

DURANT'S *Standard*

The official publication of

THE DURANT FAMILY REGISTRY



1931 RUGBY 616
POPCORN TRUCK

DARRYL CLARKE
TORONTO, CANADA



VOL. 7

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No. 2





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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CREDITS

Dick Larrowe shared a bunch of DeVaux material with the club. The reprint of the lube chart on page 3 is from Dick.

The story on the Replacement of the Main Bearings is from some original material in the collection of Lynn Meeker and fit well in The Repair Shop. You'll also note, that Bob Porter has taken over the duties of this column. Bob will start with the next issue, but we wanted to get his address out so members can contribute material for this column.

The centerfold this time is from Dave Schulte. John Woodhouse provided the Rugby centerfold in the last issue but we failed to credit him for it. The brochure dates from 1925.

The reprint on page 12 appeared in THE FLINT, a magazine sent to Flint owners, this one being in the collection of Ken Clafflin.

The Durant "40" ad from MacLean's Magazine is from the editor's collection.

EDITOR'S DESK

The first steps have been taken with the addition of Bob Porter as our new "Cheif Mechanic" in **THE REPAIR SHOP**. We're glad to have Bob with us, and hope you, the members, will help Bob, by sending in your contributions. To segregate duties, Frank Johnson, our **Old Partsman**, will continue to deal with parts and related items, Bob Porter will deal with repair information and restoration tips in **THE REPAIR SHOP**. Both men need your contributions.

Another addition will be a regular colum with Dave Schulte concerned with the printed matter released by Durant Motors. Dave has a vast collection of Durant company literature, and will use his space explaining some of this material and its use by the comany. Questions can be sent to Dave about specific pieces which will be answered in the issue so others can share this information.

These additions enable us to give a second look at an increase to 24 pages. We'd still like to have a couple more regular contributors, and some regular features of interest to our members. One such addition we hope to incorporate will be a page or two of questions and answers. We get a lot of questions here, answered on an individual basis. With the new column, all the members can share this information.

If you have ideas for potential columns, or can contribute to the effort to produce a larger and better magazine, please let us hear from you. We've got a great little publication, and with your effort we can make it a little better.

Final decision will be made, we hope, within the next few months. This depends a lot on **YOUR** efforts, so please pitch in. Dues will be adjusted accordingly to cover the increased costs, but as in the past, members will continue to get their money's worth.

We also need stories, information, old pictures, and any other interesting items you may have in your collection. If you have any of these items, or something else that may be of interest, please let us know. Let's all pitch in to make this club the best little club there is. We need your continued support.

Many times, I get notes, especially at Christmas, congratulating me and "the staff" on the club and publication. It must be pointed out, that 99% of the work done for this club is done right here! Contributors do help out, but this is where the work is done. It's getting too big for one man, so if you can help out, I sure can use the help. Thanks. JEFF

HELP & IDEAS WANTED - See above for details on how to help the DFR grow.



LUBRICATION CHART

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

GENERATOR
Two or three drops of motor oil every 500 miles

STEERING DRAG LINK SOCKET
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

FRONT AXLE KING PIN—Upper and Lower
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

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
Fluid Gear Lubricant.

STEERING GEAR HOUSING
Fill with gun every 1,000 miles—use
Fluid Gear Lubricant.
Capacity 8 ounces.

WATER PUMP
A few drops of medium engine oil every
500 miles.

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

STEERING DRAG LINK SOCKET
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

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 Fluid Gear Lubricant in Summer weather and Fluid Gear Lubricant with one-third motor oil in Winter weather.
Capacity 1½ pounds.

BRAKE CROSS SHAFT LEVERS
A few drops of motor oil every 500 miles.

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

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
Fluid Gear Lubricant.

Factory
DE VAUX-HALL MOTORS CORP.
Grand Rapids, Michigan

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant

FAN PULLEY
Fill with medium motor oil every 2,500 miles.
— Revolve pulley until filler hole is at bottom and allow excessive oil to drain.

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 SAE 40—in cold weather use SAE 20 oil. Crankcase capacity—6 qts.

FRONT AXLE KING PIN—Upper and Lower
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

FRONT WHEEL BEARINGS
 Jack Hub Cap with small amount of soft
 cup grease every 2,000 miles.

STEERING CROSS ROD
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

STARTING MOTOR

A few drops of motor oil every 500 miles.

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

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

DISTRIBUTOR
A few drops of motor oil every 500 miles.

UNIVERSAL JOINTS
Fill with gun every 1,500 miles—use Spicer
Universal Joint Grease or corresponding
lubricant.

BRAKE CROSS SHAFT
— Remove pipe plug and fill with one-fourth pint heavy motor oil every 2,000 miles.

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

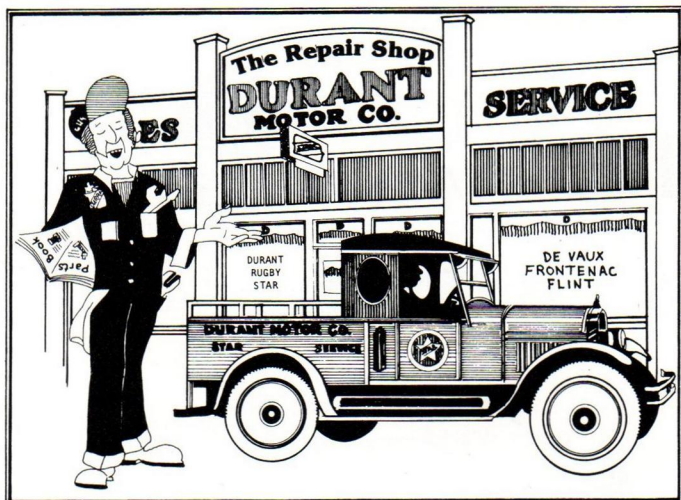
REAR WHEEL BEARINGS

— 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 Fluid Gear Lubricant for Summer weather and Fluid Gear Lubricant with one-third motor oil in Winter weather.
Capacity 2½ pounds.

SPRING BOLTS
Fill with gun every 500 miles—use
Fluid Gear Lubricant.

Factory
DE VAUX-HALL MOTORS CORP.
Oakland, California



BOB PORTER
211 Woodlawn Drive
Panama City, FL 32407

INSTRUCTIONS FOR Replacing and Tightening Interchangeable Main Bearings



Six Cylinder, Model R

THE MAIN BEARINGS used in the Star Six Cylinder Motor are of the close limit interchangeable type. The machining of the crankshaft bearing supports in the cylinder block, the bearing caps and bearings themselves are held to such close limits that no shims are needed.

These bearings being interchangeable, they can be replaced singly, in pairs or the entire set. These close limit interchangeable bearings do not require reaming or scraping.

Replacing and Tightening Main Bearings

When through continued use the bearings become worn, producing a dull thud or pound, especially noticeable when the motor is suddenly accelerated or speeded up, proceed as follows:

Remove the oil pan and locate the loose bearing or bearings. By putting pressure on the connecting rod or crankshaft any looseness can be detected. All bearings should be examined carefully for looseness as it may save you the trouble of again removing the pan.

After locating the bearing or bearings which are loose, remove both bearing cap and lower bearing shell. Place a $\frac{1}{2}$ " wide .003" thick feeler ribbon the length of the bearing between the lower bearing shell and the crankshaft pin, parallel with the centerline or lengthwise (See Fig. 1), then replace bearing shell and cap with feeler ribbon in place, tighten nuts and try the tension of the bearing by rotating the shaft. Continue this operation, adding additional thicknesses of feeler ribbon between the bearing and the crankshaft pin until the bearing is snug and it is just possible to turn the shaft.

When proper tension of the bearing on the shaft has been obtained and with the bearing still in place, give the crankshaft one complete turn to determine if the crankshaft pin is out of round. If the pin is out of round the shaft will turn free at one point and bind at another. Measurements can be taken with a pair of outside micrometers if the crankshaft is out of the motor.

Crankshaft bearings or pins which are out of round - caused by dirt, old oil or natural wear - will cause the bearings to loosen quickly, therefore before installing new bearing shells or tightening old ones the checking of the crankshaft pins for trueness will prevent trouble later.

If crankshaft pin is true deduct .002" from the thickness of the feeler ribbons between the bearing and the crankshaft pin which will represent the amount the bearing must be taken up. For example - if it takes a .006" in feeler ribbons to make bearing snug enough so crankshaft can just be turned, the bearing must be taken up .004 of an inch.

