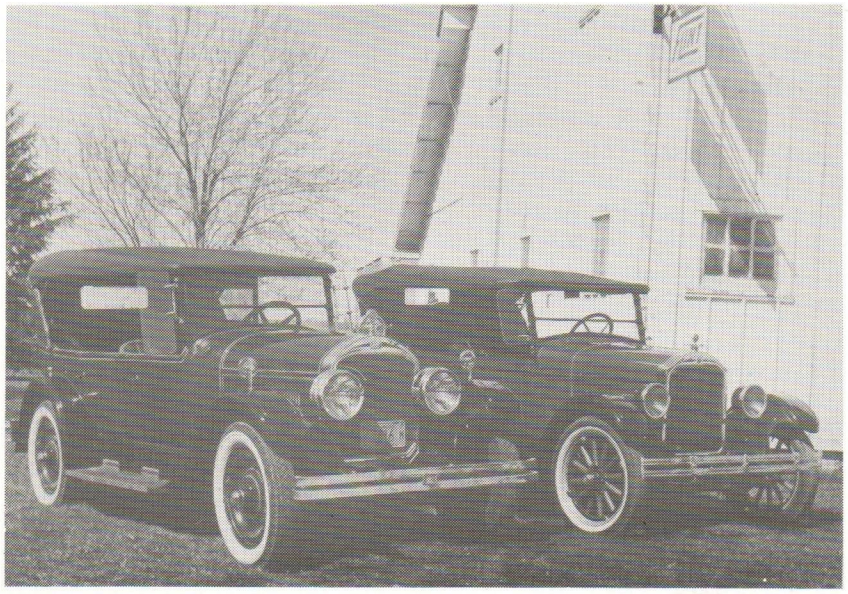
DURANT'S Standard

The official publication of

THE DURANT FAMILY REGISTRY



1925 FLINT E-55 1927 STAR M

OWNER: THURM KUIPERS
GILMAN, ILLINOIS

VOL. 6 MAY 1981 NO. 1

DURANT'S Standard
The Better Way in Automotive Transportation

Durant Family Registry
2700 Timber Lane
Green Bay, Wisconsin 54303

DURANT'S STANDARD is the official quarterly publication of the DURANT FAMILY REGISTRY. Membership is $12 (US funds) for US and Canada, and $14 (US funds) for foreign members. For further details, contact the club office, or the representative in your area listed below:

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CREDITS

Flint Brake data - Brake manual in the collection of Ray Zenz.
1930 Durant "Complete Line" folder, published late 1929 - Wes Ebbs collection.
Hayes-Hunt ad from Editor's collection.

But We Really Need The Wampum!

Starting with this issue, a dues reminder will appear in each issue. On the mailing label under your membership number, is the number 1, 2, 3 or 4. This is the number of the last issue you will receive under your present membership. If your mailing label has the number "1", your membership is now due, or you will be dropped from the mailing list. If your label has a number "2", your membership expires after the August issue; #3 after the November issue; and #4 after the February issue.

EDITOR'S DESK

Five years old, and brand new! The success of the Durant Family Registry over the last five years has been more than we expected. One thing for sure, there is a lot of support for this club.

Since this year marks the beginning of our sixth year, and the sixtieth anniversary of Durant Motors, and also is the year of the International meet in Detroit, we felt it an appropriate time to make some changes in the club publication.

We've adopted a new name, Durant's Standard, the name used on the official company magazine that was originally sent to owners of Durant-built products. We are interested in your comments on this, and other changes that have been made to give the club publication a more professional appearance.

The printed envelopes were done both to accompany the new issue and as a time savings at this end. We've used the same logo that was used on the original Durant's Standard envelopes 60 years ago.

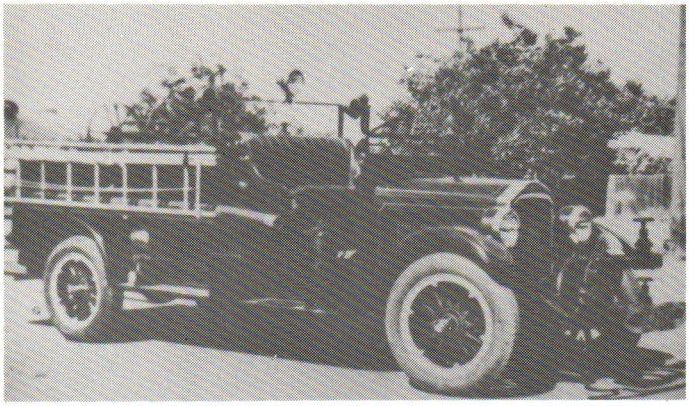
While the appearance of the DFR magazine has changed, our objectives haven't, and we will continue to strive to do the best we can for our members and the good of the club.

With this issue, we wish to welcome into the "family", several Flint owners, which have joined our ranks in the past few months. While response on this question was limited, it was infavor 100%, so we wish to extend a warm welcome to our Flint owners and look forward to having many more.

We do need your help. Many of the stories that have appeared in past issues have been done by members of the club. We are running out of this backlog of stories, and we are interested in hearing from the members that care to share with us a restoration story, a technical article on a particular part of restoration or any other stories related to our cars. Don't wait for the next guy, let us know what you have to share.

Plans for the meet are moving rapidly now and in less than 2 months, we'll be on the road to Detroit. I look forward to meeting as many members as possible there. Coverage and important details on the meet will be enclosed on a seperate sheet with this issue.

We do have another page of roster prepared, but if the meet info goes onto a second page, that will have to wait until the August issue due to postage costs. We can only get 2 extra pages in with the issue.



The Pleasanton California Fire Department was first organized in 1888, as a volunteer organization, consisting of three companies, and a membership of twenty men. Their equipment consisted of the following: 2 hose carts, 1 hook and ladder, and 20 leather buckets.

Sometime in the year 1912, they added a model "T" Ford, with two chemical tanks and a high pressure hose. The fire house was built in the early part of the 1900's, of a wooden structure. The fire alarm was a huge bell, mounted on a high tower. Later on, in 1918, the department purchased a second-hand Cadillac Chassis, and built a hose wagon (no pump); and in 1923 bought a Mason Hose truck (no pump).

The first great improvement came when a Star-Durant chassis was purchased new in 1927, and was made into a fire truck with a 275 gallon water tank and an Evinrude motor and pump mounted on the side.

In 1928, a new brick firehouse was built with a club house on the second floor for the department.

In 1935 a new Ford V8 was purchased, and this unit carried 350 gallons of water, hose and a 350 gallon rotary gear pump. In 1938 another unit was purchased, a 1938 G.M.C. with 375 gallon water tank and 500 gallon pump.

Unfortunately, the Star, after eleven years of service, was replaced by the 1938 G.M.C. and ended up in a junkyard somewhere in Alameda County.

* * * * * *

The photo of the Star firetruck came from the collection of Mr. Gordon Mercer, a firetruck bug from Dover-Foxcraft, Maine. Chielf Joseph B. Hill of the Pleasanton California Fire Department. supplied the remainder of the story, and we wish to thank both for their contributions.

The Driver's instructions for the Startix automatic starting switch was supplied by Bill Norton who obtained the tag with his Frontenac. The Startix system was also used on the DeVaux as well.

DRIVER'S INSTRUCTIONS

FOR

Startix

The Automatic Starting Switch

SEE REVERSE SIDE FOR FULL INSTRUCTIONS

MADE BY ECLIPSE MACHINE CO.
ELMIRA, N. Y.

DRIVER'S INSTRUCTIONS

1—This car is equipped with Startix, the automatic starting switch, which starts the engine when ignition key is turned "on". THEREFORE, DO NOT LEAVE YOUR CAR IN GEAR.

2—If generator fails to charge while driving a periodic clicking sound occurs. No serious damage will result but it can be prevented until the generator is repaired. Temporarily disconnect small wire at terminal on top of Startix marked IGN—tape loose wire end. (If car is equipped with a special ignition switch having an "ignition only" position, switch to this position until generator is repaired.)

3—A similar sound may occasionally be heard when the engine is idling resulting from either too slow an idling speed or a dirty generator commutator. Try advancing idling speed a trifle or else clean commutator with sand paper.

