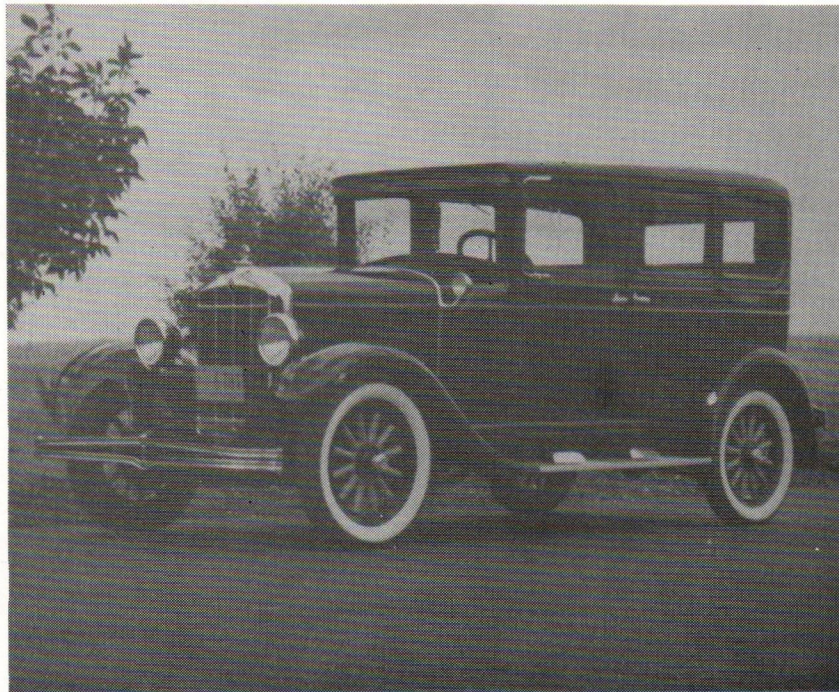


DURANT'S *Standard*

The official publication of

THE DURANT FAMILY REGISTRY



1928 DURANT M-2
4-DR. SEDAN

WALT SKUZESKI
YAMHILL, OREGON



VOL. 7

MAY 1982

No. 1



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

DURANT'S STANDARD is the official publication of the **DURANT FAMILY REGISTRY**. Membership is \$12 (US funds) US and Canada, \$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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Christchurch, New Zealand

CREDITS

Harvey Krebs of Eagle, Wisconsin, used to work for the Durant agency in Waukesha, and has some fond memories. The pictures on page 3 are from that period.

Fifty years is a long time to own anything, but "Pete" Hart is just starting the second fifty years of his ownership, and who knows, he may just do it. I do thank him for allowing me to visit and record this story.

Harvey Frid always seems to come through in a pinch, and this is no exception. I do hope that others will follow the lead and send in similar stories to THE REPAIR SHOP.

Bob Krayner is one of our member that collects magazine ads, and the Sunset ad on the back cover is from his collection.

Harvey Frid has asked that anyone ordering parts from him please be sure to write "FOR DEPOSIT ONLY" on the back of your checks. Also, part #78 on Harvey's price list should read \$60 per pair for the step plates. If any members are interested in having their aluminum hubcaps chrome plated, Harvey can arrange for the work at \$35 per cap.

We start off our seventh year announcing the goal of reaching our 400th paid member. It's been only a short time, really, since we started, and we feel this quite an accomplishment. BUT, lets not stop here, 500 is just around the corner. There are a lot of potential members out there, do your part, and get a new member to join the DFR.

We're still looking for some good volunteers to help with the work on the publication, which we hope would enable us to increase to 24 pages. I've heard from some interested members, but it takes more than just interest, it takes a commitment. I've made my commitment and served this club well, now it's time for the rest of the membership to pitch-in. The response on the 24 page issue was almost unanimous, but remember, if I don't have any help here, we won't see that increase.

By now, you've noticed the overall appearance of the type on these pages. Yep, it's different, and you have to admit, it does look rather nice. The reason for this typeset appearance is the fact that the Gillis family budget went nuts and bought a new typewriter. With the club work in mind, a more expensive machine was purchased, but the results, we fell, are worth the added expense.

For some reason, I fell behind with this issue, and I must extend a thankyou to my wife who helped me do some of the typing. Her speed sure saves me a lot of time. Your help would also be appreciated too, so if you can lend a hand, I'd like to hear from you.

A reminder, especially to the newer members. On your mailing label, the number to the right of your name is your membership number, assigned in the rotation in which you joined. This has nothing to do with the number placement on the roster which is assigned as that progresses. All my records are filed by the number on the mailing label.



But We Really
Need The
Wampum!

Be brave, it's time to send in your money again. If your mailing label has a number 1 below the membership number, your dues are now due. Send them in promptly, please, it saves me a lot of work in the long run. Thanks.

The car is a 1929 Durant model 70 parked in front of Smith Motor Sales of Waukesha, Wisconsin. Harvey Krebs of Eagle, Wisconsin, was a passenger in the car when the accident occurred. He recalled it this way: I and my brother Donald were heading to work at Smith Motors one summer afternoon in 1931. My sister and her husband were in the back seat, Donald was driving. A car sped through an intersection, having failed to stop for a stop sign. The car hit the left rear fender of the Durant, causing it to flip on its top. When the Durant skidded to a stop, we all crawled out through the windows to safety. Eventually the car was repaired.

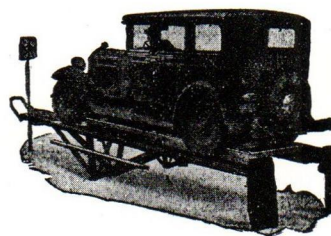
The accident happened all too fast and too long ago for Harvey, now 76, to remember every detail, but we're happy he shared this picture and his remembrances with us.

The ad at right is from the September 3, 1932 Waukesha newspaper. Harvey's brake service used a unique ramp, which leveled as the car drove on, causing the first part of the ramp to swivel under and support the weight of the car. An interesting device from a half-century ago. Thanks again to Harvey for sharing this material with us.

Don't Start, If You Can't Stop!

**THE
RED ARROW
Brake Tester**

tells you the exact
condition of your



B R A K E S

It eliminates guesswork and saves tires.

