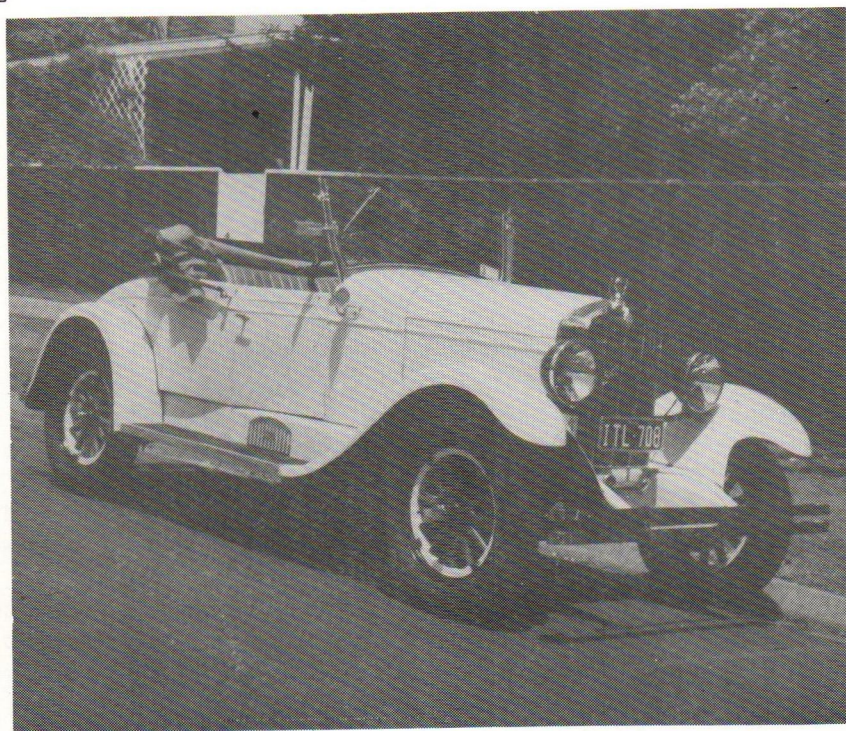


DURANT'S *Standard*

The official publication of

THE DURANT FAMILY REGISTRY



1928 RUGBY M-2
ROADSTER

JAMES SMITH
MELBOURNE, AUSTRALIA



VOL. 6

NOVEMBER 1981

NO. 3



Durant Family Registry
2700 Timber Lane
Green Bay, Wisconsin 54303-5899

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

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CREDITS

Frank Dorris (172) loaned the original lube chart reprinted on page 3. The Durant race story came from the collection of Dave Schulte (52) and a new member, Ken Claflin, provided a selection of Flint material from which our centerfold came. More reprints on the Flint will be featured in future issues. Among an accumulation of original service bulletins Ray Zenz (3) has collected, this bulletin, advertising a roadside Star sign for \$5.50 will really get the Star people.



If your mailing label has a number 3 under the membership number, this is your last issue under your present membership. Please renew promptly so we can continue your membership uninterrupted. Canadian members please be sure to remit your dues in US. dollars. When sending your dues, if you know your new 9 digit zip code, please advise.

EDITOR'S DESK

With the last issue, we included a new membership form. We had hoped that you, the members, would use these forms to gather a few new members into the club. The result has been very disappointing.

This is a club, not a one-man show. We need your support and help to keep this organization going and growing. Many of you know a potential member or two that you know SHOULD BE a member of the DFR. Get busy and send that person a letter, encourage them to join us and grow with us.

There's a reward in it for you! The few cents you spend on postage may be the difference between having to raise the dues and being able to hold the present level. If we grow in membership, we can spread our costs over a greater market, thus, the cost to the individual member will be less. Now, you know we won't drop the dues, but you also know we've always given as much for your money as possible, right?

Another way to help is by purchasing the items the club has for sale. We still have back issues, and other items which will turn into needed cash for us when you buy them. If you've been thinking about getting the back issues and other items the club has for sale, now's a good time, we can use the money!

Besides the financial contributions, we do have a need for written ones too. If you have some interesting material that you can share with the club, we'd be more than happy to be able to borrow and copy it. Let me know what you have and we'll make arrangements to duplicate.

I received a lot of comments about the "meet issue" and am glad the members enjoyed it. It was quite a bit more expensive than the usual 16 page issue (we spent \$530 on postage alone!) but a meet like we had deserved the best we could offer. If any of you want copies of this special 40 page issue, we still have some copies left, although the supply is limited. Many thanks to all those who wrote with regard to the success of the meet. It was GREAT!

The Durant-Dort Carriage Company Office Restoration fund needs help. See the "Special Notice" for details.

The US postal Service has the new 9-digit Zip Code in operation. When you are advised of the new code, please advise the club office so we can update your mailing labels and get the best service possible for the money we spend on postage.

We wish all of you, your families and friends, the very best in the holiday season and the coming new year. Jeff Gillis

DURANT

A GOOD CAR



LUBRICATION CHART

Models

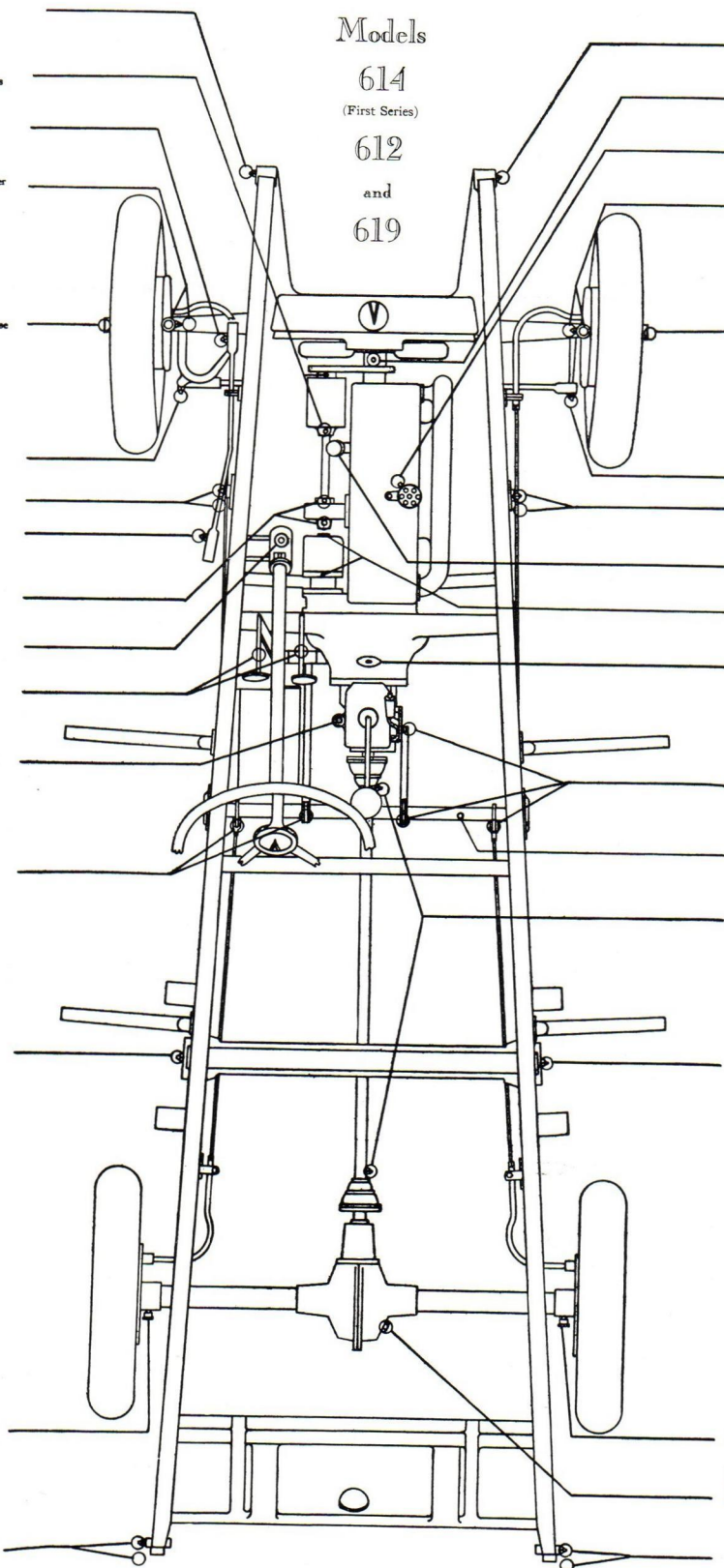
614

(First Series)