4—If the automatic switch should fail to operate with the ignition "on" starting can be accomplished by leaving the ignition "on" and by pressing the auxiliary starter button on side of Startix. The method of operation is important. *Press* the *button hard* and until solidly bottomed—*release quickly*. Let the finger slip off side of button. If the starting motor continues to spin after releasing the button, *press it hard again* and *release* as *instructed*. When using the button *be sure* the car is not in gear.

5—Satisfactory Startix performance depends upon the condition and proper functioning of your starting motor, generator, relay and battery. If Startix fails to operate to your satisfaction consult a competent service station for their check of these various electrical units before having any Startix adjustments made.

6—If Startix should need adjustment have this done only by an authorized Startix service station, or by a car dealer handling the make of car you are driving. The service station or car dealer cannot give you warranty service if Startix shows that it has been adjusted or tampered with prior to their examination.

ECLIPSE MACHINE COMPANY, ELMIRA, N. Y.
Printed in U. S. A. Form S8-C. P. 7500

Flint 55 and 80

The following instructions cover briefly the approved methods of servicing Flint Lockheed three-shoe internal hydraulic brakes where trouble has been experienced with **grabbing** or **locking.**

Follow These Instructions Carefully

1. Check oil level in rear axle by removing filler plug. Permit any excess lubricant to flow out from this opening. Install new **rear wheel felt washers.** Examine the **Welch plug** which closes the **lower** end of the **pivot bearing hole** in which the king pin rides. Also examine the **upper** Welch plug. If either plug is out of position (caused by indiscriminate use of high pressure grease gun) install a new plug or peen the old one so that both are grease tight. Install new **front wheel grease retaining washers** if necessary.

Imperfect Lining to Drum Contact

2. Assuming that grease leaks have been eliminated it will usually be found that the remaining cause of grabbing or locking is due to **improper drum contact of the lining on the shoe assemblies.** To check for contact proceed as outlined in the following paragraphs.

3. Remove the four wheels. Examine the **lever,** Fig. 1 (or link, as it is called by Wagner Elec. Co.) of each shoe assembly. Examine closely for markings on each lever. If levers are marked "3S" they are the **correct** equipment. If they are **not** marked or stamped "3S" **remove** them and order **four** of the "3S" type from the nearest Wagner Electric branch. The "3S" levers are **longer** than the ones used as regular equipment and are drilled nearer the end than the original type. The effect of these longer levers is to throw the **heel** of the shoe further into contact with the drum and **reduce** the braking effect. Secure also four new **pins,** part No. FC-412, and install these with the "3S" levers. The installation of these parts in connection with additional changes outlined in the next paragraphs will enable the mechanic to arrange the shoe assemblies so that the **heel** of each comes into contact **first** with some clearance showing at the **toe. Getting the heel of each of the 12 shoes to contact before the toe part is the most important requirement for success with this brake.**

4. The next operation is to **cut off** 2⅛ inches of **lining** from the **toe** end of **each** shoe assembly as shown in Fig. 3. The lining on each shoe should then be **tapered** off by filing at the point where cut, and the **end** pair of rivets removed from each.

5. To properly check the contact after making above changes requires the use of a **cutaway brake drum** mounted on a Flint hub with bearings, or the Wagner Electric Co.'s ring gage or centering jig, specification No. FEI-6 with adapter sleeves as shown in Fig. 4.

   Install the cutaway drum or Wagner ring, then, **by applying the brakes** or, with a screw driver inserted between the **primary** shoe and the **secondary** shoe at the top, force the shoes out against the ring gage. With the **heel** of the **primary** shoe **firmly** in contact with ring gage, there should be clearance at the **toe** as indicated by a line of light or by the familiar feeler gage test.

6. Check contact of heel and toe of the **secondary** shoe in a similar manner making sure that shoes are expanded against drum when checking.

7. Check the contact of the **reverse** shoe in a similar manner.

8. If any of the 12 shoes contact at the **toe** first the lining should be **filed** at that point so as to bring the **heel** into firm contact with the drum with some slight clearance showing at the **toe.** It should be remembered that the main object is to obtain about 80 per cent contact between shoes and drum, starting **from the heel,** and with the **main pressure at the heel,** but with the pressure light or a slight clearance at the **toe.** See Fig. 1.

9. Check each wheel for eccentric drum by tightening adjusting screw, Fig. 2, until shoe drags, then turn wheel to see if free turning spot is found. Alternate free and tight spots during rotation show an eccentric drum.

10. Now **adjust** the secondary shoe at **adjusting screw** 11, Fig. 2, so that when the wheel is installed the clearance between secondary shoe and the drum is as close as can be gotten without having too much drag. Do the same to the **other three** wheels.

11. When the above directions carefully followed do **not** eliminate the trouble, or if car swings to right or left when brakes are applied, look for a twisted front axle, a bent front axle, a bent spindle, or looseness in the king pin bushings. Straightening of the bent parts or renewal of the bushings is the only sure cure for the trouble.

Flint 55 and 80 Three Shoe Hydraulics

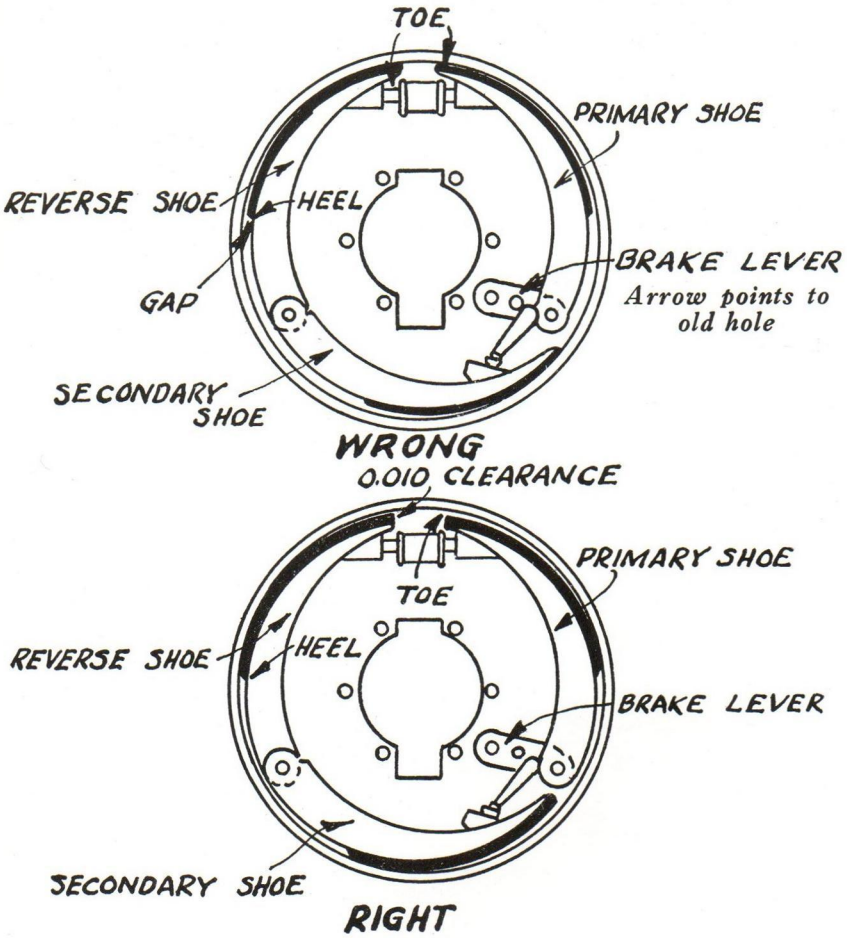


Fig. 1—Top view shows toe contacting first. This is wrong. Lower view shows heel contacting first. This is correct. Lower view shows the brake levers as re-drilled to 3S specifications

