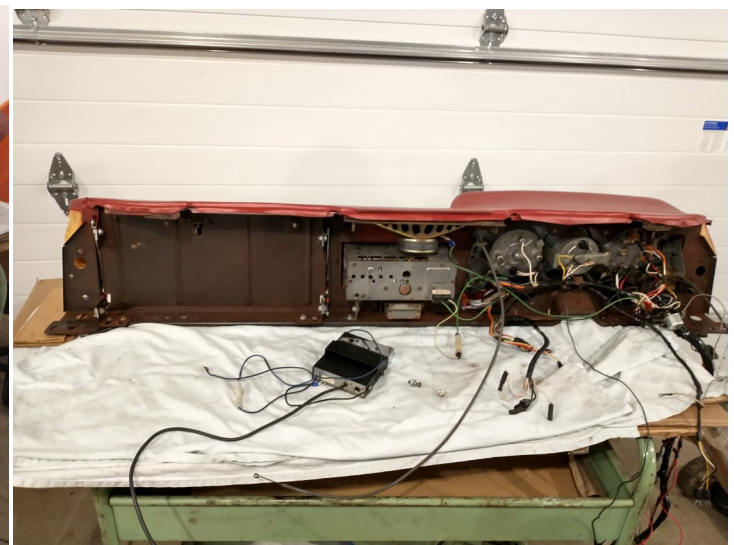


JET THRUST DISCOVERIES AND UPDATES

63V28390 As per Jim Pepper who has owned his 1963 Studebaker Lark Custom two door sedan since 1969: Progress is slow because I have too many projects. I make it a point to do something on the car every week. A few things slowed me down. It took six weeks to get a proper color match paint for the speaker grill. Now that it is painted, I finished assembling the radio and speaker to the dash. The FM converter, which has been in the car since 1970, will get hung from the dash when it is installed. I have two milk crates in the car to set the dash on while I pull the wire harness through the firewall. The dash should be installed this week. Then it is the steering box and column, E-brake, and hood release. After that, install the carpet, side panels, and the seats. I probably will not fire it up until spring. I freshened the engine several years ago so it is okay. The plan is to be able to drive it in spring. I am still undecided whether to put the original 4.09 ratio rear end in it or leave the 3.73 it currently has. I bought a Billet Specialties aluminum license plate frame for it with a red light on top. It will be my third brake light. Everyone driving today is accustomed to vehicles having a third brake light. You risk getting rear ended without one. I found the Dr Pepper sign at a swap meet. I made a frame for it and hung it up. It fits above my window perfect.



64V10642 Last we heard about this particular Velvet Black 1964 G.T. Hawk was in JTN issue #14 (Fall 2000). At the time it was, and still may be, owned by Carl Berrier in Virginia. What it currently does not have is its original engine of which the block is currently owned by Gary Hearn. If anyone here knows the whereabouts of 64V10642, it would be a real asset to reunite the original engine with the car.

