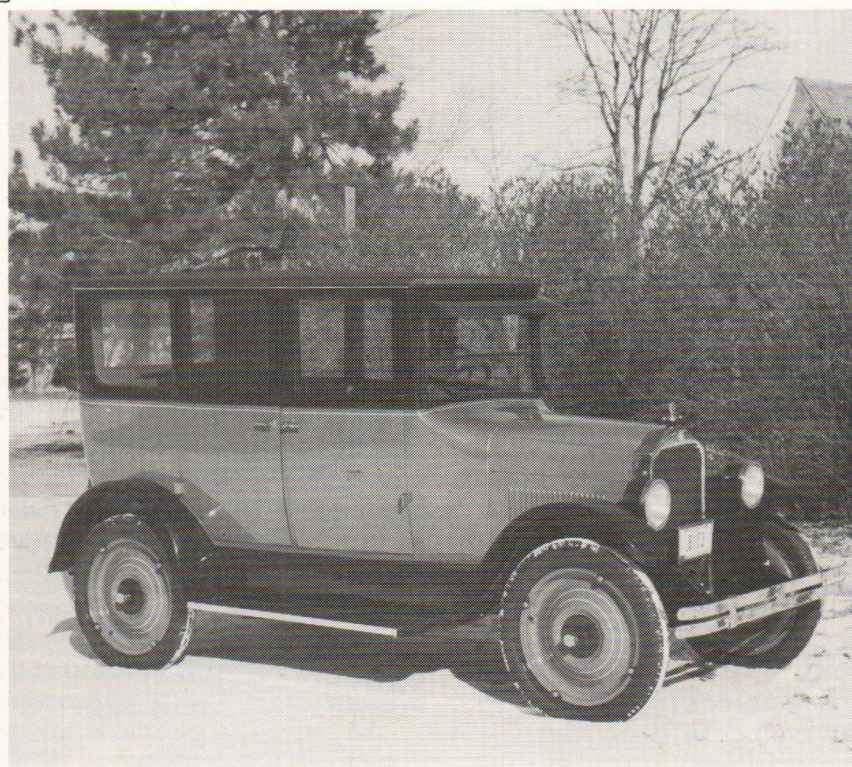


DURANT'S *Standard*

The official publication of

THE DURANT FAMILY REGISTRY



1924 STAR F
4-DR. SEDAN

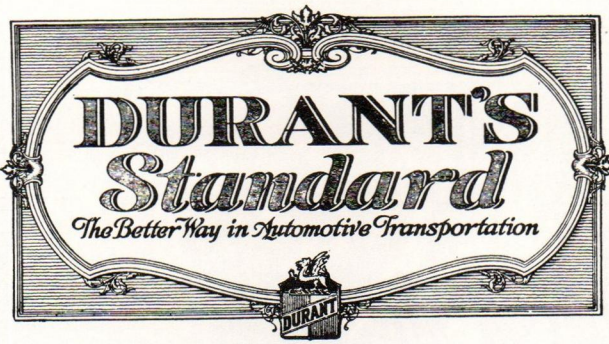
KERMIT WILKE
HOLDREDGE, NEBRASKA



VOL. 6

FEBRUARY 1982

No. 4



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

Kermit Wilke's 1924 Star F looks a lot better in light blue. See page 11 for more details. Ray Zenz supplied the Durant Representative copy from page 3 about the Bendix brake system. Thanks to Bob Krause and Max Wilson for their contributions, and to Dave Schulte for the great centerfold of the Star sales brochure reprinted in its entirety. The DeJon ignition system ad on the back cover, printed in House & Garden January 1924, is from the editor's collection.

please



Don't Make Us
Get Tough!

If your mailing label has a number 4 under the membership number, this is your last issue under your present membership. Please renew promptly. Canadian members please be sure to remit your dues in US dollars. If your name is shown on page 3 of Vol 6 #2 for attending the meet, your dues are paid (first 43 names only). Please send us your 9-digit zip code if you know it.

SPECIAL NOTICE

This space is usually reserved for the Editor's Desk, but few people read that column. Most members read the "Special Notices", so... Now that I have your attention, please make a point to read the Editor's Desk every issue. Thanks.

Dues will continue at the present level for 1982 (see at left). We do need more money to meet rising costs and hope to generate that from increased membership.

The idea of increasing the magazine to 24 pages has come up. Personally, I like the idea, but I don't need the additional work that will be involved.

For 24 pages, I'll need some regular, dependable help with the publication. I need a person now, to assume the editorial duties for THE REPAIR SHOP, a column we hope to make a regular. (We also need material for this column.) I need at least one additional person to head another regular column of content to be suggested. So, I need both volunteers and ideas. What do you want to see in the magazine? Even if we don't expand, the ideas are still welcome.

To cover the increased costs of printing and postage, dues would be raised from \$12 to \$16. When the DFR started, we gave our members four-12 page issues for \$8, that's 16.66¢ per printed page disregarding any other benefits. You're paying 18.75¢ per page now. With the increase of dues and pages, we'd drop back to the old rate and you'd be getting more for your money! Other services of the club would continue as they are now, with improvements as needed.

Here's where the feedback comes in. I want to hear from everyone of you. Are you willing to pay for the increase, both in dollars and contributions? We need 100% support. If 75% agree and we lose 25% of the members because of the dues increase the club won't make it financially. Your financial help, as well as contributions material are needed to make this work.

The majority of you now owe your dues, so when you send them in, give us your thoughts and ideas about this possible expansion. Remember, dues will remain at \$12 and \$14 this year, don't send in the higher amount!

If the idea is approved, it will not take effect until 1983, and it won't take effect at all if I don't have some very dependable help to go along with the increased work load.

Let's hear your comments and ideas and let's have some volunteers to help make this a better club than it already is. We need your help now! Thanks.. JEFF

EXTREME CARE AT FACTORY ASSURES DEPENDABLE BRAKES

AS the result of a very extensive search for a solution to the four-wheel brake problem, the Durant Motors, Inc., has adopted the Bendix Mechanical Four Wheel Brakes, accepted as not only the safest and simplest of present day engineering, but the best known in the automotive industry.

In order that cars delivered to the dealers may have the fullest efficiency available, of this remarkable brake, the Durant Production Department has adopted special means for assembling and adjusting the brakes in the factory.

This company is the leader in developing this type of equipment, one of the outstanding ideas being a fixture for positive positioning of the brake shoes.

The Bendix Brake assemblies are received with the shoes and other parts assembled to the backing plates but with all adjustments loose. The shoe linings are burnished so as to produce a good bearing surface with a true radius matching that of the brake drum.

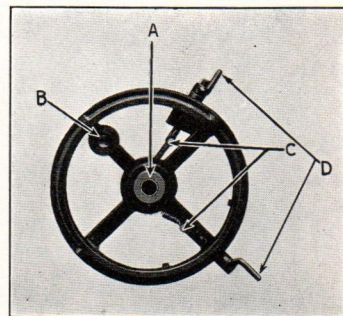
The Bendix Brakes arrive in convenient crates which are trucked to the assembly lines and the brake assemblies are placed directly from these crates onto the axles. In this way the possibility of damage to the well burnished shoe linings which might result from handling is avoided. At the point of brake to axle assembly, all nuts are tightened by means of air motor wrenches. The fixture before mentioned is then mounted on axle spindle or shaft as shown at the right and the shoes are drawn to a positive position by handle nuts operating clamps which pull on the shoe webs. Locating devices insure that the fixture will

be placed in such a position that the clamps will contact with the shoes at the proper point to insure proper shoe settings. Accurate shoe setting is essential to the correct operation of any brake and this company, one of the first to realize its importance, has insured exact settings of the shoes relative to the axle spindle or shaft by means of fixtures of the type described. It is at this point that long brake life is assured by bringing the shoe linings into full contact with the entire inner surface of the brake drum.

The axles with brakes attached are assembled to the frame and passed along the assembly conveyor chain so that other parts may be attached. Among these latter are parts comprising the brake "hook-up" or operating controls. Proper brake performance can only be had when these parts are assembled in the proper relation and are free to move.