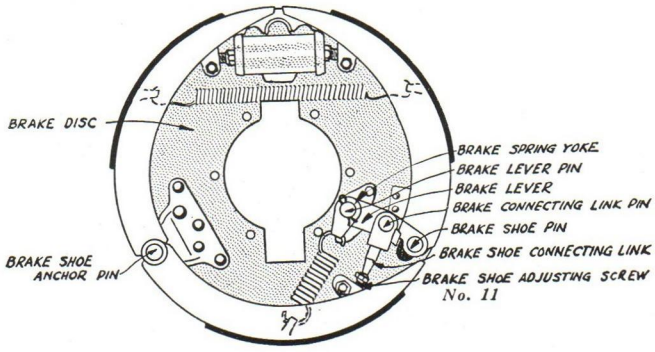


Fig. 2—Flint Lockheed three shoe assembly with early type brake lever installed

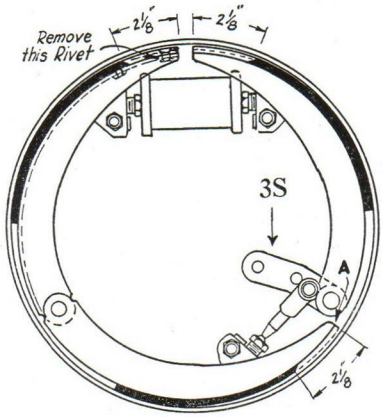


Fig. 3—Showing how lining is cut away and tapered at the toe end of shoes. 3S lever installed

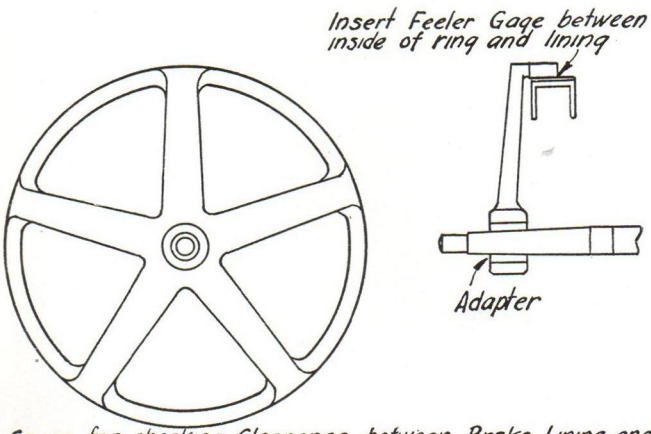


Fig. 4—Ring gage for Flint Brakes. Ring gages are indispensable to the exclusive brake establishment

Before Adjusting Brakes:

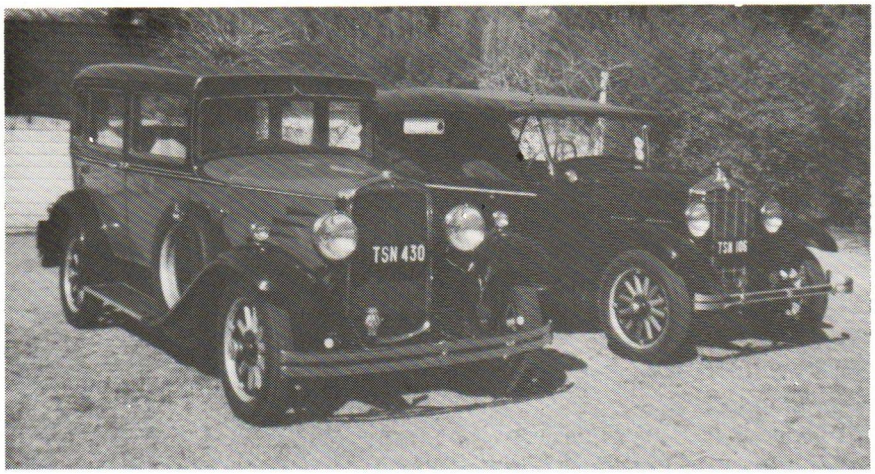
A. Jack up all four wheels.

B. Free up all brake connections with penetrating oil.

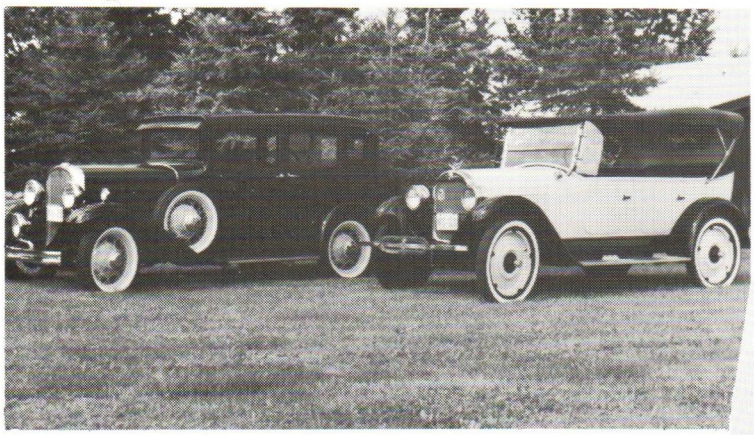
C. See that all wheel bearings are correctly adjusted.

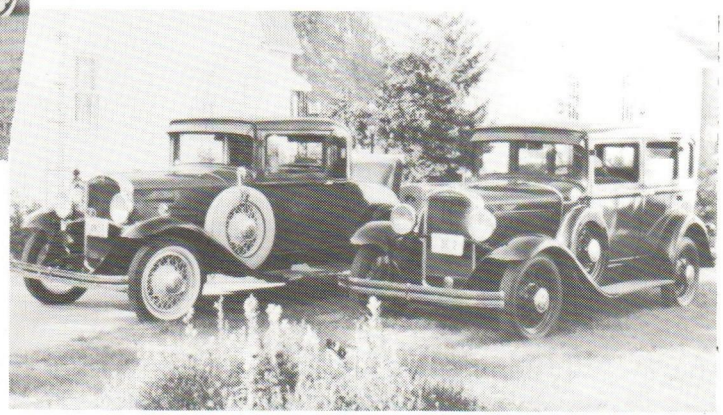
D. Check for eccentric drums.

E. Check for loose backing plates and springs or wrong steering geometry if car is chronically inequalized.



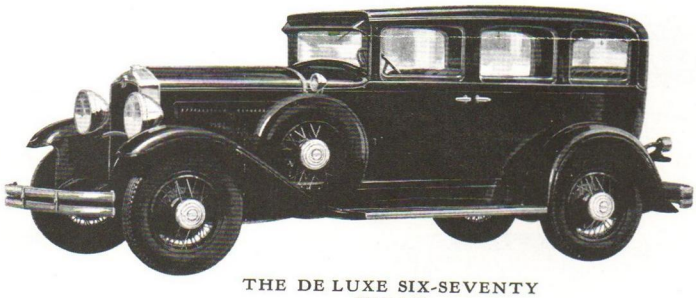
Several of our members have let their enthusiasm for Durant-built cars get out of hand, and in the process, have accumulated more than one vehicle. We've pictured a couple of the cars here that are owned by our members and we would be very interested in seeing similar pictures from other members that own more than one Durant-built vehicle. (We are also interested in pictures of your car if you own only 1 vehicle too!) TOP LEFT - Stan Saunders of Johannesburg displays two very handsome cars, a 1930 Durant model 6-14 4-dr sedan and a 1928 Rugby M-2 tourer. Stan promises to be at Detroit and we just wish he could bring one of his cars. TOP RIGHT - Al Maffei of California owns the 1925 Star sedan and the 1923 Star C coupe and the Star dealer sign, the center Star is owned by a friend.



