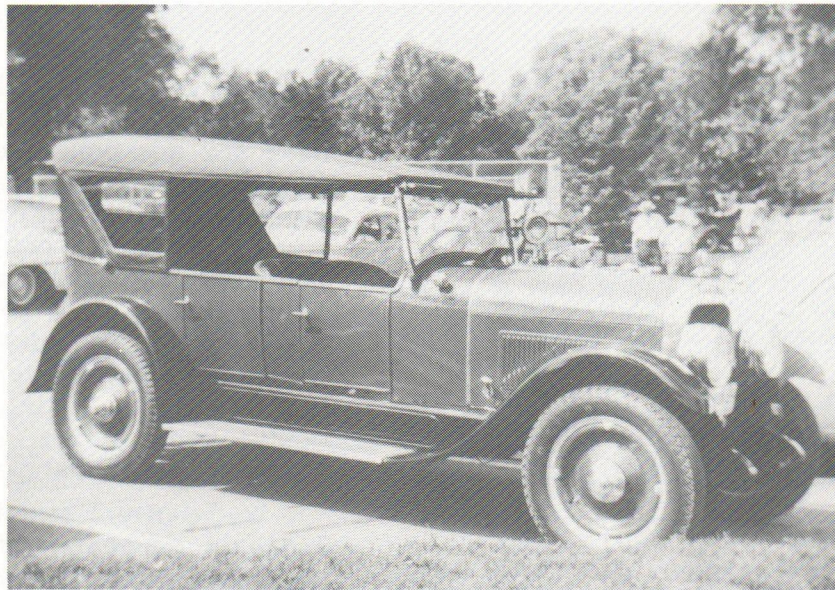


DURANT'S *Standard*

The official publication of

THE DURANT FAMILY REGISTRY



1925 Flint
Model E-55 touring

John Shaffer
Canton, Ohio



Vol. 7

November 1982

No. 3



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 \$14 (US funds) US and Canada, \$17 (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

Howard McConkey sent the information in regard to the demolition of the Toronto - Durant factory. We thank him for the information and hope he'll keep us informed if any items of interest surface during the demolition.

Sincere thanks to Eddie Ford, Publisher of Restored Cars of Australia, for allowing us to reprint the Rugby photos on page 6. I'm sure they are of interest to many of our members.

Howard Reinke shared one of his original DeVaux sales folders which we have printed here in its entirety. The brochure depicts the "fall series" 1931 DeVaux model 6-75.

Information on the clean-up of the Durant-Dort office building provided by Mrs. Leolla Sturt of Flushing, Michigan.

Flint ad from editor's collection.

EDITOR'S DESK

With winter creeping in, many of us want to settle down with a good book and wait for spring. The DFR is doing something to help you in this regard. The decision has been made, and effective immediately, we will raise our dues by \$2 for US and Canadian members, and \$3 for foreign members.

What's the increase for, you ask. Well, when you receive the February issue, you'll note that it's thicker, 8 pages thicker! We have decided to go to a larger magazine on an alternating basis, thus, the November and May issues will remain at 16 pages, but the February and August issues will increase to 24 pages. So, that extra few bucks you're spending will bring you 16 additional pages of Durant-product information.

Foreign members cost will go up from \$14 to \$17, the extra dollar being put toward the increased cost of postage.

Because of the increased size of the issue, we will mail only the 24 page issue, with no extra pages. We will mail additional roster sheets etc. with the 16 page issues. If you have any questions about the increase of dues or the number of pages in the magazine, please contact the club office.

We have a couple members that have volunteered to help with the extra duty of filling 24 pages. If you have a contribution to offer, we'd be glad to hear from you. Remember, Bob Porter and Frank Johnson can both use the little tidbits of information you've come across, so drop them a line and let them know what you've found.

We've often asked for, but hardly ever receive, comments on the club and the magazine. We'd like to give you, the members, the information you're looking for. With the increased size, we are now able to give this added information, so if you have ideas or suggestions, please drop us a line.

Happy Holidays to you all. Jeff.



If your mailing label has a 3 under your membership number, it's time to send in your dues. Please note that dues have been raised, see the editorial for all details. Please get your dues in promptly and save me the need and expense in having to send out reminders. US & Canadian members \$14, Foreign members \$17. Thanks.

DURANT FACTORY DIES

Reprinted from THE TORONTO SUN August 1, 1982



DEMOLITION of the Dominion Automobile plant on Laird Dr., this year.

Recently Teperman Wrecking Company boardings went up around a factory located on the east side of Laird Drive at the corner of Wicksteed Avenue in Leaside.

Parts of the plant under demolition were originally a munitions factory. Then in the early twenties, Billy Durant, a former president of General Motors in the U.S. moved to Canada and set up a new auto factory to turn out Durant and Star automobiles.

The Canadian branch of Durant Motors Inc. became known as Durant Motors of

Canada and on March 1, 1922 the first auto built at the Leaside plant, a Durant, rolled off the line. Over the years car sales rose consistently and in 1928 the Star became the Durant Frontenac.

Meanwhile, south of the border, the parent company ran into trouble with sales taking a drastic drop.

To finance needed changes in the company, the Canadian operation was put up for sale and on March 14, 1931 a charter was granted to Dominion Motors Ltd. of Leaside and several months later Dominion took over Durant production in this country. Soon the new company began production of a new model named after a governor of New France - "a man who caught the vision of the needs and demands of Canada, a man of amazing foresight, leadership and strength" - Frontenac.

Described as "an absolute sensation of motorcar values" at the 1931 CNE auto show a fully equipped Frontenac sold for \$1,018.

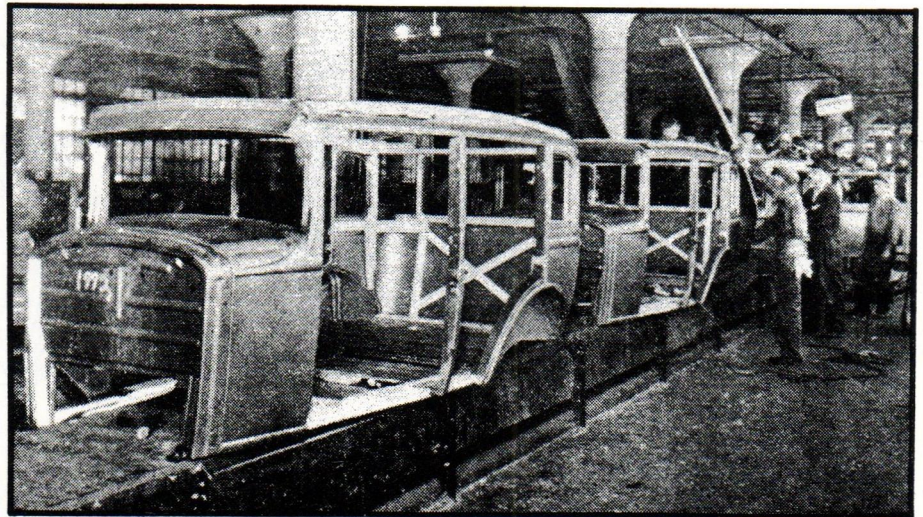
The less-than-favorable economic times were having an adverse effect on car sales everywhere. The Durant and Frontenac sales began to tumble and while Roy Kerby president of the company, tried valiantly to keep Dominion Automobile afloat, the combination of depression and reliance on American parts suppliers was too much.

By December, 1933 production of automobiles at the Leaside plant ceased. In 1935 the company was liquidated and what was a truly Canadian automobile company was no more. Several years later the plant was sold to Canada Wire and Cable.

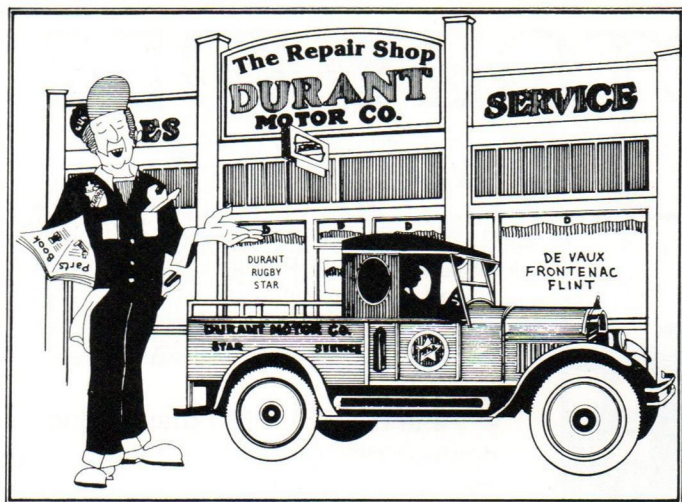
We wish to thank Howard McConkey for sending this story to us, and we hope he'll keep us informed of any other information in regard to the old Durant factory buildings.

We are interested in hearing from members that have pictures and information about the production in the Leaside factory, especially during the period when the Frontenac was in production. Our files are very limited in Frontenac information, and we will be very happy to hear of any pictures or information you may have to share with the club.