612

and

619



SPRING BOLTS

Fill with gun every 500 miles—use 600-W

GENERATOR

Two or three drops of motor oil every 500 miles

STEERING DRAG LINK SOCKET

Fill with gun every 500 miles—use 600-W

FRONT AXLE KING PIN—Upper and Lower

Fill with gun every 500 miles—use 600-W

FRONT WHEEL BEARINGS

Pack Hub Cap with small amount of soft cup grease every 2,000 miles

STEERING CROSS ROD

Fill with gun every 500 miles—use 600-W

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

STEERING DRAG LINK SOCKET

Fill with gun every 500 miles—use 600-W

WATER PUMP

A few drops medium engine oil every 500 miles

STEERING GEAR HOUSING

Fill with gun every 1000 miles—use 600-W

PEDALS—Clutch and Brake

A few drops of motor oil on shafts every 500 miles

TRANSMISSION

Remove bottom plug, drain old oil, flush with kerosene and refill to level of filler plug every 2,500 miles—use 600-W in Summer weather and 600-W with one-third motor oil in Winter weather

BRAKE CROSS SHAFT LEVERS

A few drops of motor oil every 500 miles

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

REAR WHEEL BEARINGS

Fill grease cups with soft Cup Grease and turn-down every 2,500 miles

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

FAN PULLEY

Fill with medium motor oil every 500 miles. Revolve pulley until filler hole is at bottom and allow excessive oil to drain

DISTRIBUTOR

A few drops of motor oil every 500 miles

FRONT AXLE KING PIN—Upper and Lower

Fill with gun every 500 miles—use 600-W

FRONT WHEEL BEARINGS

Pack Hub Cap with small amount of soft Cup Grease every 2,000 miles

STEERING CROSS ROD

Fill with gun every 500 miles—use 600-W

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

MOTOR—Crankcase

Check daily and add oil to bring up to high level—drain old oil, flush with flushing oil and refill every 1,000 miles—Always use nationally known brands of oil—For warm weather use medium heavy—in cold weather use Zero Cold-Test oil. Crankcase capacity—6 qts.

STARTING MOTOR

A few drops of motor oil every 500 miles

CLUTCH THROWOUT BEARING

Fill with oil-can every 500 miles—use motor oil

BRAKE CROSS SHAFT LEVERS

A few drops of motor oil every 500 miles

BRAKE CROSS SHAFT

Remove pipe plug and fill with one-fourth pint 600-W Steam cylinder oil every 2,600 miles

UNIVERSAL JOINTS

Fill with gun every 1,500 miles—use Spicer Universal Joint Grease or Dixon's Graphite No. 672

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

REAR WHEEL BEARINGS

Fill Grease Cup with soft Cup Grease and turn down every 2,500 miles

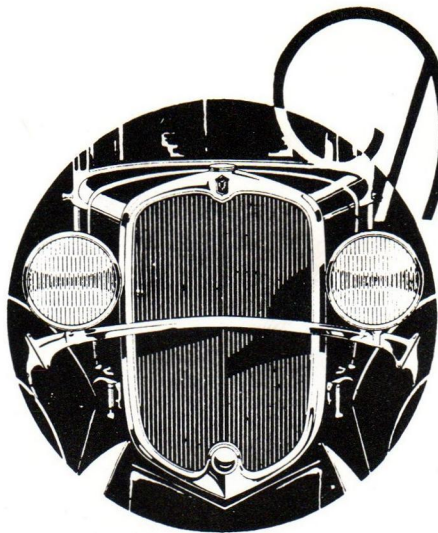
REAR AXLE

Remove bottom drain plug, drain old oil, flush with kerosene and refill to level of filler plug every 2,500 miles—use 600-W for Summer weather and 600-W with one-third motor oil in Winter weather

SPRING BOLTS

Fill with gun every 500 miles—use 600-W

DURANT MOTOR COMPANY OF MICHIGAN
LANSING, MICHIGAN



New The
ABSOLUTE
SENSATION
OF MOTOR CAR VALUES

The Frontenac Six

A CANADIAN BUILT CAR

New in Name

New in Design and Style

New in Performance

New in Speed Attainments

Dominion Motors Limited is proud to announce the new Frontenac Six...in the low price field. The new Frontenac Six, embodying the most advanced engineering principles, design and workmanship, establishes a new high mark in the purchasing power of the Canadian dollar and introduces for the first time a group of quality features which, until now, have been confined to the high price field.

Automatic Starting Switch and Selective FreeWheeling standard on Deluxe Models.

Among these features are the new Automatic Starting Switch... Selective Free Wheeling...Red Seal Continental Motor...Double Drop Frame...and Steeldraulic Brakes. In addition there are many other qualifications which immediately stamp this fine, Canadian-built automobile as "the absolute sensation of motor car values."

Unconditional warranty for one year, or 10,000 miles, against defective materials and workmanship.

The new Frontenac Six is sold and serviced through the Durant dealer organization. Arrange for an early demonstration.

Built by

Dominion Motors Limited
TORONTO (Leaside) CANADA

Dealers not now handling Durant products and interested in open territories should write for detailed information.

Fig 5

The rubber balls used in this joint are 1" diameter, having a durometer (hardness) of 55-65. A set of 16 rubber balls, enough to rebuild one complete U-joint, can be obtained from the club office for \$11 postpaid.

The easiest way to remove the U-joint assembly from the car is to remove the 8 "Bolts through spacer plug" as shown in Fig 3. Remove the "spacer spool" (Fig 3) and then remove the bolt in the center of each joint, holding the joint to the splined shaft. Joint will pull off easily.

[illegible]

We are interested in receiving more articles detailing the restoration of specific parts related to our Durant-built vehicles. If you can contribute information, we will be glad to work with you in writing and illustrating these articles.

For an excellent article on the restoration of wood spoke wheels, see the article done by Blaine McLennon in Vol 5 #1 of our magazine.

Assemble new rubber balls, and interior parts in your fixture as shown in Fig 5. No lubrication of these parts is necessary during assembly.

With inner parts in fixture, tighten all wing-nuts on a rotating basis until fixture is clamped tight. There should be enough of the assembly sticking out to easily locate in casing.

Line up assembly with casing as shown in Fig 6 making sure that bolt holes are in line. Then, using a block of wood and hammer, gently tap the assembly from the fixture into the original casing.

Reassemble unit, using new bolts and nuts and complete by painting assembly black.

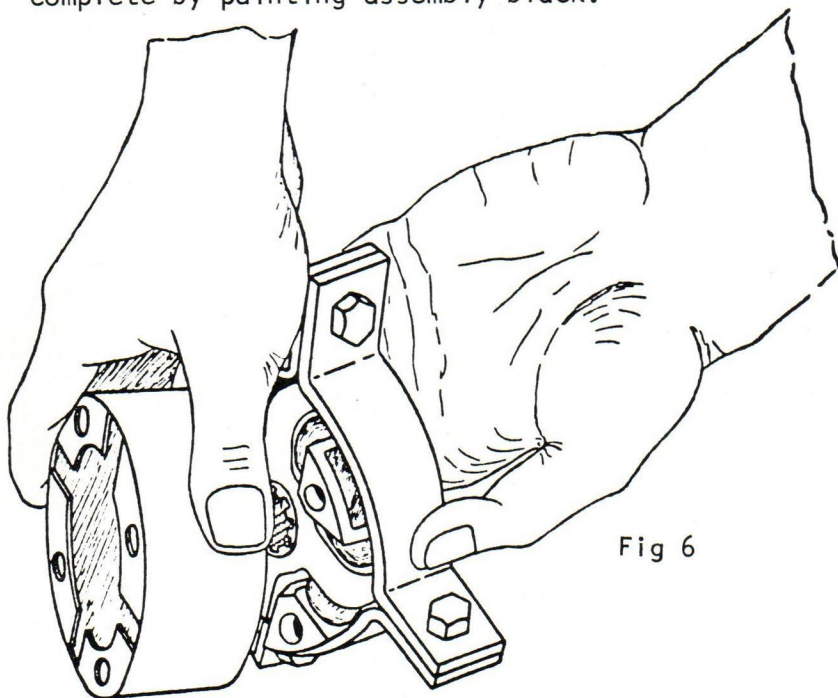
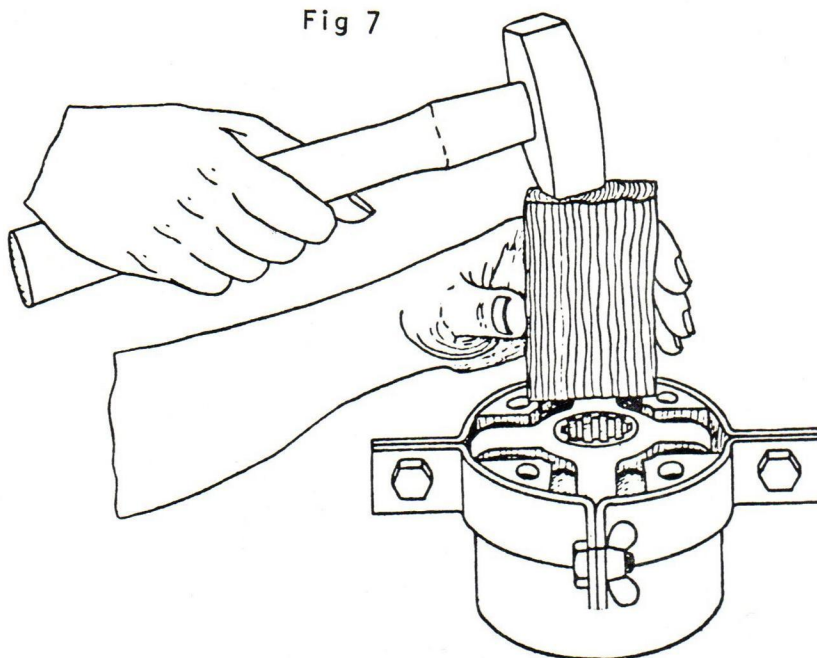


Fig 6

Fig 7



Durant Specials Score Again at Kansas City

REPETING the remarkable team performance which was an outstanding feature of the International Speedway 500-mile race at Indianapolis on Decoration Day, R. C. Durant's racing "stable" again provided the thrills, the speed and the winner in the Kansas City 250-mile speedway classic on July 4th.