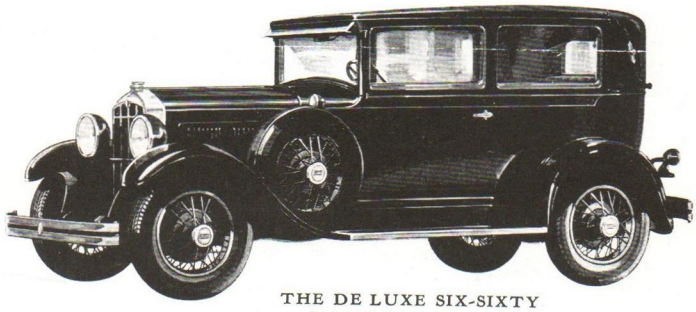


ABOVE - Harry Goodfellow of Canada owns the 1930 Durant 6-14 at left and the 1923 Durant A-22 touring at right. The disc wheels and pale yellow body of the touring really set it off. RIGHT - Ray Zenz of Ohio has a family, and when you have a family, a coupe will not due, so Ray added the 1931 Durant model 612 to his accumulation. Both, we hope, will be at Detroit. BELOW - Apparently Jeff Cromeens of Texas doesn't believe in quitting at two. His collection includes from l to r: 1928 Durant 60 4-dr sedan, 1930 Durant 407 coupe, 1925 Star M coupster, 1927 Star M coupe, 1926 Star M coupe, 1926 Star M coupster, 1926 Star M coupe, 1926 Star R landau sedan, 1923 Star C touring and a 1923 Star C roadster. Jeff Will be at the meet in Detroit, I hope he can bring one of his cars, and who knows, since this picture was taken, there may be more in the group as we know he was looking at a DeVaux recently. SEE YOU ALL IN DETROIT.

DURANT *De Luxe* MODELS



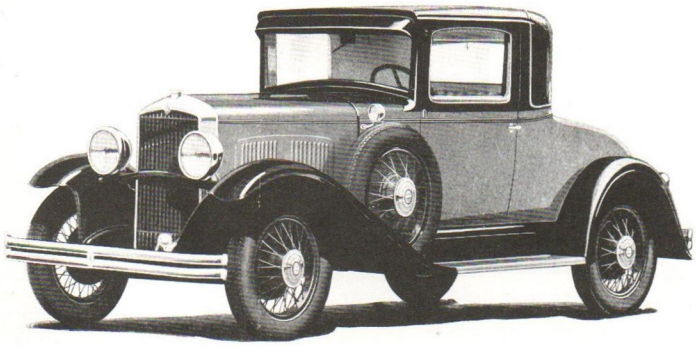
THE DE LUXE SIX-SEVENTY
SEDAN



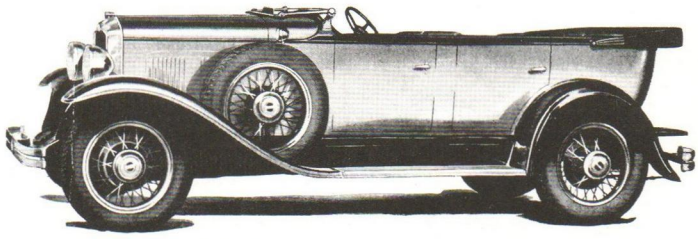
THE DE LUXE SIX-SIXTY
TWO-DOOR SEDAN

DURANT DE LUXE MODELS are built to meet the requirements of those who demand a motor car of unusual refinement with every detail of complete equipment.

All De Luxe models have front and rear bumpers, baggage rack, cowl lights and band, six wire wheels with two spare wheels mounted in front fender wells and equipped with two spare tires, tubes and covers. All exterior bright metal fittings are chromium-plated.



THE DE LUXE SIX-SIXTY-SIX
COUPE

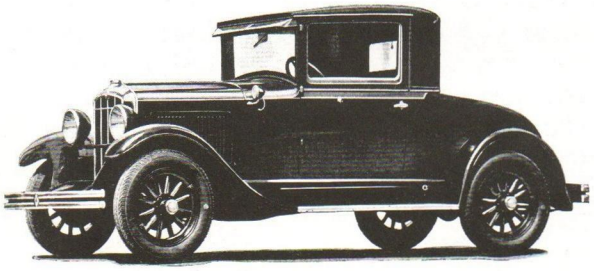


THE DE LUXE SIX-SIXTY-THREE
PHAETON

DURANT CARS ARE THE EXPRESSION OF EXC
A SIZE, BODY TYPE AND

THE SIX-SIXTY

THE SIX-SIXTY
STANDARD SEDAN



THE SIX-SIXTY
STANDARD COUPE

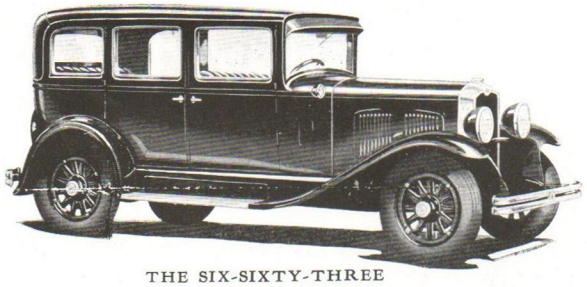
THE DURANT SIX-SIXTY line of cars represents exceptional value and progressive design in its price class. The six-cylinder engine of special Durant design develops 46 h. p. insuring ample power for every driving occasion. The wheelbase of 109 inches provides generous room and comfort for passengers. Four-wheel mechanical brakes, internal-expanding, self-energizing, two-shoe type, make it safe to drive at higher speeds.

* * * * *

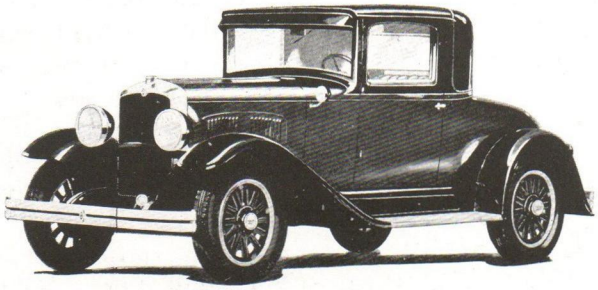
THE DURANT NEW SIX-SIXTY-THREE, latest achievement of the veteran organization now directing Durant operations, is a worthy tribute to their skill as builders of good automobiles.

The new Six-Sixty-Three is fashionable in appearance, and a practical performer. The bodies are comfortable and richly appointed. A chassis of 112-inch wheelbase is typical of the sturdiness and over-strength found in all Durant products. It is powered by an engine that develops 46 h. p. at 3200 r. p. m. The transmission is Durant-built, selective, sliding-gear type with three speeds forward. The engine and transmission are unit-mounted.

THE SIX-SIXTY-THREE



THE SIX-SIXTY-THREE
STANDARD SEDAN



THE SIX-SIXTY-THREE
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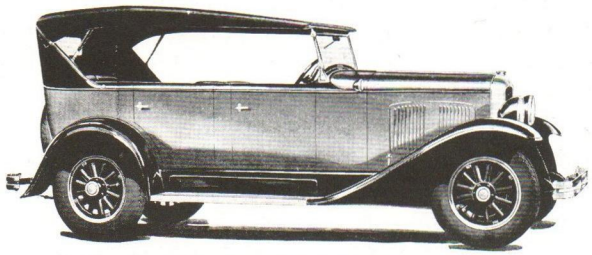

THE SIX-SIXTY-THREE
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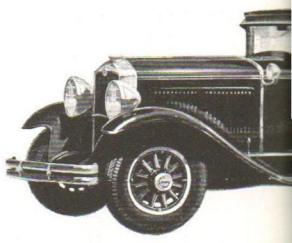

THE SIX-SEVE

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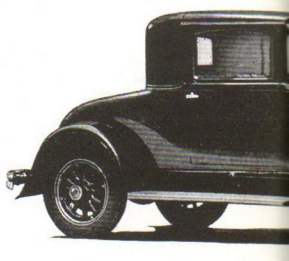

THE SIX-SEVENTY S

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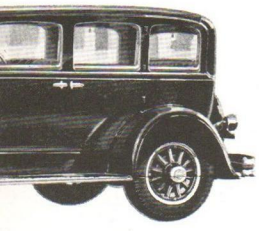
performer—even in comparison

Exceptional gear-shifting and st
brakes, hydraulic shock absorb
drive the Six-Seventy.

