to keep *Chicken Hawk* on track plus building *Teacher's Pet*, an Avanti drag car.

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Drive Belt Tensioner Spring Assembly p/n: 1542361
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8102 Walnut Lane
Ralston, Nebraska 68127



1964 GT Hawk - 64V12803, R1, Powershift, owned by Joe & Alita Macey of Phoenix, AZ

Congratulations to JTN member Andy Beckman. Andy has just been appointed Curator of the Automobile Collection at the Studebaker National Museum in South Bend. Andy and his brother Tom attended the Pure Stock Musclicar Drag Race last September; they have been making copies of their videotape of the event for readers of JTN. See Bob Palma's Cooperator column in the February '99 issue of Turning Wheels.