Send all info to the club office. Thankyou, Jeff.



DURANT autos being assembled at the Leaside, Ont. plant.



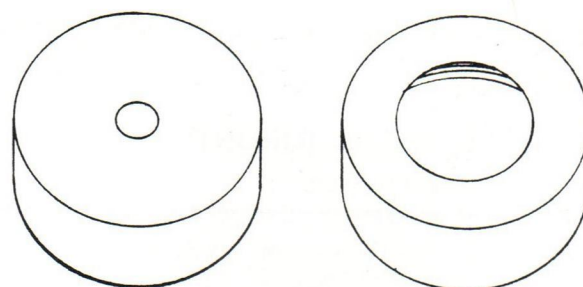
BOB PORTER
211 Woodlawn Drive
Panama City, FL 32407

As Jeff mentioned in the last issue, I have agreed to be the "Chief Mechanic" for **THE REPAIR SHOP**. I will be trying to bring you helpful hints and ideas to make your restoration project easier. To make this column work, I will need your ideas and suggestions. You may send them to me handwritten with freehand sketches. As long as the essential information is available I can do the rest.

HOW TO MAKE A WHEEL PULLER

The restoration feature this issue is how to make a relatively inexpensive wheel puller for wheels with screw-on hubcaps. Member Blaine McLennon (248) sent us the first idea for one made from parts available around the shop or from the local hardware store. The second is a heavy duty one I had made to remove the stubborn rear wheels from my 1927 STAR. Both pullers will pull wheels on Durant models D-40, D-55, M-2 & M-4, and Star models C, F, M & R or any threaded hub with a $2\frac{1}{4}$ inch - 16 external thread for screw-on hubcaps.

For Blaine's design, you will need the backend from a grease gun. The inside diameter should be slightly less than $2\frac{1}{4}$ inches. Blaine said he tried four different brands and all had the same thread. Once the suitable part has been located, (you may be able to find an old grease gun at a flea market) cut about $1\frac{1}{4}$ inch diameter clearance hole through the cap for the axle as shown in figure 1. Next you will need a piece of $2\frac{1}{2}$ inch diameter exhaust pipe, 2 inches long (check local muffler shop for scrap piece). You will also need a $2\frac{1}{2}$ inch diameter flat washer, (try a large-diameter fender washer), a $7/16$ inch-20 nut and a $2\frac{1}{2}$ to 3 inch long $7/16$ inch-20 hex head bolt. The bolt should



ORIGINAL

MODIFIED

FIGURE 1

have at least two inches of thread. A $\frac{1}{2}$ inch-20 nut and bolt may also be used. Assemble the pieces as shown in figure 2.

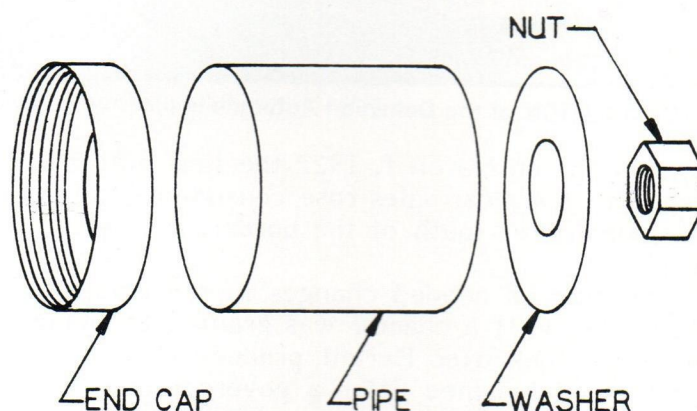


FIGURE 2

Weld or braze pieces together to form assembly shown in figure 3. Take precautions to insure nut is welded in center of puller or axle will be damaged. Screw bolt into nut and you have a wheel puller.

I experienced the same problem as Blaine did and had the puller shown in figure 4 constructed from $2\frac{1}{2}$ inch diameter round bar. If you have a lathe you can make it yourself.

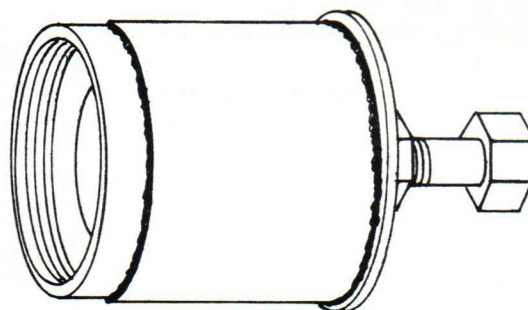


FIGURE 3

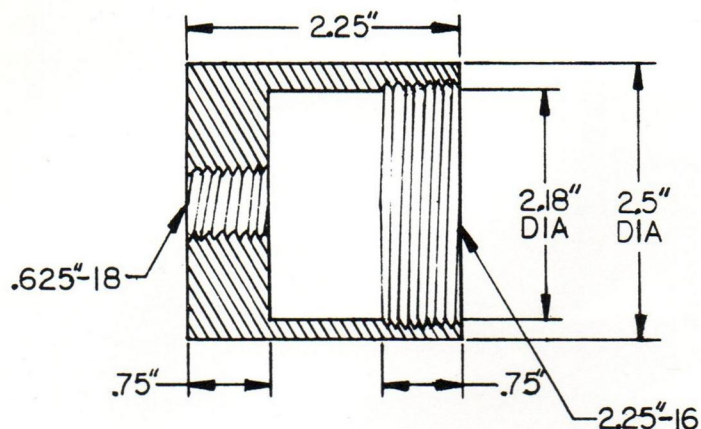


FIGURE 4

I found it advisable to grind a slight taper on the end of the bolt to prevent damage to the end of the axle. Screw nut on bolt before grinding then remove nut after grinding to clean threads. I used a 3 inch long 5/8 inch-18 hex head bolt. A 1/2 inch-20 could be used. Screw the puller on the wheel hub and tighten the bolt as tight as possible. If the wheel doesn't pop loose, hit the head of the bolt with a straight sharp blow.

My wheels were really stubborn so I took a propane torch and applied heat to the hub, rotating the wheel to heat the entire area. Remember the spokes are wood so watch for excessive smoke. When hub has been heated, recheck tightness of bolt, then strike head of bolt with a straight, sharp blow. The wheel should pop loose.

RESTORATION TIPS

Jeff reports that waterless hand cleaner such as GOOP, or GOJO etc. makes a great vinyl upholstery and whitewall cleaner. Smear it on with your hands and work it in with a vegetable brush or larger brush for the whitewalls. Wash it off or wipe it off with a clean wet cloth.

Jeff also says that the condensate from your air conditioner or dehumidifier is a good source of "distilled" water for your battery. The same water can also be used in your radiator and will not contain all the harmful corrosive elements in normal tap water.

A good way to get a show-quality paint job is to have a smooth, flawless primer coat. This can be obtained by using two colors of primer. First prime with 5 to 6 coats of gray primer over bare metal, 2 to 3 coats if over an old paint job. Let dry overnight, then fill all noticable scratches and flaws with body putty. Next, spray on a medium wet coat of red primer. Red primer should be thinned about 150%. Let primer dry two weeks if

possible then block sand with 150 grit wet paper. As the red is sanded away, the low areas will show up as red spots. Sand until all flaws disappear. Reprime with two medium coats of gray primer, let dry overnight, then sand with 220 grit wet paper. Again spray on a medium wet coat of red primer thinned as before. Let dry one or two weeks then sand, without a block, with 320 grit wet paper. Sanding may be done wet or dry, the use of water will help wash the surface and keep the paper from binding up with paint residue. Colors may be reversed if you wish to end up with a red primer coat.

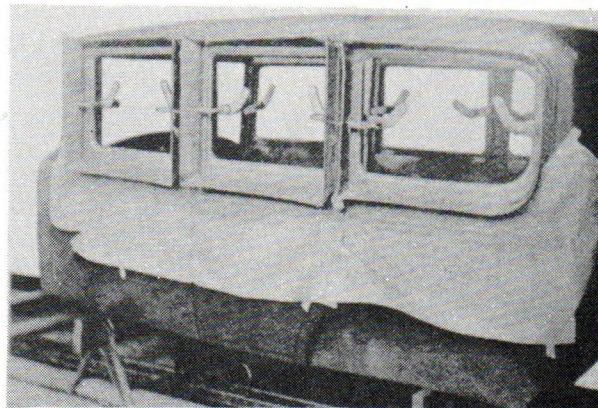
After polishing a new paint job, try a thick, paste-like mixture of cornstarch and water as the final buffing compound. This compound removes all swirl marks and is easily washed off with water.

Before 1924, all automobiles were finished by brushing on coat after coat of a mixture of lampblack or color (pigment) and varnish. Each coat had to dry, then be rubbed with pumice and water. Such painting methods would take nearly a month for each car. That was bad enough, but by the end of a year, the finish was generally dull and badly cracked. In 1924 Du Pont introduced nitrocellulose laquer, known as DUCO which greatly improved the painting process.