PTIONAL VALUE AND PROGRESSIVE DESIGN—
PRICE FOR EVERY NEED

VENTY



STANDARD SEDAN

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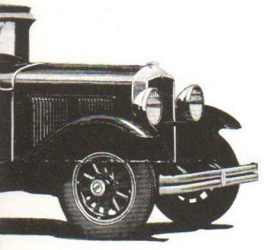

DARD COUPE

, and quality coachwork,
f the Durant Six-Seventy

Seventy will reveal a new
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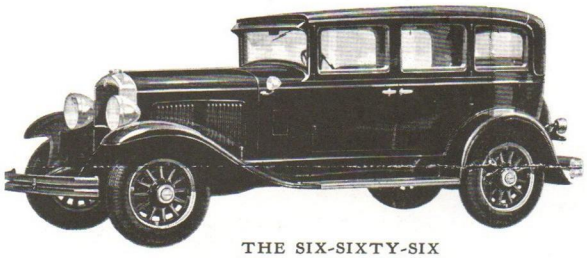
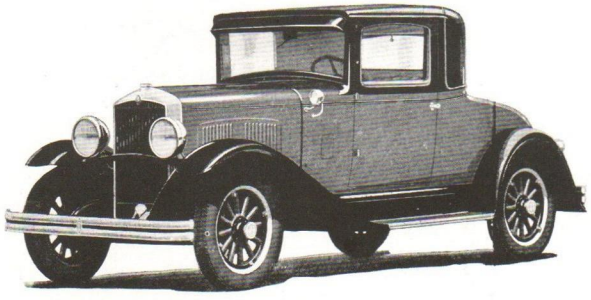
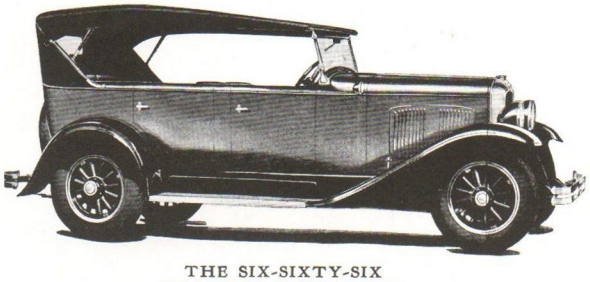
THE SIX-SIXTY-SIX



THE SIX-SIXTY-SIX
STANDARD SEDAN

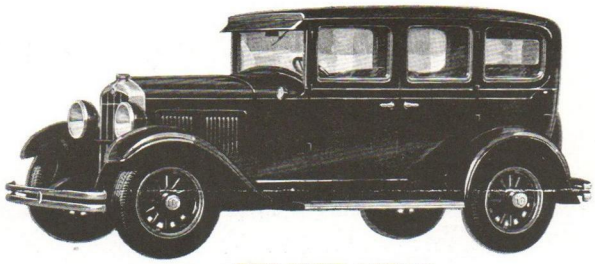


THE SIX-SIXTY-SIX
STANDARD COUPE



THE SIX-SIXTY-SIX
STANDARD PHAETON

THE FOUR-FORTY



THE FOUR-FORTY
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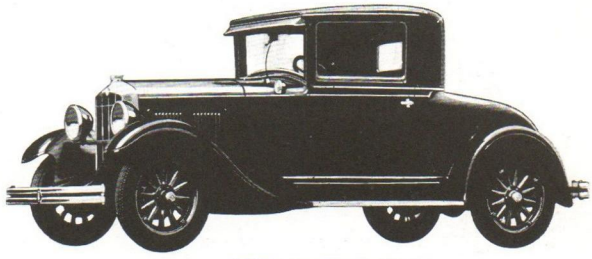


THE FOUR-FORTY
COUPE

THE DURANT FOUR-FORTY cars prove conclusively that distinction need not be sacrificed in a low-priced car.

In addition, the Four-Forty embodies mechanical advancements of exceptional character, including: rubber engine mounting, invar-strut pistons, full force-feed lubrication, silent timing chain, and Bendix four-wheel brakes of the latest type.

* * * * *

THE DURANT SIX-SIXTY-SIX is powered by a six-cylinder engine of special Durant design rating 46 h. p. at 3200 r. p. m.

It is the first car under $1000 to be equipped with a 4-Forward-Speed transmission—Silent Third and Double High. This combination of a powerful engine and a 4-Forward-Speed transmission makes the Six-Sixty-Six one of the most thrilling performers on the road.

All Six-Sixty-Six cars have a wheelbase of 112 inches, which is ample for mounting the large, roomy bodies.

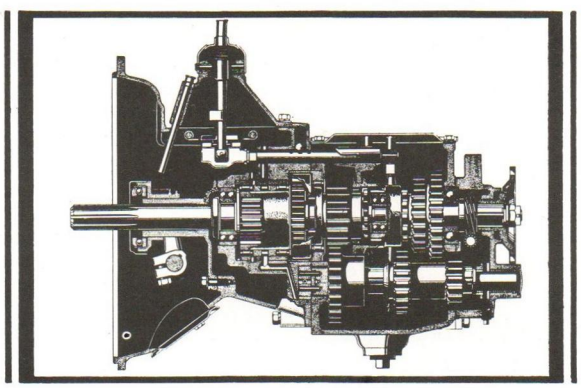
SHEERLY through force of merit Durant cars have won the approval of a vast and growing market Their reputation has spread to every part of the world. In remote places, where driving conditions are difficult, Durant ruggedness and dependability are emphasized.

DURANT
A GOOD CAR

Today people are impressed to learn the full scope of Durant advancements. The cars are handsomer in appearance, more comfortable and fitted with complete appointments in keeping with the latest vogue, and replete with up-to-the-minute engineering and mechanical refinements.

Form No. G-2
Printed in U.S.A.

A COMPLETE LINE
BUILT BY
DURANT



The Merits of DURANT'S 4-FORWARD-SPEED TRANSMISSION
Have Been Thoroughly Proved by Thousands of Owners

THROUGH actual experience of ownership thousands of motorists have learned the tremendous advantages of the Durant 4-Forward-Speed transmission.

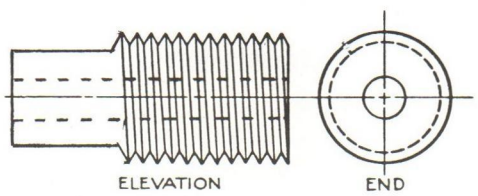
Everyday driving has created more than mere satisfaction. Durant owners are enthusiastic. They have proved to themselves the superiorities of 4-Forward Speeds as provided by Durant. They know the joy of thrilling performance, and the satisfaction of low operating cost. Because Durant 4-Forward-Speed tranmisssion provides the exclusive feature of *Silent Third and Double High* in addition to a 40% saving in engine bearing wear.

FRANK JOHNSON
1820 Fitch Avenue
Marquette, MI 49855

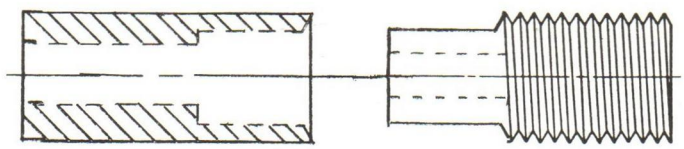
"Tis said, "that of the thousands of parts used in the automobile, the nut behind the wheel causes the most accidents." However, in our case, it is the nut and threads on the steering shaft which holds on the steering wheel that has caused the restorer a lot of problems...rusted tight or battered by trying to remove the wheel, the thin-walled threads usually come off with the nut. Then what...?

Here is a remedy I have used successfully both on my Durant and a model A Ford to replace those ruined threads. No specific dimensions are given as thread size and shaft thickness vary from car to car. You must, however, have access to a lathe.

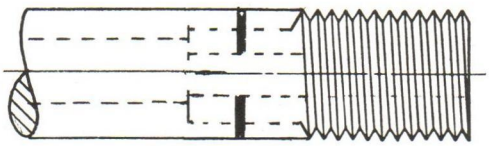
First get a bolt (or threaded rod) the same size as the nut and ruined threads on the shaft. Saw off the bolt head and also what's left of the threaded portion of the steering shaft. Center the bolt in the lathe and drill a hole through it lengthwise large enough to accomodate the horn wire or control rods which pass through the shaft. While the piece of threaded material is still in the lathe, turn off about 3/4" of threads and metal so you end up with a stud like this:



Now drill a hole down into the steering shaft to accomodate the turned down stud. Thickness of the steering shaft wall will determine how wide a hole should be drilled and how much the thread shaft can be turned down. Some steering shafts have a tapered nut, others are flush.