The completed cars leave the assembly conveyor and enter the

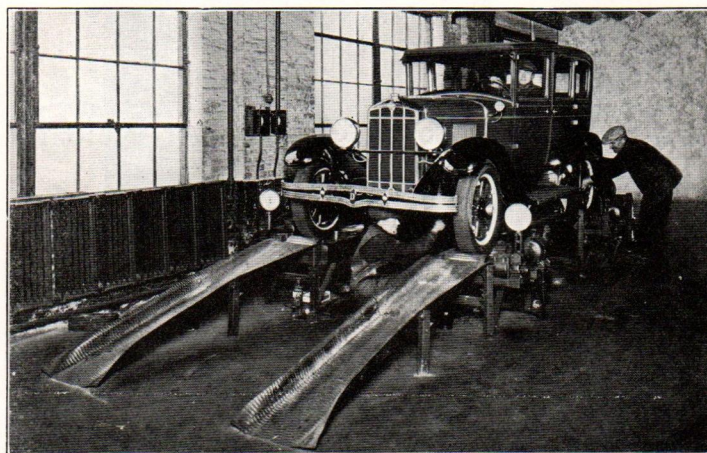
Final Test Department. As the last operation in this department, the operating controls are adjusted to equalize brake pressure on all four wheels so that, even with a sudden and violent brake application, the car will not swerve to one side, but will continue in a straight path. This equalization is accomplished on a special balancing machine on which meter readings are taken to insure that each wheel exerts the same amount of brake pres-



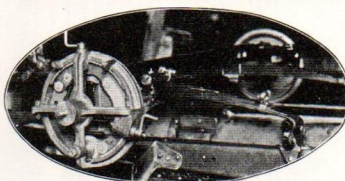
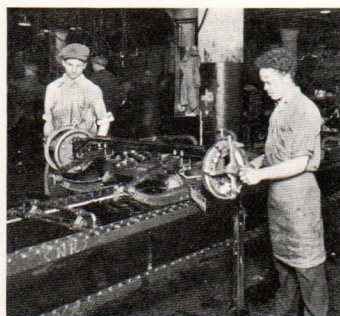
SHOE ADJUSTING FIXTURE

- A. Bushing, fitting on axle shaft.
- B. Locating device, fitting over cam shaft bolt head.
- C. Shoe Clamps.
- D. Handle Nuts.

Operator places "A" on axle shaft "B", engaging bolt head. The shoes are pulled tightly against the inside of the drum by "C" and "D" and held in this position while anchor pin nuts are tightened.



Final test of brake adjustment is made by electric balancing machine.



Upper: Adjustment being made as chassis progresses on assembly line.

Lower: The fixture in position on the axle.

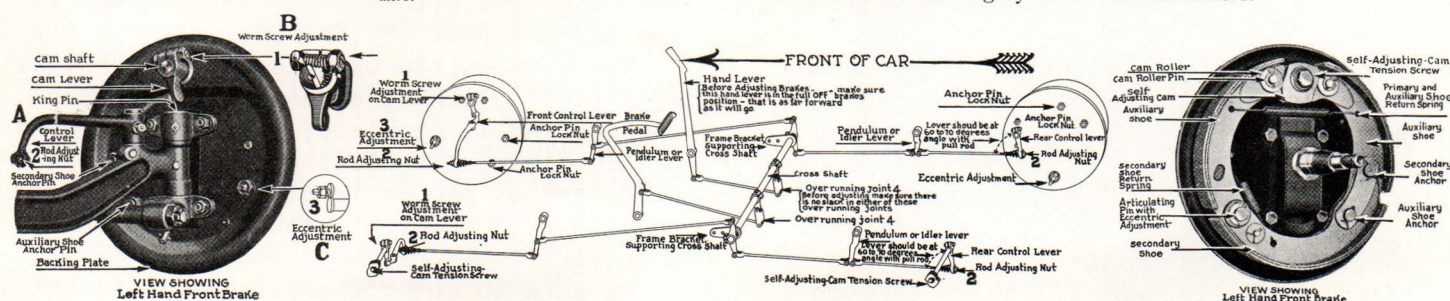
sure with the brakes applied. Also, with brakes released wheels must not show a drag of over thirty pounds in front and fifty pounds in rear. If either of these readings is exceeded, examinations are made as to the cause and the condition remedied as Bendix Brakes with proper settings and balance will not drag.

This same braking efficiency is easily maintained if the instructions in the bulletin, of which the chart shown below is a part, are followed out. Another bulletin diagnosing brake difficulties, their causes and remedies in chart form has also been issued. Every member of your service organization should be thoroughly fam-

iliar with the information contained in this chart so that they can easily diagnose and render good and efficient service.

Both of these bulletins have recently been mailed but if you have not received your copies or wish additional copies for your service organization, the Service Department at any of the Durant factories will gladly fill your requirements.

The reputation of Bendix Brakes, the carefulness with which these brakes are put on at the factory, and the ease with which they may be kept in proper adjustment are sales points which the dealer should impress upon all customers.





EDITOR'S NOTE: After the article on the restoration of the Durant/Star U-joint we received several letters asking for more of the same. Bob Krause of Long Beach, CA. supplied the following article on repair of his Star carburetor. The method and materials will surely have other application.

We hope other members will share their repair methods and we can make "THE REPAIR SHOP" a regular column in Durant's Standard.

XX

My Tillotson carburetor had a crack in the case where the adjusting needle valve goes. Later, it broke. I had no luck in finding another carb, so I decided to try and fix it. (See fig 57 Carburetor)

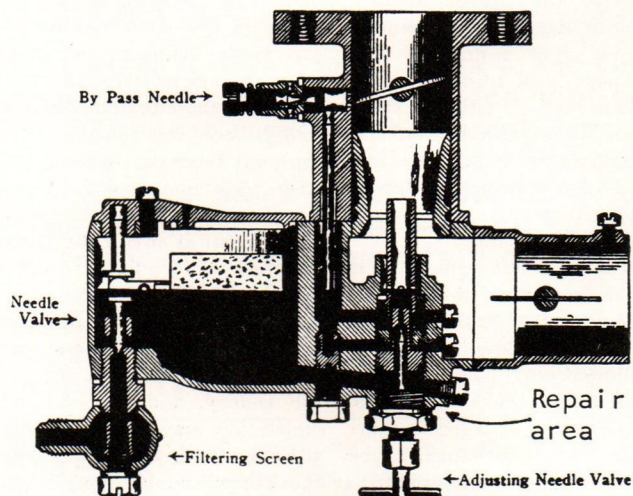


Fig. 57—Carburetor

The broken area to be repaired is shown in Fig 57 and in Photo 1 on the carb at right. The carb is pot metal, so welding is out. With a rotary file and drill press (Photo 2) set at high speed, I milled off the remaining broken shoulder flush with the bottom of the carburetor.

Then I drilled four #21 holes through the base as shown in diagram 1. (Note, dia

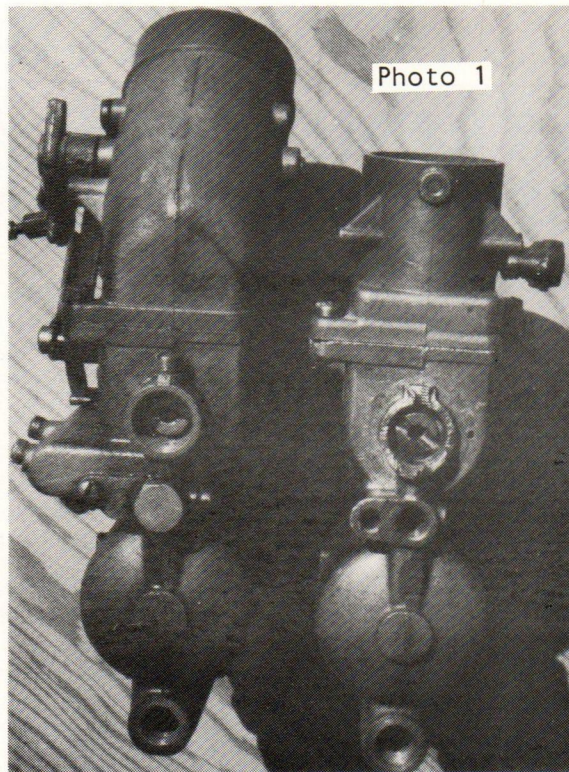


Photo 1

1 is shown to scale to facilitate dimension.) The holes were tapped to 10-32, although a more coarse (10-24) thread may provide a better grip in the upcoming casting operation. Four studs were made using 10-32 screws, head removed, and mounted in the four holes. A wire was then soldered to the studs providing extra base for the casting. (Photo 3)

A plastic pill bottle (1-3/16" in inside diameter) is used for the outer form for the casting. Be sure the 4 studs fit within the bottle and do not interfere with the large screw.

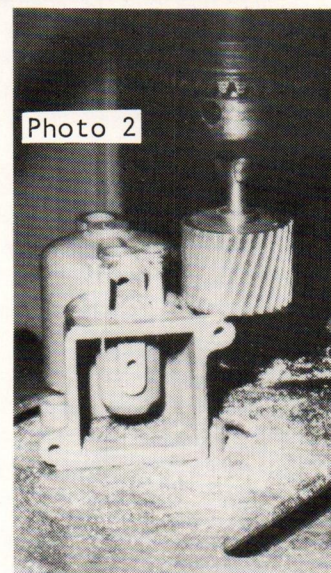
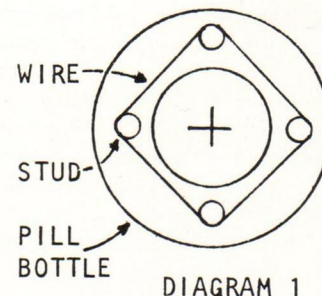


Photo 2



The pill bottle used is cut to a height of 11/16", allowing excess material when the casting is complete, to be machined off to finish the casting. Be sure the studs are of proper length, that they are covered with material after the machining process.

Be sure to cut out section of pill bottle for cleanout screw, using 8-32 screw

for proper thread. Hole should be in line with fuel passage to allow clean-out.