Automotive Industries
October 19, 1929

Painting Window Reveals

FINISHING the window reveals is a job that requires considerable preparatory work largely due to the necessity of masking adjacent painted surfaces. A common method is to cover finished surfaces with paper as is shown in Fig. 4. Naturally, this requires great care and much time. Now Durant points the way to



Quick action screens clamped to body while painting reveals

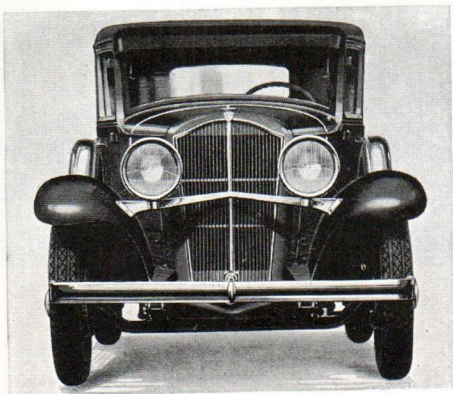
putting this kind of work on a production basis. There have been designed the frames shown here which are attachable by means of quick-acting clamps. This eliminates practically all set-up time.



arrives in Australia!

The March 1982 issue of **RESTORED CARS** of Australia carried the photos which we have reprinted on this page. Despite the title, closer scrutiny shows these photos were actually taken at the Durant factory in Leaside, Canada. The lower photos show two views of dock #8 at the factory where vehicles were crated and prepared for shipment overseas. In the photo at lower left, many cars can be seen on the other side of the railroad cars, waiting their turn. The windowed wall in the photo at lower left is the same wall as that on the left side of the upper photo where cars were parked for later shipment. The cars appear to be late 1926 or early 1927 models, with both left and right hand steering. Our thanks to **RESTORED CARS** publisher Eddie Ford for permission to reprint these photos. We'd be glad to hear from others that may have such photos to share.





Fall Series De Vaux *with* Free Wheeling *on all forward speeds*

S P E C I F I C A T I O N S

Engine—6-cylinder "L" head unit power plant designed by Col. Elbert J. Hall, rubber mounted at three points, 4-point suspension, four bearing crankshaft, six port intake and exhaust manifold. Bore $3\frac{3}{8}$ ", stroke 4", 27.34 h.p. S. A. E. rating, actual 70 brake horsepower. Interchangeable bronze-backed babbitt-lined main bearings; camshaft bearings steel shell babbitt-lined. Aluminum-alloy pistons, force-feed lubrication, non-detonating cylinder head, torsional dampener. Camshaft driven by silent chain. Equipped with oil filter.

Cooling System—Cellular radiator, capacity $3\frac{3}{4}$ gallons, mounted at rear of chassis. Electric gasoline gauge on dash. Automatic fuel pump in connection with fuel filter and double Venturi high-power carburetor having metered accelerating pump. Hot-spot with manual adjusted heat regulator for varying climatic conditions.

Electric System—Two-unit, 6-volt Auto-Lite in connection with 15-plate, 119 ampere-hour battery. Distributor mounted above engine. Automatic spark advance in connection with manual spark control mounted on dash. Starting switch, floor type. Coincidental ignition lock.

Lighting System—Headlights: one bulb, double filament, with foot dimmer-switch control. One parking bulb. Lighting switch mounted on instrument panel. Single bulb, double filament tail and stop light. Indirect lighting on instrument panel.

Exhaust System—Burgess muffler, with scientifically proportioned pipe.

Clutch—Single plate, dry type, multiple spring. Fitted with dampener.

Transmission—Selective. Three speeds forward and reverse. Countershaft drive and second speed constant mesh quiet helical gears. Helical gear thrust taken by deep-groove ball bearings. High and second speed shift, positive clutch. First speed and reverse, sliding gears. Roller-type Free Wheeling on all forward speeds, with hand control on instrument board.

Front Axle—Reverse Elliott type, drop forged heat treated I-beam. Tapered roller wheel bearings. Steering knuckles fitted with ball thrust bearings. Bronze bushings.

Rear Axle—Semi-floating type. Tapered roller bearings on axle shafts and differential housing. Drop forged ends, electric welded to steel tubes, malleable center, uninterrupted lubrication flow. Differential carrier adjustable without dismantling or removing lubricant. Drive pinion supported on deep-groove ball bearings. Hotchkiss type drive in connection with two all-metal, oil-tight, dust-proof, Universal joints.

Steering Gear—Worm and sector type with roller bearing thrusts on worm. Hand wheel adjustable for driving positions.

Brakes—Four-wheel internal expanding, steel-draulic, fully enclosed. Protected by grease deflectors. Full mechanical linkage.

Frame—Side members 6" deep with $2\frac{1}{4}$ " flange. Five cross members. Tubular cross member at front and wide plate cross member at rear.

Springs—Front spring, 36" long, shackled at front end. Rear spring, $54\frac{1}{4}$ " long, underslung at rear axle tube. Front and rear springs, controlled by double-acting Houdaille hydraulic shock absorbers. Self-adjusting shackles front and rear.

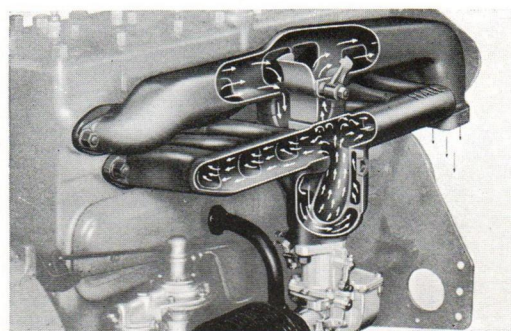
Wheels—Wire, full drop-center, demountable at hub, Wood with demountable semi-drop center rim. Tire size, 19 x 5.00 all-weather tread.

Body Metal—Front fenders, one-piece stampings, heavy gauge. Rear fenders, heavy gauge, deep crown. Running boards, steel, reinforced. Vulcanized rubber covering. Chromium moulding on edges. Headlight tie-bar attached through fenders to "U" shaped flanged fender supports for rigidity. Fully shielded with radiator apron, side shields and rear frame shield.

Wheelbase—113 inches.

Standard Equipment—Instrument panel includes oil pressure gauge, temperature indicator, 90 m.p.h. speedometer, gasoline gauge, and ammeter. Indirect lighting. Pull-knob for spark, throttle and choke control.

Body—Combination heavy gauge reinforced steel and wood construction. Front seat adjustable.



THE SIX PORT INTAKE MANIFOLD

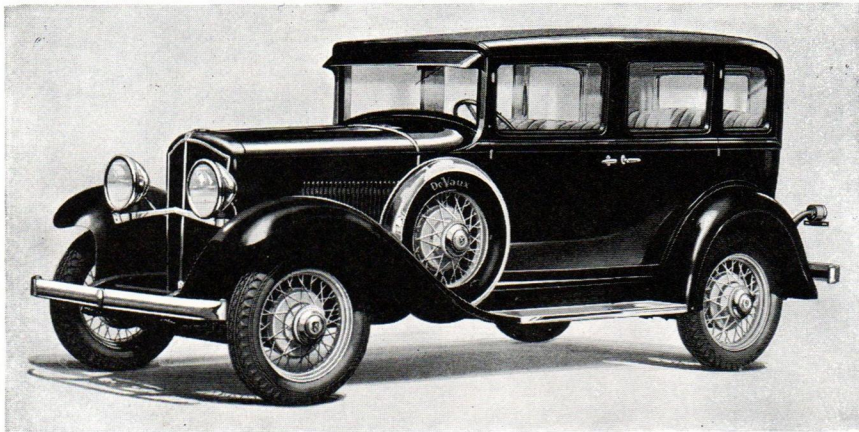
This notable advancement is one of many exclusive De Vaux features that demonstrate the engineering genius of Col. Elbert J. Hall, co-designer of the Liberty Motor. The Six Port Intake Manifold provides a separate fuel intake port for each combustion chamber and thereby greatly increases power output efficiency. It is used for the first time in a passenger-car engine of L-head design and is one of the reasons why the Hall Engine develops more than 70-horsepower without special fuels.

AN INDEPENDENT COMPANY

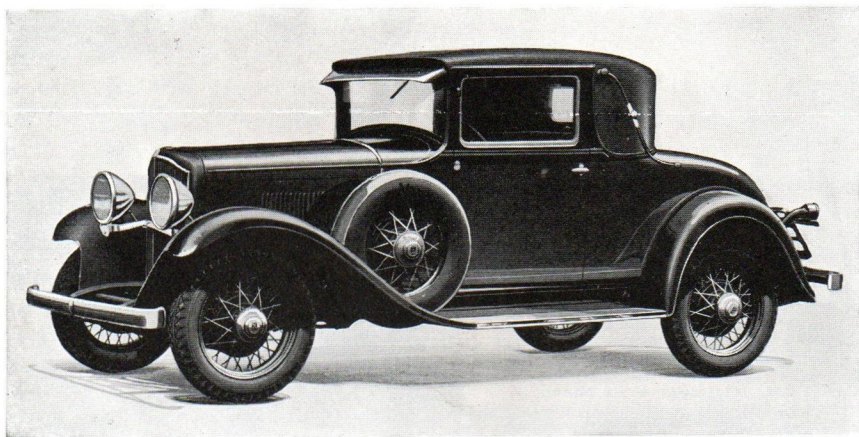
Manufacturing on one of the lowest operating overheads in the Industry—actively managed by the owners—multiple turnover of materials inventory.

