



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

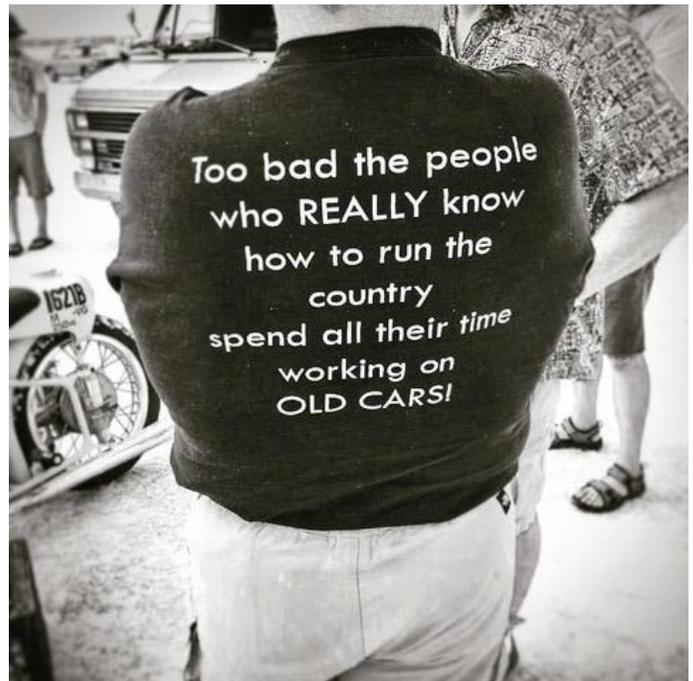
April 20, 2021

In this issue:

- Pg. 1 President's Message
- Pg. 2 Editor's Message
- Pg. 3 Canadian Avanti Owners Association, Chapter Officers and Support Personnel
- Pg. 4 Power Windows and Other Rocker Type Switches
- Pg. 4 Cable Release Hood, and Electric Release Trunk
- Pg. 5 Door Screw Removal... The Easy Way!
- Pg. 6 A Spare Tire Solution for Avantis
- Pg. 7 Unplanned Switch from a Carburetor
- Pg. 10 New Look SDC Website
- Pg. 11 Video of 1965 Avanti II Prototype Road Test
- Pg. 11 Interesting Links, and Articles
- Pg. 16 Membership Forms (CAOA and AOAI)

President's Message

Hello all and welcome to Spring. We hope all have kept well, and that there are opportunities to get back together again sometime this year. Still cancellations etc. for April and May, so let's hope for more vaccine rollout by June. Anyway, not much news of course, although CAOAI continues to support the Ron Hall Avanti at the Studebaker National Museum and we also support the International Get together which as you may already know takes place in Indianapolis. this September. Check the AOAI website if planning to attend. Due to very few upcoming events, I have included a number of links and articles for your perusal. Also a few technical notes that I have learned over the past few years both of which have saved me many hours and dollars thanks to other's advice. I hope they can be of help to you as well. Always something popping up with 30 to almost 60-year-old cars.



Also, our welcome to new members Ed Skakie and Al Mayseuik, hope to hear more about their Avantis in the near future. A few calendars are still available so contact Dave Moxham if you would like one. \$15.00 which includes postage. Likewise, I notice once again that there are no Canadian Avantis represented. Send some pics of your car to Lew Schucart at editor@aoai.org he is always looking for cars to represent the 'International' Avanti owners.

So, enjoy your rides this year and keep well.

All the best,
Steve

Editor's Message

It's a different world today than what I grew up in and what I am use to. As a child growing up my entertainment of choice (further to daily playing outside) were books, magazines, manufacturer brochures, and newspapers. Writings and illustrations gave me insight to the world beyond my daily outings. Likewise, writings and illustrations gave me the opportunity to experience what was beyond my neighborhood and community. And sometimes the writings and illustrations would give me ideas of things I could do or try on my own or something to dream about.

Magazines, brochures, and newspapers lying about on a coffee table and books sitting up on a shelf they were always readily available to me. And frequent new additions were an exciting opportunity for something new to review or dream. There they were always in my home their presence sort of beckoning me to enjoy.