Durant Specials are the talk of the racing world. Eddie Hearne, driving a Durant Special, led all entrants at the close of the long grind, winning with an average speed of 105.7 miles an hour. Harlan Fengler in another Durant Special, finished third.

Jimmy Murphy in a Durant Special furnished the speed and thrills of the race. At one time Murphy made more than 119 miles an hour. Harry Hartz, who captured second in the Indianapolis race, also provided considerable interest for the 40,000 "fans" who witnessed the race. Both Murphy and Hartz were forced out of the race before the finish.

Here is the *Kansas City Times'* account of the race in part:

"Eddie Hearne, a Kansas City entrant, driving a Durant Special, won the 250-mile motor race at the speedway yesterday afternoon before a crowd estimated at more than forty thousand spectators. His time was 2:21:21 and his speed average 105.76 miles an hour. With the honor goes a \$9,000 purse.

"Second money went to Earl Cooper, who drove an H. C. S. Special and finished in 2:27:35, and third to Harlan Fengler, in a Durant Special, whose time was 2:44:54.

Two Others Finish Race

"Only two other drivers of the twelve that lined up for the starter's signal at 3 o'clock finished the race—Dave Lewis in a Dusenber Special and Frank Elliott in an Elliott Special.

"Only one accident marked the race.

Near the end of the 105th lap, a rear tire on the Durant Special driven by Harry Hartz blew out, causing his car to swerve and drop to the bottom of the bowl at the northwest end turn of the bowl. The driver was uninjured. Hartz, however, was compelled to withdraw, as the mishap twisted the transmission and

and Harry Hartz were strokes of fortune for Hearne. Through the first sixty-five miles of the race when Murphy, setting the pace at more than 115 miles an hour, was chasing his challengers for first place into their pits, disabled, Hearne was nowhere among the first five leaders. But he was per-

sistently dangerous while Milton, Murphy and De Palma, alternately, set the terrific pace, and clung so closely within striking distance that when mechanical troubles beset the machines of the leaders he was at hand to step into the vanguard with a lead over his followers that practically assured him the victor's purse. From the 135th lap, when he overtook Murphy in his pit, the race was Hearne's.

"Milton and Murphy had the lead-off positions and as they flashed over the wire in the official start, Murphy took a slight lead. This he maintained for two laps when a burst of speed by Mil-

ton carried the latter ahead, but for only one lap.

"Pressing his motor into a pace of 119 miles an hour, Murphy crept away from the field and, gaining almost a lap on Hartz, rode on the heels of his teammate until Hartz's car left the track at 130 miles as a result of a tire blow-out.

"The race then resolved itself into a matter of time with victory for Hearne obvious."

"DURANT SPECIAL" MUST BE USED

In all advertising or publicity referring to the Indianapolis, Kansas City and other races under the supervision of the contest board of the A. A. A., Durant entrants must be referred to as "Durant Specials." This ruling is rigidly enforced by the A. A. A. contest board, and no dealer should display posters or other advertising material unless the word "Special" appears in connection with the name of the Durant entrants. The co-operation of all dealers and distributors is requested in carrying out the A. A. A. rules.



Eddie Hearne in the Durant Special in which he won the Kansas City Speedway 250-mile race July 4th. His speed was better than 105 miles an hour for the 250 miles

drive shaft of his car. The race at the outset promised to be one of the most spectacular in the history of motor car racing, but dwindled down to an endurance contest as driver after driver met with some mishap and was forced to withdraw. Exclamations of disappointment went up from the grandstands as such favorites as Jimmy Murphy, Tommy Milton and Ralph De Palma retired to their pits.

Murphy Sets Pace for 65 Miles

"That Jimmy Murphy would have won the race had he not met with misfortune, was practically conceded. He withdrew in the 146th lap after he had slowed down his speed considerably because of a defect in his differential gears.

"Murphy drove a great race while he lasted," Fred J. Wagner, official starter, said. 'It was tough luck to be forced out after leading so long by two laps.'

"The misfortunes of Milton, Murphy



Panorama of the Kansas City Speedway just before the start of the big race. Four members of the Durant racing team—Hearne, Fengler, Murphy and Hartz—were in the line-up. Hearne's victory makes him runner-up to Murphy for the 1923 speedway championship

DIAMONDVILLE REVISITED

51 YEARS AGO

{Taken from the November 21, 1930 issue of THE KEMMERER GAZETTE}

"Rocco Canoso, proprietor of the Diamondville Garage, is pardonably proud of the performance of one of his customer's Durant cars, that owned by Superintendent A. L. Burgoon of {school} District No. 2. Mr. Canoso relates that Sunday night last when the storm raged and several inches of snow became mixed with the fresh gravel on Diamondville Hill, the school official was the only one who made it without chains of approximately fifty cars that tried it."

AND NOW...THE REST OF THE STORY

Mr. Burgoon was the superintendent of the Diamondville School District, a great educator and administrator. His tight-fisted policies always left a surplus in the school budget.

Burgoon's driving reputation was well known in the area. Early on, he solved the problem of knocking out the back of the garage by installing a set of doors on both ends. When the car was centered and stopped, he'd close both sets of doors!

His first car was a Durant A-22 touring which he used to drive to the outlying coal camps to check on the schools and bring supplies. As a treat, if you made the honor roll, you would be rewarded with a half-day off from school and would ride with him to one of the camps when he had to go. It would be late when you got home and needless to say, there were always a couple "experiences" to tell your friends about. If the roads were bad, the ride might also call for some pushing.

I made the honor roll once and my ride was memorable. Mr. Burgoon was short and heavy. He'd sit far back from the wheel, hold his arms stiff, clash the gears a little, and take off like Admiral Dewey; "Damn the torpedos, full speed ahead."

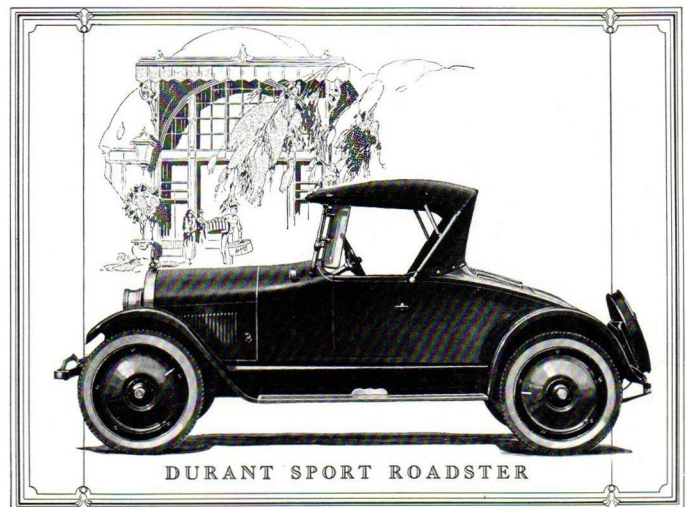
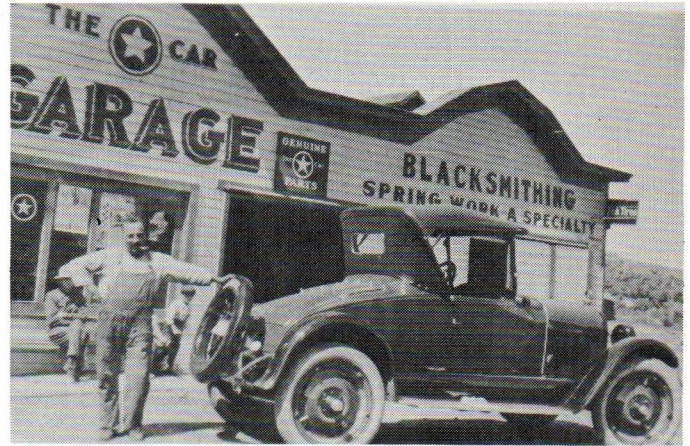
Bouncing down the road, he'd instruct me, "Laddie, watch the speedometer and tell me when we get 'er going 45 mph". In the early twenties, that was a mad pace, even with a good driver!