Position pill case on carb body, aligning clean-out screw with fuel passage, and secure in place with tape. Make sure four studs are sufficiently below 11/16" height of pill bottle to allow material above the studs when machining is complete.

A large screw, 5/8 - 20, is used to form the main passage, and must be installed before the casting is made, as these

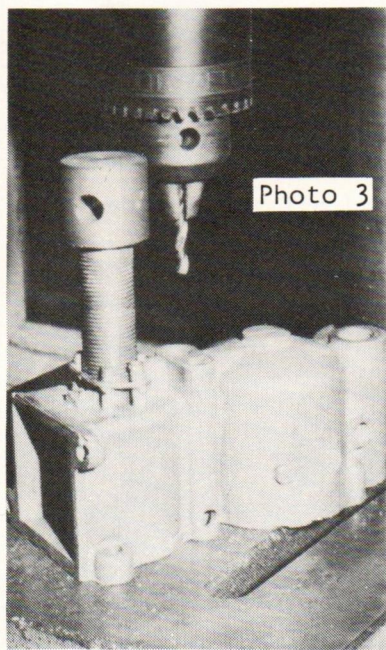


Photo 3

threads continue into the body of the carb. Coat the large screw and clean-out screw with oil so casting agent doesn't stick to these items. Be sure the four studs do not block any fuel passages. Photo 4 shows bottle and large screw in place, with casting agent already applied.

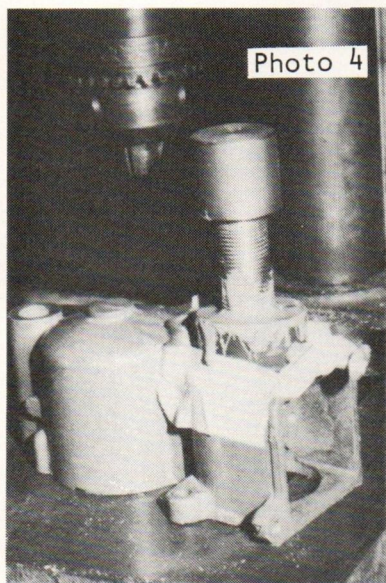


Photo 4

Now, the product I used for the casting agent is called J.B. Weld. It's available in automotive supply shops and comes in two tubes: steel and iron mixture in a liquid base, and the second a fusing/hardening compound. Follow directions on tube for mixing and application. Make sure there is no oil on the carb body or the studs, or weld will not stick

to these areas. Allow over-night set for best results. Remove bottle and screws carefully.

With rotary file in drill press at high speed (Photo 5), mill J.B. Weld to a flush surface for installation of adjusting needle valve parts. (J.B. Weld is strong, and will withstand milling operation.)

The completed weld, along with mold and screws is shown in Photo 6. The repair should provide years of dependable service.



Photo 5

IMPORTANT NOTES:

When installing the needle valve holding nut and the screw for the clean-out hole, DON'T USE HARD WASHER GASKETS as originally used. Rubber "O" rings might work but may eventually leak gasoline. I recommend using a silicone sealer for any "J.B. Weld" surface. It can be scraped off easily and resealed if necessary. J.B. Weld, when set up, is very brittle and will crack or chip if handled roughly or over-torqued.

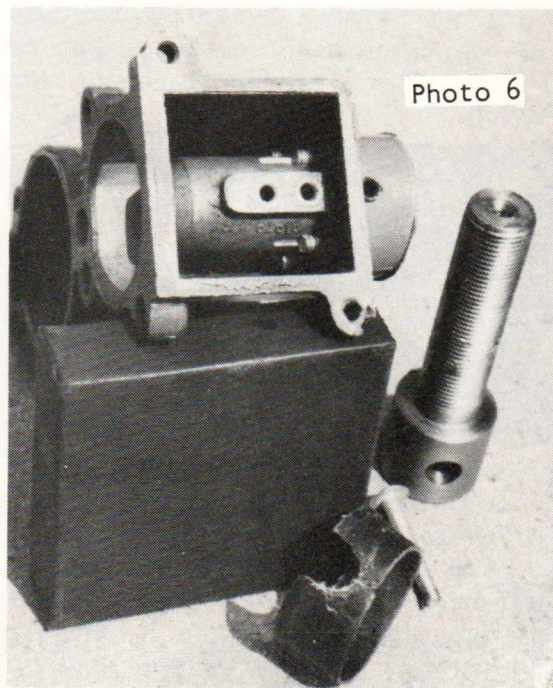


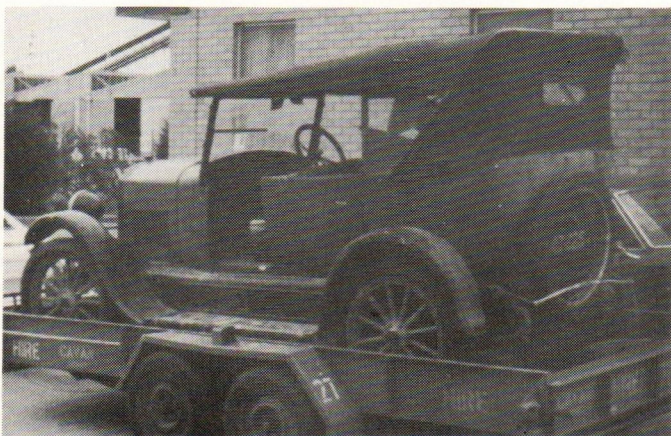
Photo 6

THE FAMILY RUGBY

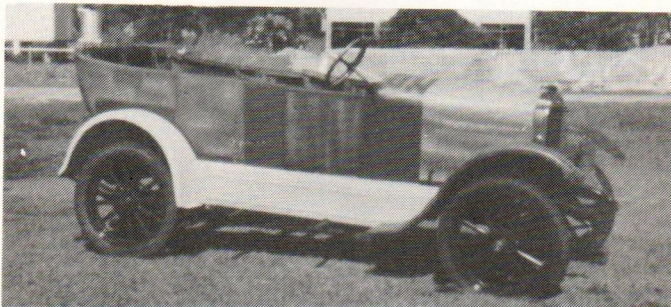
EDITOR'S NOTE: Max Wilson supplied the following story because he felt we haven't received enough from members "down under". I'm hopeful this will encourage other members to send in their contributions to the Durant Family Registry.

XX

I found my 1924 model F Rugby in Adelaide, South Australia in 1975, paying \$350 for it. The car was complete and in reasonable condition, having been driven up to 1961. The car was loaded on a trailer for the 500km trip from Adelaide to Mount Gunson. The weather was really bad. The wind blew the top off, wrecking all the top bows.



I'd just started work on the car, when I was transferred to Queensland. The car was loaded on a truck to be shipped there for me. Upon arrival, I found a car that had been outside for 6 weeks, having been rained on several times. The body had received a gash from a fork lift and what chassis work had been completed was ruined by the use of chains for tie-downs during transport.



Work began anew on the car. I used Medium blue Dulon Acrylic Lacquer, group 2-566-17764 code 857 Toyota import.

In 1978 I moved again, from Ingham to Mackay where the car was stored for two years. The president of the local club talked me into getting the car out for the "Sugartime Festival", only 2 weeks away.

With interests revived, preparations were made for the parade. Having never had the car out for a long drive, we trailered the 16km to town.

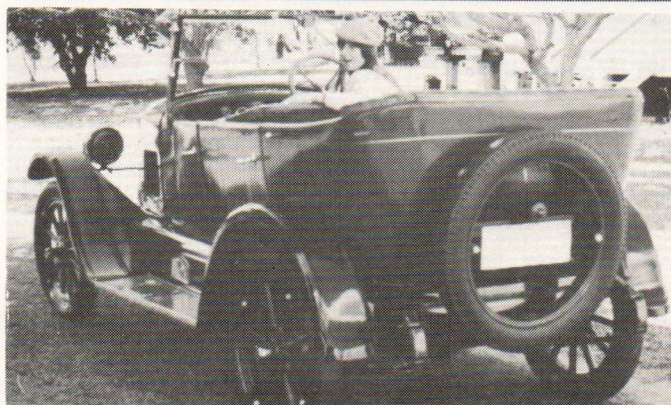


Nervously, we lead off the parade, the Rugby preformed flawlessly, enough so that I decided to drive the 16km back home.