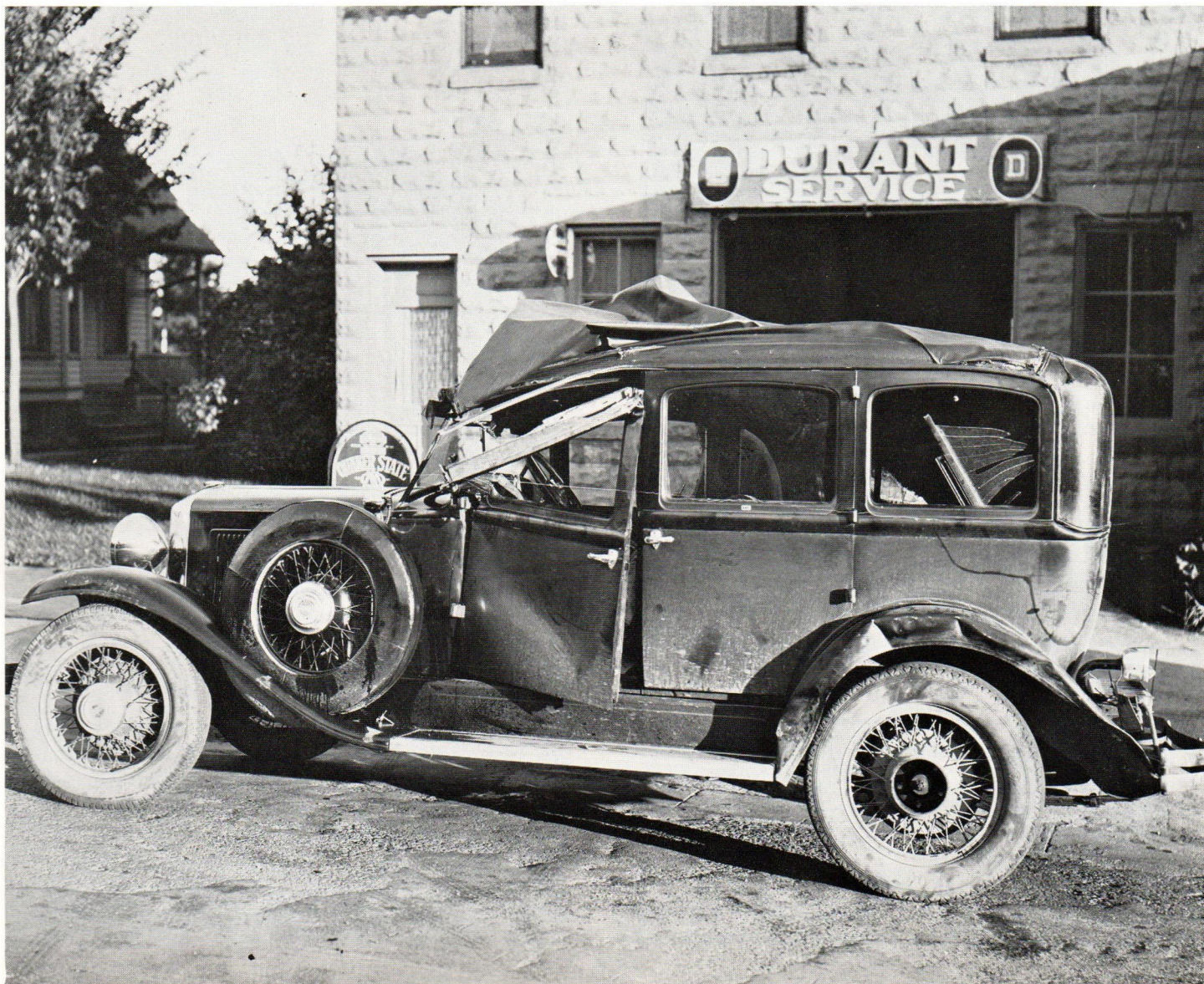
All types of brakes scientifically tested, relined, adjusted. Drive in! Let's see what YOUR car needs.

**H. B. KREBS
BRAKE SERVICE**

"A Square Deal Always"

234 MADISON STREET

Open Sunday A. M. and All Labor Day

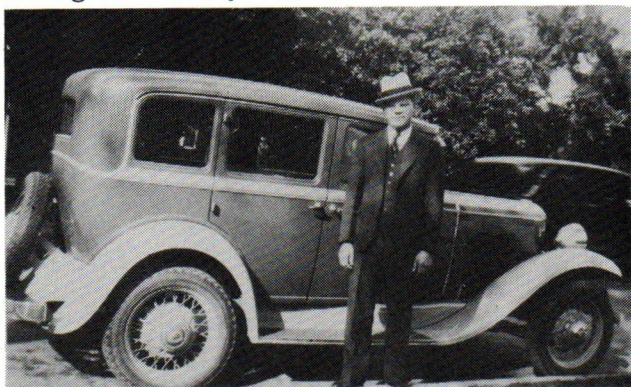


An Old Friend

Early in 1931, a new name appeared on the automotive scene. Norman DeVaux, former President of Durant Motors of California, made a bid to "put America on wheels" with a car of his own. His entry, styled by Count Alexis de Sakhnoffski and engineered by Col. Elbert J. Hall, would bear the DeVaux name.

The stylish model 6-75 was the first offering of this fledgling concern to a depression-ridden country, and sales of only 4609 cars were a sign of things to come. It's one of these cars, serial number M-5530, that is the subject of this report.

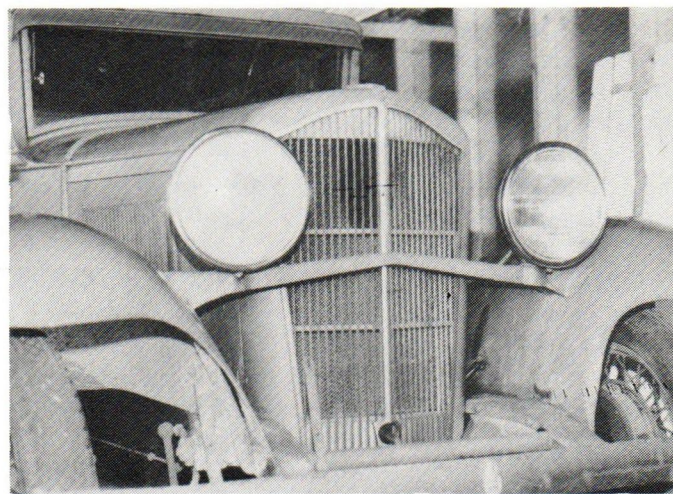
Car M-5530, a Sport Sedan with five wire wheels, was painted a handsome two-tone brown, using factory color scheme #73. Beaver brown (medium brown) was on the entire body, while desert sand light was used on the beltline, mouldings, fenders and five wire wheels. Mohair completed the interior, totaling to a list price of \$903.



Pete Hart of Menominee Falls, Wisconsin found car M-5530 at a Milwaukee, Wisconsin agency on W. Wisconsin Avenue and 27th Street (now a Marc's Big Boy). Pete's 1930 Whippet coupe was traded in, and for a total of \$575, Pete drove home this left-over 1931 model on April 26, 1932 - fifty years ago!

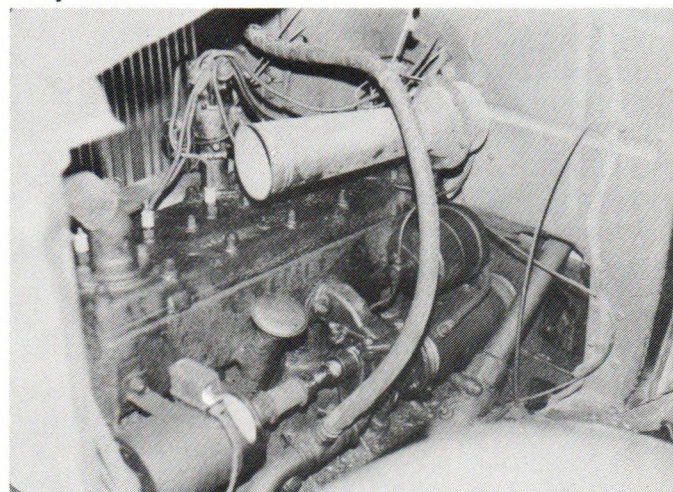
"We never considered trading it in," Pete says, "it's always been part of the family." The car now rests in the corner of a large garage, cared for by the same owner since the day it left the dealer lot. "I wash it now and then, and turn it over just to keep the engine free," Pete reports. The engine still turns freely with the battery, and although it won't start because of fuel problems, it's very obvious with a little work, this engine would spring back to life for a second 100,000 dependable miles.

When Pete first had the car, he still walked to work. He was proud of his new car and wanted to make sure nothing happened to



it. The car made annual trips to Ottumwa, Iowa where Pete would visit his folks. In 1933, Pete and a friend traveled to Detroit, New York and Washington, returning with just over \$3 between the two of them. Fortunately they had no mechanical problems or would certainly have been stranded for lack of funds. The car performed well, and averaged 17 mpg at 40-45 mph. Pete remembers that gas was about 8 gallons for a dollar back then.

About 1935-36, to stretch the gasoline, "people would buy Benzene, a cleaning fluid, and mix that with the gasoline. There was a lot of pinging and no power, but it still worked and on the highway the car still went along very well."



As the war years approached, thoughts of replacing the car were replaced by the reality that a better car wasn't really needed. The DeVaux was still in its prime, having had a valve job at about 50,000 miles, and served the family needs quite well yet.