If more than one bearing is loose, each bearing must be checked separately so that the tension of each bearing on the shaft can be properly tested and the crankshaft pin checked for trueness. When the proper tension has been secured, make a record of the amount which that particular bearing must be taken up, remove feeler ribbon, replace cap and bearing as they were

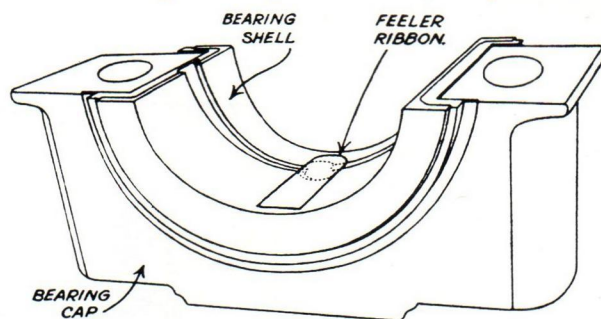


Fig. 1

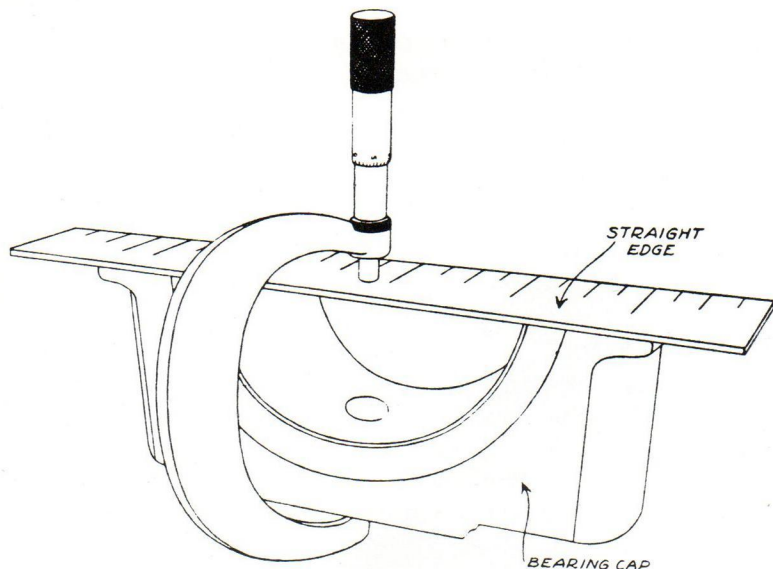


Fig. 2

pressure, slide the bearing cap back and forth, at the same time giving a slight twisting or semi-revolving movement. (See Fig. 3.)

4th: Wipe off with a piece of clean cloth every trace of emery dust. Then, recheck the bearing cap, as illustrated in figure 2, deducting the second measurement from the first, which will show the amount of metal removed. Continue this operation until the correct amount has been removed, which amount has been determined as explained above. A possible variation of one thousandth minus (.001"-) is permissible; however, this should not be necessary provided care is taken **NOT** to remove too much metal at one time. It is far better to do the grinding operation gradually than it is to attempt to remove all the metal in one operation.

After having removed the necessary amount of metal from the bearing cap, the same amount of metal should be removed from the bearing shell. It will be observed that the edge of the bearing shell extends beyond the edge of the bearing cap exactly .002". This is necessary, and must not be changed; otherwise, the proper oil seal will not be obtained and will result in early bearing failure.

Measurements, using a straight edge and micrometer, should be taken of the shell separately. (See Fig. 4.) The amount of metal to be taken off the shell will be the exact amount removed from the bearing cap. Proceed slowly with this grinding operation, because it is very important

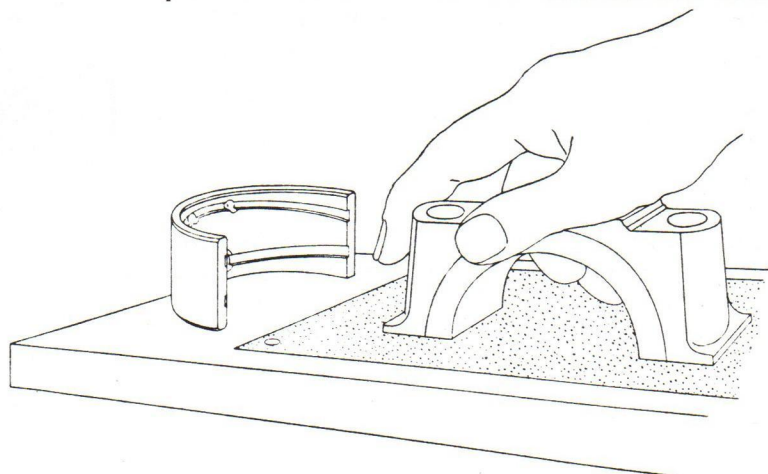


Fig. 3

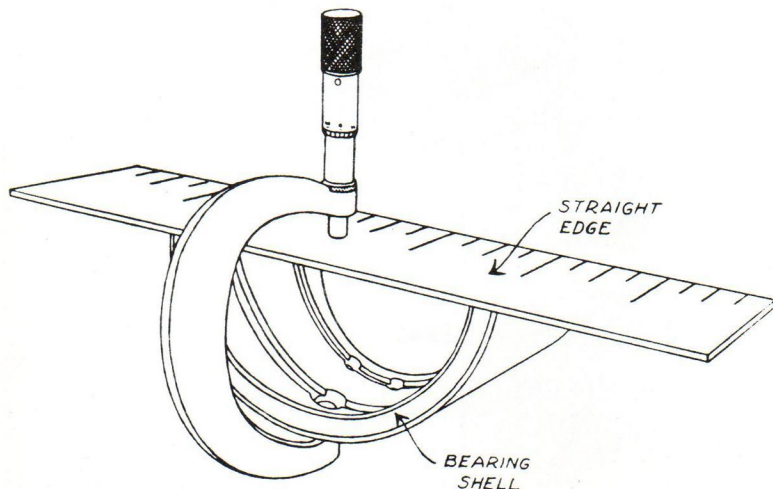


Fig. 4

before checking for bearing clearance and proceed to next loose bearing and check for amount of looseness and crankshaft pin trueness in the same manner.

After having determined the amount each individual bearing must be tightened, proceed as follows:

- 1st: Remove the bearing cap, and also remove the bearing shell from the cap.
- 2nd: Place a straight edge so as to span the two flanges of the bearing cap, and with a micrometer, one edge resting on the straight edge and the other on the bottom of the bearing cap, make a record of the measurement. (See Fig. 2.)
- 3rd: Place the bearing cap face down on to a piece of No. 00 emery cloth which has been fastened to a surface plate or flat, smooth board; and with a firm, even

that the dimensions be accurate. After having secured the correct dimension, make absolutely sure that every particle of emery dust has been thoroughly wiped from the bearing shell. Do not guess at this, but use a perfectly clean piece of cloth and thoroughly wipe it.

The bearing cap and shell is now ready to be re-installed; and if the proper time and care has been taken, further, if the trueness of the shaft has been accurately determined to be correct, then there will be no difficulty in securing a perfect bearing job.

SPECIAL NOTE: If, through accident or otherwise, more metal is removed from

the cap or bearing shell than required, secure a new cap and shell. Under no circumstances must shims be used between the bearing cap and the upper part of the crankcase.

If crankshaft pins are out of round they must be reground to fit interchangeable bearings of the following inside diameters, less .002" to allow for clearance in the bearings:

PART NO.	INSIDE DIAMETER
23875 to 23880 inclusive.....	2.118"
23460 to 23465 inclusive.....	2.113"
23843 to 23848 inclusive.....	2.103"

IMPORTANT

If a new or reground shaft is used, or, if a new lower bearing shell is required, a new bearing cap must also be used provided you are not absolutely sure that previously no metal had ever been removed from the old bearing cap.

After assembly is complete fill the crankcase with an oversupply of fresh oil, (Not to exceed 6 quarts) and allow motor to run idle under its own power for some time. This will give the bearings a chance to "wear in" before putting them under load.

Sprung Crankshaft

A sprung crankshaft, usually caused by driving a motor with loose main bearings, will also cause the bearings to loosen quickly, and if it is necessary to remove the crankshaft, it is advisable to make sure that it is true.

A test should be made by placing it between centers in a lathe or straightening press (see Fig. 6) and by using a dial indicator the exact amount of trueness can be determined.

If a lathe or press is not available an approximate idea as to the accuracy of shaft can be had by placing crankshaft in case (See Fig. 5) first smearing the babbitt lined bearings with a thin coat of blueing; then revolve the crankshaft and note whether blue shows completely around all the crankshaft pins.

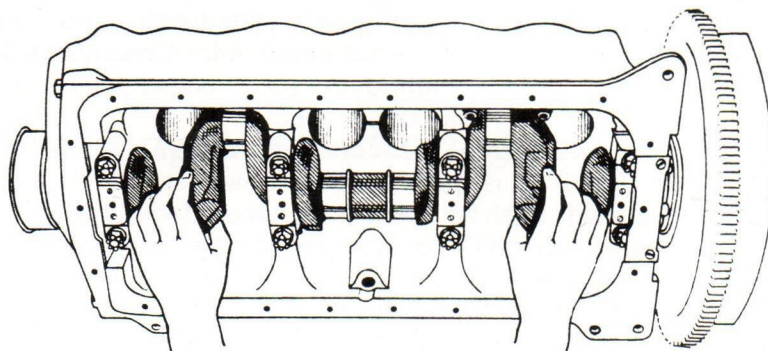


Fig. 5

Crankshaft should not have more than .005" variation in readings.

End Play in Crankshaft

When installing or adjusting main bearings the crankshaft should be checked for end play.

The end play in a crankshaft is governed by the front crankshaft bearings.

A clearance of .006" should be allowed between the crankshaft and the bearing.

Too much end play will often cause a pound or knock when the motor is running idle.