When you have a snug fit drive the plug into the drilled hole. Drill three holes into the plug and shaft and spot weld in these holes to secure the two pieces. Clean up the welds and saw off excess threades material.



If the nut is also ruined, a new nut can be faced off in the lathe to duplicate the flat nut which was originally used. The nut actually presses the wheel to a key and keyway or a spline on the shaft, and it is here (not the nut and threads) that force is applied when driving.

As we now have enough interest from the Flint owners, to include them in the DFR, we shall begin to compile and publish Flint mechanical data and interchanges. A number of Star and Durant parts were also used on the Flint, and have been listed in earlier issues.Flint owners are asked to pass along any information that may be of value to both the Club and this column.

***Flint bearing data for 1924-26 40 & E55

	- 55 -	- 40 -
Front wheel inner	3379-3326	14118-14274
Front wheel outer	2687-2620	1755-1730
Rear wheel	415T-414	3196T-3120
Differential	209	209
Pinion shaft (front)	306 DR	305 DR
Pinion shaft (rear)	308	307
Trans. main shaft	207	207
Trans. rear shaft	307	206
Clutch pilot shaft	210	
Generator (Fr & Rr)	203	

Bob Krause (185) is presently experimenting with a modern replacement valve spring for his 4 cylinder W5 engine. He reports that the originals are too weak and seem to be the cause of valve sticking problems. He has come up with Allis-Chalmers part #4512172 which retails for about $2.30 each. These have the same coil length, outside diameter and number of coils. Although the coils are of thinner material, Bob reports that the springs are considerably stiffer than the original. Bob will keep us informed on these replacements.

Bob also writes that he went one step further after cleaning his gas tank with lye (last issue). He then used muratic acid

to dissolve the rust in the tank, and after a good rinsing and drying, he worked in a can of Bill Hirsch's gastank sealer to take care of any pinhole rustouts in the tank. (Hirsch's gastank sealer is advertised in most old car publicationsand retails for about $10 per quart.) Bob used a hair dryer to dry the gast tank, but used a long pipe between dryer and tank just incase any remaining gas fumes might linger long enough to get into the heating element.

Ross Hoevett of Oregon informs us that he has found a source for brand new gas tanks for the 1930 Durants. These tanks are the round ones, and we expect the person that is making these would be able to make others also. Ross says the cost is $155 plus shipping, and you must send the sender unit flange, filler neck, drain cock flange and outlet pipe flange from your old tank. Contact Ross at 14285 S.E. Brent Ave., Boring, OR 97009 for more information.

SPECIAL NOTICE

DURANT ISSUE - Rod Richards, editor of the Canadian magazine The Reflector, has informed us that the March-April 1980 issue which featured the 20 page Durant story is completely sold out.

REMINDER - Dues have been raised to $12 for US and Canadian members. I have received several renewals at the old rate of $11. If your envelope has a red X on the mailing label, you were one of the members that underpaid. Don't send a special letter just include the buck the next time you write.

REPRODUCTION PARTS

HARVEY FRID has reproduced many parts for our cars these past few years and promises to have a nice display of these parts at the Detroit meet. Included in the display will be his most recent additions which include: 1930 Durant robe rail brackets $114 US and $127 Canadian. Chrome wingnuts for the luggage carrier are available at $6.50 US and $7.50 Canadian, and the short connecting arm (unpainted) $6.00 US and $7.00 Canadian. See these and other Frid repros at Detroit, June 22-26, 1981.

Wil Beyersdorf of Menominee Falls still has a couple sets of the step plates pictured two issues ago. They fit 26-27 Star and should work on some 28-29 Durants. Wil will be at the meet too, if you want him to bring a set for you.

Needless to say, the club office (me) will be at the meet, and like everyone else, I'll be trying to sell things. The club will have all repro items available which include: Star and Durant data plates; Star Coupster body plates; Durant, Star and club patches; bumper medallions, tail light lenses (Durant script) and the Durant license plates (an anything else I missed). We will also have all available back issues at the meet. This will be your chance to save a few dollars, as all items sold at the meet will be less the amount for postage so you'll save a little there and help the club out at the same time. If you can't come to the meet, have a friend pick up the stuff for you. Thanks.

The model designation and the car serial number are stamped on a metal plate which is fastened to the right hand side of the dash underneath the hood. The engine model and number are stamped on a name plate attached to either the right side or left side of the motor.

HOW TO IDENTIFY YOUR FLINT AUTOMOBILE

Car Model	Car Serial No.	Year	Motor Model	Bore	Stroke
E55	100 to 5000	1924	6E	3 3/8"	5"
E55	100 to 8324	1924	6E	3 3/8"	5"
E55	8325 to 16587	1925	6E	3 3/8"	5"
E55	16588 to 18930	1926	6E	3 3/8"	5"
80	18931 to 20102	1926	6E	3 3/8"	5"
80	20103 to 20113	1927	6E	3 3/8"	5"
80	20114 to 20459	1927	6E	3 3/8"	5"
80	20460 and up	1928	6E	3 3/8"	5"
H40	100 to 499	1924	6W	3 1/8"	4 1/4"
H40	500 to 2404	1924	6W	3 1/8"	4 1/4"
H40	2405 to 7699	1925	6W	3 1/8"	4 1/4"
B40	7700 to 12476	1925	6W	3 1/8"	4 1/4"
B40	12477 to 15209	1926	6W	3 1/8"	4 1/4"
60	15210 to 18775	1926	14U	3 1/4"	4 5/8"
60	18776 to 19044	1927	14U	3 1/4"	4 5/8"
60	19045 to 19706	1927	14U	3 1/4"	4 5/8"
60	19707 and up	1928	14U	3 1/4"	4 5/8"
Z18	100 to 1911	1926	9L	2 3/4"	4 3/4"
Z18	1912 to 1914	1927	9L	2 3/4"	4 3/4"
Z18	1915 to 2218	1927	9L	2 3/4"	4 3/4"

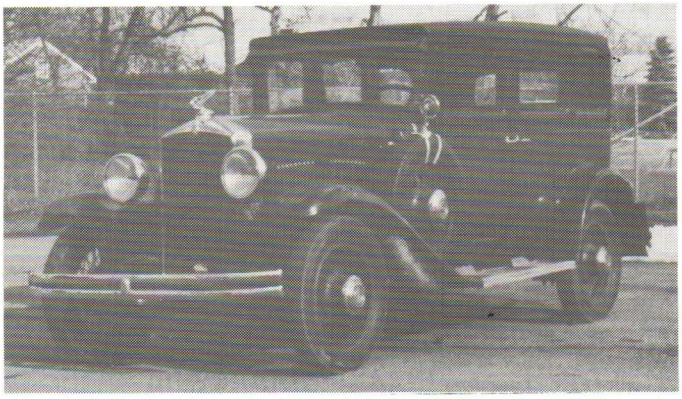
CLASSIFIED AD POLICY

All ads placed in Durant's Standard must be for cars, parts, information or other items directly related to the cars covered by the club. The publication office reserves the right to edit or refuse any ad which does not comply with this rule.

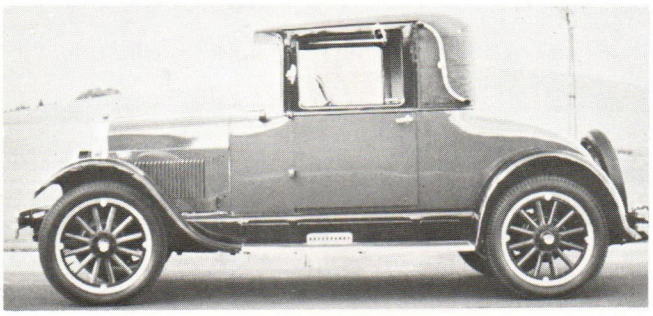
RATES: MEMBERS — FREE classified ads including one photo per ad.
NON-MEMBERS — $3.00 for first 50 words, $1.00 for each additional 50 words. Photographs $5.00 additional for each.

NOTE: Type or print all copy to insure readability. Payment for non-member ads due when ad received.