With war-time gas rations of only 3 gallons a week, you couldn't go very far so the car was confined to local mileage, but those miles continued to pile up. In 1945, Pete bought a grocery store in Wind Lake, Wisconsin, and the DeVaux was gaining additional passengers as Pete and Rose added to their family. The DeVaux served as the family car until 1948, when it was finally replaced by a Willys

station wagon. Pete didn't trade in the DeVaux, but kept it in limited use until 1951, when the car was 20 years old and had just passed the 100,000 mile mark.

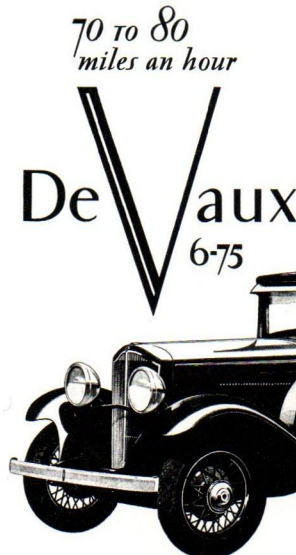
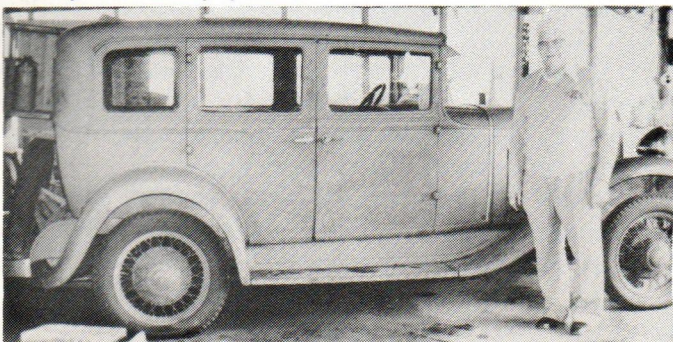


Several new cars came and went from that '48 Willys, but the DeVaux always remained tucked away. An offer once in the early 70's for purchase was refused on the grounds that it had become a permanent fixture in the garage and had more sentimental value to the Harts than a few hundred dollars.

On April 26, 1982, fifty years after Pete bought the car, it still remains a part of the Hart family. Safely tucked in one corner of the garage, it will remain until Pete decides the time is right and he's confident he's found the right person to take care of it for the next fifty years.

When I asked what were the most memorable events with the car, Pete really couldn't recall anything special. He remembers it as a very dependable car and just sees the car as one of the family. Why he kept the DeVaux, and not the T-Ford Chevrolet or Whippet that preceded the DeVaux, he really can't answer. Maybe it was the handsome paint job, or the pride of ownership. One thing for sure, showing fifty years of use, and in expected condition for the age, Pete is still just as proud of the car as the day he picked it up from the agent.

I asked Rose, his wife of 48 years how she felt about the car. When Pete and Rose started dating, two months after Pete purchased his new car, Rose remembered she liked both Pete and his car. Maybe this is the reason the car has remained a part of the family for fifty years.

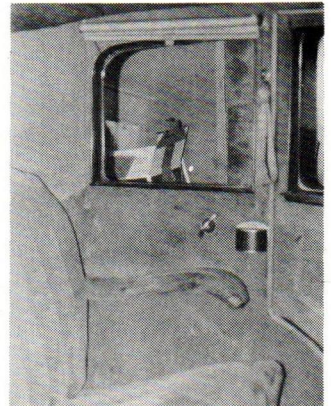
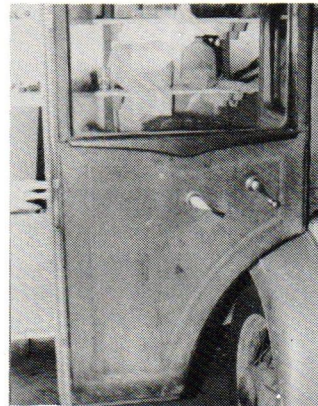


CREATORS OF AN EXCEPTIONAL MOTOR CAR
Norman de Vaux . . . Manufacturer
Formerly president, general manager, and half-owner of the Pacific Coast Motor Company; famed for building extra value into his motor cars.
Col. Elbert J. Hall . . . Engineer
Co-designer of the Liberty Motor; formerly a consulting engineer to General Motors Corporation, Ford Motor Company, and other leaders; founder of Hall-Scott Motor Co.

PRICES START AT
\$595

T. O. B. GRAND RAPIDS, MICH.
Special Equipment Extra

Model illustrated is the Custom Sedan. Other DeVaux models are the Phantom, Standard Coupe, Business Coupe, Sport Coupe, Standard Sedan, Sport Sedan, and Custom Coupe. DISTRIBUTORS—get details on available territory . . . DE VAUX-HALL MOTORS CORPORATION
Plants at Grand Rapids, Mich., and . . . Oakland, Calif.



THIS RARE DE VAUX CAR 1931

WAS BUILT ONLY DURING 1931, IN OAKLAND, CALIF. AND GRAND RAPIDS, MICH.

STACY PENNING OF VISALIA, CALIF. OWNS A DE VAUX COUPE.

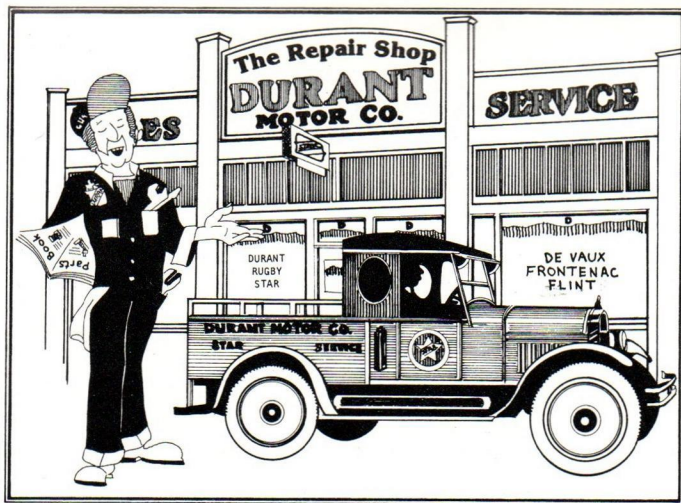
PLEASE WRITE IN, YOU'VE SEEN ANY OTHERS? **127**

LET US KNOW WHETHER

70 HORSEPOWER HALL ENGINE HAD 6 CYLINDERS AND IMPROVED MANIFOLD AND COULD DO 80 M.P.H. 113-INCH WHEELBASE 4-WHEEL MECHANICAL "STEEL-DRAULIC" (CABLE-ACTUATED) BRAKES.

AN EXTREMELY DURABLE CAR! TOO BAD IT APPEARED DURING "TOUGH TIMES!"

INTERIOR



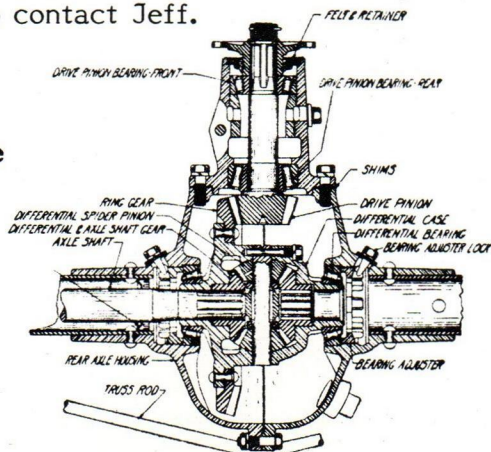
Those who've tried to set up the rear end on the 1930-31 Durant cars, have found this to be quite a chore. At best, the rear axle is inaccessible, and feeler gauges are out. Harvey Frid shares some of his experience with this dilemma.