To remove end play it is only necessary to take out shims back of crankshaft sprocket and press sprocket farther back on shaft until proper clearance is obtained between crankshaft and front main bearing.

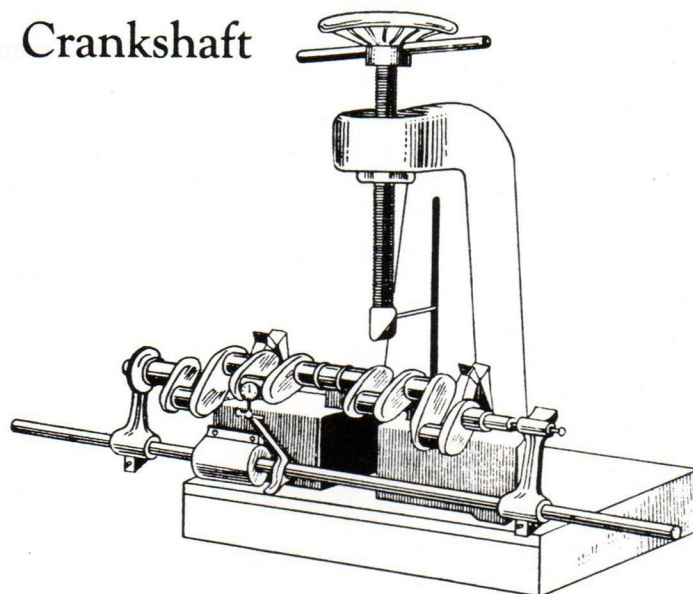


Fig. 6

DURANT MOTORS, Inc.

BROADWAY AT 57th STREET

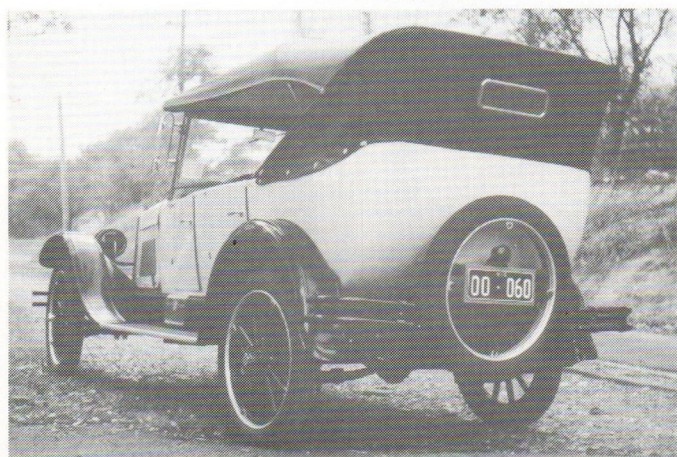
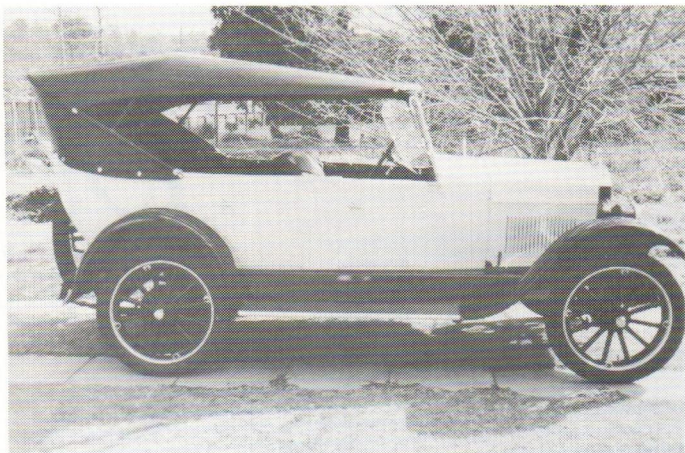
DURANT MOTOR CO. of MICHIGAN
Lansing, Michigan

NEW YORK CITY

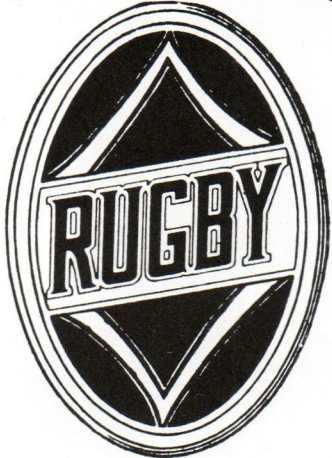
DURANT MOTORS of CANADA, LTD.
Toronto (Leaside), Ontario

DURANT MOTOR CO. of NEW JERSEY
Elizabeth, N. J.

DURANT MOTOR CO. of CALIFORNIA
Oakland, Cal.



MELBOURNE



MODEL M

Our thanks to Richard Wallach of Melbourne, Australia, who provided the photos and story information for this article on his 1927 Rugby model M tourer.

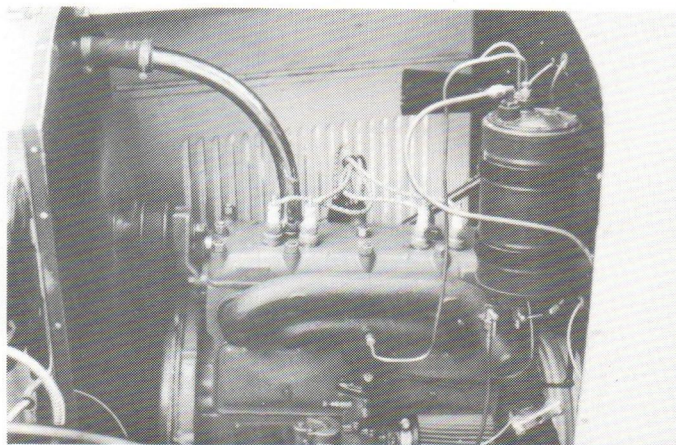
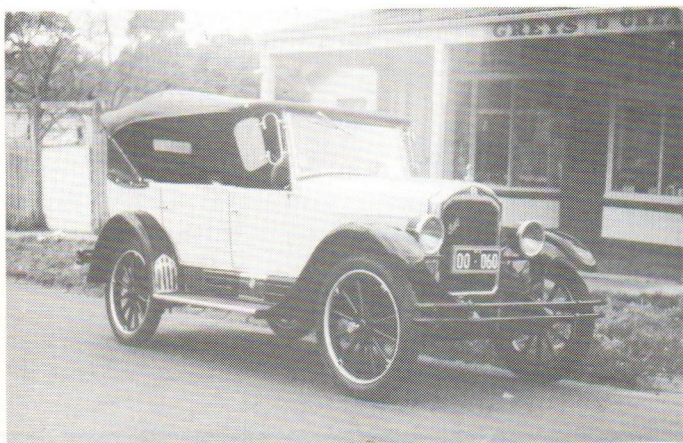
In early 1927, Rugby chassis number E-382463 headed for a new owner in Australia from the Elizabeth, New Jersey factory. Before delivery, the Melborne Motor Body Works added a handsome touring body in keeping with the style of the time. Not all details are known of the car's past, but to this day, the car remains a part of the street scene in Melbourne, Australia.

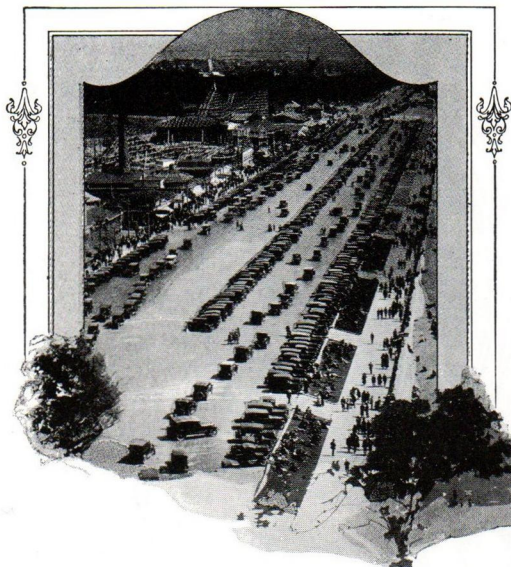
Richard Wallach acquired his car in partially restored condition, explaining that his story is not unique. With chassis and most body work done in the 60's, Richard had to complete upholstery, repair and restore many minor parts. The results are certainly rewarding.

The beige and black touring utilizes black vinyl upholstery and hood (top). The engine is #426664, cast on 12-10-26 and painted in dark blue. 30 X 3½ Kelsey Hayes wood wheels are used on the Rugby.