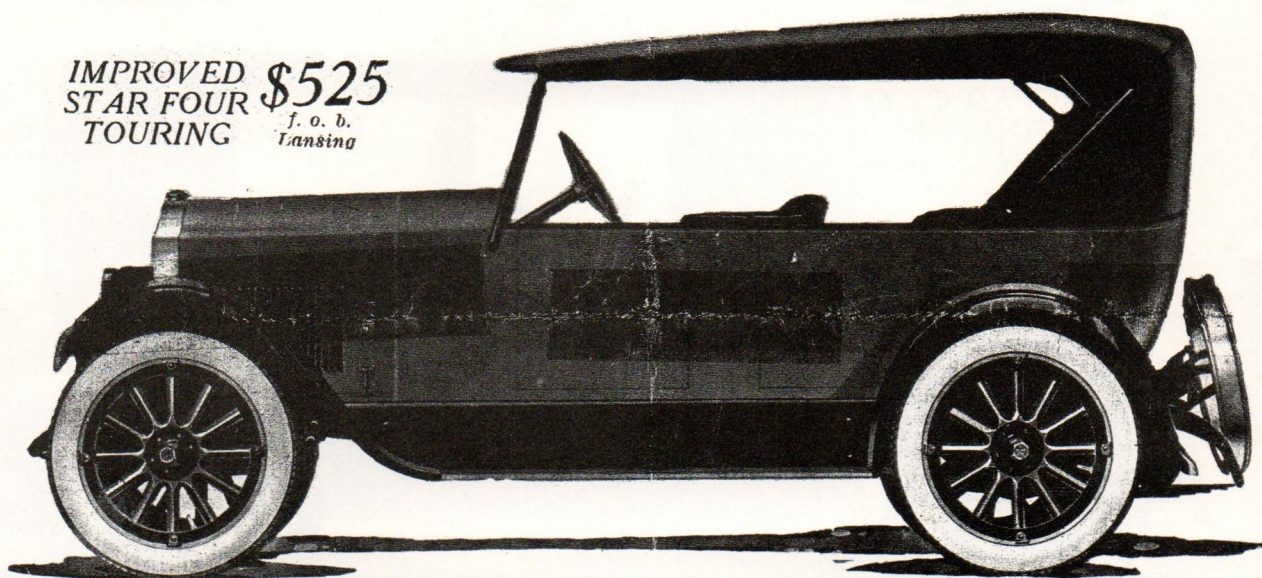
Fully registered and receiving more regular use, we're all enjoying the family Rugby. Everytime we want to go somewhere, the kids want to take the Rugby!

Max Wilson



The Improved Star Four AND THE *New Star Six*

IMPROVED \$525
STAR FOUR f. o. b.
TOURING Transing

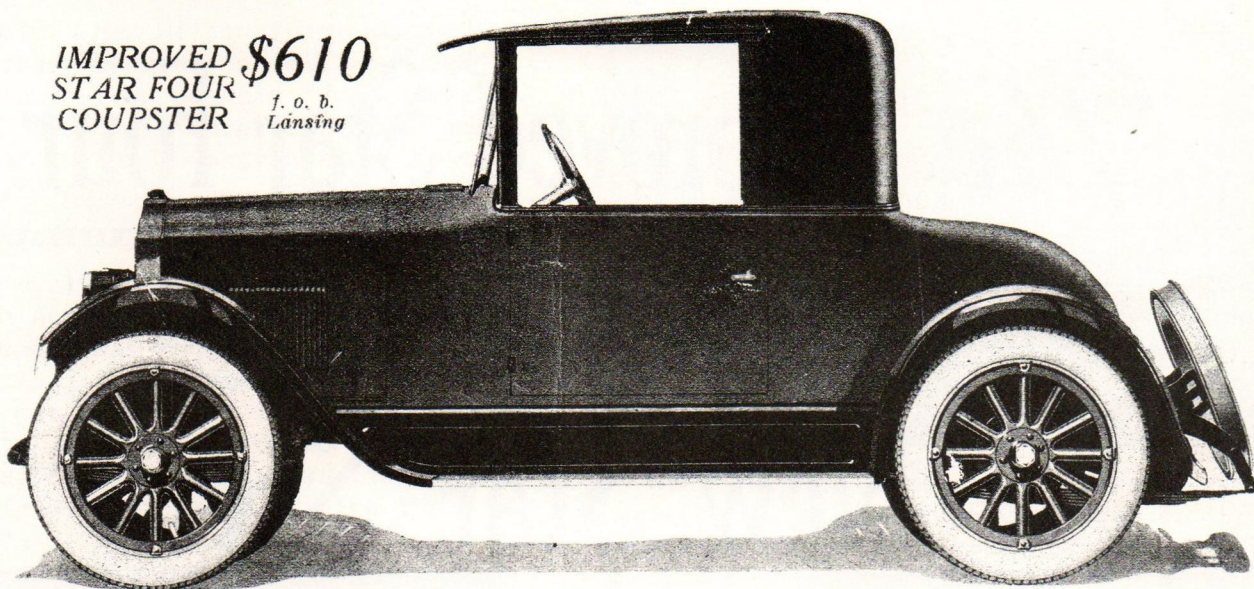


Low-cost Transportation

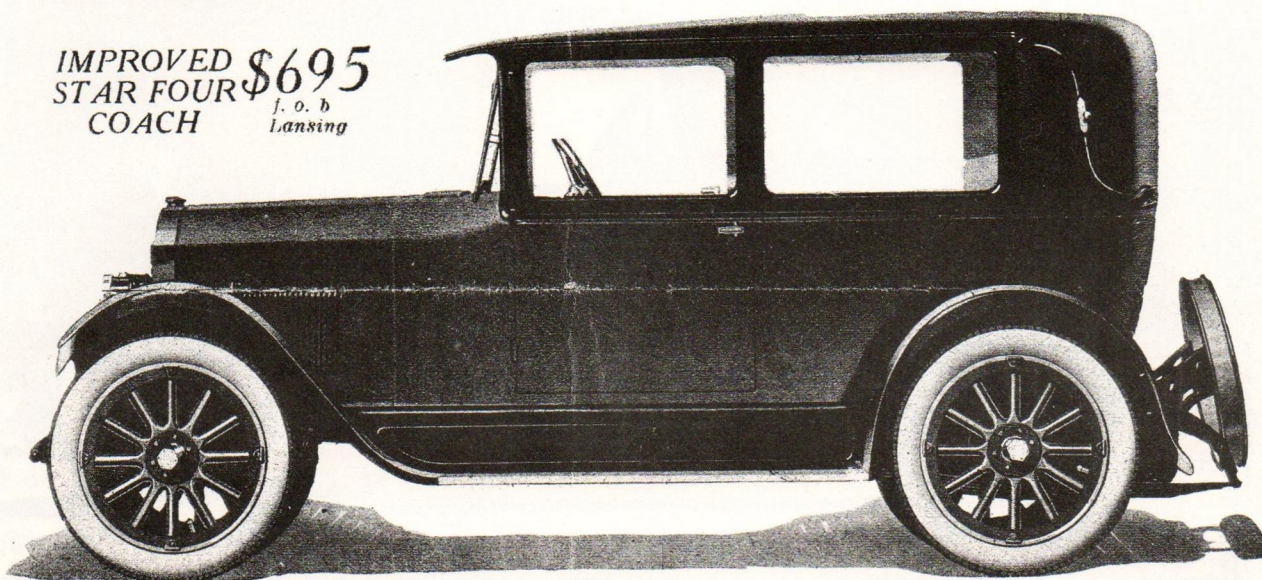
Star  *Cars*

**MORE POWER AND
SUPERIOR QUALITY**

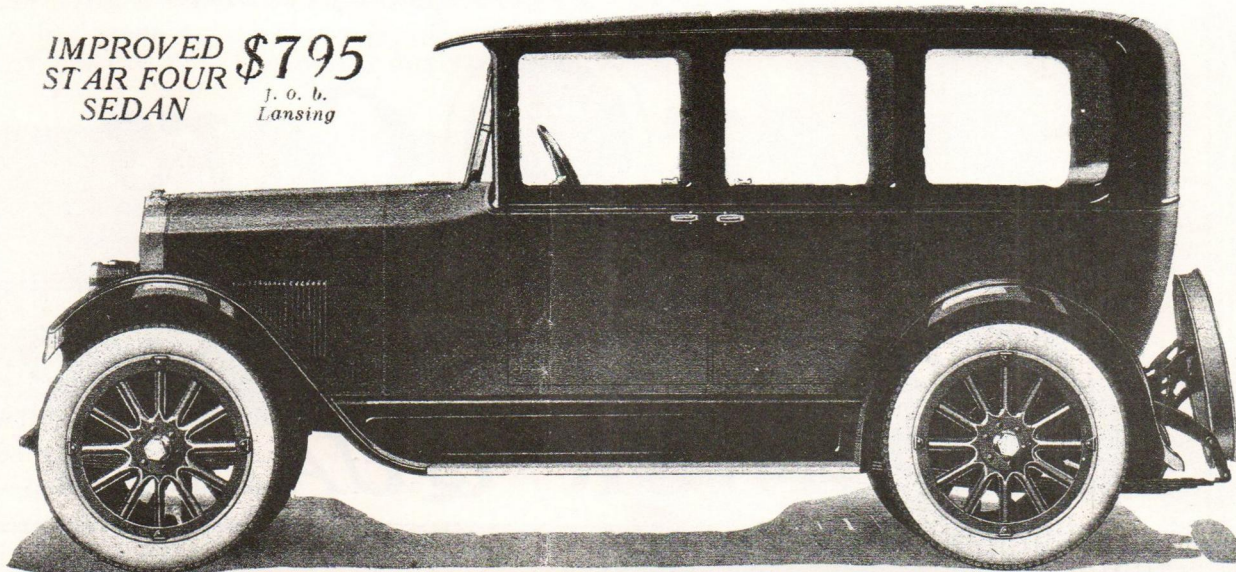
IMPROVED **\$610**
STAR FOUR
COUPSTER *J. O. B.
Lansing*