Once you've installed the new bearings and ring gear (if you are using a new ring gear), assemble the two axle halves with the carrier case in position. At this time, using the adjusters to each side of the "bell", load the carrier by adjusting both bearing adjusters. Tighten them enough that the carrier just turns hard, then back one off one notch. After this now, **NEVER** move one without moving the other in the corresponding direction.

When installing the pinion housing, shims were always used to position the two gears properly on each other. This is tricky, but it can be done. Using an accurate dial caliper, measure the distance from the face where the pinion housing comes in contact with the axle housing, to both the lead and trailing edge of the ring gear. Record these measurements. Then, measure the same areas on the pinion gear etc. The distance from the pinion housing surface to the end of the pinion gear will most likely be slightly larger than that corresponding distance on the axle. This difference will be the required shim thickness.

If you have one original shim from your car, additional ones can be cut easily. If not, the club office will try to have a pattern available, so contact Jeff.

Rear Axle



With the proper number of shims, install the pinion to the axle housing. Be sure the ring gear is moved to one side far enough so as not to be pinched when installing the pinion.

When the pinion is bolted in place, gently twist the pinion, and you should feel slop in the gear mesh. Using both adjusters, move the carrier case toward the pinion. **REMEMBER**, if you loosen one adjuster, you must tighten the other to retain the preset "load". Continue to check as you move the carrier, always testing for slop. When you have the carrier near the final position, jamb a stick through the oil fill hole to pin the ring gear, and then twist the pinion again. The ring gear will not move, and you will be able to feel any play in the mesh.

Moving both carrier adjustments an equal amount, bring the ring gear in tight contact with the pinion gear. Then, reverse the adjustments two teeth, pulling the ring gear back away from the pinion. You should now be able to feel what will be about .005 clearance (recommended).

Rotate the pinion at least 15 turns and make sure there are no tight spots, as the ring gear does not always run true. If there is a tight spot, the .005 clearance will have to be adjusted from this point.

With the axle then installed on the car, but with both wheels off and preferably with the axle shafts removed, connect the drive shaft and start the engine. If you don't have a stethoscope, use a piece of heater hose a couple feet long as a sounding device. Cup one end to your ear, and the other to the housing.

With the engine idling in high gear, the rear end should create a nice steady hum. If a slight bumping noise is heard, it's because the carrier gear is not running true. Adjustments can be made with the carrier adjustments, until the quietest point is reached. When adjustments are made, put the locks in place on the carrier adjustments.

Lubrication is important. For this set-up, regular motor oil will suffice, but be sure to put in the proper oil when the adjustments are complete. You may wish to check the actual gear pattern, after you've made your adjustments. If so, remove the pinion, and wipe both the ring and pinion gears clean of oil. Apply a "bluing" to the pinion, which will "track" a pattern on the ring gear when the pinion is re-installed and turned. Check the pattern, it should be quite satisfactory and within accepted visual tolerances.

This double check will assure that you shimmed properly at the beginning, and if not, adjustments can be made in your shims, at which time you'll have to double check the rest of your work again. Good luck.

The Rugby Specifications

MOTOR: Four-cylinder, L-head type, detachable head, bore $3\frac{3}{8}$ in., stroke $4\frac{1}{4}$ in., 152 cubic inches. 18.2 H.P.

CYLINDERS: Cast en bloc with upper half of crank-case, detachable head.

VALVES: $1\frac{1}{2}$ in.—5/16 in. lift.

PISTON AND CONNECTING ROD ASSEMBLY: Piston and connecting rod assembly can be removed from either top or bottom of case.

CRANKSHAFT BEARINGS: Front, $1\frac{1}{2}$ in. diameter x $1\frac{25}{32}$ in.; centre, $1\frac{1}{2}$ in. x $1\frac{9}{16}$ in.; rear, $1\frac{1}{2}$ in. x $2\frac{1}{4}$ in.

CAMSHAFT BEARINGS: Front, $1\frac{3}{4}$ in. diameter x $1\frac{3}{8}$ in.; centre, $1\frac{5}{8}$ in. x $1\frac{1}{2}$ in.; rear, $1\frac{1}{2}$ in. x $1\frac{19}{32}$ in.

COOLING: Honeycomb type radiator; 16 in. fan; four blades; water pump; radiator capacity, 8 quarts.

FRONT AXLE: Standard drop forge "I" beam section, with Elliott type steering mechanism. Wheels are adjustably mounted on roller bearings.

REAR AXLE: Semi-floating, adjustable for mesh, driving shafts detachable. With spiral bevel ring gear and pinion.

BRAKES: External contracting; internal expanding; 11 in. brake drums. Easy and accessible adjustment is provided.

SPRINGS: Front, $35\frac{7}{8}$ in. long; rear, $53\frac{3}{4}$ in.

TYRES: Five 30 in. x 4.95 in. Balloon Cord.

OILING SYSTEM: The oiling system is the force feed type. The geared oil pump is driven directly from the rear of the camshaft and feeds through the hollow camshaft to all camshaft bearings and to holes drilled in the case to the main crankshaft bearings through the drilled crankshaft to connecting rod bearings.

CARBURETOR: One-inch, single jet. Exhaust and intake manifold mounted on left side of engine to which carburetor is attached. Adjustable slow running control.

STARTING, LIGHTING: Generator and starting motor. Separate Units.

CLUTCH: Single plate, dry type; enclosed in flywheel; easily removable without disturbing engine or transmission.

TRANSMISSION: Standard, selective sliding gear type, three speeds forward and reverse. The design conforms in all respects to standard practice.

CONTROLS: Right-hand drive, centre 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.

STEERING GEAR: Semi-irreversible, worm and gear type. Ball thrust bearings are used, with suitable adjustment for wear. Sixteen-inch steering wheel, horn button in centre.

PETROL SUPPLY: Capacity of tank, 9 gallons; placed at rear. Vacuum feed is provided.

WHEELBASE: 103 in.

CHASSIS LUBRICATION: Alemite system throughout.

We reserve the right to make changes in design or construction at any time without notice.