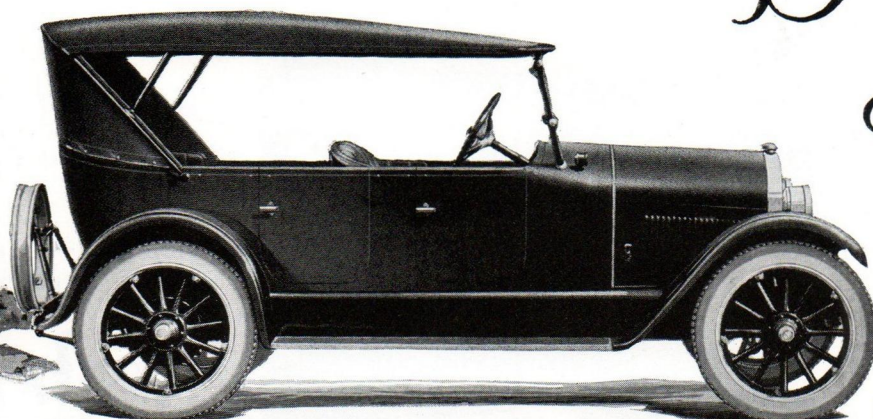
The license plate, although modern, was personalized on Richard's order in an effort to appear the same as those of the cars' vintage. Accessory bumpers protect the car and help set off the nickel-plated brightwork.

The store in the photo at lower left, is a set used in the popular Australian TV series, "THE SULLIVAN'S" which depicts the life of a Canterbury family before and after the second World War. The series has been sold, and perhaps TV viewers around the world may one day get to see the series, and recognize the Sullivan's store.



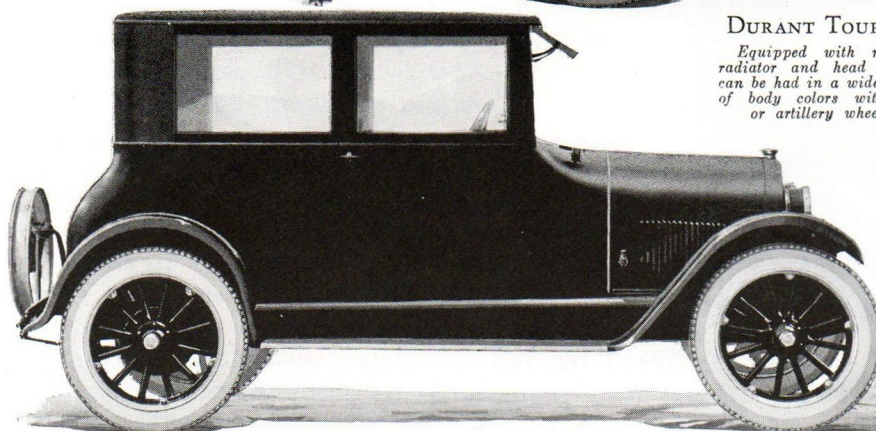


Durant



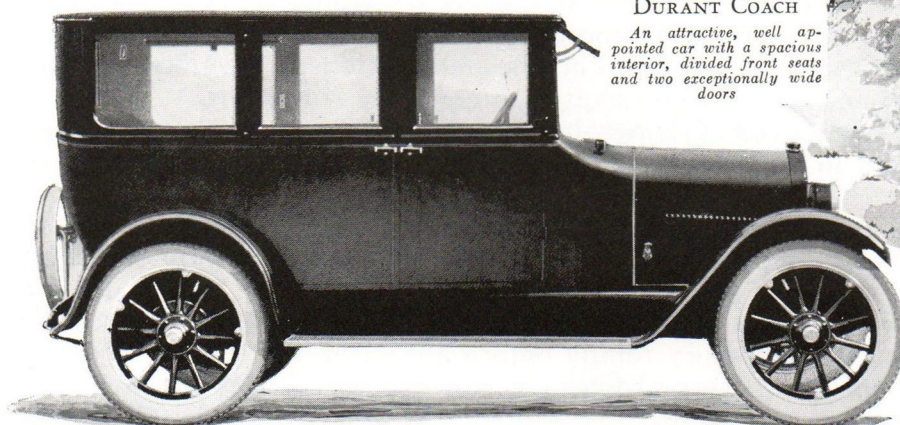
DURANT TOURING

Equipped with nicked radiator and head lamps; can be had in a wide choice of body colors with disc or artillery wheels



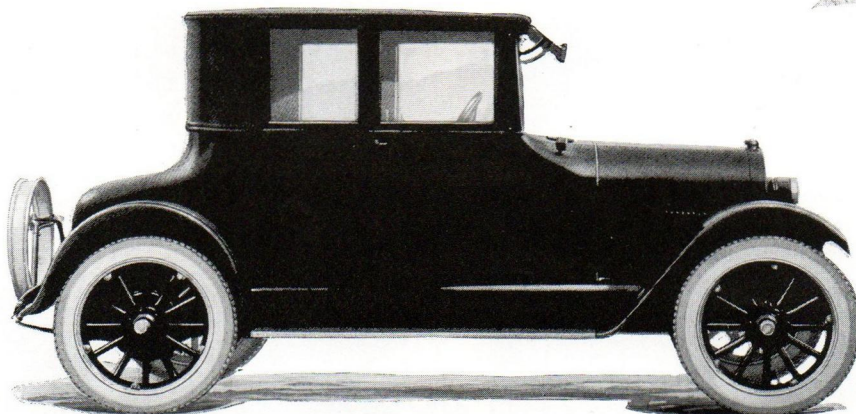
DURANT COACH

An attractive, well appointed car with a spacious interior, divided front seats and two exceptionally wide doors



DURANT SEDAN

Upholstered in fine mohair plush with platinum finish hardware, rain visor, windshield cleaner, mirror and floor heater



BUSINESS COUPE

This car is a great favorite among business men who want comfortable, economical and dependable transportation

ON the crowded city roads of the country time—one encounters an e Durants! And in this p the proof positive of th of this remarkable line

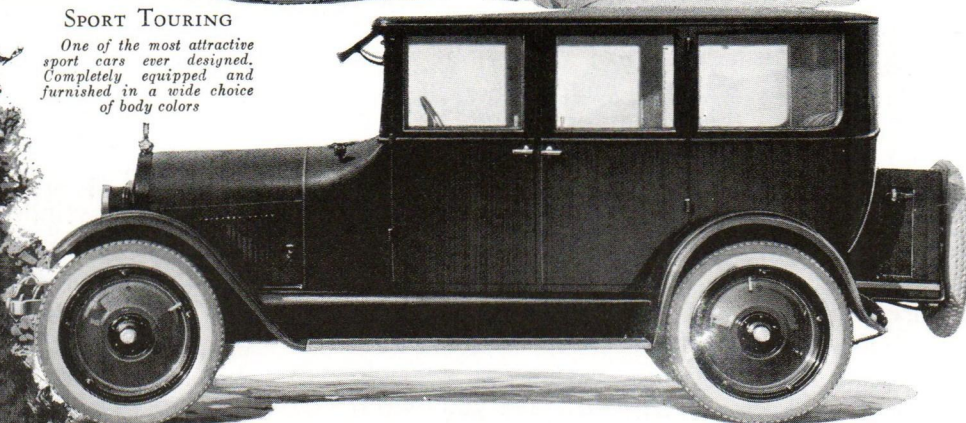
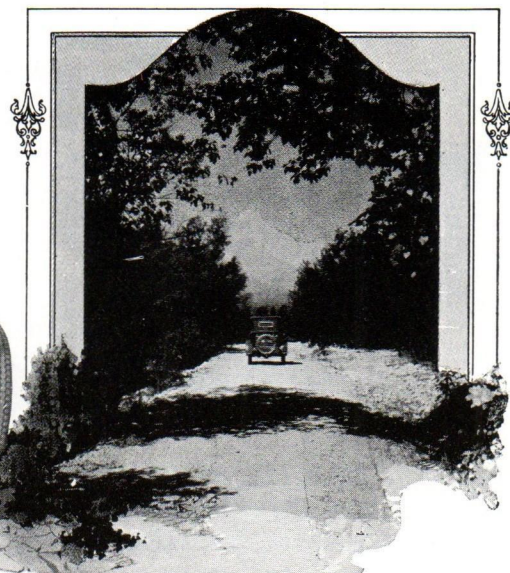


Durant Models



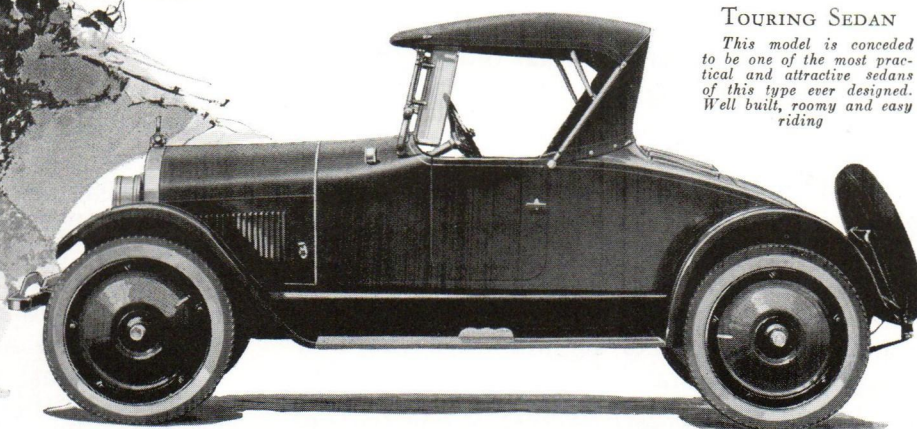
SPORT TOURING

One of the most attractive sport cars ever designed. Completely equipped and furnished in a wide choice of body colors