I grew up without cable, satellite, or internet. Even when I became an adult and left home it was years before I owned a TV, the first being shortly after I married and that TV had aluminum foil wrapped rabbit ears for free air reception. As a grown up when budget monies allowed my periodical subscription numbers grew and a few new books added. Later when my children came along the written repertoire also grew along with their growing. Reading nightly to my children before their bedtime was one of my many great daily joys. My children didn't experience cable or satellite either. Whereas for them the internet would be a necessity becoming of school age.

It's a different world today. My children having all become adults infrequently reach for the new magazine or newspaper lying temporarily on the coffee table or permanently on a shelf in my home. Though they still buy an occasional hard copy novel, their informative or entertainment media of choice always seems to be a small screen. The small screen accompanies them every awake moment and everywhere they go. The small screen is an integral part of their daily life. Likewise, the small screens are prevalent everywhere with most everyone.



I am slowly being forced into the eventual use of a small screen (albeit likely a larger one for aging eyes). During the last year or so several of my periodical subscriptions are no longer in print and only available online or digitally. And the remaining hard copy publishing's continues to diminish with each passing month.

Though the digital editions may not be really all that bad. Digital editions could be actually really great. The digital editions are almost limitless in their content. The digital editions can provide additional information or links, more photos, and even videos that enable the viewer to see and hear. And the digital editions take up no physical space.

Digital publications already seem to outnumber those previously available as hardcopy. A digital edition once made is almost immediately available. However, for their accessing one frequently has to plug-in or charge batteries. You also have to have access to the internet and or your email. You may also require the latest software or newest electronic device as over time older versions aren't supported. And what's on your electronic device isn't likely as freely accessed by someone else as a hardcopy lying about.

Thus, whilst they last, I will cherish receiving any new hardcopy subscriptions. I will appreciate their simplicity. And I will also enjoy the archaic act of rummaging freely thru old hardcopies from time to time (techno) unplugged.

Take care/stay safe,
Shawn Brockhoff
Bonnyville AB

PS – I have to replace my iPhone-4 I bought new and my nine-year-old original edition Surface tablet. Thankfully, 'The Avanti' and 'Turning Wheels' magazines aren't going only digital, but because I am soon opening my own business requiring full internet accessibility and (for my first time ever) social media. My new small business being **ShawnsMotoGT.ca**, my motorcycle garage and training out of Bonnyville AB, and you may check it out on the web if you like at <http://www.shawnsmotogt.ca/>

Canadian Avanti Owners Association, Chapter Officers and Support Personnel



The Canadian Avanti Owners Association (CAOA) is a non-profit organization committed to preserving the history of the Avanti automobile. We currently have +45 members located in all provinces across Canada. We are a Chapter of the Avanti Owners Association International www.aoai.org. Our group strives to promote the research and study of the Avanti and the companies that have produced it over the years. We wish to share our knowledge with others and encourage the acquisition, preservation, restoration, and maintenance of all Avantis produced by Studebaker and successor companies. Our Canadian Chapter also promotes fellowship and camaraderie by publishing a newsletter quarterly, participating in local CAOAI or Studebaker Drivers Club events and our general meetings held quarterly at various members' homes. Ownership of an Avanti (Studebaker or successor) is not required.



Should you have any questions for the CAO A please contact any of the following:

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Power Window and Other Rocker Type Switches *from Steve Wohleber*

With regards to your Avanti, especially later ones with GM running gear, here are two tips (item 1, and item 2 following), that are real life/time savers.

Item 1: Should any issues arise with the power windows or other power rocker type switches, these being GM products, a retired GM technician told me...when I asked about what was involved in installing a new window motor as my driver's side was toast...he said, nine times out of ten there is nothing wrong with the motor. The switches have very light contacts and they will oxidize over time. Spray some WD 40 around and into the switch, rock back and forth, do this two, or three times, (ignition off of course), wait 5 minutes or so, and try again with ign. on. Hey, worked for me! I do this now every fall before putting the car away.