I guess, if anyone could have made it up Diamondville Hill, it would have been Mr. Burgoon. As long as a wheel would spin he would keep it full bore.

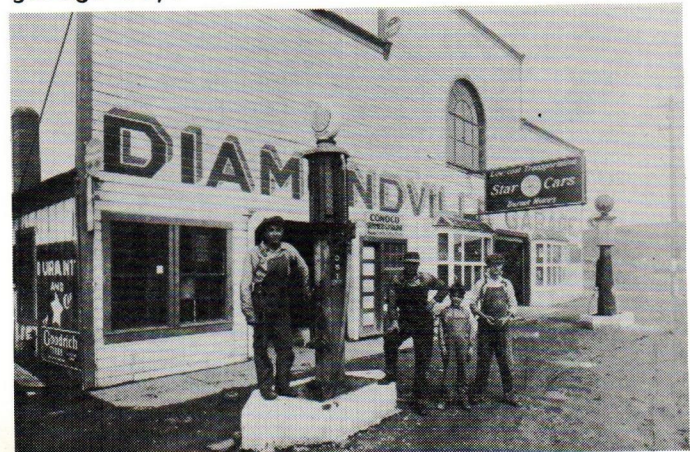
Checking old sales records, the car he was driving at the time was a 1929 Durant model 40 coach. Paul Canoso

In Vol 4 #3, we featured a story on the Diamondville, Wyoming Durant agency. Paul Canoso adds these photos to the story.

Rocco Canoso poses with a newly delivered Durant sport roadster. Photo from Mrs. Alice Antilla Kemmerer collection. Below - sales brochure picture of sport roadster.



The Diamondville Garage crew included: Joe Canoso, mechanic; John Frullo, later to become a successful Plymouth dealer in Rock Springs, WY; Paul Canoso, flunky, the unruly hair is all gone now; and John Petek apprentice mechanic, grease monkey and garage boy.



THE GREATEST VALUE IN THE

FLINT JUNIOR COACH

\$1085

COACH DE LUXE \$1185

(Includes Extra Equipment)

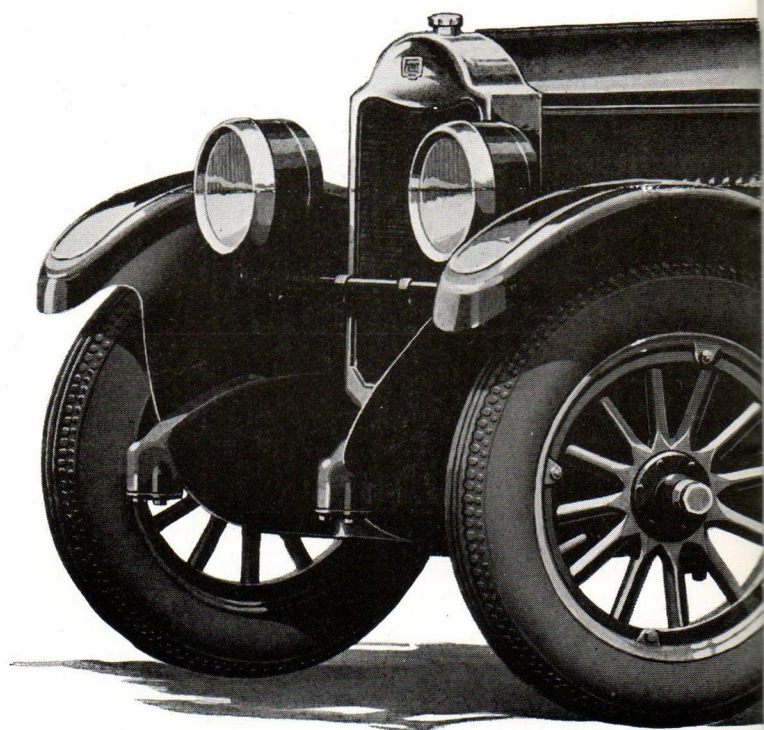
Prices f. o. b. Flint, Mich.

THE roomy, comfortable 5-passenger FLINT JUNIOR COACH provides sturdiness and dependability in a light six. Four cross members on the frame add strength to the car and chassis.

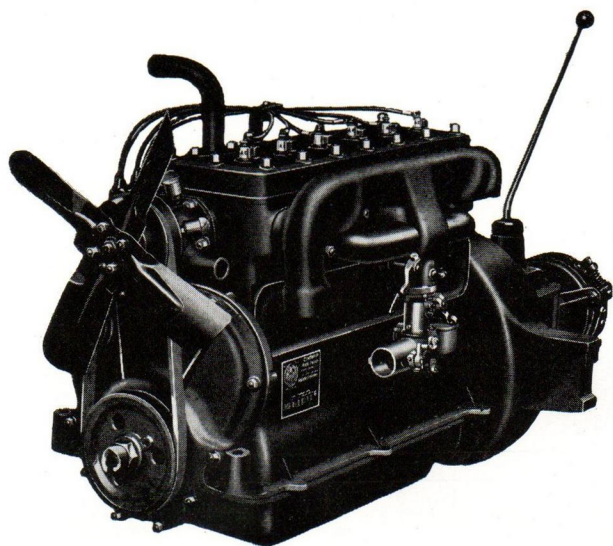
The economical, high-quality FLINT-designed, Continental-built motor which develops 40-horse power provides the FLINT JUNIOR COACH with astonishing power and speed.

And, like other FLINTS, the JUNIOR COACH has distinguishing beauty and smartness.

Long, flat springs together with rubber shock insulators provide the utmost in easy riding comfort.



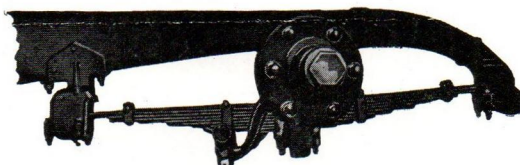
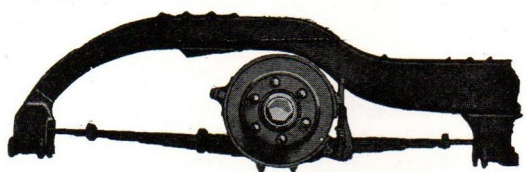
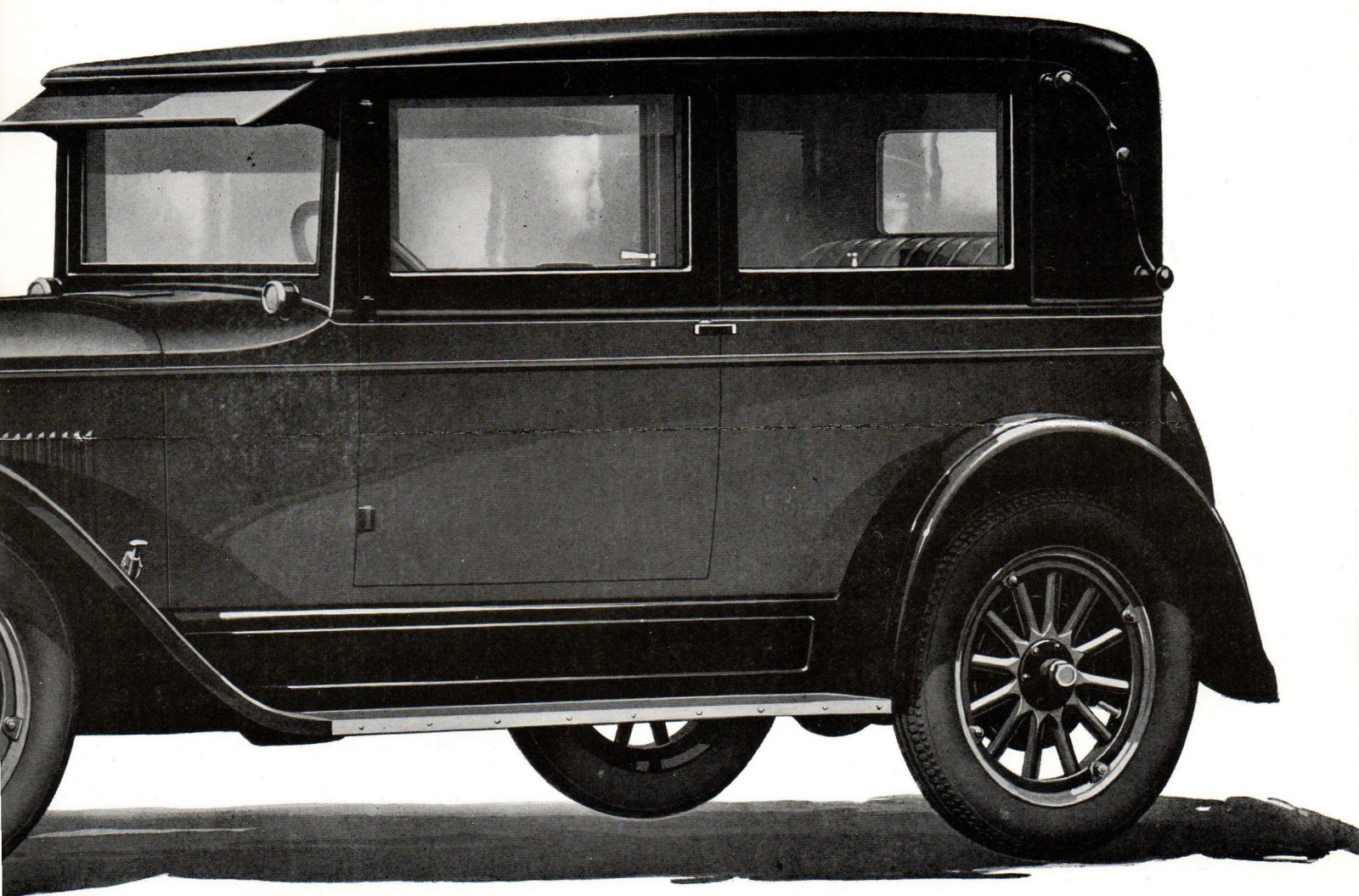
Value Features that Make for FLINT JUNIOR PERFORMANCE