The right is reserved to change specifications without incurring obligations to supply changes on products previously sold.

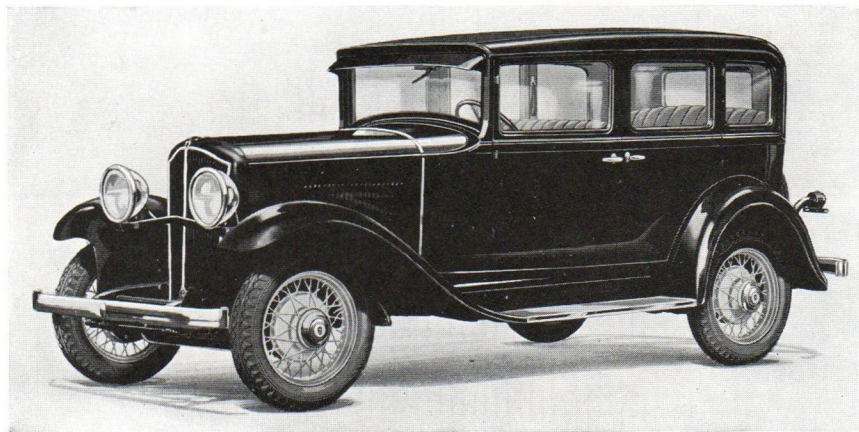
With free wheeling and rubber the *Fall Series* DeVaux out-pe



THE CUSTOM SEDAN — Standard equipment of this luxurious model includes chromium headlights and tie-bar, chromium cowl mouldings, chromium running board mouldings, walnut interior trim, two-tone lacquer. Houdaille Hydraulic Shock Absorbers, arm rests, silk curtains at quarter windows and rear, assist cords, dome light, satin-finished metal robe rail, upholstered foot rest rail, tailored door pocket, mohair upholstery, two beautiful smoking trays. Front seat is adjustable. Rear quarter windows are adjustable.



THE CUSTOM COUPE — This richly-appointed model has a large rumble seat. Driver's seat is adjustable. Standard equipment includes Houdaille Hydraulic Shock Absorbers, stylish landau irons, tailored door pocket, mohair upholstery, two-tone lacquer, chromium headlights and tie-bar, chromium cowl mouldings, chromium running board mouldings.



THE DE LUXE SEDAN — Standard equipment of this luxurious model includes chromium headlights and tie-bar, chromium cowl mouldings, chromium running board mouldings, walnut interior trim, two-tone lacquer. Houdaille Hydraulic Shock Absorbers, arm rests, silk curtains at quarter windows and rear, assist cords, dome light, satin-finished metal robe rail, upholstered foot rest rail, tailored door pocket, mohair upholstery, two beautiful smoking trays. Front seat is adjustable. Rear quarter windows are adjustable.

WITH practical engineering produces amazing results made it possible for pe
FOR LOW PRICES the high spe
and the rapid acceleration previ
cars. ▲ Driven by the tremend
most powerful in any low-priced
5 and 55 miles an hour in only 19
up to unlabored speeds of 70 to
long, you can hold the De Vaux a
restful riding, due chiefly to the s
wool insulated exhaust system.

FREE W Convenience and

In traffic, you can use the marve
on all forward speeds . . . simply by
You can then shift gears at any sp
With your right foot on the gas p
forge ahead — and when you tal
De Vaux glides forward on its
idling and thus saving fuel. ▲
By your own test at the wheel,
De Vaux gives you EVERYTH
faultless, "High-priced" performa

Models not illustrated are —

PRICES RA

\$685⁺

F. O. B. GRAND RAPIDS, MICH.

FREE WHEELING OF

r-mounted 70-h.p. Hall Engine rforms many high-priced cars

genius . . . the rare kind that . . . Col. Elbert J. Hall has performance-loving motorists to get, the smoothness, the flexibility, usually associated with high-priced cars power of the Hall Engine — car — the De Vaux darts between seconds. Swiftly, eagerly, it climbs 100 actual miles an hour. All day high speeds . . . and enjoy quiet, scientifically-proportioned, mineral-

FEELING Greater Economy

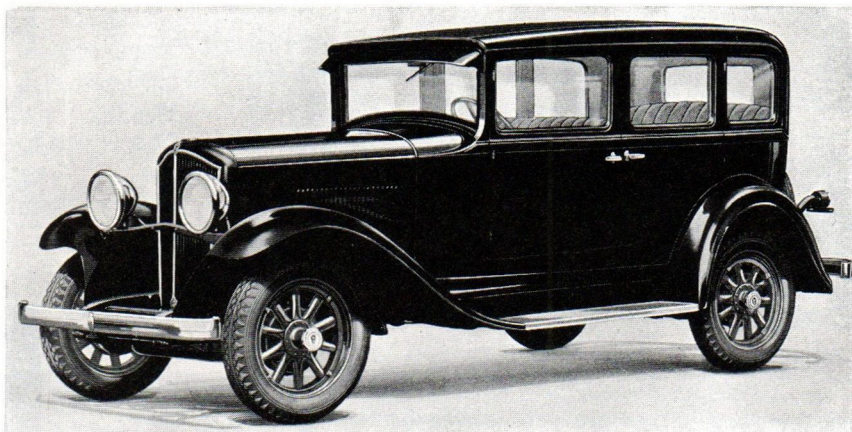
as convenience of Free Wheeling pushing in the dash control button. and without disengaging the clutch. al, feeding fuel to the engine, you your foot off the gas pedal the own momentum, with the engine any invest big money any more? you will find that the Fall Series G you could desire in brilliant, ce!

Luxe Coupe and Sport Sedan

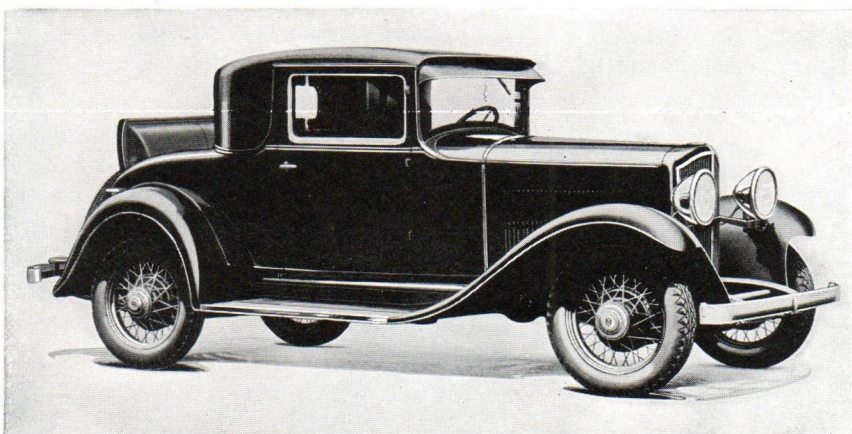
NGE FROM

\$845

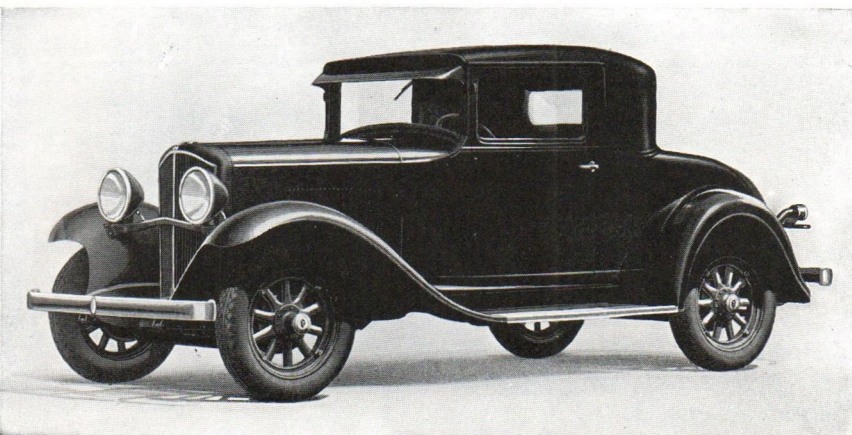
SPECIAL EQUIPMENT EXTRA
TIONAL — \$20 EXTRA



THE STANDARD SEDAN — The sturdy wood wheels on this model harmonize beautifully with De Vaux styling. Body dimensions are the same as the spacious Custom Sedan, creating a value seldom approached in an inexpensive family-car. Standard equipment includes Bedford Cord upholstery, dome light, smoking tray, quarter window lifts, silk curtain on rear window, tailored door pocket, and robe rail. Front seat is adjustable two inches. Natural wood or wire wheels — \$10.00 extra.