IMPROVED **\$695**
STAR FOUR
COACH *J. O. B.
Lansing*



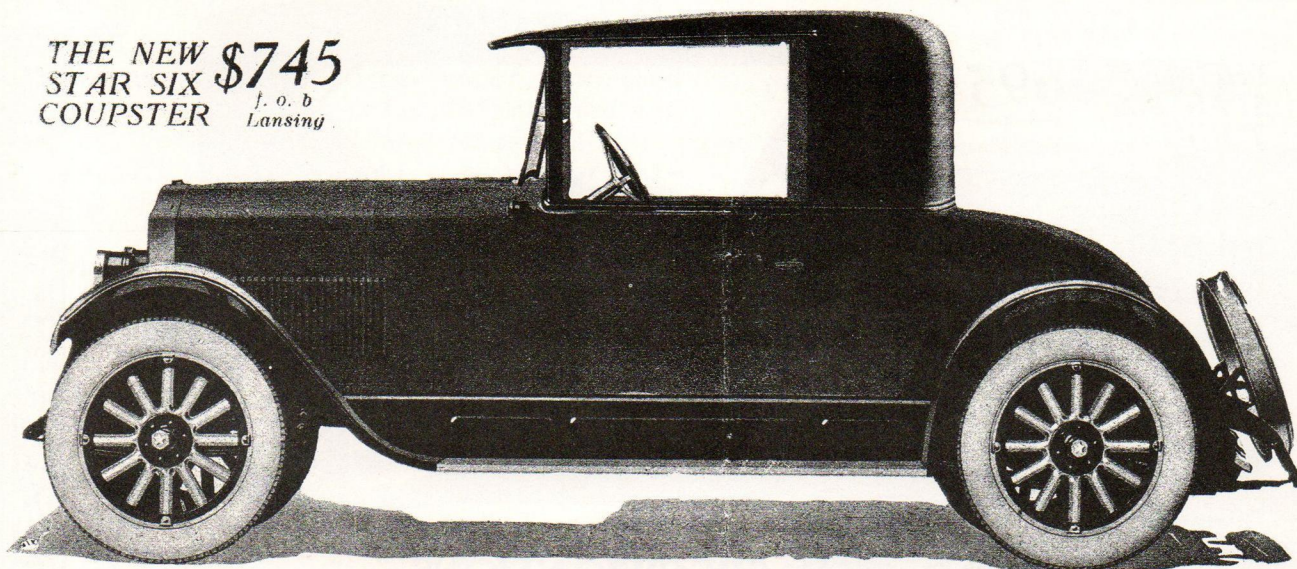
IMPROVED **\$795**
STAR FOUR
SEDAN *J. O. B.
Lansing*