Queen City Printers Pty. Ltd. Melbourne

RUGBY

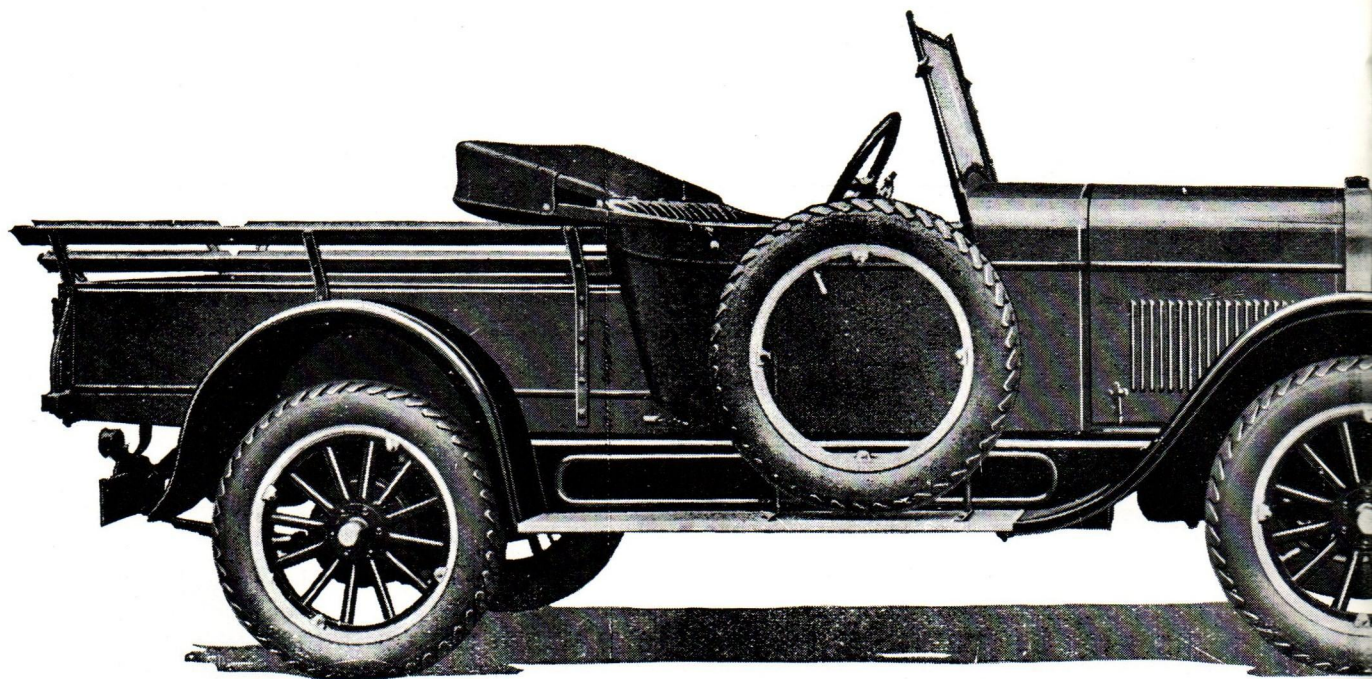
Light Commercial Vehicles



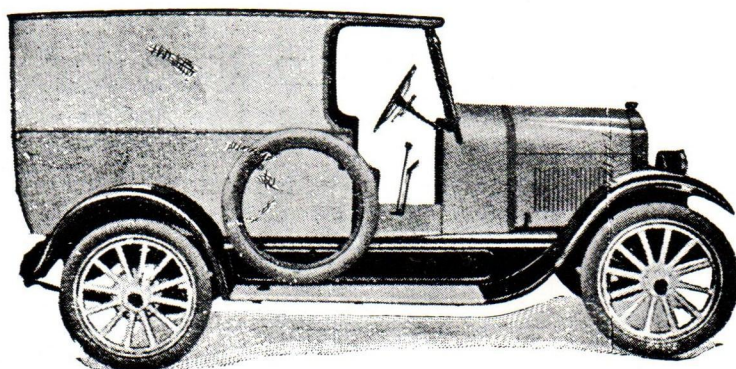
for
**LOW COST
Transportation**

Sole Distributors
OLYMPIA MOTORS Pty. Ltd.
150-158 Lonsdale Street, Melbourne
Telephones: Central 9417, 9204, 430

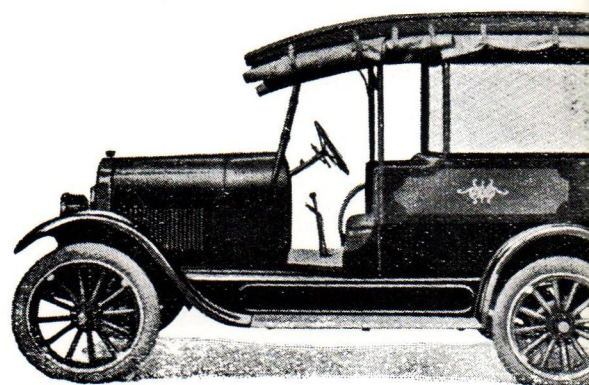
RUGBY



THE UTILITY



THE CLOSED VAN



THE LIGHT VAN

COMMERCIAL VEHICLES

18/30 H.P. 12 Cwt.

THE "RUGBY" IS BRITISH

THE "Rugby" Commercial Vehicle is over 90% British. The chassis is built, not just assembled, in the Company's large works at Toronto, Canada, is shipped to Australia in British owned ships, assembled in Australia, and has an Australian built body of Australian materials mounted on it.

The "Rugby" Commercial Vehicles in their various body types have become very popular and are being delivered in increasing numbers. All owners report that their vehicles are giving every satisfaction, being powerful, fully up to all demands made on them and run many thousands of miles without attention, excepting daily lubrication.

THE UTILITY

The Utility is a very popular type. It is suitable for the rapid transportation needs of Graziers, Farmers, Fruitgrowers, Merchants, Tradesmen, and small manufactures. The body is large and roomy and is low to the ground for easy loading. It is solidly constructed of well seasoned timber reinforced with steel brackets where necessary.

The driver's seat is comfortably arranged, well sprung and upholstered. The hood and windscreen provide adequate protection.

THE CLOSED VAN

The Closed Van is ideal for Merchants and Tradesmen, Grocers, Bakers, Butchers, Caterers, Laundries, and others who require a raintight, dustproof body. The body is constructed of heavy gauge steel panels over a wooden framework. Two large doors are provided at the rear. Access can also be gained through a sliding door in the driver's compartment. Ventilation is provided, covered with flyproof metal.

THE LIGHT VAN

The Light Van has a large well type body of generous dimensions. The loading platform is low, providing easy access. The sides and end are covered with heavy gauge wire guards, over which may be rolled down heavy canvas blinds.

The roof is strong and rigid and the driving compartment comfortable.

This model is most useful for carrying Produce, Parcels, Stock and—by the addition of seats—Passengers.

All "Rugby" Commercial Vehicles are supplied complete with
FIVE OVERSIZE BALLOON CORD TYRES

Sole Distributors Victoria and Riverina :

OLYMPIA MOTORS PTY. LTD.

150-158 Lonsdale Street, Melbourne

Telephones : Central 9417, 9204, 430



Light Sturdy Speedy



THERE is no light commercial car which fills the great need for light commercial vehicles as does the "Rugby." The sturdy chassis and variety of body types in the "Rugby" commercial line supply a model to fit every demand. The purchaser who desires to have a body built to his own special requirements may purchase the chassis alone and will get the best value that the market offers, as the chassis is supplied complete with scuttle, instrument board, windscreen, mudguards, lamps, tyre carrier, and five rims fitted with oversize tyres 30in. x 4.95in.; in fact, the complete vehicle without the body.

The "Rugby" commercial chassis is well adapted for the work it has to perform. A commercial vehicle has to run and continue to keep running with a minimum of care and attention. When adjustment or attention after long road use is necessary it must be done as quickly and easily as possible. The "Rugby" is designed with these features in view, the cylinder head is readily detachable, the tappett assembly is removable and valves easy to adjust, the sump can be removed in a few minutes which allows immediate access to all main and connecting rod bearings, the pistons and connecting rods are removable through the bottom of the crankcase. The gear box being a separate unit is easy of access and leaves the clutch, clutch throw-out mechanism and flywheel open for immediate adjustment or repair. The rear axle is adjustable and the pinion with its shaft and bearings is quickly removable, allowing full inspection of the differential. In fact, any part of the "Rugby" can be removed and inspected in a few minutes.

The engine lubrication has been designed for long life and freedom from wear. It is full pressure, the most expensive to install, but is undoubtedly the only perfectly satisfactory method. The oil pump draws oil from the sump through a gauze screen and filters it under at least 20 lbs. pressure to all main bearings, then through the drilled crankshaft to the big ends which throw the excess on to the pistons and cylinder walls. Oil is also delivered under pressure to the camshaft bearings and the timing gear silent chain; positive everywhere - no hit or miss system about this. As everyone knows, a surface properly lubricated has the minimum of wear. This is borne out by the exceptionally big mileages piled up by users of

"Rugby" commercial vehicles without adjustment being necessary.

The bodies have been carefully designed to suit the class of work they were built for. They are strongly built of quality seasoned timber, well braced with steel brackets and are attractively painted. The driver's comfort has been suited; the seats and cushions are comfortably arranged and are well sprung and padded.

The "Rugby" commercial vehicles are equipped with large oversize tyres, five 30 in. x 4.95 in. cord tyres on detachable rims are supplied, which, with the vehicles loaded to capacity, give big mileages without trouble.