THE SPORT COUPE — This smart model lifts coupe value to a new and higher level in the low-price field. There is a spacious rumble seat. Driver's seat and rear window are adjustable. Standard equipment includes mohair upholstery, lacquer finish, chromium headlights, chromium cowl mouldings, and chromium running board mouldings among other refinements. Tailored door pocket.



THE STANDARD COUPE — Here is the fastest coupe in the low-price field. It is a splendid business car, offering low operating cost and restful riding on long trips. Wheels are of painted wood — with wire or natural wood \$10.00 extra. Standard equipment includes Bedford Cord upholstery.

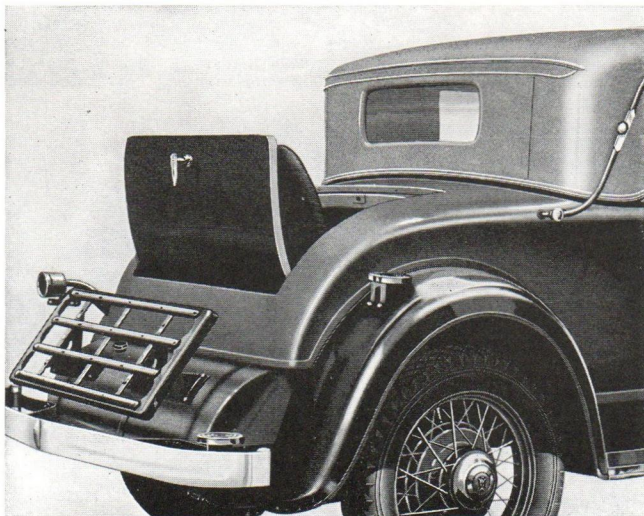
Compare the EXTRA VALUE

IN THE FAST-SELLING FALL SERIES DE VAUX

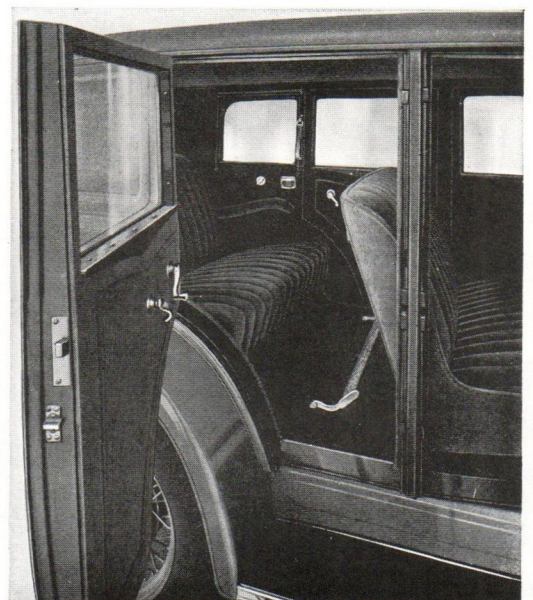
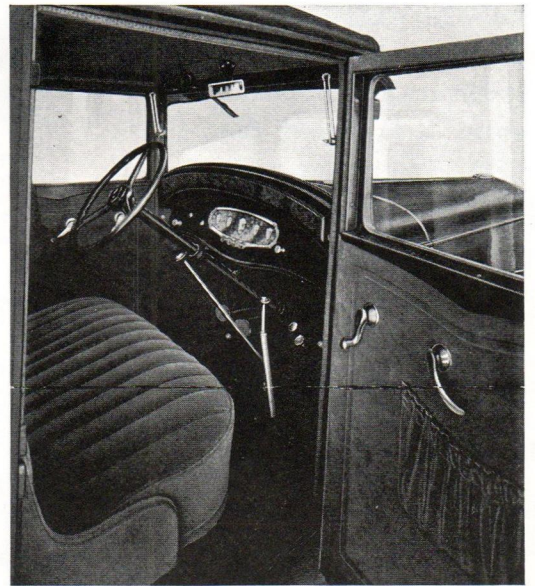
•
TOP RIGHT — The slender body posts of this front compartment are $3\frac{1}{2}$ inches wide, by diagonal measurement, giving clear vision to the driver. The thickly-cushioned seat — adjustable two inches forward or back — is $41\frac{1}{2}$ inches wide, providing genuine comfort. Extra shoulder room is evident — the front compartment measures 50 inches between inside center pillars.

•
LOWER RIGHT — To find a car more comfortable and luxurious, you would have to pay hundreds of dollars more than the De Vaux price. Width between quarter window mouldings is $52\frac{1}{2}$ inches, giving large shoulder room. Seat cushions are $45\frac{1}{2}$ inches wide and $9\frac{3}{4}$ inches deep—providing the cozy restfulness of home furniture. Fine quality upholstery (of mohair or Bedford Cord) is tailored into the car by Grand Rapids furniture craftsmen.

•
LOWER LEFT — The De Vaux rumble seat compartment is a designed unit, 35 inches wide and 13 inches high — giving real comfort to extra passengers, full-length leg room, ample knee-room, and extra space for luggage. It is pleasing to the eye — this rear view of the smartly-decked Custom Coupe.



Features Shown Here
Are Just a Few of the
Great Many You Will
See When You Inspect
the Fall Series De Vaux



Having founded General Motors, and having been president of GM at two different intervals, William Crapo ("Billy") Durant was a well-experienced automobile producer when he founded Durant Motors. This he did, following his second departure from GM.

A man of imagination and integrity, Durant was lauded by various automotive writers of his day, one of whom summed up Durant's honor with a simple leading caption: "FORCED TO CHOOSE BETWEEN HIS FORTUNE AND HIS FRIENDS, HE SACRIFICED NINETY MILLIONS OF DOLLARS!"

During the course of its 12-year span, Durant Motors maintained offices or factories in New York City; Lansing, Michigan; Oakland, California; Elizabeth, New Jersey; Muncie, Indiana; Long Island City, New York; Syracuse, New York; Toronto, and Leaside, Ontario, Canada. Dealerships flourished for a time. Billy Durant, after founding the new company with his surname, began to move into the background and finally relinquished control of his auto empire to others. His final years, in the 1930s and 1940s, were spent in simpler ventures, such as a bowling alley, grocery stores.

Perhaps Durant's greatest cars were the 1928 to 1930 models; they sold fairly well because they were well-built and attractive. More of these have survived than have other Durants, though I must add that in 1927 no Durant cars were built except for the popular subsidiary STAR. Early in 1928, the STAR became the DURANT-STAR, and then simply the four-cylinder Durant M-2 series.

The 1930 Durant was long-lasting. It had more steel in its body than before, and looked sturdy in comparison to the '28s and '29s. I should add that there were numerous models and variations in Durants, and some of the early '30 models were akin to the 1929s. There were even variations within the "6-14" series. For example, this illustrated "FOUR-DOOR COACH" has vertical hood louvres, whereas many of the "6-14" models had attractive horizontal "spearoid" louvres (such as on the seven-window sedan, and other body types).

We're showing you the four-door coach because this is the personal car of Jeff Gillis, who was kind enough to send pictures of his Durant and also information on the Durant Family Registry Club. They publish a fascinating magazine, "Durant's Standard," and anyone interested in these cars should send a SSAE to the club for further information (see details on lower portion of illustration).

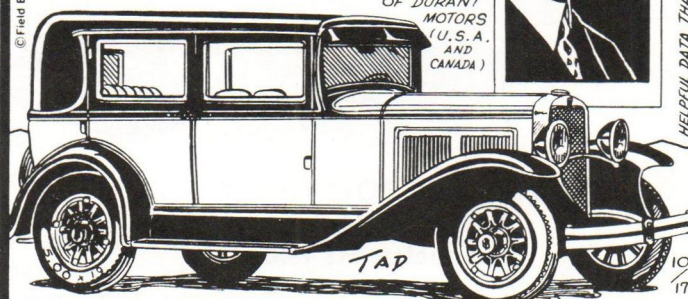
DURANT MOTORS IN BUSINESS 1921 TO 1932

1930 1/2 DURANT "6-14" MODEL

"FOUR DOOR COACH"

WITH 6-CYL. L-HEAD
CONTINENTAL ENGINE
3 1/4" x 4" BORE and STROKE
58 H.P. @ 3100 RPM
112" WHEELBASE 4.4 GEAR RATIO
2780 lbs. \$845., f.o.b.
12-GALLON FUEL TANK
"Steeldraulic" (CABLE-OPERATED)
MECHANICAL 4-WHEEL BRAKES

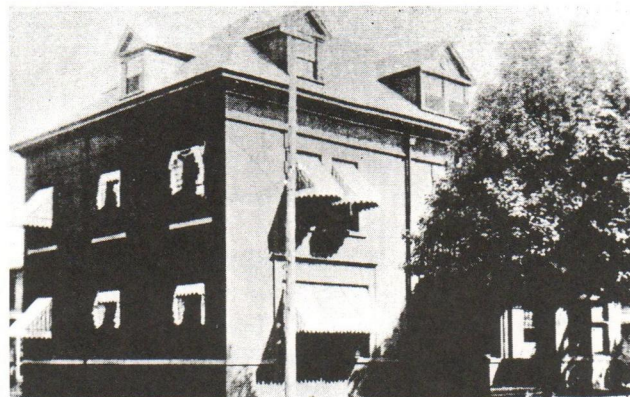
WILLIAM C. DURANT,
FOUNDER
OF DURANT
MOTORS
(U.S.A.
AND
CANADA)



IF INTERESTED IN DETAILS ON A GOOD CLUB
FOR DURANT, STAR, FLINT, RUGBY, DE VAUX or FRONTENAC CAR ENTHUSIASTS,
PLEASE SEND A SELF-ADDRESSED, STAMPED ENVELOPE TO:
DURANT FAMILY REGISTRY, 2700 TIMBER LN., GREEN BAY, WIS. 54303

HELPFUL DATA THANKS TO JEFF GILLIS, GREEN BAY, WIS.