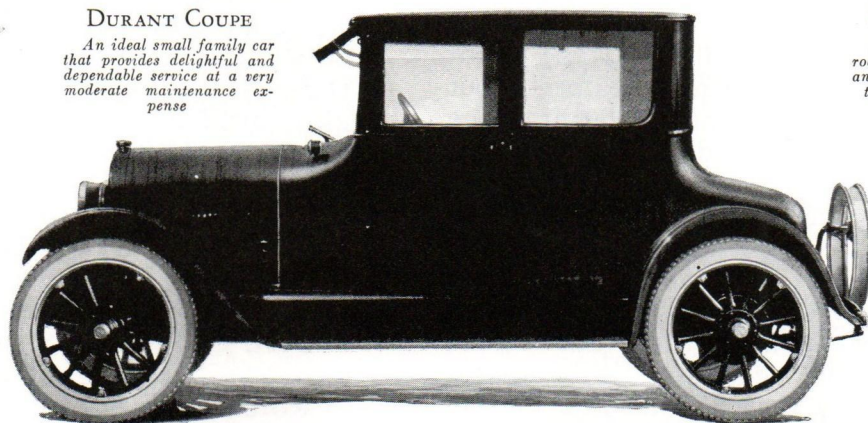
TOURING SEDAN

This model is conceded to be one of the most practical and attractive sedans of this type ever designed. Well built, roomy and easy riding



DURANT COUPE

An ideal small family car that provides delightful and dependable service at a very moderate maintenance expense



SPORT ROADSTER

For those who prefer the roadster type, this car will answer every requirement as to appearance and service

streets—on the winding
side—everywhere, any-
er increasing number of
nounced preference, is
established popularity
f quality motor cars.



FRANK JOHNSON

1820 Fitch Avenue
Marquette, MI 49855

SAVE YOUR OLD WOOD!! The importance of having even the remains of the original wood for your car was brought home to your Old Partsman earlier this summer when it was necessary to make and replace the entire roof assembly on an old sedan. A while back, we encouraged the forming of a "wood pool", so again, we want to emphasize it. Don't throw away the old wood when you re-wood your car; surely there must be a place where you can stash it (and in time we may even be able to have a central storage location for this old wood). Let us know what you have and we'll keep a record of it. As no blueprints or patterns of the structural wood are available for our cars, the loan of your old wood may be invaluable for another member to get his car back on the road.

In our August '81 issue (Vol. 6 #2) we mentioned the use of modern front end stabilizer kits to control shimmy in our cars. Recently one was installed in this area on a model "T" Ford pickup that had an "inherent" shimmy that no amount of adjusting, balancing, or new parts seemed to be able to cure. A steering stabilizer was installed and solved the problem immediately.

These units resemble nothing more than a small shock absorber connected diagonally between, and almost parallel to, the front axle and tie rod. Another nice feature about them is they are usually small enough to be almost completely concealed behind the front axle so they do not detract from the original appearance of our cars. Bolt-on installation is simple and the price is generally under \$20.00.

The owner of this "T" has also come up with a problem solver that may be of aid to owners of earlier Durants, Stars and Flints. Kingpins...these cars generally have long, usually thin kingpins that are not now closely duplicated in modern applications. When a poorly-made reproduction "T" kingpin failed,

he replaced them with "Grade 8" or "8Line" bolts of the same dimensions. These are special, high-strength bolts for extreme heavy duty application and, no doubt, may well exceed the metallurgy found in a N.O.S. 1920's vintage kingpin. They can, however, be machined to size if necessary (some are even sold machine-finished) and drilled for lubrication passages, etc. An idea of the price is about \$3.50 for the bolt used in the "T" (about 5/8" X 6"), and would, of course, vary for our cars, but still be cheaper than buying (if you can find one) a N.O.S. set.

Can any members help us with the original engine colors for some of our cars? We receive questions about this from time to time. Information we have thus far indicates that engines in 1928-32 Durant cars, as well as DeVaux and Frontenac were painted a light grey. Light grey engine paint is available from a number of sources including Bill Hirsch, 396 Littleton Ave., Newark, NJ 07103. (Bill also has available Star Persian Blue used in 1926-27 at \$35 per gallon for Nitrocellulose Lacquer.) A variety of colors have been noted on the 4 cylinder Durant and Star engines of the 1922-30 vintage including light and dark grey, red and even a greenish shade. If anyone has specific information for particular years or models, we'd be interested in knowing and will pass this information onto our members. Let us know what colors you've found during your restoration and what you found to match these colors.

Once again, Gaslight Auto Parts, Box 291, Urbana, OH 43078, has the small (6 1/2" X 9") Durant-script running board step plates - but only in limited quantities. We have been "bugging" them about twice a year since 1972 for these plates. If you want a set for your car, act now, and if the plates are again out of stock, keep after them! It appears they usually have a batch of various brand plates made twice a year. Let them know you want these plates, so they will continue to produce and stock them.

As mentioned in past issues, auto parts shops still carry ignition parts for some of our cars. The following can be found for 1928-32 Durants, DeVaux's and Frontenacs. Points are also available for some Star models too. Check the following part numbers:

Point sets	Delco Remy	A-112
	Borg-Warner	A-70
	Filko	74-17
	Echlin	CS-9
	Neihoff	AL-5-33
Dist. Cap (6)	Standard Plus	AL-92
(4)	Standard Plus	AL-25
Rotor	Standard Plus	AL-79

NOTE: Rotor and Cap must be used together.

Your nearby Homelite power saw dealer

may, in a pinch, have a set of points in stock, as they were used in some models before 1965. Homelite part number 90758.

While on the subject of ignition, here are some old Flint ignition numbers from vintage catalogs and parts books:

FLINT - All 1923-27 with DeJon distributors (Gilfillan part numbers with DeJon numbers in parenthesis):

Contact arm	DJ-1 (1A-1012-A)
Contact screw	DJ-2 (1A-32)
Rotor	DJ-4 (1A-1002)
Cap	DJ-5 (1A-1001)

FLINT - All 1923-24 with Autolite distributors (Autolite part numbers in parenthesis):

Contact arm	AL-10 (IG-1069)
Contact screw	AL-11 (IG-111)
Rotor	AL-13 (IG-1058)
Cap	AL-15 (IG-1053)

FLINT - 1925 model 6-40

Contact arm	AL-20 (IG-2469)
Contact screw	AL-21 (IG-111)
Rotor and cap - same as above	

FLINT - All 1926-27

Contact arm & screw - same as above	
Rotor	AL-17 (IG-1320)
	AL-18 (IG-1323)

The Flint/Autolite rotors fit all 1922-26 Durants and 1923-27 Stars. The cap fits the 1926-27 Star and 1923 Durant 6 (B-22). The point sets interchange with Durants and Stars according to the same data sequences. (See this column Vol 4 #2, August 1979.)

Other than the DeJon distributor units used within Flint production, it appears that Durant and its affiliates retained the Autolite system throughout production. Here is a listing of the Autolite identification numbers and their applications. Durant part numbers are in parenthesis. These Autolite numbers are usually stamped on a metal tag on the distributor housing. The list is not complete as we still don't have Flint information, the early Stars or the B-22 Durant 6. Can any members put us up to date on these?

1921-26	A-22 "4"	IG-4018-A (1336)
1928	M-2 (1001-1555)	IG-4036-D (22629)
	(1556-2298)	IGB-4005-A (24635)
	(2299 up)	IGB-4010-A (25270)
1928-29	M-4, 40	IGB-4019-A
1928	55	IGB-4004-C/4067-A
1928	65	IGB-4008-B (25126)
		IGB-4006-B (24670)
1928-29	70-75	IGB-4008-A
1929	60	IGB-4006-B (24670)
		IGB-4006-C
1929	63, some 66	IGB-4006-B (24670)
1929	66	IGB-4008-B (25126)
1930-31	617	IGB-4008-A
		IGB-4036-A
		IGB-4044-A

1930-31	407, 610	IGB-4043
1930	611,612,614,615	IGB-4031
1931-32	612,614,616,616	IGB-4031-A*
	618,619	

*Also used in DeVaux 675,680 & Frontenac E, 670

(The letter "A" is supposed to indicate a change to automatic or semi-automatic spark advance).

STAR

1923-25	"C", "F"	IG-4030-A (20560)
1925-27	"F", "M"	IG-4036-D (22629)
1926-27	"R"	IG-4067-A (22589)

FRONTENAC

1933	6 (Continental ACE)	IGB-4084
		IGB-4085
1933	C-600 (Continental FLYER)	IGB-4083
1933-34	C-400 (Continental BEACON)	
	IGB-4202	IGB-4079 IGB-4201

Autolite supplied electrical systems to a large number of automobile manufacturers in that era, so one can find similarities and parts interchanges between distributors used on various makes of cars during that period. Some can be modified for use on our cars. For example, Bob Krayner (66) is using a 1925-26 Overland 93 distributor (Autolite IG-4116-B) on his Star "R" by installing the Star drive gear in it.

Not listed in the regular listing but hidden in the cross-reference of the 1935 Gates fan belt catalog were the dimensions and number of the Durant "6" (B-22) fan belt:

Gates 25/32" X 45-1/8" X 39°.