The flexible 40-horse-power Flint Junior Motor, designed by Flint and built by Continental—6-cylinder, L-head, 169.28 cubic inch piston displacement ($2\frac{3}{4}$ " bore x $4\frac{3}{4}$ " stroke), torque 105 ft. lbs. at 2800 r.p.m., detachable cylinder head.

Crankshaft has four main bearings. Camshaft has four main bearings driven by Morse Silent chain. Force feed oiling to all main, connecting rod and camshaft bearings by gear pump. Cooled by impeller type water pump; 4-blade, 16" fan driven by "V" belt from crankshaft; water jackets extended below bottom of piston stroke.

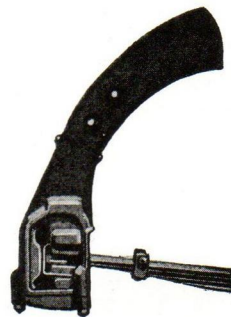
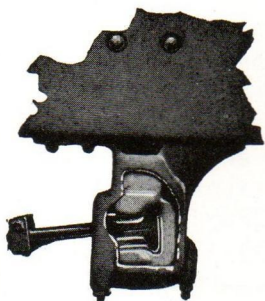
E THOUSAND DOLLAR CLASS



No Rattles—No Lubrication

RUBBER SHOCK INSULATORS

This new feature of the Flint Junior is one of the most important in recent years, entirely doing away with shackle bolts, pins and bushings. In their places have been substituted eight husky blocks of resilient, tough rubber, requiring no lubrication, long lasting, and renewable throughout when finally necessary, in less than an hour at trifling cost as compared with old-fashioned shackles.



the Old Partsman



FRANK JOHNSON

1820 Fitch Avenue
Marquette, MI 49855

Let's begin the column this issue with a bit of Durant trivia from Wayne Bero (40) who reports that the gearshift knob on his 6-19 has a tiny script Durant trademark on the underside near the threaded insert. He reports it's the only Durant-marked part he's found on the whole car other than hub caps and name plates. Does your shift knob have the trademark?

Wayne has also sent some old McQuay-Norris for the swapmeet and warehouse scroungers to investigate:

ES-7 Tie rod end set, complete for right and left side, fits:
1930-32 Durant 407, 610, 611, 612
614, 617, 618, 619

1931 DeVaux 670

1932-33 Frontenac "E", 670, 685

This set also fits the 1931-32 DeSoto SA and SC standard, 1929-30 Marmon Roosevelt "8". We can not verify at this writing as our source was incomplete, but other cars in the Mopar line may use the same parts.

ET-4 Tie rod - Fits: all listed above except DeVaux and Frontenac 685 after serial number K-1202.

This tie rod is also used on the 1928-30 DeSoto "6" and 1930-31 "8". Again, our source is incomplete, so there may be more.

Here are front axle and steering spindle interchanges within the Durant line. We have no Flint data at this time.

DURANT - 1921-26 A-22

Axle 1022

Spindles Rt 1830, Left 1831

- 1922-24 B-22

Axle 2200

Spindles Rt 2208, Left 2209

- 1928-29 M-2, M-4, 40, 55, 60, 65, 66

Axle 24241

Spindles Rt 24242, Left 24243

- 1928-29 70, 75

Axle 25331

Spindles Rt 25332, Left 25333

- 1930-31 617

Axle 40877

Spindles Rt 25332, Left 25333

- 1930-32 407, 610, 611, 612, 614, 618
619

FRONTENAC - 1931-32 "E", 670

DeVaux - 1931 675

Axle 40490

Spindles Rt 40492, Left 40491

STAR - 1922-24 C, F, with yoked ends
Axle 20000

Spindles Rt 20001, Left 20002

- 1922-24 C, F, without yoked ends
Axle 21339

Spindles Rt 21138, Left 21137

- 1924-25 F

Axle 21603

Spindles Rt 21928, Left 21927

NOTE: The 21339 axle was replaced in service by the 21603 axle with the addition of 21600 spring bumpers, 21598 axle clips (U-bolts) and 21599 clip plates.

- 1924-25 F, F-25 with accessory
four-wheel brakes

Axle 22000

Spindle Rt & Left 22035
(from car #272,800)

- 1926-27 M to #405,001
R to #22,000

Axle 22342

Spindles Rt 22590, Left 22343

- 1926-27 M #405,001 up
R #22,001 up

Axle 23687

Spindles Rt 23688, Left 23689

The 1935 Warner Gear catalog reveals the 1923-27 Flint 6-40, 6-60, and H-40 and the 1926-27 Flint Junior 6 and Z-18 share almost all transmission gears used in the Durants and Stars (except 4 speed transmissions) as listed in this column in Vol 4 #3. with the following exceptions:

Main Drive Gear

1923-27 6-40, 6-60 Warner # WT-1016-H

1926-27 Jr 6, Z-18 Warner # WT-1016-C

These two gear applications are unique to the Flint line, but the 1923-24 Flint H-40 uses the #20276 (Warner #WT-1016-B) 10 spline main drive gear used in the 1922-25 Star models C and F.

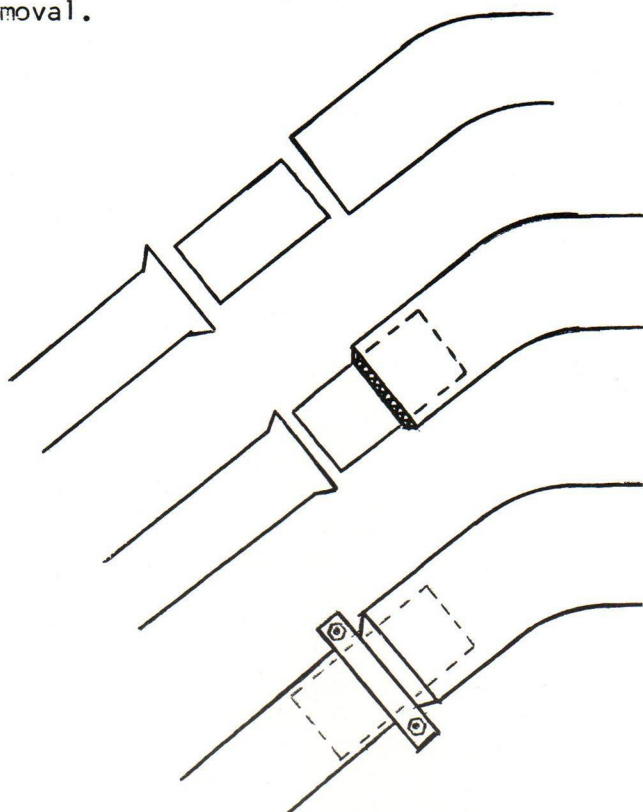
The transmission gears of the 1923-27 Flint 6-55 and 6-80 show no interchange of parts within the Durant family nor with other makes in the Warner catalog of 1931 Chilton. We have no other parts books at this time to ascertain if any other makes of the early '20s shared transmission parts with these Flints. The 20288 (WT-10-2A) main shaft used on the 1922-28 Stars and the 28-29 Durant three-speed transmissions was also used on all Flints with the exception, again, of the 6-55 and 6-80 models.