FOR SALE



1929 Durant model 63 4-dr sedan L-1529, motor #15L-20678, repainted maroon & black but needs to be redone. Original upholstery in excellent conditi[SOLD] Dual sidemounts with truck and r[SOLD]rew, if any, parts missing. Send $1 for good selection of photographs. Best offer, open to trades: James Kulbako, 1800 Fierro Ave., Schenectady, N.Y. 12303 (518) 355-4478



1926 Star R coupe. Runs excellent with engine work completed 1980. No dents, no rust. Blue body, black fenders, natural wood wheels, black vinyl top. A-1 chrome, cloth interior. Excellent older restoration pictures available. Best offer takes: Charles Marken, 2704 S.E. Golden Rod Ct., Hillsboro, OR 97123 (503) 640-6255

1930 Durant parts car located at Elliott Auto Parts, Newtonville, Ontario. Ron Stapleton located this car and says that any interested party should contact the auto wrecking yard.

1927 Star chassis with steering, engine, trans, rear end. Also hubs for Buffalo #3 wheels off above chassis. (Wheels now available from Lucas Automotive.) Charles Versteeg, 203 W. Spruce St. St. Charles, MI 48655 (517) 865-6188

1930 Durant 6-14 deluxe coupe. 90% complete with spares: Gray Martin, 1315 Canal Drive Modesto, CA 95351 (209) 529-6128

Model R Star body shell (coupe), some damage. 4 - 10 spoke 19" wheels, rad shell. doors, windshield, headlights etc, sell or trade: Bob Eadie, Box 886, High River, Alberta, CANADA T0L 1B0 (403) 652-2169

1929 Durant radiator shell. 1930 Durant 407 or 614 body sheet metal with wood for patterns, metal in very good shape. 1929 Durant hood 30" X 20-3/8". TRADE 618 Canadian Durant Coupe for 614 Durant coupe. Has extra set of rear quarters, doors and deck lid, needs restoration: Tom Butkovich 21801 Negaunee, Southfield, MI 48034

Oil filler body #21883 and cap #21884 for 4 cyl engine. Also, 2 used manifild gaskets for same: Jack Hazelger. R.R. 1, Sydenham, Ontario, CANADA K0H 2T0

1929 Durant 4 cyl motor, 6 wood wheels,

right rear fender, offers: Joe Bazel. 65 Norwood Ave., Logan, OH 43138

1928-29 Durant parts M-2, 40 & 55 (mechanical): Blaine McLennon, 1436 Vaughn, Moosejaw, Saskatchewan, CANADA S6H 6T2

Model F Star radiator shell, plated, $83 (US) or $100 (CANADIAN): Arnold Tiefenbach 1334 Forget St. Regina, Saskatchewan, CANADA S4T 4Y1

Flint hubcap $7, Several Star hubcaps at $5 or less, 1923 Star radiator shell with emblem $50: Gary Gilligan, Rt 3, Box 865, Ellensburg, WA 98926

1927 Star front end complete with wheels, (one good wheel) $35. 1929 Durant front end with wheels (good wood) $40, hood (fair to good) $10, headlights w/ bar (good) $15, Rad w/ shell (some damage on rad & rust on shell) $25, steering column, wheel horn button, pitman arm (good) $25, dash board complete $15, motor splash pans $15: Lonnie Gates, Woodview, Ont. Canada K0L3E0

Sales folders; 1925? Durant sport models VG $25, 1923? Durant "Just a real good Car" $25. Parts lists; Models A & B Jan 1, 1923 50 pages VG $30, Model A-22 May 1925 VG $30 Durant 4 Star series model M-2 March 1928 71 pages VG $30: John Sutherin, Box 188, R.R. 1 Windfall, IN 46076

Literature; Model A-22 Durant parts book Feb 1, 1923 $25, Repair manual model R Star Sept 1927 $35, Instruction manuals model M Star June 1926 $35, Flint Six Oct 1, 1923 $35: Elaine Lipset, 13850 Cornishcrest Rd. Whittier, CA 90605 (213) 941-3492

Literature for sale - all postpaid - 1928 Durant 65 folder $10, 1928 Durant 75 folder $10, 1929 Durant "4 Forward Speeds" folder (shows sedans) $5, 1930 Durant 617 catalog $25, 1931 Durant 612 folder $7, 1931 Durant 614 folder $7, 1931 Durant 619 folder $7, 1931 Rugby 616 folder $15. You may have all 8 items listed here for $60: Walt Miller, 315 Wedgewood Terrace, DeWitt NY 13214 (315) 446-6644

Star F radiator, nice shape $45 plus post. Several magazine ads for Durant & Star. Many repro items & more: Club office.

1931 Durant front bumper: Harold Richards, 605 Grandview Dr. Spencer, WV 25276

1924 Durant 20" disc wheels $15 each, Star 4 cylinder engines $100 each: Grant Lundin N. 2225 Dollar Rd, Spokane, WA 99206

WANTED

For 1923 Rugby F tourer - spark lever, top sockets, door panels, rear body panel: Dave Coombes, 196 Langdons Rd, Christchurch, New Zealand

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For 1927 Star M 4-dr sedan - left splash apron, left front fender with hood bead: Bob Porter, 211 Woodlawn Dr, Panama City, FL 32407 (or see at June meet)

For 1928 Star - 4-dr sedan M-2 - inside door & window handles, headlight rims, rad cap, proper hubcaps, original or copies of literature pertaining to same: Keith Swartz 2616 - 9th Ave, Castlegar, B.C. Canada V1N 2Y9

For 1929 Durant model 70 coupe - cowl light (with or without arm) right hand, rad cap, throttle & choke controls (on steering wheel), inside cranks & handles and Rumble seat handle with "pinecone" design, rear window crank mechanism, dome light: Tom Green, 531 E. Center, Duncanville, TX 75116

For 1929 Durant 40 coupe - front bumper, trunk lock, running board molding: Harold Richards, 605 Grandview, Spencer, WV 25276

1930 Durant 407 - kingpins: George Gillard, 31 High St. E. Apt 205, Mississauga, Ontario, CANADA L5G 1J9

For 1930 Durant 614 sedan - inside right-rear quarter window molding: Harry Sekella Box 86, 60 W. Wesner Rd. Blandon, FL 19510

For 1923 Star C touring - Tillotson high speed adj. screw and float bowl cover. Spring bolts 3-3/8" X ½" X 20. Starter switch (under floor mount). Cut-out (mount on generator): Jack Hazelger, R.R.1, Sydenham, Ontario, Canada K0H 2T0 (613) 376-3715

For 1924 Durant A-22 touring - all body parts behind front doors, rear fenders, top, radiator emblem, any technical info: Sigsten Nordgard, Gabbroveien 17, N-9022 Krokelvdalen, NORWAY

For 1928 Durant 65 tourer - cowl lights w/ arms, chrome hood strip, tail light and bracket, engine temp sender unit, speedo cable, rear (Gabriel) shocks, panel (or pattern) over rear cross member, front bumper, complete dash board, spare tire carrier (wood wheel). Have model 40 dash, complete to sell or swap: Sid Semple, M/S 1396, Biloela, Queensland, Australia 4175

DeVaux - want to buy parts car or indivi-

dual parts: Howard Reinke, 1363 Wilder Rd., Auburn, MI 48611

For 1928 Durant M-2 coupe - carburator, leadlight lense, information on replacement of body wood: LeCoy Newby, 4949 S. 4420 W. , Kearns, UT 84118 (801) 968-0228

For 1925 Star F touring - rear fenders: Bronko Smilanich, 503 Meuller Ave, Box 281 Buhl, MN 55713 (218) 258-3305

For 1925 Star F touring - steering wheel, vacuum tank, clutch pedal, U-joint balls, info on body wood: Harold Larkin, 9558 Nicole Way, Santee, CA 92071

For 1929 Rugby S-4 pickup - gas tank gauge information on where to get a new steering wheel & how to remove old one, where to have headlight reflectors re-silvered: Steve Seemuth, 1014 16th Ave, Coralville, IA 52241

SPECIAL NOTICE

CANADIAN CHECKS - PLEASE, Canadian members send your membership in US Dollars. We understand the exchange problem, but the extra amount enclosed doesn't always cover. Please make your check payable in US. Dollars or send a postal money order. Thanks.