THE NEW
STAR SIX
COUPSTER

\$745

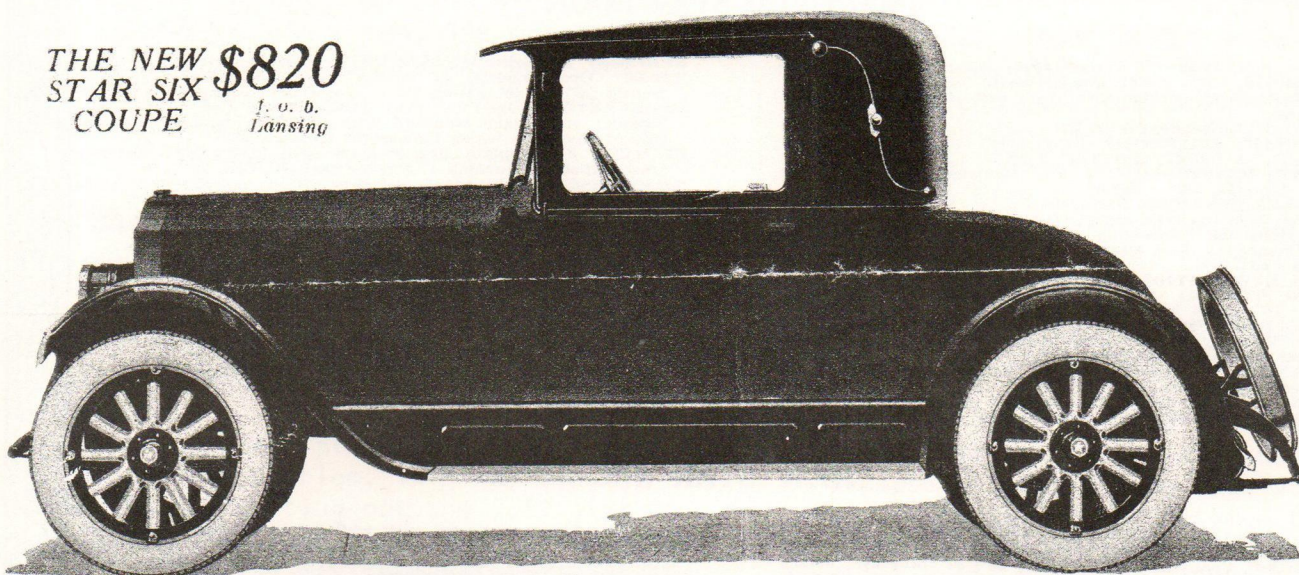
f. o. b.
Lansing



THE NEW
STAR SIX
COUPE

\$820

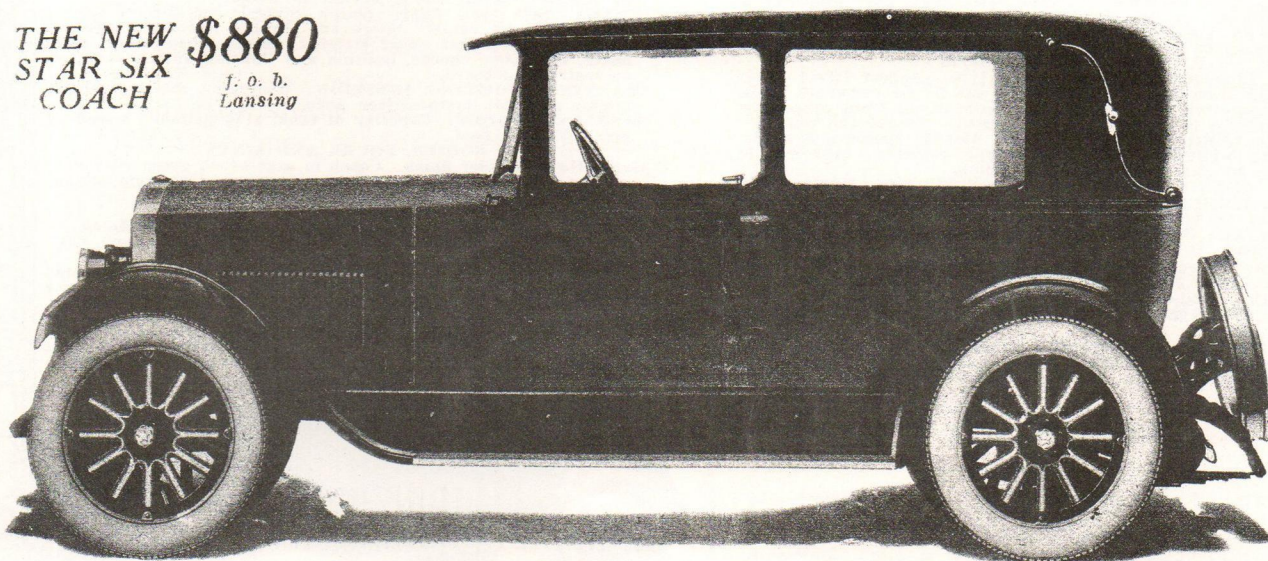
f. o. b.
Lansing



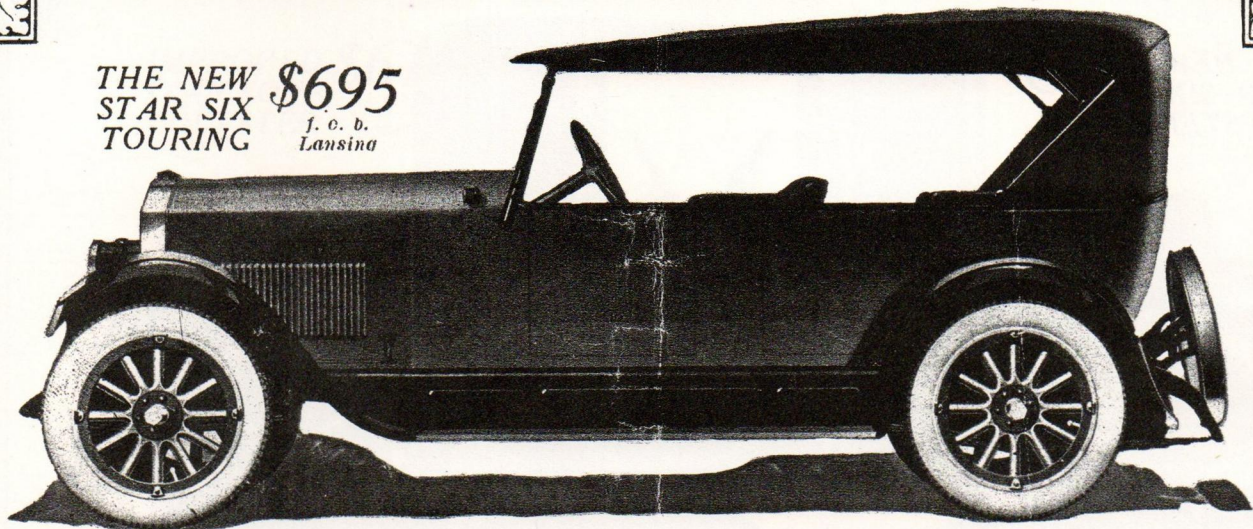
THE NEW
STAR SIX
COACH

\$880

f. o. b.
Lansing



THE NEW \$695
STAR SIX
TOURING
J. C. D.
Lansing



STAR CAR SPECIFICATIONS

IMPROVED STAR FOUR

MOTOR: Four-cylinder, L-head type, detachable head; bore, 3 3/4"; stroke, 4 1/4"; piston displacement, 152 cubic inches.
CYLINDERS: Cast en bloc with upper half of crankcase; detachable head.
VALVES: 1 1/4" diameter; 5/16" lift.
CRANKSHAFT BEARINGS: Front, 1 1/4" diameter x 1-25/32"; center, 1 1/4" x 1-9/16"; rear, 1 1/4" x 2 3/4".
CAMSHAFT BEARINGS: Front, 1 3/4" diameter x 1-13/32"; center, 1 1/4" x 1"; rear, 1 1/4" x 1-9/16".
MOTOR LUBRICATION: Forced-feed type. A gear-driven pump operated from the rear end of Camshaft forces oil to all Camshaft, Main and Connecting Rod Bearings. Seepage of oil from Connecting Rod Bearings is thrown to Cylinder Walls, Pistons and Pins.
CHASSIS LUBRICATION: Complete Alemite System.
COOLING SYSTEM: Honeycomb type radiator; capacity, 8 quarts; 16" fan—4 blades; water pump.
FRONT AXLE: Standard drop forged "I" beam section with reverse Elliott type steering mechanism. Wheels are adjustably mounted on taper roller bearings.
REAR AXLE: Semi-floating, simple design, with spiral bevel ring gear and pinion.
BRAKES: External contracting, internal expanding; 11" brake drums. Easy adjustment is provided.

SPRINGS: Semi-elliptic; front 35 1/4"; rear, 53 3/4" long.
TIRES: Open models, 30" x 3 1/2", non-skid clincher; closed models, 29" x 4.40" balloon.
CARBURETOR: One-inch, plain tube, air and fuel adjustment. Exhaust and intake manifold with hot spot mounted on left side of engine to which Carburetor is attached.
CLUTCH: Single plate, dry disc, enclosed in flywheel; removable without disturbing engine or transmission.
TRANSMISSION: Standard, selective sliding gear type; three speeds forward and one reverse.
STEERING GEAR: Semi-irreversible, worm and gear type. Ball thrust bearings are used, with suitable adjustment for wear. Sixteen-inch steering wheel. Horn button on wheel.
DRIVE: Left-hand drive, center control; accelerator pedal mounted on toe board. Spark and throttle levers mounted on steering column just under steering wheel. Speedometer, ammeter, oil gauge, choke, ignition and lighting switch mounted on instrument board.
STARTING, LIGHTING, IGNITION: Generator, starting motor, igniter and coil, motor-driven horn.
GASOLINE SUPPLY: Capacity of tank, 11 1/2 gallons; placed at rear. Vacuum feed.
WHEELBASE: 103".

NEW STAR SIX

MOTOR: Six-cylinder, L-head type, detachable head; bore, 2 3/4"; stroke, 4 3/4"; piston displacement, 169.3 cubic inches.
CYLINDERS: Cast en bloc with upper half of crankcase; detachable head.
VALVES: Intake, 1 3/4"; exhaust, 1 1/4" diameter; 5/16" lift.
CRANKSHAFT BEARINGS: Front, 2 1/4" diameter x 1 1/4"; intermediate, 2 3/8" diameter x 1-3/16" (2); rear, 2 1/4" diameter x 1-9/16".
CAMSHAFT BEARINGS: Front, 1 3/4" diameter x 1 3/8"; center front, 1-13/16" in diameter x 15/16"; center rear, 1 3/4" diameter x 15/16"; rear, 1-9/16" diameter x 1-13/16".
MOTOR LUBRICATION: Force feed type. A gear-driven pump operated from the camshaft forces oil to all camshaft, main and connecting rod bearings. Seepage of oil from connecting rod bearings is thrown to cylinder walls, pistons and pins.
CHASSIS LUBRICATION: Complete Alemite Pressure System.
COOLING SYSTEM: Honeycomb type radiator; capacity, 12 quarts; 16" fan—4 blades; water pump.
FRONT AXLE: Standard drop forged "I" beam section with reverse Elliott type steering mechanism. Wheels are adjustably mounted on tapered roller bearings.
REAR AXLE: Semi-floating, simple design, with spiral ring gear and pinion.
BRAKES: External contracting, internal expanding; 11" brake drums. Easy adjustment is provided.
SPRINGS: Semi-elliptic; front, 55 3/4"; rear, 53 3/4" long.
TIRES: 30" x 4.95" on the Coach, 29" x 4.40" on Coupe, Coupster, and Touring.
CARBURETOR: One-inch plain tube, double adjustment with gas economizer. Exhaust and intake manifold mounted on left side of engine to which carburetor is attached.

CLUTCH: Single plate, dry disc, enclosed in flywheel; removable without disturbing engine or transmission.
TRANSMISSION: Standard, selective sliding gear type, three speeds forward and one reverse.
STEERING GEAR: Semi-irreversible, worm and gear type. Ball thrust bearings are used with suitable adjustment for wear; 16" steering wheel. Horn button on wheel.
DRIVE: Left-hand drive, center control; accelerator pedal mounted on toe board. Spark and throttle levers mounted on steering column just under steering wheel. Speedometer, ammeter, oil gauge, choke, ignition and lighting switch mounted on instrument board.
STARTING, LIGHTING, IGNITION: Generator, starting motor, igniter and coil, motor-driven horn.
GASOLINE SUPPLY: Capacity of tank, 11 1/2 gallons; placed at rear. Vacuum feed.
BODIES, FOURS AND SIXES
Hayes-Hunt, lacquer finish. Coach in sage-brush green with gold stripe; Coupster and Coupe in oasis green with gold stripe; Touring in dark blue; full anti-squeak mounting.
RADIATOR SHELL: Nickeled.
WHEELS: Artillery type, large spokes, natural wood finish.
LIGHTS: All models have headlights with Smith lens, cowl, dash and tail lights. Coach has a dome light.
VENTILATION: One-piece full ventilating windshield and cowl ventilator on closed cars. Coach and Coupe also have visor ventilators.
EQUIPMENT: Rear vision mirror (except open cars) automatic windshield wiper, oil gauge, ammeter and speedometer.
UPHOLSTERY: Touring, black artificial leather; Coach and Coupe, heavy ribbed plush; Coupster dark gray artificial leather; six-inch cushions.

Manufacturer reserves the right to make changes in design and specifications without notice.

COVER CAR

Kermit Wilke (#392) shares a little history on his 1924 Star F 4-dr sedan.

Around 1955, the former owner, confined to a wheel chair for polio, dismantled the car as therapy. Completely taken apart, the pieces were stored at a farm near Hordredge that my brother rented at this time. Only the seat cushions, with the original upholstery in good condition, remained in a Lincoln garage.

I'd known about the car for about 25 years, but persistent offers to buy were turned away with the comment that the owner intended to restore the car. About a year ago, the farm was sold, and I was offered the car for my last cash offer.

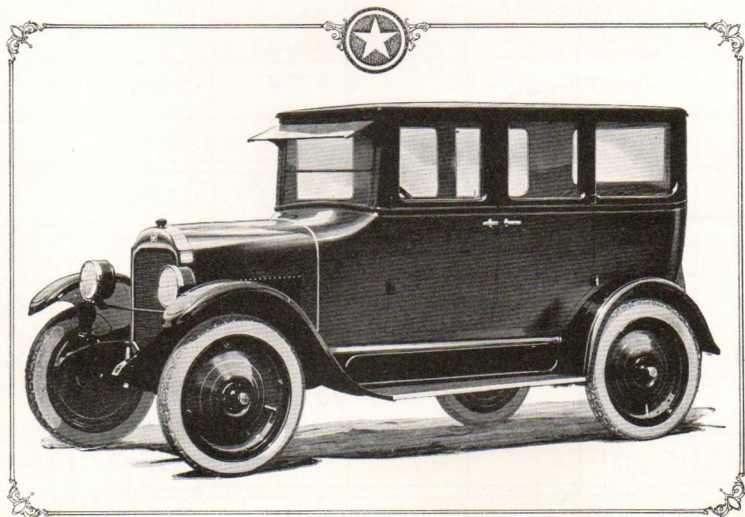
A leaking roof and dirt had taken their toll on the bundles of wood and piles of metal parts. In most cases, only patterns remained of the original wood with replacement in red and white oak. The original seat cushions were rescued and only the front had to be redone, the back showed very little wear.