The modern listing from Dayco for this belt is Dayco 24450.

The Flint, like the rest of the early Durant family, used the Stewart-Warner vacuum fuel pumps. Here are the pump numbers from another old catalog:

#215	1924 "40"; 1926 "B-60, E-80, Z-18"
#216	1925 "40, 55"
#187	1926 Road King

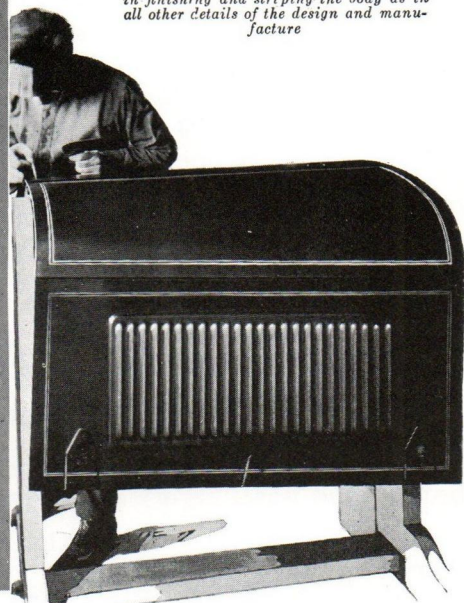
From another old listing, this time Kelsey-Hayes, comes interchange information regarding wheel rims. The Kelsey-Hayes #210 (92497) 20" X 4" rim fits the 1924-26 Durant and the Flint, as well as the following:

1927	Falcon Knight model 10
1925-27	Overland model 93, 93A
1925-26	Willys-Knight model 70

We've been asked a number of times if we know of a source for the replaceable (insert type) main bearings used in our engines beginning with the Star "R" and continuing until the end of production. These bearings can be re-poured and align-bored like the regular in-the-block babbited bearings. The old babbit can be melted out and new cast in. Recently Bob Blair (298) had this work done. Drop either Bob or me an SSAE for shop address.

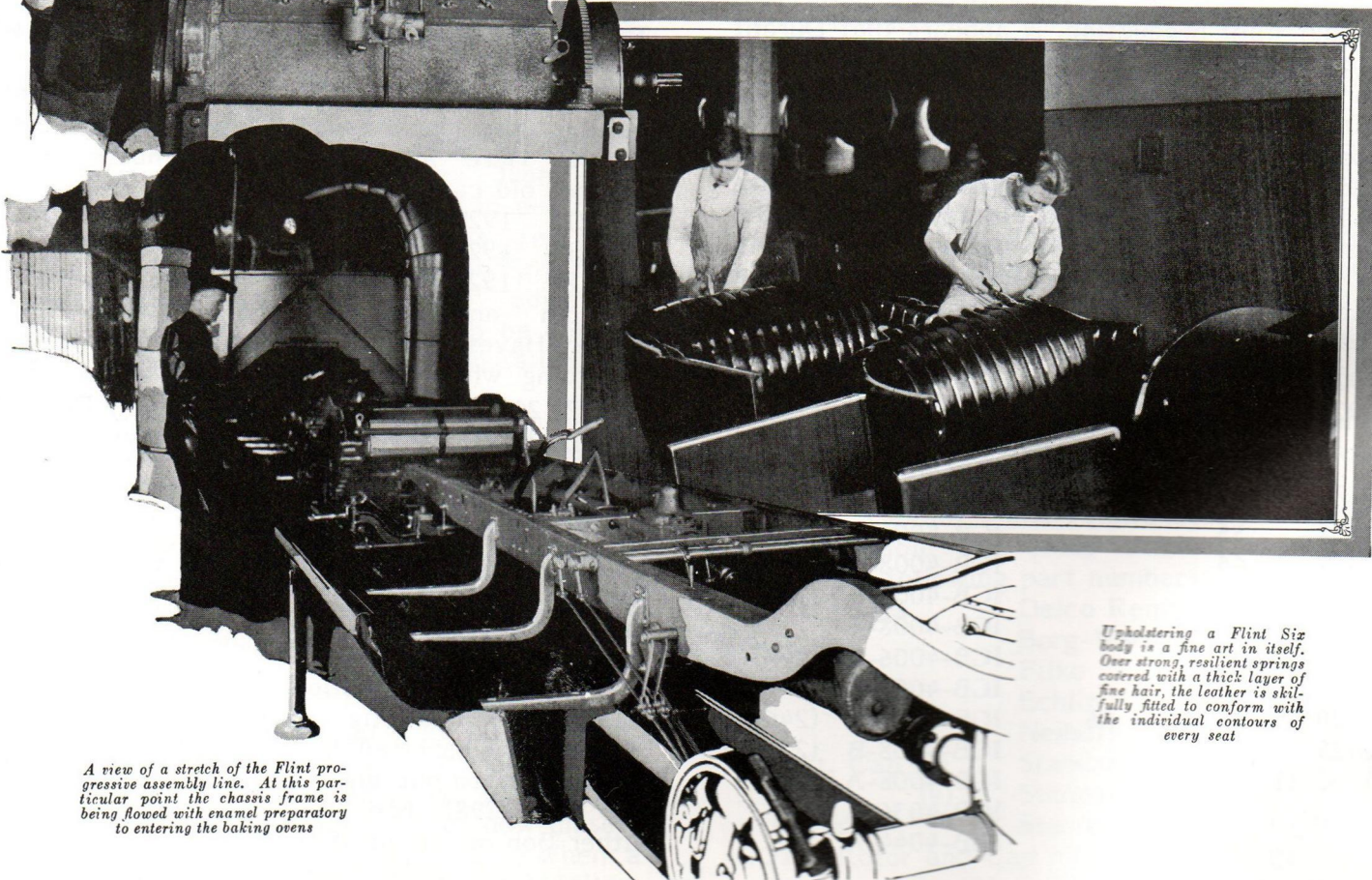
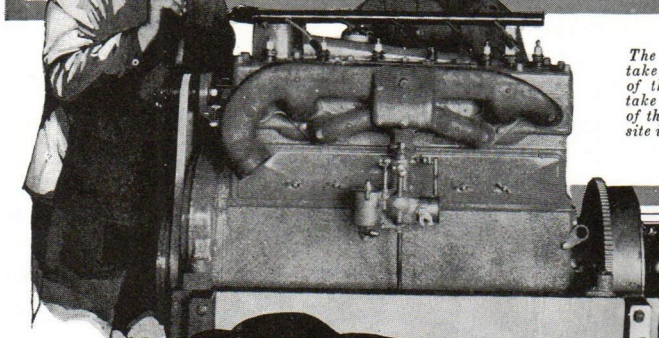
The Flint from FRAME to FINISH

Everyone remarks on the beauty of the Flint Six body finish. Flint engineers believe that a good car should look the part, so just as exacting care is taken in finishing and striping the body as in all other details of the design and manufacture



The pride which Flint Six owners take in their cars is the direct result of the pride which Flint employees take in their work. The assembly of the Flint Six motor as seen opposite is but one of the many significant truths of this fact

If you could witness the care and enthusiasm which is injected into every operation in the construction and assembly of a Flint Six, you would understand at once the reason for the astonishing popularity which its performance is creating



A view of a stretch of the Flint progressive assembly line. At this particular point the chassis frame is being flowed with enamel preparatory to entering the baking ovens

Upholstering a Flint Six body is a fine art in itself. Over strong, resilient springs covered with a thick layer of fine hair, the leather is skillfully fitted to conform with the individual contours of every seat

REPRODUCTION PARTS

In the last issue we mentioned ordering another batch of 1930-32 Durant radiator emblems. They're in and beautiful! If you're interested in getting one or more, please order promptly, as 4 of the dozen ordered are already gone. \$32 each postpaid. Engine data plates and Canadian body I.D. Plates are expected in the very near future, and some of these have also been sold, so if you need either of these plates, order now, before they're gone.

Harvey Frid advises that two new items are now available. The Frontenac swallow, mounted on a Frontenac radiator cap is now available at \$120 (through the club office only) and also the Frontenac crank hole cover (available from Harvey) at \$55. Prices are listed in U.S. Dollars.

RESTORATION FUND

Our successful fund drive collecting \$1400 has had a second benefit that Dick Scharchburg of Flint informs us. A "Durant Festival" has been established as an annual event, and there is renewed interest in Durant and his activities. Dick reports, "The local Jaycees have adopted the building and have pledged to join our club's efforts to raise enough money to at least restore the exterior...I'd like to think the efforts of the Durant Family Registry have opened local people's eyes to the importance of preserving the building."

NATIONAL MEET

In the last issue, we reported that two members, Win & Lynn Youngs, and Ross Hoeve, were interested in receiving feedback from members about another meet of national scope. The replies that were received, for the most part, have made it clear that such a meet should be postponed until better economic conditions. Interest is high about the possibilities, and we're sure that one of these days, we'll have another meet.