NEW LIBRARY HOLDINGS

SALES BROCHURES & FOLDERS

A-23-106-2	The Durant Six Sedan (4-dr)
A-24-701-6	Flint E55 folder (small) (Flint)
A-24-702-4	Flint E55 folder (large) Flint)
A-25-209-12	Catalog of low-cost Transportation - Star Cars (California)
A-25-701-5	The Flint Six Features E55
A-26-701-16	Flint Junior, 60, 80 (incomplete)
A-27-208-4	New Silent Star Four Motor Suspended on Rubber
A-27-209-12	How the Champion Star won its right to the Title
A-27-210-4	Star Cars - Features of the Future
A-27-211-4	Star Cars - On High-Priced Cars & Low-priced Star Car
A-28-302-6	The Star - The Largest car at the Lowest Price
A-30-109-4	Durant 611 sales folder
A-31-106-6	The Durant Line (Canadian) 407, 614, 618

REPAIR MANUALS

B-25-602-12	Krause - 4 wheel brake manual for early Star Cars
B-32-601-33	Continental Engine - General Service Manual

INSTRUCTION MANUALS

C-24-701-24	Flint E55
C-29-105-52	Durant 66 June 1929

PARTS MANUALS

D-28-103-23	Durant 75 June 1928
D-28-104-22	Durant 55 May 1928
D-30-104-27	Durant 407 June 1930 (Canada)

ROSTER CHANGES

# 4	Hoevett - change address to 14285 S.E. Brent Ave., Boring, OR 97009 (503) 658-6129
# 19	Beers - change address to W.B. Auto Sales, Walt Beers, 550 W. 23rd St. Lawrence, KS 66044
# 23	Lovell - change address to 54 Grosbeck Apt., S. Yarmouth, MA 02664 (617) 394-1012
# 41	Richard - change tele # to (203) 797-8223
# 66	Krayer - add car - 1926 Star R roadster #E-16619; Cont 14L #31739 6c 5-19-26 Elizabeth; wood wheels
#139	Peterson - change Box # to Box 38
#153	Woolard - change address to 1542 Bywood Place, Victoria B.C. Canada V8S 1X8 (604) 595-2098
#156	Kuipers - add car - 1925 Flint E55 touring #E-10544; Cont 6E #16450 6c Elizabeth; Dark green & black - wire wheels; leather upholstery
#176	Muta - change address to 9490 Morrison St., rest same
#260	Paterson - change address to 19 Aotea Cres, Gore, South Island, New Zealand
#276	Tettemer - change address to Box 278 RD #1, Bellis Road, Bloomsbury, NJ 08804 (201) 995-7753
#319	Swartz - change address to 2616 9th Ave (604) 365-6677 rest same
#363	Knudsen - add casting date & factory 4-4-27, Leaside
#364	Tiefenbach - change car to read 1926 Star M coupe #T-372325, casting date 5-29-26

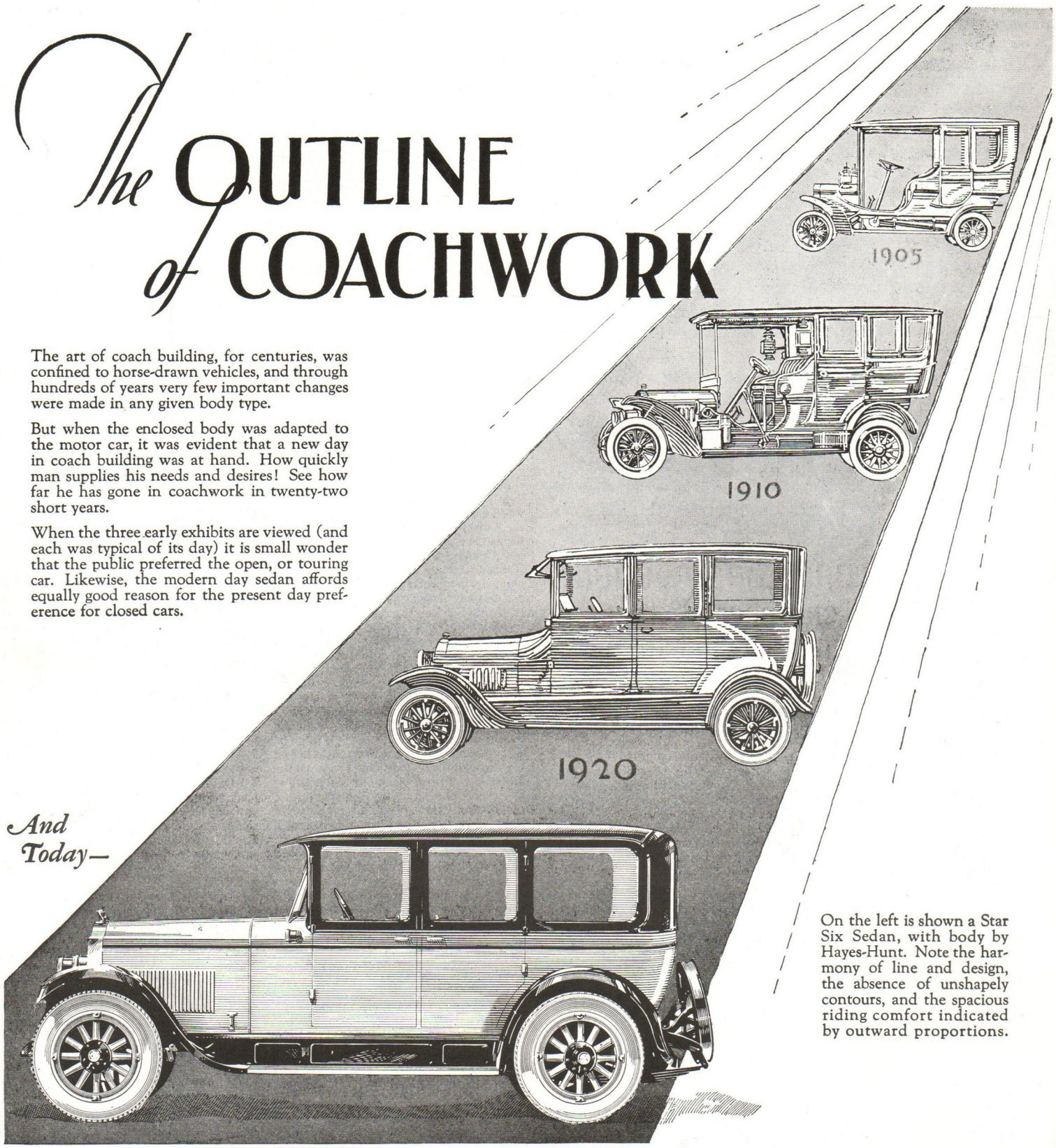
NOTE:
We have been fortunate to borrow many manuals and other items of literature to copy and add to the club library. If you have an item or two not listed here or on the library listing, we would be very interested in knowing about it. Write, telling what you have first, and if you can, enclose a copy of the cover for positive identification. If we haven't added that item we will make arrangements to borrow. You can bring items to the meet for us to borrow.

The OUTLINE of COACHWORK

The art of coach building, for centuries, was confined to horse-drawn vehicles, and through hundreds of years very few important changes were made in any given body type.

But when the enclosed body was adapted to the motor car, it was evident that a new day in coach building was at hand. How quickly man supplies his needs and desires! See how far he has gone in coachwork in twenty-two short years.

When the three early exhibits are viewed (and each was typical of its day) it is small wonder that the public preferred the open, or touring car. Likewise, the modern day sedan affords equally good reason for the present day preference for closed cars.



On the left is shown a Star Six Sedan, with body by Hayes-Hunt. Note the harmony of line and design, the absence of unshapely contours, and the spacious riding comfort indicated by outward proportions.

HAYES-HUNT CORPORATION, ELIZABETH, NEW JERSEY

Hayes-Hunt Bodies

Beauty, Service and Comfort

BODY BY HAYES HUNT CORPORATION