SPECIAL NOTICE

RESTORATION FUND NETS \$1400

On March 27, 1982 the DFR sent a check for \$550.00, making our total contribution to the restoration of the Durant-Dort Carriage Company Office Building \$1400. We consider this a total success and wish to thank everyone that contributed to this very worthwhile cause.



OFFICE OF THE MAYOR

1101 S. Saginaw St. • ph 313 766-7346

Honorable James W. Rutherford

February 10, 1982

Jeff Gillis, President
Durant Family Registry
2700 Timber Lane
Green Bay, Wisconsin 54303

Dear Jeff:

Thank you, thank you, thank you. How can I express the gratitude of 160,000 citizens better than by saying thank you. We know that your organization is one of the best things that has happened to this city. You are indeed the sunshine of our life and we are looking forward to seeing you again in the very near future.

Autoworld is rolling along and we hope that you will be here with your Durant cars, your Rugbees, and your Stars on Memorial Day, 1984.

Once again, thank you and please keep in touch.

Sincerely,


James W. Rutherford
Mayor

JWR:mle

NATIONAL MEET - POSSIBILITIES

Win and Lynn Youngs, P.O. Box 86, Gilman, IL 60938 and Ross Hoevert, 14322 S.E. Upper Aldercrest Drive, Milwaukie, OR 97227, have both proposed having a national meet in 1983.

The Young's have laid down basic ideas for a proposed national meet in East-Central Illinois. Ross Hoevert has proposed a meet centered in the Reno, Nevada area. We'd like to know your feelings on these two proposals and ask that you contact the respective organizers expressing your interests and ideas.

REPRODUCTION PARTS

Ross Hoevert, 14322 S.E. Upper Aldercrest Drive, Milwaukie, OR 97227, can supply the following parts for 1930 Durant cars.

- | | |
|--|--------------|
| 1. Wiper control switch | \$15.00 ea. |
| 2. Gasoline tank | \$150.00 ea. |
| 3. Side splash aprons | \$100.00/pr. |
| 4. Zinc running board trim | \$50.00/set |
| 5. Left motor splash pan | \$70.00 ea. |
| 6. Storage tray under front seat | \$40.00 ea. |
| 7. Galvanized rear window rain catch box | \$25.00 ea. |

DATA PLATES - We have had a couple requests, and will be having some more repro data plates produced. Besides those already available, we will be able to supply the body data plate for the Canadian factory at Leaside for all Durant cars from 1928-1931. We will also be able to supply the brass engine plate that appears on all Durant engines from 1928 to early 1930. Plates will be sold for \$16 postpaid, stamped with the data you provide at time of order. If you want one of these plates, or some of the other data plates we have available, contact the club office.

Some time back, we reproduced 1930 Durant radiator emblems. There is a demand again, so we will have another batch made. The price will be \$32, postpaid. These are high-quality reproductions you will not be able to tell from originals. Orders for all items must be paid at time of order. We've only ordered a dozen of each item, so don't delay in ordering what you need, you may miss out.

ROSTER CORRECTIONS AND CHANGES

- # 12 Colbert - change address to 621 East "C", Moscow, ID 83843 (208) 882-7643
- # 28 Dutcher - Tele # (303) 543-9377
- # 45 Neal - Zip Code 47037-0197
- #119 Lee - change address to 311 Mini Ranch Road, Sebring, FL 33870 (813) 655-0007
- #161 Korth - Tele # (313) 739-6933
- #201 Nixon - change address to Mason Rt., Box 11-J, Fredericksburg, TX 78624 (512) 997-5465
- #203 Payne - change address to Rt 1, Box 81, Quincy, CA 95971
- #209 Holling - change street to 3909 N.W. 127th St. rest same
- #230 Clark - change address to 130 Campbell Road, Sheldon, Queensland, Australia 4157
- #276 Tettemer - change address to Box 278, RD 1, Bellis Road, Tele # (201) 995-7753 rest same

FEATURE BACK ISSUE

As space permits, we will review the contents of limited-supply back issues so you know what's still available if you're interested in obtaining these available issues. Vol 3 No 2.

\$ A reprint from Automotive Industries, January 4, 1930 detailing the Durant line.

\$ A detailed explanation of the Star Coupster for 1925-26.

\$ A 1928 Canadian Durant 1/2-ton truck sales brochure reprint (4 pages).

\$ Several interesting "GALLERY" photos.

\$ The Old Partsman, and a June 1931 DeVaux ad from the Saturday Evening Post.

\$ 16 pages - \$3.00 postpaid. 3 copies left.



FRANK JOHNSON
1820 Fitch Avenue
Marquette, MI 49855

Until only recently, we hadn't found any front end geometry data for the Canadian Frontenacs. Now, finally available, we can begin our column with it. Toe-in is given in inches, caster and camber in degrees.

MODEL	TOE-IN	CASTER	CAMBER
E, 6-70	1/8"	0°	2°
6-85	1/8"	5°	1 1/2°
C-400, C-600	1/8"-3/32"	4°	2°
6-33	1/16"	1 1/2°	1 1/4°

The kingpin inclination for the C-400, C-600, and 6-33 is 7 degrees.

We still do not have any front end specs for the A-22 and B-22 Durants or the Star "C". Can any member help us with this information?

The Chevrolet stop and tail lamp assembly was also used on the 1926-27 Star "R" and early 1928 Durant M-2 under parts numbers 23783 and 24759 respectively. The Chevrolet used a celluloid lens with its distinctive emblem. Replacement lenses were usually of glass. We have no further information at this time whether the Star unit was glass or plastic. Parts books indicate a monogram lens both Star (#23967) and Rugby (#23988) for models L, L-2, M, X, X-2 and 401.

No. 1143
Patent No. 1675431

PROTECTION BY REFLECTION

The approved "Tiger-Ey Hex-Flex" design of reflector is moulded in the lens and acts as a warning signal even though the bulb is burned out.

Fits All Models Chevrolet 1925 to 1930.
DO-RAY 1019 and K-D-212

Meets S. A. E. and I. E. S. Standards

Legal in States Requiring CLASS "B" Specifications

PRICE 50c EACH

DO-RAY LAMP CO.
1458 So. Michigan Ave.
CHICAGO, ILL., U.S.A.

ONE
Model No. 212-D
TAIL LAMP RIM

Independently Manufactured
Aluminum

with attachment screws—Lens Gasket

For All Models Chevrolet, 1925, 1926, 1927, 1928, 1929, 1930, Oldsmobile 1926-27, Star 1925-27, K-D 212.

THE K-D LAMP COMPANY
610-616 W. Court St. CINCINNATI, OHIO
MADE IN U. S. A.

PROTECTION BY REFLECTION

Don Sabo (93) has sent in a couple of modern seal numbers used on his "60" to replace those old and inefficient felt ones originally used.

Durant #26167 or #2Q-1334

Pinion seal replaced by C.R.I. 17442

Fits the following models:

Star F, M, R, M-2

X Durant M-2, M-4, 40, 55, 60, 63, 65, 66

Durant #24299

Front wheel hub bearing seal

replaced by National #470596

X Fits Durant - All models 1928 up

Frontenac E, 6-70, 6-85

DeVaux 6-75, 6-80 #200379

We have located the elusive number for the clutch throw-out bearing used on all Stars and Durants (except the B-22) which have the universal joint between the clutch and transmission. The Durant and Star numbers are 1978 and 20153 respectively. The original Nice bearing number is 4923 and the International Bearing Exchange still lists this number as well as Nice #N-128. The dimensions are 1.065 ID, 2.429 OD and .8437 width.

We are still seeking a replacement for the

X Durant #24902 bearing used on the 65, 66, 70, and 75.