Regarding Flint differential parts, the 1926-27 Jr 6 and Z-18 share all parts with the 1922-28 Stars and the 1928-29 Durants (except 70,75) including the 21128 axle shafts used with the split axle housings. (Refer to my columns in Vol 5 #1,2,3.) Research has shown that these scaled-down Flints were little more than face-lifted and enlarged Star Sixes. They are, however, attractive little cars and I hope some have managed to survive.

The only other Flint differential interchange is the use of the 70,75 and 617 internals in the Flint 6-40, 6-60 and H-40. Ring and pinion gears are unique to the Flint and the differential side gears used in the H-40 only will not interchange. V5#3.

We have so far found no evidence of interchanges for the differential parts used in the Flint 6-55 and 6-80.

It was mentioned in the February column the problems encountered with the nut and gland exhaust pipe to manifold set-up used on some of our cars. A friend of mine in this area has devised another method of solving the problem if the threads are unusable. His method for a model T Ford, can be modified for the various cars in the Durant family. The results are a good, gas-tight fit with quick installation and removal.



You can begin by removing the manifold and grinding off the battered threads (for appearance sake). Fit a piece of heavy pipe which will fit inside the exhaust pipe and inside the manifold outlet. Perhaps for our cars the pipe may have to be machined.

The pipe must fit neatly in the outlet and extend 4 to 6 inches from it. Braze the pipe securely in the manifold with a neat shoulder where the outside of the pipe and the manifold come together. Grind and file around this brazed shoulder to get a smooth taper in it. Flare the exhaust pipe end to fit the tapered shoulder on the manifold and inner pipe. Fit the exhaust pipe over the new pipe in the manifold and press on until flanges fit snug. Install proper size muffler clamp just below flanges and tighten exhaust pipe to inner pipe.

Your old partsman would like to borrow an early Hollander interchange for research work for this column during the winter. The first one was issued about 1934. The 1949 reprint that is available had a lot of the early material deleted when reprinted as the various cars became obsolete.

We are seeking paint information from our membership - specifically old color chips, color samples, paint and trim schemes, paint formulas etc. If you have closely matched your car's original color with a modern color, please let us know what you used; it's name, number and use.

A few years back I listed some front end geometry for various Durants and Stars although we still haven't found anything for the A-22, B-22 and the C. Can any member help? Here is a partial listing for Flint and Stars with four-wheel brakes from a 1930 Bear front end service manual:

Wheel camber or pitch in inches	
- 1926-27 Flint E-80	7/8"
- 1926-27 Flint B-60	3/4"
- 1926-27 Flint Junior 6	1"
- 1926-27 Star M,R (4 wheel brakes)	1"
Toe-in	
- 1926-27 Flint E-80	1/8-1/4"
- 1926-27 Flint B-60	/ - /"
- 1926-27 Flint Junior 6	1/16-3/16"
- 1926-27 M,R (4 wheel brakes)	0-1/8"
Axle caster (in degrees)	
- 1926-27 Flint (all)	2 1/2°
- 1926-27 Star M (4 wheel brakes)	2 1/2°
- 1926-27 Star R (4 wheel brakes)	1°
Kingpin inclination (in degrees)	
- 1926-27 Flint E-80	8 1/2°
- 1926-27 Flint B-60	7°
- 1926-27 Flint Junior 6	0°
- 1926-27 Star R (4 wheel brakes)	6°
- 1927 Star R (4 wheel brakes)	1°

Referring back to this column in Vol 4 #4 where dimensions are given, we find the Durant A-22 kingpins are used on the Flint Jr 6, and Z-18, and the kingpins used on the A-22's with four wheel brakes are also used on the 1924-25 Flint H-40 with mechanical brakes.

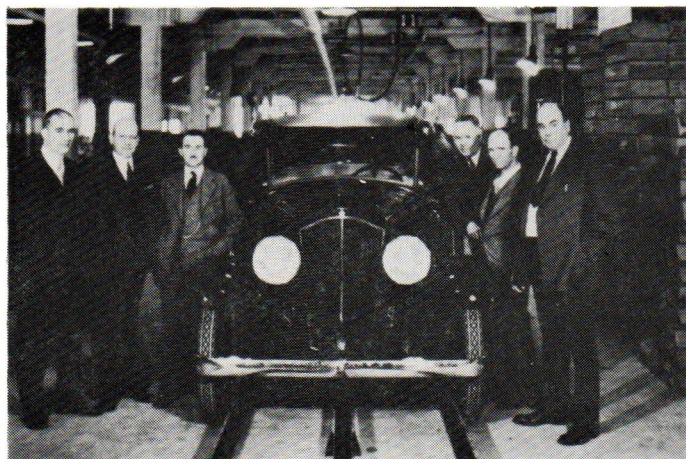
Happy Holidays to you all. Frank.

DE VAUX MOTORS DELIVERS FIRST CAR

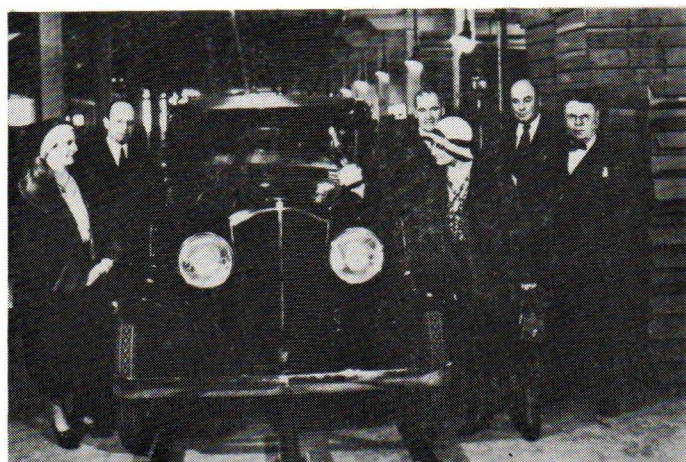
In late 1930, Norman DeVaux announced his intention to build "An Exceptional Motor Car", bearing his name. Engineered by Col. Elbert Hall, with a body by Hayes-Hunt, the new DeVaux promised "The New Standard of Motor Car Value."

One well-know auto distributor saw the announcement as a challenge which he would meet. George W. Browne "camped on the spot" according to the DeVaux-Hall Independent, waiting for the first DeVaux to roll off the assembly line. His week-long wait ended on April 1, 1931, when a new DeVaux sport sedan rolled to the end of the assembly line.

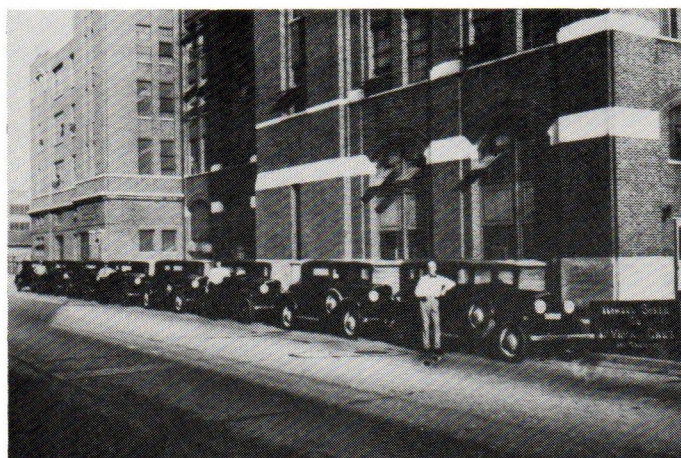
Shown below is the first production DeVaux car (probably car #M1009). George W. Browne is shown at far right, anxiously awaiting his acceptance of the new DeVaux. Others in the photo from left to right include: Col Elbert Hall, Engineering Vice-president, George R. Scott, manufacturing vice-president, R.T Smith, chief engineer, H.T. Kuhlman, factory superintendent and Earl Cooper, chief test engineer.



Mrs. E.J. Hall stands ready to officiate in the traditional "christening" with a



bottle of champagne, while George Browne, second from right, looks on with obvious mixed emotions. Col. Hall is directly behind Mrs. Hall in photo, others are not identified.



Near the DeVaux factory in Grand Rapids, twenty new DeVaux cars were assembled for the "drive-away" back to the dealership in Milwaukee. Eight of the cars are shown here with Howard Sober standing at the lead car. Mr. Sober was in charge of all drive-aways from the Grand Rapids plant.

According to a report in the October 1931 issue of the DeVaux-Hall Independent, "When the load leaves the Grand Rapids plant, the man in the lead car sets the pace for the entire party. Twenty miles an hour is the speed limit and this point is kept in mind during the drive. One car tows three or more new cars and in this way no wear is placed on the jobs being towed."