** The following text and photo appeared in newspapers across the country on Sunday October 17, 1982. We gratefully thank Tad Burness for presenting the Durant car and the Durant Family Registry in this widely read column, and also thank him for allowing us to reprint it here for all the members to enjoy.



WORK BEGINS - On October 9, 1982, volunteers attached the Durant-Dort Office building (pictured here in 1901) to begin the long task of restoration. The days work removed accumulations of fallen plaster, dirt and debris from ages of neglect.

A DFR member contribution of \$1400 along with many other contributions and community pride will help restore the building where Durant made many of his early decisions in the formation of General Motors.

Removal of an added third floor and installation of a new roof as shown, is hoped to be completed before winter to prevent further damage to the interior of the structure. We'll continue to update this restoration project.

the Old Partsman



FRANK JOHNSON

1820 Fitch Avenue
Marquette, MI 49855

In our last issue we mentioned a fan belt to fit the Durant "B-22" six, gave the dimensions, but omitted the Gates number: 724. A more recent Gates listing shows replacement of that number in all other applications as Gates 702XS.

A 1936 Wisconsin Magneto catalog reveals that the starter drive assembly (Auto-Lite EB-55 or Bendix L-11X-10) used in the 1930-31 407 and 610 with Continental W-8 engine is also used on the Model "A" Ford. This unit is still readily available from J.C. Whitney or other "A" parts dealers, but we'd like some W-8 owner to verify that the Model A starter drive assembly works.

From the same catalog in the Trico section it lists the KCX-4 wiper motor (1930-31 closed cars) is interchangeable with the CX-4 used on the following closed cars:

1930-31	DeSoto 8
1930	Dodge DC, DD
1930	Oakland 8
1930	Pontiac 6-30

The KCX-4 wiper motor is carried in the Durant parts books under number 42224. This unit was also used on the Canadian 618 and the Frontenac "E" and 670 models.

The rebuilding kit for the KCX-4 and the CX-4 (closed cars '30-31) is Trico number SP. 1060. This is the same kit used to rebuild 1929-31 Ford wiper motors and it also is still available from "A" parts dealers.

The KSL-116 motor used on the 1930-31 open cars interchanges with the RSL-116 which was used on these open cars:

1931	Chrysler 6, CM, CI
1932	DeSoto, SC

Trico numbers for the 1933-34 Frontenacs come from the same listing under Continental:

1933-34 C-400, C-600

Left - KSB-259, Right - KSB-275

1933 Ace, 81

Left - KSB-273, Right - KSB-274

These numbers are unique to these cars. Can any members supply us with wiper information for other cars in the Durant family?

We have received more information on the Chevrolet/Star tail light mentioned in our May 1982 column. Norm Miller (255) of Davenport, Iowa writes us that he remembers a neighbor's 1928 Chevrolet using a Star tail light back in the thirties, with a STAR SIX-script celluloid lens. Are any still in existence?

Norm also comments on the Western Auto Ford Model "T" wheels in the same column. He says that "T" and Star wheels will not interchange because the location of the valve stem holes and the rim lugs are different. The Chevrolet 490 wheel will not fit the Star either. Our guess is that perhaps Western Auto sold a multi-holed "all purpose" wheel, or else some customers were awfully disappointed way back when.

Wayne Bero (69), Glen Dale, W.V., recently related the unusual cause of a rash of mysterious and exasperating breakdowns he experienced with his 1931 Model 619 Durant. Replacement of the fuel pump and ignition system failed to solve the problem. While under the car checking the fuel line he found the cause to be the rear engine mounts.

The mounts, used on the 22-A and related engines, are two piece affairs joined to the frame by a rubber shock absorbing cushion vulcanized to the mount. The rubber deteriorates with age and eventually the mount slips in the frame, causing the engine and mount to settle on the frame. The fuel line is "conveniently" located at this contact point, squeezed and constricted by the weight of the engine, cutting off the fuel supply. Wayne has replaced and re-routed the fuel line but the problem of the deteriorated motor mounts has yet to be resolved.

Here's a solution to another nagging problem which was discovered by Kermit Wilke (392) of Holdrege, Nebraska on his 1924 "F" Star. The oil pump was continually losing its prime and replacement of pumps, different thicknesses of gaskets, adjustment of relief settings, and even installing a check valve did not help to alleviate the problem. Then Kermit found attached to an old engine block a second, thinner pump gasket which was not completely cut out in the slotted area. He duplicated this gasket and the problem was solved . . . it obviously holds the required amount of oil needed in the pump to keep it in prime. Service manuals only mention that the pump could lose its prime after a long period without use, and also advised priming after working on the pump.

Here are some more suggestions . . . these from Steve Seemuth (417) of Coralville, Iowa who is restoring a Rugby S-4 pickup. Its dust aprons were basic enough to be duplicated by a local sheet metal shop, which was, in the long run, much cheaper than trying to salvage the old ones. The S-4 aprons (24314 & 24315) are also used on the 1928-29 M-2, M-4, 4-40, and 55.

The steering shaft mast jacket bushing (23634) situated just under the steering wheel on our cars appears to be made of graphite or grease impregnated webbing material. Steve has replaced this unit with one he had turned out of nylon. The same bushing is used in all models from the Star M to the end of Durant production except the 70, 75, 617.

Steve also reports attempting to have his wooden spoked wheels chemically stripped to remove the old paint, grease, and dirt, but results were poor. He then resorted to having them "bead-blasted"--minute glass beads at 60# pressure-- and got excellent results. The paint was removed effectively without injury to the wooden spokes (regular sandblasting would have eroded the wood badly), leaving a clean, fresh surface for "natural" varnished spokes.

We received a card recently from a member seeking a flat fan belt for his Star "M". Research in the 1935 Gates showed that this particular Star used a 1" x 37" belt. Flat belts are still being sold by Model "T" Ford parts suppliers, listing a longer (for the "T") 1" x 36" belt for use with the accessory waterpumps sold in profusion for the "T"s in their time. Under the Gates 1" x 36" listing were a number of brands of "T" waterpumps and . . . "STAR C, CC, F, L, M. R." Does this mean that the 1" x 36" belt could be used in place of the 1" x 37" on the Star if necessary? We are waiting for a reply on this one.

One "T" Ford owner seen a year ago solved his belt problem nicely. He used a regular "V" belt of the right length, turned it "inside out" and used the wide side of the O.D. to run over the pulleys . . . American Ingenuity!!

Our thanks to Norm, Kermit, Wayne and Steve for sharing with us their experiences, ideas, and help.

In the May 1982 issue we mentioned the proper size "knock-off" rear hub puller for some of our cars. There is also a threaded type that was used. This one replaces the rear hub cap, is screwed on tight, and a large bolt located in the center of it is turned against the end of the axle shaft, gently forcing the hub from the axle and key.

Your Old Partsman has a 2-3/16 x 16 thread puller of this type made to fit the 21148 hub which is used on all 1923-28 Stars and all

1928-29 Durants except the 70 & 75. This puller is available on loan to any member who needs it providing he pays the shipping on it and returns promptly. It has already paid its way in Pennsylvania and Iowa.

Here are some Flint timing chain numbers taken from the 1931 Chilton:

	Morse	Whitney
1923-27 E-55, 80	808	M-206-73
1924-26 40	814	M-205-63
1926-27 60	826	M-005-82
1926-27 Z-18, Jr.	825	M-005-81

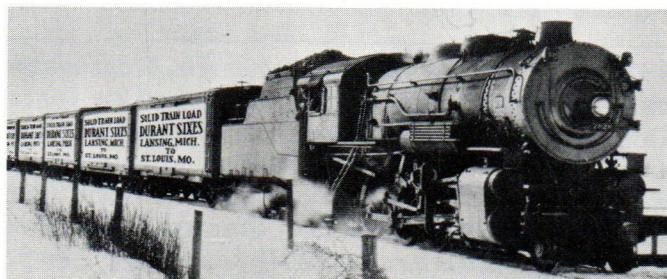
The 814 belt used on the "40" can be replaced in an emergency by the 2524 Morse used on the W-5 Star and Durant engines. The 825 belt used on the "Jr." is the same as used on the Star 6 and Durants with the 14-L engine. The Durant 70, 75, and 617 use the same belt as the Flint "60" . . . the 826. The Flint E-55 and 80 belt is unique to these models. Belt dimensions are as follows:

808	1½" x 36½"	73 links	½ pitch
814	1½" x 31½"	63 links	½ pitch
826	1¾" x 32.8"	83 links	.4 pitch
825	1¾" x 32.4"	81 links	.4 pitch

Looking for a replacement muffler for your car? AP makes a universal muffler (AP #45) which may fit the bill. It's 13½" overall with a 5½" x 10" muffler. The inlet and outlet are 2" standard and bushing kits are provided to reduce both by fractions to 1½". The price runs about \$13.00 retail.