FEATURE BACK ISSUE - VOL. 5 NO. 4

- § Lindahl Brothers Garage - Iron River, MI.
- § Detailed repair of strap-type shock absorbers along with installation instructions for early Durant and Star cars
- § Junkyard Jewel - story of Ed Asselstine's beautiful 1928 Durant M-2 roadster
- § The Frontenac Six - sales brochure reprint for model 6-70
- § The Old Partsman hints and tips
- § 1925 Star advertising literature by Dave Schulte, several pictures
- § DeVaux ad from special section of Grand Rapids newspaper, March 19, 1931
- § 16 pages - \$3.00 postpaid. 6 copies left.

SPECIAL NOTICE

ROSTER CORRECTIONS AND CHANGES

- # 5 Stamberg - change zip code to 20838
- # 11 Nederostek - change address to 4178 Mt. View Drive, Walnutport, PA 18088 (215) 767-0228
- # 41 Richard - change address to P.O. Box 512, Winter Garden, FL 32787
- # 99 Eason - change address to 680 Poppy Way, Broomfield, CO 80020 (303) 465-1478
- #301 Marken - change address to 15921 S.E. Rickshire Lane, Milwaukie, OR 97222 (503) 657-9195
- #330 Szalajko - purchased Len Johnston's (78) Durant coupe
- #374 Coulson - car is model 60 not 55, postal code is K2C 1R6 not K2G 1R6
- #451 Lewis - change box no to read Box 135

MAGAZINE REVIEW

CARS & PARTS - July 1982 - The Flint Touring of 1925-26 by Bob Stevens. Subject - Members Frank Sims & Thurm Kuipers Flint touring cars.

CANADIAN MEMBERS please remember postage to the US is 35¢. We're getting a lot of letters here with postage due, because many of you are only putting on 30¢, the domestic rate. Thanks.



A CHECK!

Is there a number 2 on the right side of your mailing label under your membership number? If there is, it's time to write out a check for your membership. While you're sending in that check, we'd like to hear your comments, ideas, suggestions, and what ever else may be on your mind. It's a perfect opportunity.

Many of us have collected interesting magazine ads, perhaps old pages from yellowing newspapers or similar items. Preservation becomes important and Watchung Laminators, 6 Claremont Road, P.O. Box 174, Bernardsville, NJ 07924 is an excellent place to have this preservation done. I had a two-page special section of The Grand Rapids Press laminated (4 sides). The paper was deacidified, wrinkles were removed and laminated all for \$11 including return postage. Judging from the way the paper was packed for return, I would have no fears in sending my most valuable items. Workmanship is excellent, price about 1¢ per square inch, delivery about 20-30 days. Reputable and worth every cent. JEFF.

The FLEA MARKET

Cars, Parts and Accessories



CLASSIFIED AD POLICY

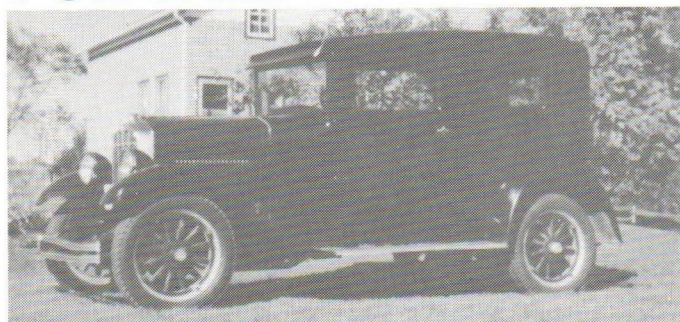
All ads placed in Durant's Standard must be for cars, parts, information or other items directly related to the cars covered by the club. The publication office reserves the right to edit or refuse any ad which does not comply with this rule.

RATES: MEMBERS — FREE classified ads including one photo per ad.

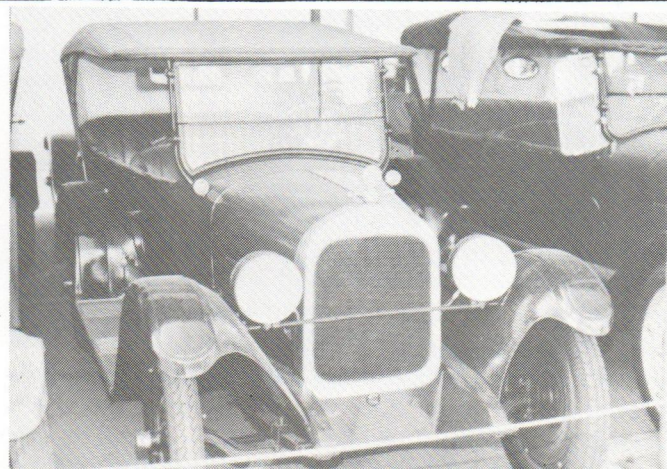
NON-MEMBERS — \$3.00 for first 50 words, \$1.00 for each additional 50 words. Photographs \$5.00 additional for each.

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

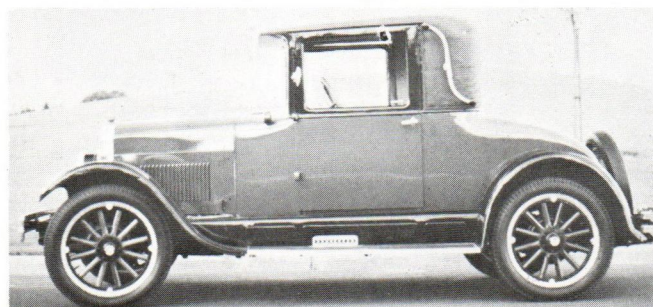
FOR SALE



1928 Durant M-2 coach - good original condition, new top material and 4 new tires. Dark blue body, black fenders. Runs and drives well. Serial #T-5010. Canadian car. \$5500 Canadian. Barry Simpson, Box 129, Colborne, Ontario, Canada K0K 1S0 (416) 335-2803



Collection Surplus Vehicle Auction, P.O. Box 10, Reno, NV 89504. Additional information can be obtained from Mr. Jeol Finn at (702) 788-3248.



1926 Star R coupe - runs like a top and looks great. Trophy winner. Blue & black. Complete car, drive anywhere. Over \$9000 invested, will sell for \$7500 or consider trade and cash: Charles Marken, 15921 S.E. Rickshire Lane, Milwaukie, OR 97222 (503) 657-9195

1926 Star R Landau sedan - serial #L-24192. Motor overhauled, valve job and honeycombed radiator. Excellent restorable condition. \$2500 firm: Terry Thompson, 12072 Spangler Road, Circleville, OH 43113

1923 Durant A-22 sport touring - 18,000 original miles, very good original condition. Appears to be complete. This vehicle is one of many surplus vehicles available at the Harrah Automobile Collection. Sealed bids are being accepted and can be mailed to the Harrah

1926 Flint complete under carriage with bumpers, headlights, disc wheels, original muffler. Motor has a couple of repair patches. Everything there. Would make good depot hack or parts car. Rusty but restorable, had been club coupe. \$200: John Shaffer, 4706 20th St. N.W., Canton, OH 44708 (216) 477-2998

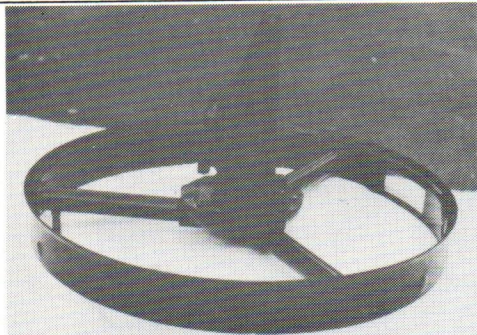
Headgaskets for Continental 22A, 14L, 15U, 18L, 20E and W8 engines \$16 each. Head gasket for 1922-26 model A-22 \$18 each. Intake & exhaust manifold gaskets for model 70, 75, 617, Flint 60, \$7.50 each. Models 55, 60, 65, 66; Star R, \$7 each. Models M-2, M-4 and 40 \$8 each. Clutch facings for models 70, 406, 615, 616, 617, \$21/set. Wire wheel with chrome lock ring for model 614 \$45. 1924 Star headlights complete, \$75 pair. 1923 Star radiator complete with shell and emblem \$90. Radiator pipe (lower) for models 612, 614, 615, 616, 619, \$7.50 each. Red radiator hose (1½") and much more. 20¢ stamp will get you my 6 page list of parts. Shipping added to all items. Ray Zenz, 824 Bricker Street, Toledo, OH 43608

1924 Star F parts car - roadster. Body bad, cowl fair, motor chassis good. \$400 will part out. 1926 Star M parts car, body gone, good

motor & chassis, cowl, gauges, \$400, will part out. 1924-25 Star radiator, shell and emblem. Excellent \$175 or offer. 1928 Durant W5A motor #514487 \$100. 1929 or 30 Durant left hood half, good \$25. One hood, 31" long \$35. Set of 4 "spoon" fenders, rusty \$80. Autolite GT-313 angle drive \$25. Delco-Remy distributor, works on Star or Durant 4, \$25. 1926-27 Star radiator emblem (4), good \$20. Star repair manual model R, Sept 1927, very good, \$22. Star R repair parts list, Jan 1926, mint \$8. The Star Car 4" X 6" colored sales and fact booklet, very good, 1923, \$8. Postage extra on all items: Russell Kraft, Rt 1, 20195 Doffing Ave, Farmington, MN 55024 (612) 463-3229