Here is an item of importance for owners of Durants with four-speed transmissions from old service bulletins. This also applies to the Star and Rugby L and L-2 Fleetrucks. The service bulletin warns that under no circumstances should the heavy, old-time gear lube, 600-W, be used in these transmissions. A pump is used in these transmissions to circulate the oil, and the 600-W and regular transmission lube are too heavy for satisfactory operation of the pump. Poor circulation will cause damage to the internal working parts. A "high grade heavy motor oil" is recommended for warm or cold weather use and in extreme cold a "high grade heavy-medium motor oil" should be used. Now, we'll have to think in terms of both 1929 and the present as to what "heavy" and "heavy-medium" motor oil would be today. Any suggestions???

Continuing with our bearing numbers for the Flint line, we find the 1926-27 Flint Z-18, Jr. 6, as expected, uses the same bearings as the 1925-28 Star (Vol. 2 No. 1), but the following are used on the 1926-27 series "80":

Front wheel inner

3770 Cone 3220 Cup

Front wheel outer

2687 Cone 2620 Cup

Rear wheel

415-T Cone 414 Cup

Left & right differential

366 Cone 363 Cup

Pinion

307 Front 407 Rear

Transmission

210 Front 307 Rear

Generator front and rear 203

An old listing gives us the following information on the headlight lenses used on the 1926-27 Flints:

1926 Flint B-60 Monogram 850-1

8½" diameter lens 7-3/4" prism

1927 Flint B-60 Twin Beam 875-B

8-3/4" lens 7-3/4" prism

1926-27 Flint E-80 Monogram 950-1

9½" lens 8½" prism

Twin Beam 975-A

9-3/4" lens 7-11/16" prism

There is also listed for 1926, with no model numbers, a Monogram 850-1, but we can't state definitely whether this covers the 40, 55 or Z-18, or all of them. As more information comes to light it will be reported.

While on the subject of headlight lenses one of our first columns listed the 1931 DeVaux only. New material shows the same lense #200255 was also used on the 1932 6-80; a Stabilite B-934.

A 1929 Western Auto catalog lists a 30 X 3½" wooden spoked demountable wheel for model "T" Fords and adds: "also fits Chevrolet 490 and Star." Have any of our Star owners done any experimentation along these lines to verify this claim?

Here's a follow-up on the Renault distributor cap and rotor working on the W-4 and W-5 engines mentioned in last issue. Jesse Straw (307) reports the Renault Dauphine cap will fit the distributor, but its matching rotor does not. The rotor is about .060 too large for the shaft, and even if bushed to fit, it is not high enough to make contact with the coil terminal in the high dome of the cap.

Jesse, however, has found a rotor that fits the shaft and is tall enough for the Renault cap, and though .040 must be removed from its point, the two units work well in combination. The rotor is an Echlin AL-58 and cross-reference shows it is the Willys "Jeep" rotor mentioned in this column Vol 4 No. 1.

The cap Jesse used is an import with Beck-Arnley part #4453. The J.C. Whitney/Warshawsky catalog also lists it under #88-2864-B in their imported cars section. Our thanks to Jesse for his efforts.

The model "T" and "A" Ford "knock-off" type rear wheel and drum puller, which are still available, will fit the following cars which have 5/8"-18 thread on the axle:

XDurant - All except 70, 75

All 1930-31 except 6-17

Star - All 1922-28

DeVaux - All 1931-32

Frontenac - All 1932-33 with possible exception of C-400, C-600

Howard Reinke (132) has helped us to complete the DeVaux radiator data begun in our last issue by supplying these 1932 6-80 parts numbers. Most of the parts, except those marked, do not interchange with the 1931 6-75. (** - denotes interchange with 6-75)

Radiator Assembly	203120
Core and Tank	203122
Radiator Shell	203121
Radiator Nameplate	200207**
Radiator Cap	200149**
Radiator Grille Assembly	203123
Crankhole Cover	200158**
Swallow Radiator Cap	203446

Howard reports that the above Swallow Radiator Cap is almost identical to those used on the 1932 Frontenacs.

Another item that Howard has mentioned is the rear fenders on his 6-75 sedan are identical to the ones used on a friend's 1929-30 Marmon-Roosevelt. In addition, his 1932 6-80 Cabriolet body was used, with minor molding changes, on both the 1932 Reo and the 1932 Franklin Olympic . . . all the above the work of the Hayes body plant.

We'll finish up the column with some new and old fan belt data for the Flint line. Dayco current listing, Gates dated:

	Dayco	Gates'35	Gates'70
1923-25 40, 55	22425	700	657
1924-26 55, 80	30520	791	356-T
1926-27 60	25405	762	614
1926-27 E-80	30520	791	356-T
1926-27 Jr,Z-18	24400	774	774-TG

Dimensions for the above follows. Dayco lists both the ID and OD of the belts, and Gates only the OD. Belt angle shown in degrees. (°).

22425	42½" X 43-15/16" X 11/16" X 38°
24400	40" X 40-19/32" X 3/4" X 38°
25405	40½" X 41-3/16" X 3/4" X 32°
30520	52" X 52-43/64" X 15/16" X 40°
700	43-3/8" X 47/64" X 35°
762	40-13/16" X 21/32" X 35½°
774	40¼" X 25/32" X 45°
791	52" X 7/8" X 40°

We have no dimensions for the Gates 1970 listing. The Gates 700 and 657, and the Dayco 22425 belt listed for the 1923-25 40's & 55's are the same used on the Model "A" Ford.

One more note. Bill Hirsch, 396 Littleton Ave., Newark, NJ 07103 (201) 642-2404 now has the proper formulas, and can supply Star owners with Persian Blue, in Nitrocellulose Lacquer. Cost is \$35 per gallon plus shipping. This is an exact match of the original color. Thanks also to J.B. Nethercutt, who supplied the original color match for the DFR.



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



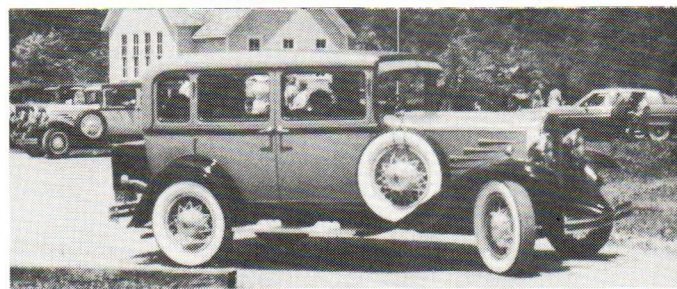
1930 Durant 6-14 4-dr sedan #T-4460. Blue and black, blue mohair upholstery, new tires and chrome, 50,000 miles, very sharp car, \$8000 Canadian: Harry Goodfellow Box 436, Corunna, Ontario N0N 1G0



1928 Rugby M-2 touring, red & black, complete restoration including chrome, paint and upholstery. For more details contact: Rene Aguero, 2451 Brickell Avenue 10B, Miami, FL 33129 (305) 856-9650

1930 Durant 6-14 4-dr sedan, two-tone brown body with black fenders, original mohair interior in mint condition - \$10,000.

X 1930 Durant 6-14 phaeton - very rare, may be only one in existence. Partially Restored, many N.O.S. parts, 6 wire wheels, nothing missing - \$20,000: Harry Bergman, RRI, McCain Side Road, Kingsville, Ontario, Canada N9Y 2E4 (519) 773-4919



1929 Durant 60 4-dr sedan - needs body wood and some parts. Body metal good, very restorable - \$1700 or best offer: Jim Cherry, The Carper Coupe, 1524 Los Angeles Avenue, Simi Valley, CA 93065 (805) 527-4334

Two Star motors - #16742, cast date 12-4-22 and #400071 cast date 2-27-25. Early engine seems to have broken crank and generator missing. Both stored inside and turn free: Randy Guccini, Rt 1, Box 169, Austin, CO 81410

1926 Star radiator shell. 1923 Star radiator and shell (clean, no leaks). Water pump, oil pump, oil pan filter, timing chain: Bill Lee, 311 Mini Ranch Road, Sebring, FL 33870

For 1930 Durant - 2 wire wheel hubcaps. \$20 pr. Lee Dutcher, 2222 E. 8th St. Space #12, Pueblo, CO 81001.