Special thanks to Howard Reinke for providing the original factory literature from which the information about George Browne was gathered, and also to George Ferris of Grand Rapids, Michigan who supplied the photos used in this story. George found the original photos in the local museum and shared duplicate copies with the DFR for a permanent record.

The DeVaux-Hall Independent mentioned in the story was the company newspaper first published in July 1931 on a monthly basis. If other copies of this paper are available, the club office would welcome the opportunity to copy them. We are also in need of more DeVaux material, please let us know what you have that may be loaned to the club and shared with the members.



>>>>>RESTORATION FUND DRIVE STARTED<<<<<<

Members visiting Flint during the June meet will long remember the run-down remnant that was once the fine Durant-Dort Carriage Company office building (pictured above as it looks today).

A movement has been started by the city of Flint and the Genessee County Historical Society to restore the building to its original beauty (pictured in the meet-issue when in daily use). This site must be preserved for its historical significance and with this in mind, the DFR is starting a fund raising drive with all donations given to the project.

The drive starts immediately and will end January 1, 1982. At that time, the money will be made into a check payable to the restoration committee and presented by member Dick Scharchburg. A full report will be presented in the February issue.

This project is very important and we feel it worth your sincere consideration. We will appreciate any donation you or a fellow hobbieist care to make. We will have this drive publicized in Old Cars Newspaper also, and it is open to any enthusiast that wishes to contribute.

Since this is a donation to a charitable cause, it is tax-deductible. Don't put it off. Sit down now and write a check for a few bucks, it all adds up. We are hopeful that we can, in the name of the DFR and fellow hobbieists, make a worthwhile contribution to this valiant and very worthwhile cause.

A list of all contributors will be presented with the donation as a permanent record of the contribution.

C'mon now, let's all pitch in here and make this a real success. The time is short but I know we can count on every one of you. The money you contribute here will help save this historical building for many future generations. Thank you. Jeff

CLUB ITEMS FOR SALE - The club has several items which if sold will help get a few bucks into the pot, and hopefully offset a potential dues increase. If you have been considering purchase of these items, do it now, we can use the money!

Back issues available @ \$2.50 postpaid:

Vol 3 #1 (1 copy), 3, 4

Vol 4 #1,2,3,4 Vol 5 #1,2,3,4

Vol 6 #1. Vol 6 #2 (40 pages) \$6.50

NOTE: Effective Jan 1, 1982, ALL back issues (except Vol 6 #2) will cost \$3 each, so if you want to get the back issues and save a few dollars, get them before the first of the year.

- Durant script tail light lense \$8.00
- Coupster body plate (Star) \$10.00
- Hayes-Hunt body ID plate \$8.00
- Club & Star Patches \$2.50 first, \$2.25 each additional patch
- U-joint rubber ball set \$11.00
- Durant license plate sign \$10.00
- Windshield sign (lettered) \$2.00

ROSTER CORRECTIONS AND ADDITIONS

- #4 Hoevert - address should read 14322 S.E. Upper Aldercrest Dr., Milwaukie Or. 97222
- #44 Constenius - change address to 900 W. Reserve Dr., #206, Kalispell, MT 59901 (406) 752-2095
- #181 Weisbrod - change address to 211 W. Newell Ave, Rutherford, NJ 07070 (201) 438-0285
- #182 Ringrose - change address to 126 Main St., Apt 2E, Guilderland Center, NY 12085 (518) 861-5316
- #301 Marken - change address to 2935 S.W. 195th St., Beaverton, OR 97006 (503) 642-4554
- #322 Cameron - change address to 1541 8th St. Bremerton, WA 98310 (206) 479-2093
- #333 Orahood - change address to P.O. Box 298, Valley Springs, CA 95252 (209) 772-2168
- #349 Combes - change address to 28 Wittys Rd, Christchurch 4, New Zealand
- #423 Vachon - correct entry to read - first name Michel, Quebec not Ontario, 1930 not 1929 model 40
- #438 Larowe - change address to 40400 N.E. Larch Mountain Rd., Corbett, OR 97019 (503) 695-2529
- #439 Youngs - owns Flint touring listed in Vol 6 #1 page 15 roster corrections. Car should list disc wheels, not wire

The US Postal Service is using the new 9-digit Zip-code. When you get yours, make sure you let the club office know so we can correct the mailing labels. Thanks.



CLASSIFIED AD POLICY

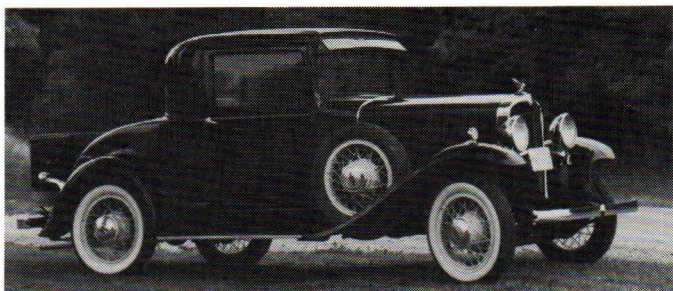
All ads placed in Durant's Standard must be for cars, parts, information or other items directly related to the cars covered by the club. The publication office reserves the right to edit or refuse any ad which does not comply with this rule.

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



1932 Durant 614 sport coupe, restored 1980 dark green body, cream wire wheels. Asking \$10,500: Len Johnston, New Dundee, Ontario Canada (519) 696-3168 after 7pm

1929 Durant radiator \$50. 1925 Star radiator with shell. Many more Durant-Star parts: Grant Lundin, Antique Auto Ranch, 2225 Dollar Road, Spokane, WA 99206

Frames, springs, axles, wheels, engines, transmissions, radiators and more. Mostly Star 4 cylinder. Also 1926-27 Star sedan door: Gary Gilligan, Rt 3 Box 865, Ellensburg, WA 98926 (509) 968-3611

For 1928-29 Durant - chrome headlamps, one painted headlamp, NOS 6 cyl radiator - mint rubber grip steering wheel, radiator shells one pair of rear half-bumpers plain face, spare tire carrier, frame and running gear 4 cyl, dashboards, 29 coupe rear quarter panels, 28 coach body panels and pieces, left rear fender, r & l front fenders, windshields, much more. Also Star F coupster rear quarter panels: John Constenius, 900 W. Reserve Dr. #206, Kalispell, MT 59901

1929 Durant 63 - open car windshield glass frame and posts. Model R Rugby engine parts and some Rugby M-2 mechanical parts: Sid Semple, M/S 1396, Biloela, Qld. Aust 4715

Star motor: Boyce Black, Rt 1 Box 205, White Salmon, WA 98672

Autolite generator #GH-1036, fits 1922-25 Star, used, good shape, no rust. Has distributor with points, no cap or rotor \$75. plus post. Distributors (good used and in working order) #IG4018A, #IGB4004C, #IGB 4007A, #IGB4008A, #IGB4006C, #IGB4043, #IGB4031, #IGB 4036A. \$45 each plus \$4 post. Also have dist caps, points, rotors condensers NOS. Send needs and SSAE: Bill Carson, 235 Shawfarm, Holliston, MA 01746

Magazine ads for Durant, Star and some Flint - Saturday Evening Post and Literary Digest, send needs to Jeff, club office.

1924 Star F - complete chassis, 10174 miles motor #270645 cast 12-17-24 with dash and front fenders, fuel tank. 1926 Star R parts and repair manual: Russell Kraft, 20195 Doffing Ave, Farmington, MN 55024

1930 Durant 614 4-dr sedan - complete, excellent condition, has incorrect radiator and shell, needs restoration. Contact Mr. Lorne Findlay, B.C. Museum of Transportation, 224 Front Street, New Westminster, B.C. Canada V3L 1A2 (604) 525-7707

1929 Durant running chassis & parts: Cliff Klenke, Rt 3, Apt 1, County P, Plymouth, WI 53073

WANTED

For 1929 Durant D-40 coupe - round-face rear half-bumperettes, rumbleseat latch with 'T' handle: John Constenius, 900 W. Reserve Dr, #206, Kalispell, MT 59901

For 1930 Durant 63 4-dr sedan - inside door handles, rear window mouldings, rear quarter window parts, radiator cap & crankhole cover, complete (dash) oil filter, windshield wiper motor: Dave Webster, 13208 Beach St. Cerritos, CA 90701

For 1923 Star C 4-dr sedan - speedo cable, lense and gear; ignition key, headlight lense, springs: James Pekol, 1707 Spring St. Scofield, WI 54476

For 1925 Star F 4-dr sedan (Canadian) - speedo cable, 20" split rims, parking lts, aluminum cowl strip at hood, robe rail, Star logo step plates, rear brake drum for disc wheels, trim for trunk rack: Peveril Peake, 16 North St. Bristol, VT 05443

For 1926 Star M - set of drum headlights, left splash apron: Vince Orr, 4009 Hidden Valley Rd, Chester, VA 23831