We are still seeking electrical information for the entire Flint line and for the early Durant fours and sixes. The loan of any old parts books and catalogs would also be appreciated; the loan of a Hollander Interchange from the '30s would be a real treasure trove of information. Most of the time several parts books and catalogs are used in conjunction to cross-reference parts interchange. Modern components members themselves find that can be made to fit our vehicles, should be brought to our attention so other owners can be made aware of the availability of parts for their cars. The parts numbers of NOS parts bought at swap meets, etc. when available, should also be made known to us . . . a brand and a number is invaluable when seeking parts. Please provide us with the information and we'll pass it on.

HAPPY HOLIDAYS - FRANK JOHNSON





CLASSIFIED AD POLICY

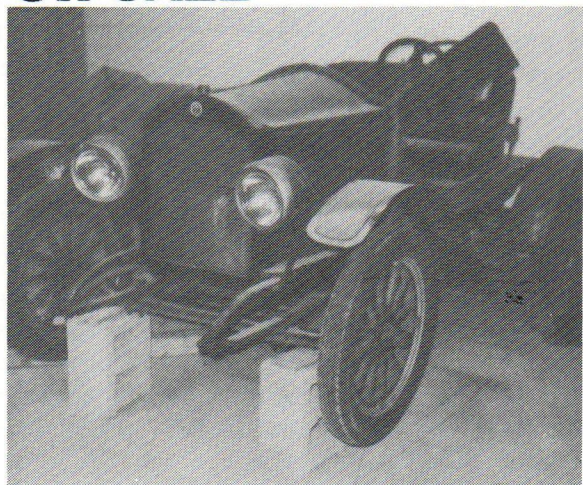
All ads placed in Durant's Standard must be for cars, parts, information or other items directly related to the cars covered by the club. The publication office reserves the right to edit or refuse any ad which does not comply with this rule.

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



Star speedster - has 1923 engine #48303, with later model radiator shell and parts. Runs & comes with spare parts and manuals. Best offer around \$3500: Dante Zarlenga, 5664 Louise Drive, Mentor, OH 44060 Residence (216) 257-1125, office 354-2412

1926 Star F touring, partially restored, blue & black. Needs top with bows, (irons included), rear seat upholstery, 1 door handle. \$4200 or reasonable offer: Charles Gordon, 1401 Coast Road, Santa Cruz, CA 95060 (408) 426-8865

Two 1929 Durant model 60's, coupe and coach. Coupe partially restored, chassis & engine overhauled, looking good. Body & fenders in very good shape. Coach has good metal, no dents or rust. Both have good wood spoked wheels. \$3500 for the pair: Jim Payne, 1464 Filbert Ave., Chico, CA 95926 (916) 891-4498

1925 Star F 4-dr sedan #L-305370. Reasonable car, 85% complete, sat in barn for 20 years. Comes with extra model F chassis & drive train, \$950. Also, one 1928 Durant 4 cylinder motor #W5-514487, good, \$70. One car CoLite tail light unit for Star \$15. Shipping extra: Russell Kraft, 20195 Doffing Ave., Farmington, MN 55024 (612) 463-3229

Stromberg U-s carb, good shape with all free moving parts \$75 US: Marcel Fortier, 34 Fennell Cres., Cornwall, Ontario Canada K6J 4V1

Used generators for models M-4,40,60,65,66,63 & R. Used starters for models M-2,M-4,40,55,63,65,66,R,407,610,612,614. NOS ignition coils for models 55,60,63,65,70,75,M-2,M-4,40,R,J,407,610,612,614. Many other parts, send SSAE for list to: Ray Zenz, 824 Bricker Street, Toledo, OH 43608

Early Durant (1923) chassis with misc parts. 1928 Durant radiator shell \$40, and 1925 Star radiator shell \$30. For more info, contact: Bob Remelius, 165 Liberty, Belleville, IL 62223 (618) 235-0430

WANTED

For 1926 Star M - 1 rear 21" wood wheel with rim, throttle lever, spark advance lever, wood steering wheel: Ken Humm, 740 S. Locust, Ottawa, KS 66067 (913) 242-7182

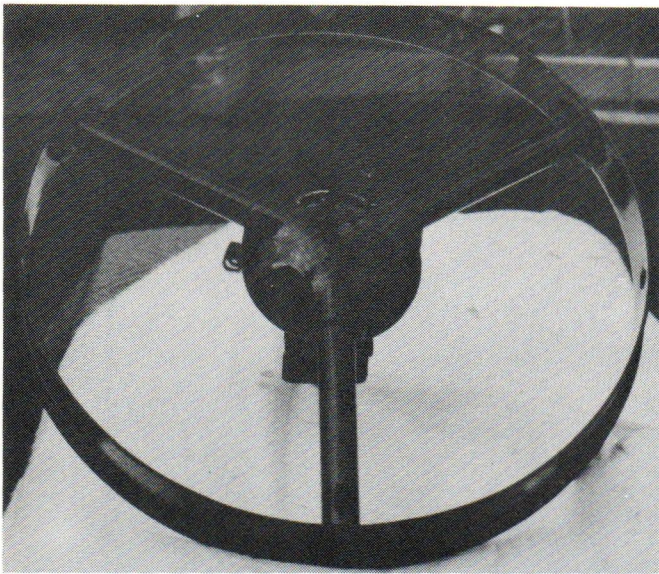
Info on locating Star or Rugby 1 ton or 1½ ton truck: Michael Morand, 1241 Spittsburg, Tulsa, OK 74112 (918) 834-5300

For 1929 Durant 60 - SP-13B carb. Info on Tillotson JR5A replacement carb. Have Tillotson model X carb for sale or trade: Ron Merrell, 10701 West 54th Street, Shawnee, KS 66203

For 1926 Star M touring - rear body section and doors, top irons, windshield wiper: Cliff Klenke, 930 N 27th, Sheboygan, WI 53081

For 1926 Star M touring - pattern for side curtains: David Preshur, Box 30, RD 1 Nichols, NY 13812 (607) 699-3167

For 1929 Rugby tourer - windshield surround: Roy Payne, 15 Camira Street, St. Lucia, Brisbane, Queensland, Australia 4067



For 1923 Durant B-22 - clock, amp gauge, ignition switch, 32 X 4½ tire & tube, spare tire carrier (pictured) : Glynn Pinson, 138 Allen Drive, Brownwood, TX 76801

For 1923 Star C coupe - hood, front fenders and tail light lense. Have some Star C parts to trade, contact: Warren Hastings, 283 Redford Cres., Stratford, Ontario, Canada N5A 1P4 (519) 273-0454 home, 271-0250 ext 44 office - weekdays, (City Hall)

REPRODUCTION PARTS

Ross Hoeve, 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. |

FEATURE BACK ISSUE - VOL.5 NO. 2

- § Instructions for care of Monroe Two-way hydraulic shock eliminators for Durant cars
- § From California to Nebraska in a 1923 Star
- § Improving Closed Car Design - reprint from Durant's Standard January 1924
- § 1924 Rugby sales folder - reprint (Australian)
- § The Old Partsman - drive train data, color combinations for DeVaux cars
- § Literature Notes - 1930 Durant model 6-17 sales folders
- § Gallery - 6 original pictures of Durant-built cars
- § Fleamarket
- § Star ad - The Ladies Home Journal April 1926
- § 16 pages - \$3.00 postpaid. 9 copies left.
- § Vol 5 #4 - still have 3 copies left, \$3.00.

REPRO BODY & MOTOR DATA PLATES

We are now able to offer several body ID plates to help finish off your restoration. The following plates are available from the club office: Rugby car - all models - Canada; Star light truck - all models - Michigan; Star model F - New Jersey & California; Durant - all models 1928-31 - Leaside, New Jersey & Michigan. All the above plates are etched, with raised lettering as original.

We have available a reproduction of the brass engine plate for the model 15L continental engine. This reproduction is beautiful and you can not tell it from the original. This item is etched, just like your original.

The above data plates are available from the club office for \$15 postpaid. We ask that foreign members add \$1 extra to cover airmail postage. We will stamp your engine or body numbers on the plate for you if you wish, at no extra charge.