Only a few minor pieces were missing, as every nut and bolt were saved. Piston rings were custom made, and IHC valves were used after shortening and new keeper holes were drilled.

Dupont Centari Acrylic Blue enamel #7165 A is used on the body and wheels, with black fenders and upper body. Stripe is white.

Maintaining the prime for the oil pump proved to be a problem. This was finally solved by not cutting out the full slot in the gasket that goes between the wear plate and the block. By making a hole only at the top of the slot, oil is trapped for prime.

At \$935, the Special Sedan was available in dark maroon or Flint Blue, with mohair upholstery of natural wood shade and a nicked radiator shell. Catalog picture of the 1924 Star Special Sedan shown below.



RESTORATION FUND REPORT



January 22, 1982, Dick Scharchburg presented a check for \$850 to Flint Mayor James Rutherford and Genessee County Historical Society President Mrs. Elizabeth Dever for the restoration fund of the Durant-Dort Carriage Co. office building. Although owned by the city of Flint, the restoration is under the supervision of the Historical Society.

Over \$10,000 has been collected for the project with other money and possible matching funds yet available. The DFR has collected over \$1200 thus far, and a second check will be sent at a later date.

Because we continue to receive money for this very worthy cause, despite the original deadline of January 1, we have extended the deadline until March 15, 1982. If you can chip in a couple bucks, you know it'll go to a great cause, and if you've already done so we certainly do wish to thank you. Contributions from outside the club have also been received, adding to the total and we are hopeful that we can send them another nice check after March 15th. Lets hear from you!

CORRECTION - In Vol 6 #2, the meet issue, we credited Dave Schulte with the loan of the original copy of "That Man Durant" which we reprinted. While Dave did loan an original copy, the one used for the reproduction belonged to Harold Snyder of Muncy, PA. Our apologies to Harold for the error.

In regard to the article last issue on the restoration of the U-joint, inlieu of the device shown for compressing the rubber balls, Evan Owen wrote in suggesting the use of a piston ring compressor which he says does the trick nicely. Thanks Evan.



FRANK JOHNSON
1820 Fitch Avenue
Marquette, MI 49855

In this issue, we begin our compilation of radiator data which is a result of research and cross-reference in old catalogs and parts books. Necessary amendments will be made as new information is brought to light. The numbers listed are taken from original Durant Motors etc. parts books for easy reference.

We're still trying to compile data on radiator dimensions, variations in data collected from our members has forced further investigation in this area. We will present the information as soon as we have it accurately sorted out.

If you have ideas for future interchange topics, let me know. We're working on horns now, with headlights as a future topic.

I still need to borrow some original late '20s or early '30s parts manuals if any member can loan such material. FRANK.

YEAR	MODEL	RADIATOR CORE	BLACK SHELL	CHROME SHELL	NICKEL SHELL	BLACK CAP	CHROME CAP	NICKEL CAP	SPECIAL CAP	COMPLETE CHROME	COMPLETE NICKEL
1922-26	A-22	26685	1803		3986	1624			3852 ¹	1234 ²	3984
1923	B-22							2188			2185
1928	M-2	24590		24591			24596			24588	
1928	55	25195		24591				26085			25194
1928	65	24575		24576 ³			24580 ⁴	26085		24573 ⁵	
1928	75	25409		25410	26083		24580	26085		25408	26084
1929	M-4	24590		24591			24596 ⁶			24588	
1929	40	24590		26291			26363			26287	
1929	60	25195		26291			26363			26289	
1929	63	26867		26868 ⁷			26870			26865	
1929	66	26867 ⁸		26868 ⁹			26870			26865 ¹⁰	
1929	70	26866		26868 ¹¹			26870			26864	
1930-31	407,610 611,612 614 ¹²	40005		40006			40013			40004	
1931	611,612 614 ¹³	42594		42595			42597			42593	
1930	617	40921		40006			40013			40902	
1931-32	618	42903 ¹⁴		40006 ¹⁵			40013			42902	
1922-23	C	26682	20170			20952 ¹⁶			20179 ¹⁷	20169 ²	
1924-25	F	22312	21281		21283	20952 ¹⁶				21280 ²	21282
1926-27	M	23307			22612	20952 ¹⁶			23423 ¹⁸		22609
1926-27	R	23308			22353	20952 ¹⁶			23423 ¹⁸		22352
1923	CC	26682			21304 ¹⁹	20952 ¹⁶			20179 ¹⁷		
1926-27	L	5069			5070	20952 ¹⁶					5068



YEAR	MODEL	RADIATOR CORE	BLACK SHELL	CRHOME SHELL	NICKEL SHELL	BLACK CAP	CHROME CAP	NICKEL CAP	SPECIAL CAP	COMPLETE CHROME	COMPLETE NICKEL
1928-29	S-2,S-4	24590		26292 ²⁰			26363			26288	
1928	X ²¹	5069	24076			20952				5068 ²	
1928-29	X,401	26069		26292 ²⁰			26363			26535	
1928-29	X-2	26069	26209			26030				26049 ²	
1928-29	L-2	26069		5534			24580	26085		5533	
1928-29	T	24575		26362	26238		26363	26085		26361	26239
1930-31	614 ¹² 614 ¹³	40005 40005		40006 42595			40013 40013			40004 42593	
1930-31	615,616	41565		41566			40013			41564	
1931	6-75	200734		200147			200149			200150	
1924-26	55 ²² 55 ²³	205004 206374		205006 206373			3114 3144		200038 ¹⁸ 200028 ¹⁸	14233 12006	
1924-26	H40,B40	205005		205007					200028 ¹⁸	15431	
1926-27	B60 ²⁴ B60 ²⁵	204058 204061		205007 203981			204021 204059			203844 204051	
1926-27	80 ²⁶ 80 ²⁷	205004 204062		203980 203980			204021 204059			204050 204063	
1926-27	Z18,Jr.	302110		301147			301791		301221	301166	

NOTES:

- 1 Dogbone radiator cap.
- 2 Black shell, not chrome.
- 3 Replaced in service by 26096.
- 4 Replaced in service by 26085.
- 5 Replaced in service by 26095.
- 6 Replaced in service by 26363.
- 7 Replaced in service by 27429.
- 8 Replaced in service by 27483.
- 9 Replaced in service by 26868.
- 10 Replaced in service by 26865.
- 11 Replaced in service by 27429.
- 12 To serial number 30,000.
- 13 From serial number 30,001 up.
- 14 Replaced in service by 43819 with "V" front.
- 15 Replaced in service by 43820 with "V" front.
- 16 Threaded cap.
- 17 Easy-on type cap.
- 18 "Winged" cap.
- 19 Use 21283.
- 20 Replaced in service by 26291.
- 21 To serial number 3101.
- 22 With 4½" deep radiator shell.
- 23 With 5½" deep radiator shell.
- 24 Threaded cap.
- 25 Easy-on type cap.
- 26 To serial number 20,121.
- 27 From serial number 20,122 up.

✕ Research shows the 1928-29 Durant models 66, 70 and 75 4-speed transmissions, shared parts with the 4-speeds used on the Star Fleetrucks and Rugby models L, L-2 and X. The five digit numbers listed are unique to the passenger cars and the four digit numbers were used on both (except last three):

- 25652 Main driveshaft with gear (main drive gear front)
- 25660 Main driveshaft rear (mainshaft)
- 5143 Main shaft front sleeve gear
- 5153 Driveshaft front cup gear
- 5168 Reverse gear shaft
- 5164 Countershaft drive gear
- 5460 Reverse sliding gear
- 5462 1st & 2nd countershaft gear (sliding)
- 5463 Countershaft
- 5140 Main drive gear
- 5159 Mainshaft (model L)

5461 Mainshaft (models L-2, X)

✕ The 1929 Durant 66 first used the 70-75 transmissions, then later used the same 4-speed as the 1930-31 617; the Warner Hi-flex T-5B, also used on the following cars:

- 1930-31 Gardner 8, 136,148,158
- 1930-31 Kissell 8, 58, 95
- 1929-30 Windsor (Moon) 8, 882,885,895.

The 1935 Warner gear catalog omits listing the 1928-30 Durant usage. At present, we cannot cross-reference the Durant and Warner numbers because of differences in nomenclature and variations in gear numbers in the transmissions listed.

Ian Campbell of Bulawayo suggests the use of the distributor cap and rotor from the early '60s Renault Dauphine for the 4-cylinder Durant-Rugby engine.