For 1923 Star C - Horn, either Schwarze Electric or E.A. Laboratories. Horn button, 9" diameter headlight, hood, headlight lense, old style plug wire wnds, coil, shift know, tail light & license plate bracket. Also interested in open car body parts: Jack Hazeleger, RR 1, Sydenham, Ontario, Canada KOH 2T0

For 1923 Star C - webbing for Lincoln shock absorbers: Chester Lewis, Rd 1, Box 131, Lincoln University, PA 19352

For 1927 Rugby M tourer - Sims C4 magneto, tail light complete, Rugby 4 Radiator emblem, Spicer U-joint: Richard Wallach, 171 Prospect Hill Road, Canterbury, Melbourne Victoria, Australia 3126

For 1929 Rugby 40 tourer - 2 good split rims for 19" wheels: Bob Muir, 40 Forest Glen Cres. Belrose, Sydney, Australia 2085

For 1928 Durant 65 sedan - visor, rearview mirror, brake light switch, two horns: Sid Semple, M/S 1396, Biloela, Qld, Aust 4715

For 1928 Durant 65 4-dr sedan - three 3 1/4" dia hubcaps with "D", rad cap: Horace Bauer 3216 Barr Rd. N.W., Calgary, Alberta, Canada T2L 1M8

For 1930 Durant 617 4-dr sedan - inside door handle, one shock arm, 6 hubcaps for wire wheels 6 1/2" opening: Ron Tomlinson, 2437 N. Chester Rd, Charlotte, MI 48813

For 1930 Durant 407 4-dr sedan - pair rear fenders, rad cap, 1 hub cap wood wheels, also technical and color data: John Sukmonowski, 525 Niagara St, St Catherine, Ontario, Canada L2M 3P4

For 1931 DeVaux 675 custom sedan - amp guage, door handles, horns: Doug Adams, 4455-19th ST. N.W. Canton, OH 44708

For 1922 Durant A-22 touring - dist parts, Lewis Mendenhall, 1607 A Bluffdale Rd., Baltimore, MD 21207

For 1926 Star M touring - need wood wheels: Cliff Klenke, Rt 3, Apt 1, County P, Plymouth, WI 53073

REPRODUCTION PARTS

Harvey Frid advises that effective Jan 1, 1982, all Canadian prices for his repro parts will be discontinued. All parts will be priced and paid for in US Dollars only. All checks should be made payable in US funds to Harvey Frid.

The reproduction swallow radiator cap has been well received and although Harvey is working hard, he's a bit behind, so if you haven't received the cap yet, you'll be getting it soon.

Those with Stromberg U-2 carburetors may be in need of a float chamber cover. Harvey has them available, \$30 each US. This does not include the needle valve which will have to be obtained from an original carb.

Harvey has several other parts in the works, watch for a complete report in the February issue.

Ross Hoevelt, 14322 S.E. Upper Aldercrest Drive, Milwaukie, OR 97222 has had a reproduction of the 1930 Durant running board molding made. A sample received here is unchromed, but is an accurate reproduction of the original found on his car. He expects the cost to be about \$50 per set. Interested parties should contact Ross for all the details.

John Constenius, 900 W. Reserve Dr.#206 Kalispell, MT 59901 is interested in reproducing the metal plate on the gas tank gauge used on many of our cars. This plate reads the amount of gasoline in the tank and on many cars is in rough shape. If you are interested in this project, let John know, and we'll have a further report when he gets all the details worked out.

Phil Pickard, 28 Bronwyn St, Mairehau, Christchurch 5, New Zealand informs us the NZ Durant-Built Vehicle Owners Club will be able to supply seal carriers for the 14L and 15L engines. We will try to have complete details in the next issue.

If you have a pet project that needs the support of our members and will fill a need, let the club office know, and we'll pass the word.

ADVERTISING AND SALES PROMOTION

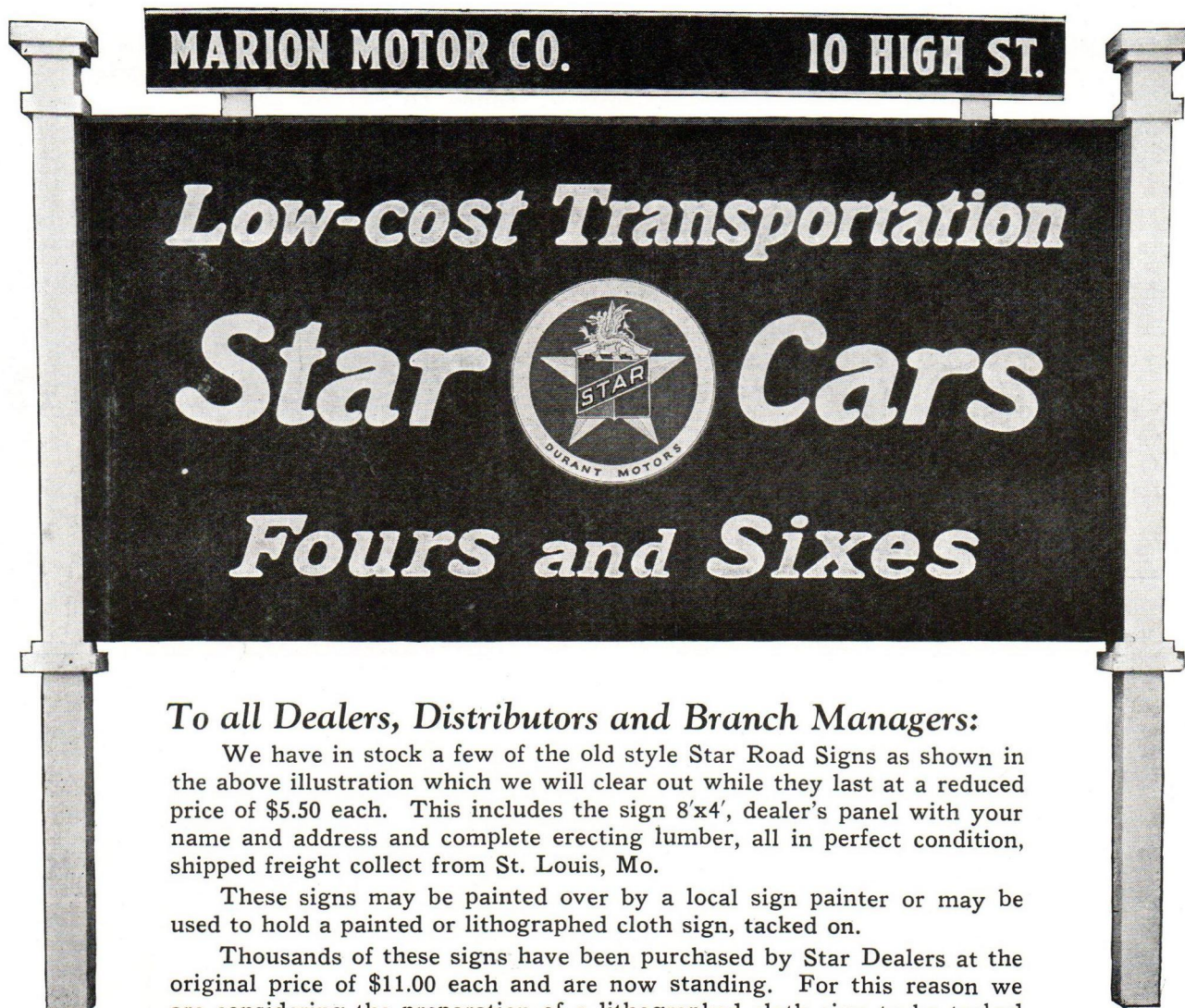


BULLETIN



DURANT MOTORS, Inc.
ELIZABETH, NEW JERSEY

No. 8
April 16, 1928



To all Dealers, Distributors and Branch Managers:

We have in stock a few of the old style Star Road Signs as shown in the above illustration which we will clear out while they last at a reduced price of \$5.50 each. This includes the sign 8'x4', dealer's panel with your name and address and complete erecting lumber, all in perfect condition, shipped freight collect from St. Louis, Mo.

These signs may be painted over by a local sign painter or may be used to hold a painted or lithographed cloth sign, tacked on.

Thousands of these signs have been purchased by Star Dealers at the original price of \$11.00 each and are now standing. For this reason we are considering the preparation of a lithographed cloth sign to be tacked on, but before proceeding with this work we wish to determine just what the demand will be. Will you kindly, therefore, fill in and return the enclosed questionnaire at once?

The coupon below is for your convenience in ordering the present signs.

H. C. TIFFANY, General Manager,
Advertising & Sales Promotion.

Advertising & Sales Promotion Division,
Durant Motors, Inc.,
Elizabeth, N. J.

Date.....

I enclose check in the amount of.....for which please send me.....
Star Road Signs at the reduced price of \$5.50 each.

Lettering for name panel

Ordered by.....