We also have available, the Leaside body data plate done with a photographic process. The plate looks as if it is silk screened, and does not have the raised letters of our other plates. The engine plate for the W8 engine as used on the 407 and 610 are also available in this same appearance. These plates will be available from the club office while they last at \$12 each.

The 1930 Durant radiator emblems have found several good homes. We have some left, not a lot, for \$32 postpaid. These are quality reproductions, you can't tell them from the original.

Star people, we still have Hayes Hunt body plates for \$8.00, and the Coupster body plate for \$10.00, both postpaid.

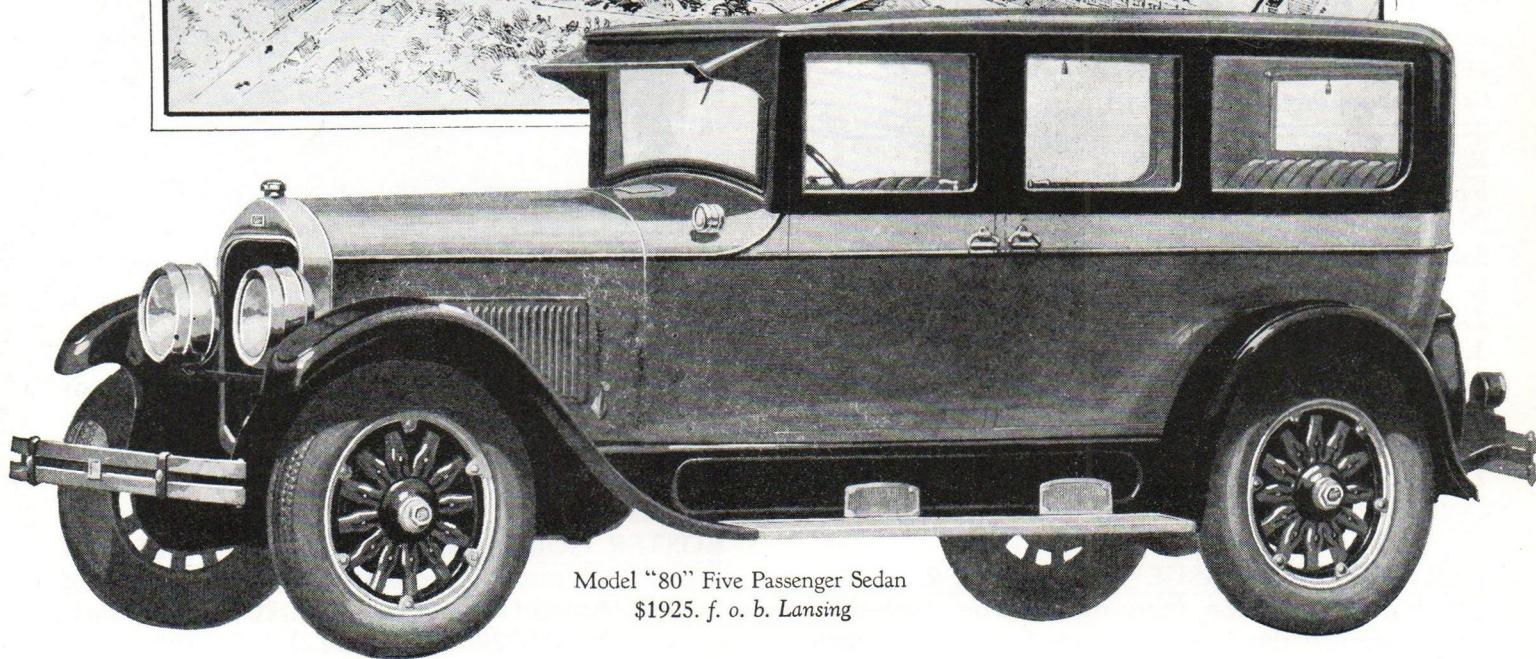
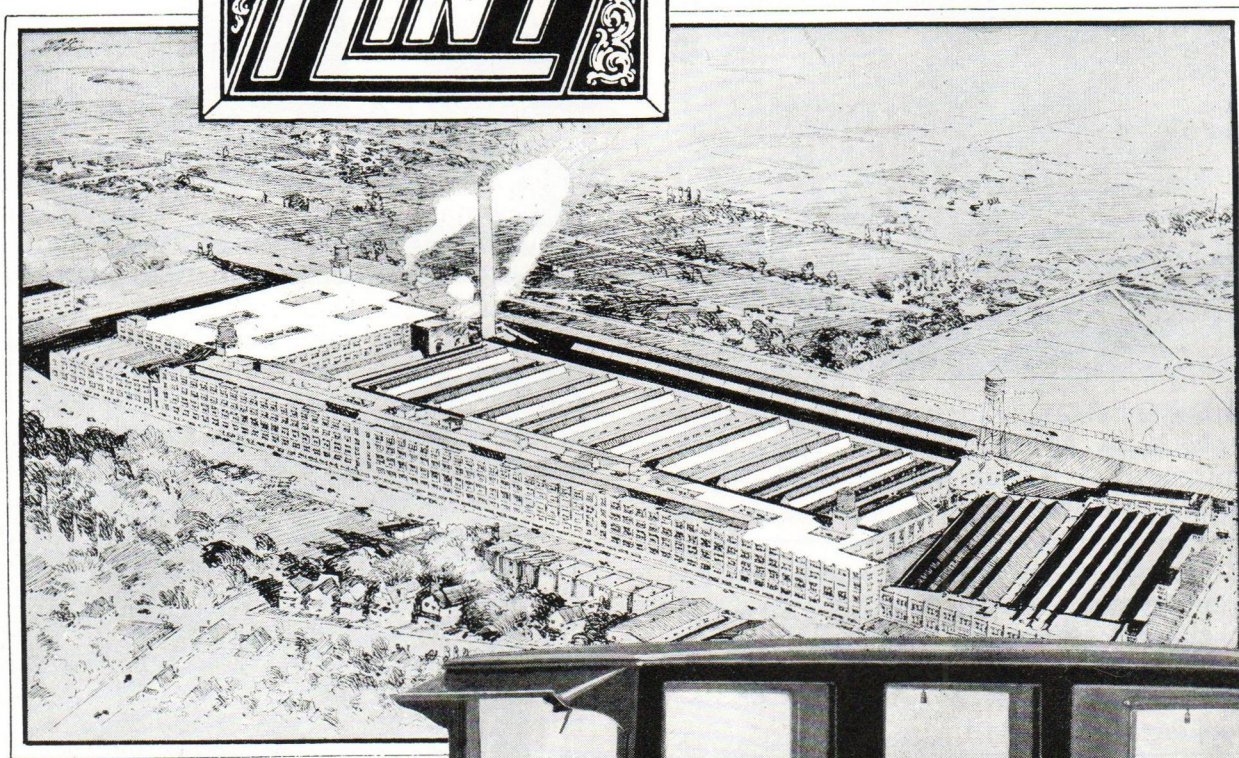
We also have 2 cloisonne bumper medallions available at \$30 each postpaid. Thanks.

ROSTER CORRECTIONS AND CHANGES

- # 32 Chinitz - change address to 466 Amsterdam Ave. Apt 2C, New York, NY 10024 Tele # (212) 877-5844
- # 88 Shager - change address to P.O. Box 206, Kenmore, WA 98028
- #113 Bartlett - change address to 5, Eastcourt Road, Belvedere, Harare, South Africa
- #140 Crawford - change address to 20 Belinda Court, Richmond Hill, Ontario, Canada L4C 5S5
- #143 Pickard - add car - 1925 Flint B-40 tourer #12268; Cont 6W #12985 6c; Blue & Black; Black vinyl upholstery
- #448 Snellings - change address to Lake Caroline, 543 Caroline Road, Ruther Glen, VA 22546
- #461 Klenke - change address to 930 N. 27th Street, Sheboygan, WI 53081



The Home of the FLINT, Elizabeth, N. J.

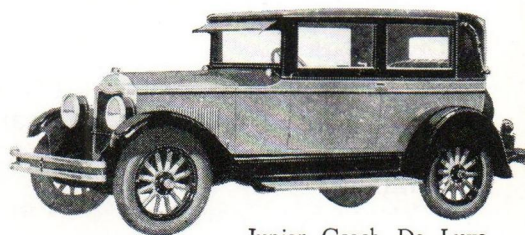


Model "80" Five Passenger Sedan
\$1925. f. o. b. Lansing

THREE THINGS BEHIND THE FLINT

A great factory (the world's largest automobile plant under a single roof)—a great reputation (owner good will, the only kind that counts)—and mechanical superiority (one feature—the seven bearing crankshaft—Flint introduced in the medium priced class). These three things are your guarantee of stability, prestige, and value in your next motor car—a Flint.

FLINT MOTOR COMPANY, ELIZABETH, NEW JERSEY
General Sales Department, 1819 Broadway, New York City



Junior Coach De Luxe
\$1075. f. o. b. Lansing

FLINT-SIX

Flint quality is available in three price ranges—

Flint Junior—\$960—\$1,075
Flint "60"—\$1,260—\$1,495
Flint "80"—\$1,450—\$2,125