CLASSIFIED AD POLICY

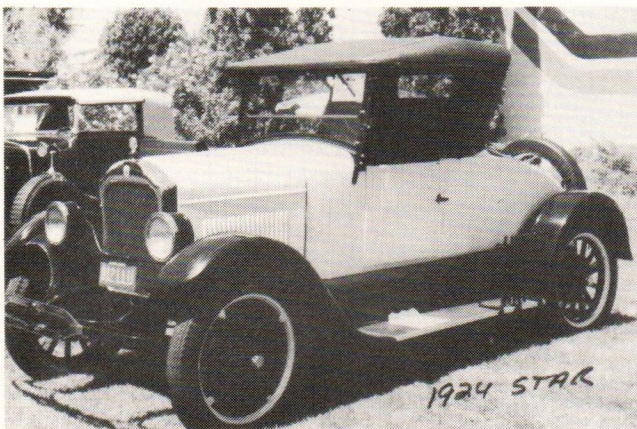
All ads placed in Durant's Standard must be for cars, parts, information or other items directly related to the cars covered by the club. The publication office reserves the right to edit or refuse any ad which does not comply with this rule.

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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



1924 Star F roadster - restored mid-'70's, yellow body, black fenders & wheels. Black naugahyde interior, 4-wheel brakes. Some extra parts \$6500: Doug Orahood, P.O. Box 298, Valley Springs, CA 95252 (209) 772-2168



1929 Durant 60 touring - all original with jack, air pump and hubcap wrench. Excellent original car from original owner who will assist in export and provide documentation of car history etc. Car in very good running condition, will be a good restoration project. For details contact: Juan Varela, Avda Libertador Lavalleja 2071 Apto 501, Montevideo, Republica Oriental del Uruguay South America

1930 Durant transmission: William Dyck, 5132-D North Fresno Street, Fresno, CA 93710

Continental 14L and 15L rear seal carriers reproduced in gunmetal. Sold as a set. Also manifold nut, reproduced in brass, to fit 14L, 15L and 4 cylinder Durant and Star/Rugby. 4 cylinder (3-3/8" bore) head-gaskets for Durant and Star/Rugby engines. For prices and shipping information write: Phil Pickard, 28 Bronwyn Street, Mairehau, Christchurch, New Zealand

For 4 cylinder Durant - speed equipment - Samco aluminum head (2-port wtr. outlet), intake manifold aluminum, Winfield model S carb, Eisemann magneto model RT-4 w/ adaptor, dog clutch, Morse B-46 timing chain, front pulley W4K 1300G Continental. \$200: Don Sabo, 5048 First Avenue, Tsawwassen, B.C. Canada V4M 1B5

Pair front fenders and one left rear fender for 1928-29 4 cyl Durant. Many other parts available, send needs: John Constenius, 960 W. Reserve DR. #206, Kalispell, MT 59901

For model A-22 - complete windshield for touring car. 1 left rear fender. 1 radiator shell. 2 - 23" rims.

For Star - 2 - 30 X 3½ front wheels with rims.

For 1928-29 Durant - 1 radiator shell. 14L motor with trans. 15L motor with trans. Front fenders, front & rear springs, steering column: Ken Barker, Box 193, Bancroft, Ontario, Canada K0L 1C0

4 cylinder Star motor: Dare Moore, 366 Holly Road, R.D. 1, Atco, NJ 08804

WANTED

For 1929 Durant 60 4-dr sedan - trico model RSL-9 windshield wiper motor, Tillotson SP26A or SP13B carb, pair cowl lights, tail light lense: Bruce Coulson, 1394 Morley Blvd., Ottawa, Ontario, Canada K2C 1R6

For 14L continental engine - valve cover plate, carburetor, oil filter: Clark Mosley, Rt 1, Box 360A, Pinetops, NC 27864

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

For 1925 Star F touring - pair rear door hinges, door latch, headlight lense: Elvin Kadin, Rt 1 Box 48, Meadowlands, MN 55765

For 1930 Durant 407 sedan - pair rear fenders, radiator cap, wood wheel hub cap, technical data: John Sukmonowski, 525 Niagra Street, St. Catherines, Ontario, Canada L2M 3P4

For 1924 Flint E-55 touring - photos and technical information: Bob Douthitt, P.O. Box 795, El Centro, CA 92244-0795

For 1933 Frontenac - photos and technical information: Tim Wells, 774 Milford Drive, Kingston, Ontario, Canada K7P 1A6

For 1930 Durant 614 4-dr coach - 2 inside door handles, rear view mirror, front seat assy, 2 wood wheel hubcaps, have some parts for sale or trade: Doug Linn, Box 257, Lehigh, IA 50557

For 1927 Star M touring - speedo cable, set side curtain rods, spark and throttle controls.

For 1925 Flint E-55 - water pump for 6E Continental engine: Thurm Kuipers, Box 248 Gilman, IL 60938

For 1929 Durant 66 coupe - one 21" wire wheel, 3-4 snap rings for same: Dick Armstrong, 761 Motsiff Rd., Helena, MT 59061

For 1927 Star roadster - windshield wiper blade and arm: George Sullivan, 2915 Shannon Road, Northbrook, IL 60062

For 1925 Rugby F tourer - dash surrounds & knobs, side lights, tail lights, headlight and inside light, steering wheel, face plate for speedo, anti-theft ignition lock: Dave Coombes, 28 Wittys Road, Christchurch 4 New Zealand

For 1925 Star F sedan - 20" split rims for balloon tires: Peveril Peake, 16 North St. Bristol, VT 05445

For 1928 Durant 65 - complete front bumper: Roger Gagne, 1298 Armour Rd, Peterborough, Ontario, Canada K9J 6Y1

For 1930 Durant 614 coupe - left aluminum door sill plate, front seat adjuster handle, left rear fender (have right rear to trade).

For 1929 Durant 66 sedan - wire wheel brake drums (also fit model 63 & 70): Dave Schulte R.R. 1, Sperry, IA 52650

The club office is looking for a member who is interested in taking over as editor of the new column, THE REPAIR SHOP. The job will be to gather and organize information about restoration projects that will be of interest and help to our members. If you're interested in this column, write or call me and we'll talk it over.

We're still interested in finding more original factory literature. We have quite a bit but there's always that one elusive piece that could be of benefit to our members. We want sales and service bulletins, copies of original factory publications, sales folders and what ever else you may have come across. If you have any of these items, drop me a line letting me know what you have. Don't send the original or spend money on a copy unless we need it, at which time we'll make arrangements. We're especially interested in material from outside this continent.

LEAD - Joe McDonnell, Box 379, Encampment Wyoming 82325 sent us information of a pair of Durant cars in a field near him. There is a 6-14 4-dr coach and a 6-19 4-dr sedan. Both have been outside for many years but still have some valuable parts to offer. We don't know a lot about the cars but they deserve investigation. Any interested members can contact Joe, or, Joe believes a Mr. Jess Bartlett, Rawlings, WY 82301 (307) 324-6122 may be the owner or at least is connected with the cars.

ROSTER CHANGES

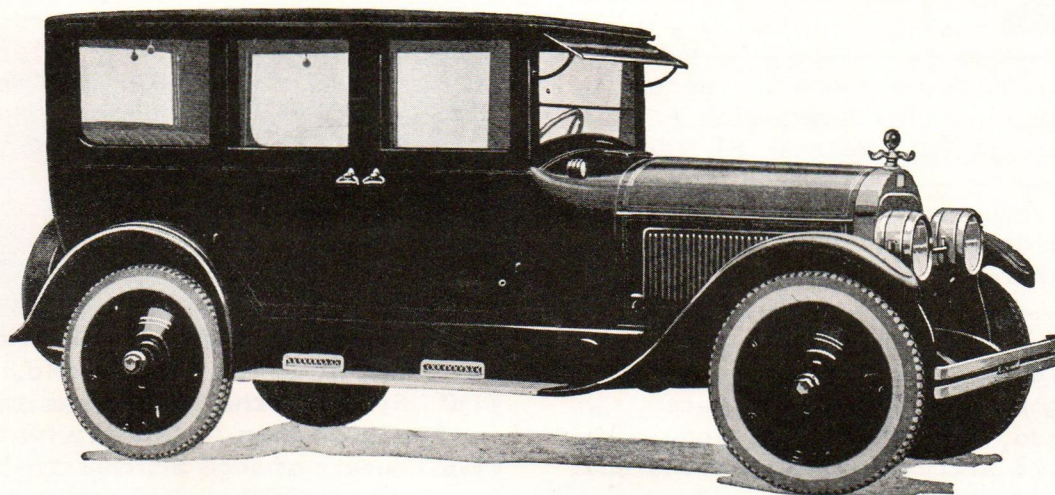
- # 28 Dutcher - change address to 2222 E. 8th St Space #12, Pueblo, CO 81001
- #130 Fisher - change address to 130 Brockelbank Cres, S4R 6J8, rest same
- #176 Muta - change address to 9490 S.W. Morrison Street, rest same
- #193 Muir - add casting date 6-10-27, change color to dark blue & black, blue vinyl upholstery
- #319 Swartz - telephone no. (604) 365-6677
- #349 Coombes now owns model 66 from Roger Smith #291
- #444 Wallach - address to read: Road, Canterbury, Melbourne....

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