For 1930 Durant 614 - rechromed radiator shell \$140. 3 speed transmission \$35. Generator (needs rebuild) \$20. Also have several sheet metal repro parts for 1930 Durant cars (see Vol 7 #1 page 11): Ross Hoevert, 14322 S.E. Upper Aldercrest Drive, Milwaukie, OR 97222

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For 1923 Durant B-22 - spare tire carrier (pictured above), Nagel oil and amp gauges, clock, 32 X 4½ tire & tube: Glynn Pinson, 138 Allen Drive, Brownwood, TX 76801 (915) 646-5368

For 1926 Star M touring - pair rear doors, possibly fronts too: LeRoy Naffin, 1000 S.E. Gardner Road, Camus, WA 98607

For 1930 Durant 407 - radiator and shell, hood (louvered), generator, rotor & distributor cap, starter, coil, water pump, 1 wood wheel & 3 rims (4.75" X 19") with rim bolts & clamps (engine parts are for W8 4-cylinder engine): Paul Balasch, 40 Lindsay Drive, Saskatoon, Saskatchewan, Canada S7H 3E1

For 1926 Star M - 1 wood wheel & rim, throttle lever, spark advance lever, wood steering wheel, distributor & cap, plans for body wood: Ken Humm, 740 S. Locust, Ottawa, KS 66067

For 1927 Rugby M - tail light lense: Richard Wallach, 17 Prospect Hill Road, Canterbury, Melbourne, Victoria, Australia 3126

For 1928 Durant 65 4-dr sedan - ignition switch, air cleaner, inside door handle, 3 hub caps (wood wheel), engine temp sending unit, cowl lamp lense, also points and rotor for Autolite IGR-400-PB5H distributor: Horace Bauer, 3216 Barr Road N.W., Calgary, Alberta, Canada T2L 1M8

For 1926 Star F touring - wiring harness, ignition switch, original tail light assy with lense: Willis Clayton, 6414 San Ignacio Ave., San Jose, CA 95119

For 1927 Rugby M tourer - 2 sets of spring shackles, amp meter, horn button, pair top (hood) hangers, ignition switch, radiator cap, alemite grease fittings (pin type): Hartawan Setjodiningrat C/O Gunawan Setjodiningrat, 40 Fountain Head #1908, Downsview, Ontario, Canada M3J 2V1 OR Rudy Chandra, 15 Jenolan Close, Horsby Heights, Sydney, Australia

For 1928 Durant 55 coupe - Pistons & rods for 14L or 15L or complete parts engine (1st choice is 14L). Interested in other parts for this car, including right door, 9 7/16" Glolite headlight lense, and 2 headlight bands: David Hildred, Box 494, LaSalle, CO 80645

For 1928 Durant M-2 - cowl lights and any accessories: Kent Riddle, 1196 Sable Blvd., Aurora, CO 80011

For 1925 Star F - engine parts: Darren McDonald, 1646 N.W. Crest Place, Corvallis, OR 97330

For 1927 Star R cabriolet - tail light lense, ignition switch, hubcaps, rumble seat latch, horn, cowl band, step plates, spark plugs, points: Richard Johnston, 3821 N.W. Oceanview Drive, Newport, OR 97365

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

For 1926 Rugby M - information on body plans for panel truck: Greg Shuker, Nerimbera, Via Rockhampton, Queensland, Australia 4701

For 1929 Durant 60 4-dr sedan - any body parts, windshield frame and attachments: Ben Hamby, 10649 N. 47th Drive, Glendale, AZ 85304

For 1929 Durant 60 coach - door & window hardware, fuel pump, carb & air filter, manual, shock straps: Ron Merrell, 10701 W. 54th Street, Shawnee, KS 66203

For 1929 Durant 60 coupe - inside door handles, wiring and more: Victor Randolph, 1215 W. Sycamore, Carbondale, IL 62901

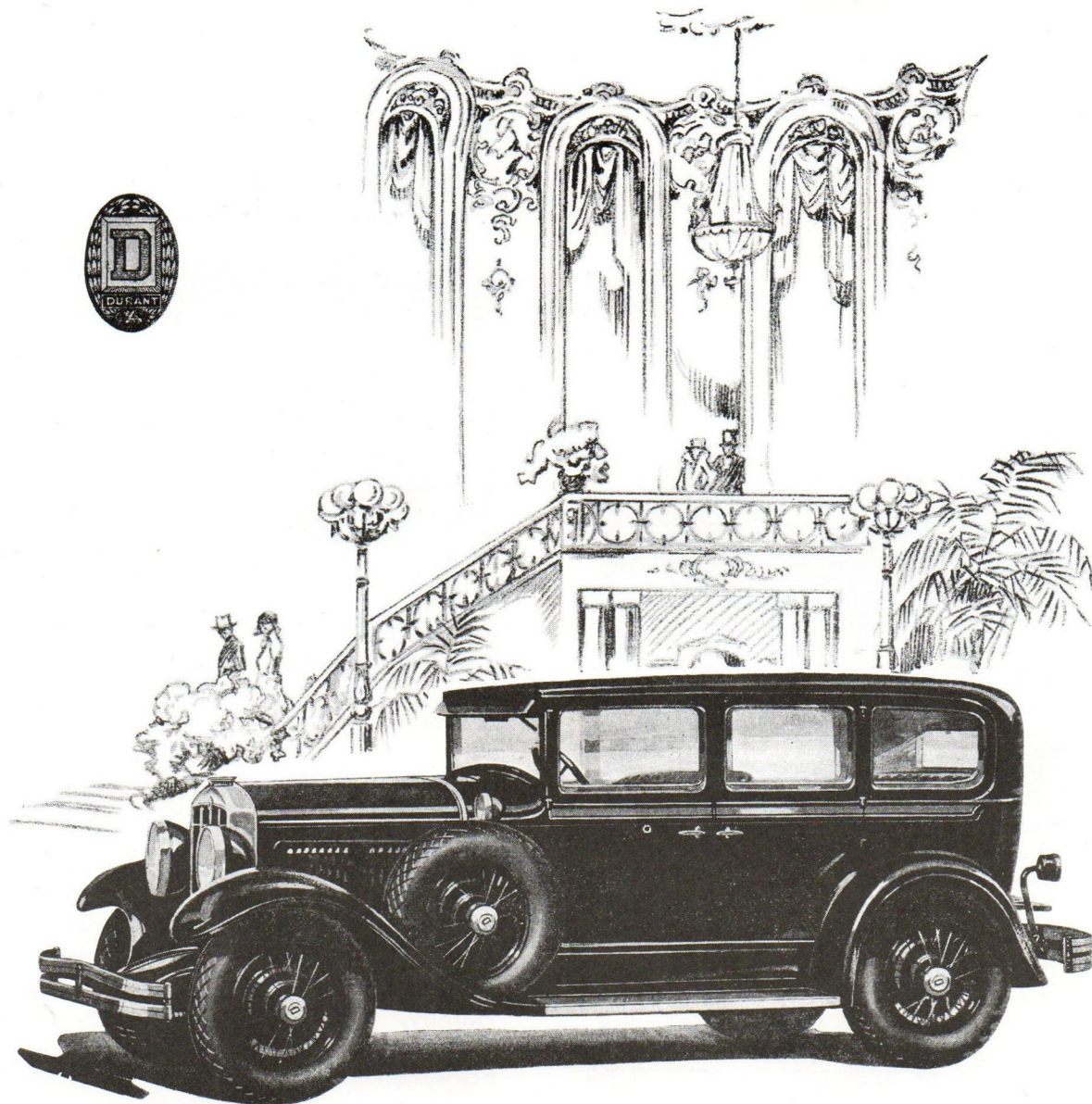
For 1930 Durant 407 sedan - set good rear fenders, rad cap, wood wheel hub cap: John Sukmonowski, 525 Niagra Street, St. Catherines, Ontario, Canada L2M 3P4

For 1927 Star M roadster - trunk lid & slides with hinges, spare wood wheel, body wood along frame rails: Gary Milligan, 2079 Byrns Road, Kelowna, B.C. Canada V1W 2G3

TRADE: Have touring body to trade for sedan body. Contact for details: Keith Hoffmann, 13 Dorge Street, Toowoomba, Queensland, Australia 4350

1931 Frontenac and Flint "Junior" radiator emblems wanted for collection: Contact Jeff at the club office.

DEVOTED TO QUALITY



THE DURANT "40" DE LUXE SEDAN

Red Seal Continental Motor
Bendix Four-Wheel Brakes
Morse Silent Timing Chain
Full Force Feed Lubrication

Passenger Cars
Fours and Sixes
from \$675 to \$2095
f.o.b., Leaside, Ont.
Taxes Extra

ANY factors contribute to the popularity of the Durant "40"
... more power and speed ... more ease of control from
its improved steering facilities ... more comfortable
riding ... less effort in driving.

Drive it yourself; make your own comparisons; judge it by your
highest conception of automobile performance and modern appear-
ance. Your dealer is waiting, now, to place a car at your disposal.

DURANT MOTORS of CANADA, LIMITED

TORONTO

CANADA

RUGBY TRUCKS IN 1/2 TON TO 1 1/4 TON CAPACITIES