1926 Star Coupster, engine, frame, rear fenders, 1 front, will run. 3 front axles, 3 rear axles, 1 six cyl engine. Sell or trade. Verl Peterson RRI, Box 38, Monterey, IN 46960

For 1926 Star - 2-dr. Sedan - Rear body section with sidelights, pair doors complete with glass, pair bucket seats with springs, pair of door posts (needs work). Windshield complete - less glass. Metal top drip moldings and visor. Left splash apron. Front and rear bumpers sandblasted, pair window cranks, new Tillotson Jr5A carb, One 21" x 4.40 tire (used), two hubcaps rechromed. One Star running gear with 20" wheels (less drive shaft and steering wheel. Steve DeVries, 873 Central Ave. No., Valley City, ND 58072 (701) 845-2207.

1925 Durant front axle assy. with 20" disc wheels, \$35.00. 1921-25 Durant hub caps, \$7.50 ea. 1923 Durant A-22 radiator shell, \$21.00. 1921-23 sound wood spoke front wheels 31 x 4 with rims, \$75.00 pr. 1924-26 Star 4 engine, less carb. would run, \$150.00. 1924-26 Star rear-end, ok \$75.00. Star drive line with good U-joints, \$25.00. 1923-26 Star transmissions, good gears, \$50.00. 1924 Star frame and front axle assy. A-1 \$40.00. Star 30 x 3½ front wheels, sound \$20.00 ea. Star 30 x 3½ clincher Star & Durant rims, \$15.00 ea. Clutch & pressure plate assy's for 1921-28, very good condition \$30.00. Star & Durant '24-29 radiators, \$50.00 ea. '24-'29 Radiator shells, good condition, \$25.00. 1924 Flint radiator and shell \$50.00. Star windshield assy's complete, \$50.00. Write or call Antique Auto Ranch, N. 2225 Dollar Rd. Spokane, WA 99206. (509) 535-7789.

Continental 14L and 15L rear seal carriers reproduced in gunmetal. Sold as a set. \$226.25 N.Z. (approx. \$170 U.S.) and postage is \$11.40 N.Z. Manifold nut, reproduced in brass, to fit 14L, 15L and 4 cylinder Durant and Star/Rugby. \$12 U.S. or \$16 N.Z. Phil Pickard, 28 Bronwyn Street, Mairehau, Christchurch, New Zealand.

For 1928 Durant M-2 - Pair headlights restored \$230 CAN.

For 1931 Durant - Pair front fenders (welled) six wire wheel hubcaps, set of bumpers, luggage rack. Noel Hamer, Box 254, Brooklin, Ontario, L0B 1C0

For 24-25 Star Model F - radiator shell, rusty but repairable, no medallion \$20.00 post paid in cont. U.S. DeWayne H. Kimball, 1127 Wisner Drive, Waterloo, IA 50702

WANTED

For 1926 Star R - IG-4067A Distributor complete: Frank Hveem, Box 255A, RFD 1, Bethlehem, CT 06751

For 1926 Rugby M - Pair parking lights: Harold Borton, 11 Illaroo Road, Lake Cathie, N.S.W. Australia 2446

For 1930 Durant 6-14 Coupe - Front and rear bumpers, one wire wheel, two hubcaps radiator cap, welled front fenders, fuel pump, distributor, radiator: Graham Wrey, 135 Keewatin Avenue, Toronto, Ontario, Canada

Wanted - Open body for 1931 DeVaux or 1930-31 Durant: Dick Larrowe, 40400 N.E. Larch Mtn. Rd., Corbett, OR 97019

For 1924 Flint 55 - Corcoran #57 tail light lense or complete tail light: Frank Mott, 7550 Healdsburg Ave., Sebastopol, CA 95472

For 1933 Frontenac Beacon - 2 horn bugles seat springs, 3 hub caps, picture of upholstery pattern: Tim Wells, 774 Milford Drive, Kingston, Ontario, Canada K6P 1A6

For Model F Star Touring, front rubber floor mat, left front fender, must be very good prefer N.O.S. and two N.O.S. hub caps: DeWayne H. Kimball, 1127 Wisner Drive, Waterloo, IA 50702

For 1932 DeVaux 6-80 - one wire wheel hubcap: Bob Weinstein, 324 Gill Lane, Apt. 26, Iselin, NJ 08830

For 1923 Durant B22 Touring - clock, amp, oil and gas gauges, hubcap wrench, tools, coil, foot rest, robe rail, floor light spare tire carrier and rim: Glynn Pinson, 138 Allen Drive, Brownwood, TX 76801. (915) 646-5368

For 1929 Durant 40 - Tryon Shackles for rear No. 23474 & 23475. Also 4 pins No. 23476. Controls on steering wheel. Crank hole cover. Trico W/S wiper No. RSL 9. Autolite Distributor No. IGB 4019A. Rear Axle Shaft No. 21128: Adolph A. Kaleita, 5040 Old Cheney Hwy., Orlando, FL 32807

For 1926 Star - amp gauge or complete unit of amp and oil gauge cluster: Bill Lee, 311 Mini Ranch Road, Sebring, FL 33870

Wanted 1926-27 Flint Roadster and 1926-27 Star model R roadster: Thurm Kuipers, Box 248, Gilman, IL 60938

For 1930 Durant 6-14 - good used or rebuilt generator: Jeff Gillis, Club office

MAGAZINE REVIEW

There are a lot of excellent magazines on the market today related to old cars. Few of us can afford to buy them all, but there are times when an article of interest appears in one of these magazines that we feel will benefit our members. We've started off the review with this issue, and ask that members spotting articles of interest in the larger, easily obtainable publications, send a xerox copy of the article to the club office. If it is of interest to our members, we will list it in the MAGAZINE REVIEW to call it to the attention of our members.

SPECIAL INTEREST AUTOS - #65 - "Durant Builds Another Buick" by Arch Brown. Subject - 1924 Flint 55.

SPECIAL INTEREST AUTOS - #68 - "Re-Archiving Leaf Springs" by Gary Goers.

CARS & PARTS - December 1981 - "Classy Canadian Coupe" by Robert Jay Stevens. Subject - member Howard McConkey's 1932 Frontenac 6-70 coupe.

CARS & PARTS - March 1982 - "Durant's Shining Star" by Bob Stevens. Subject - member George Sullivan's 1927 Star roadster.

CAR COLLECTOR - May 1982 - "Shootout at High Noon" by Tom Murray. Subject - photographing old cars.

SKINNED KNUCKLES - March 1982 - "Balancing Driveshafts" by Henry Miller.

SKINNED KNUCKLES - April 1982 - "Replacing fuel pump diaphragms" by Bill Cannon.

You still buy gasoline at 1925 prices

If you were to take a sentimental journey back into the mid-twenties by thumbing through a stack of old magazines, you'd find the page below in the *Saturday Evening Post* issue of July 4, 1925. Remember the square-topped cars of those days . . . with their flat windshields, wide running boards, big wooden steering wheels and soft tops?



Remember the prices? Things were a lot cheaper than they are now when almost everything you buy is 'way up in price . . . except gasoline. ¶ Actually, gasoline costs almost exactly the same today—aside from taxes—as it did when the beauty above was an exciting new automobile. ¶ And it's far better gasoline, too. Two gallons today do the work that required three in 1925. ¶ Few industries can match

this record. It was made possible by two things: intense competition among oil companies and a steadily increasing efficiency of production. ¶ In the last five years alone, Standard has put more than \$644,000,000 into facilities—and another \$35,000,000 into technical service and research. This investment helps us make certain that gasoline continues to be one of the best buys in your family budget.

STANDARD OIL COMPANY OF CALIFORNIA *plans ahead to serve you better*