Cable Release Hood, & Electric Release Trunk *from Steve Wohleber with thanks to Max Starkey and Wayne Hamilton*

Item 2: If the hood cable should fail for any reason, the ONLY alternative on my 89 is to take a sabre saw to the hood! The 89's only have one latch in the center. On earlier models, there are holes in the firewall shelf under the two latches, but this is not a fun job. Likewise, if the elec. switch or manual cable in the trunk fails, no other choice. Solution: Go to the local bicycle shop and buy two lengths of SS brake cable. drill a small hole through the latch release, insert the cable through and route along the original cable, make a finger size loop and drop down behind the front wheel well. For the trunk, drill a small hole through the fiberglass just over the license plate and same as hood, drop down behind plate.

Both of these are basically cheap and invisible, but could save an awful lot of grief!



Door Screw Removal... The Easy Way! *by Jack Gregory*

So, I'm rapidly into the final stages of destruction on the 60 Lark convertible I bought for my wife. She actually didn't want it, but I thought she'd like it, (kind of like buying your mom a new ball glove when you were a kid). After several months of begging, she surrendered in a moment of weakness, and that's how I got it! When I get to the point of dismantling the lark, where the doors have to come off before I take the body off the frame and I hit the brick wall we've all probably hit at one time or another.... those %\$#^& Phillips headed screws that Studebaker in their mean, twisted, logic decided to inflict on the world. Don't even get me started on the entire concept of a Phillips screw, why on earth would have Henry Phillips ever invented the Phillips screw in 1933 is one of the great mysteries ever. I, personally, think he was extremely upset with the auto industry and had invented the best joke ever on Detroit.

Anyway, I root through the back corners of my toolbox and come up with the tool I used last time, the hammer driver thingy. It didn't work last time and it didn't not work any better this time (I know, a double negative, but those screws deserve all the negatives they get.). All these things do, is make you cry and strip the cursed Phillips door screw.

Off to the interweb and a search through the wonderful SDC Forum and after a few rewordings in the search bar (who knew search bars don't like swear words??) I arrive at a link that sends me to a video made by a wonderful Studebaker who solved the problem. Unfortunately, I don't remember his name or have the address of the YouTube video, so you're on your own. However, I took pictures of the tool I made and the following is a description of what you need to do and how well it actually works.



1. First, if you don't have one of these, waste your money and buy one. Then throw away the red thing on the left and keep the two pieces on the right.



2. Find a nice long socket extension that you don't really like and cut off the part on the right that holds the socket.



3. Go find one of your bits from your air chisel and cut the sharp end off. Throw the sharp end away, you're just going to lose it anyway.



4. Next you weld it all together something like above. Except, be a better welder than me so you won't have to grind all your welds off and start over because you didn't use the right heat settings and you're a crappy welder that works under the theory "pile enough on and it should stick".



5. Lastly hit that screw with your new tool plugged into the air chisel and start working it. All my screws that were frozen to the body came out easily, and no, they would not have come out any other way, because I tried for a few days before I looked up how to do it on the interweb.

A note on the door hinges, start a couple of days ahead and spray it with your favorite penetrating oil. I used Gibbs, wow, is that stuff great. I was gifted a bottle of that miracle juice, and I've since ordered two more and have "paid it forward" by giving one to a friend of mine. Almost all the nuts, bolts, screws (yes even the crappy Phillips) benefited from a treatment of Gibbs. If you have a source of heat, like a cutting torch, go for it (no, 5 gallons of gas and a match will not work, so please don't try). It takes one whole can of Gibbs to do your average Studebaker.

A Spare Tire Solution for Avantis by Pete Rutledge

I read a post on the Avanti forum that said the temporary spare tire (doughnut) from the '02-'12 Ford Escape had the same bolt pattern as the Avanti. The fellow who posted was going to use one for his Avanti II. Well, that was news to me because up to that point I wasn't aware of any such spare tires newer than '99 that would fit the Studebaker bolt pattern, let alone something as new as 2012. So, I took a chance. I found a nice spare on eBay that was listed for '01-'04 Escape (so there is some discrepancy about which years are right, but '02-'04 were common to both the Avanti forum post and the eBay listing) and it was only \$55 delivered to my door from a salvage yard in Wisconsin. It arrived quickly. It still had factory stenciled letters and numbers on the tread so I'm sure it had never been on the road. It was like brand new. I washed it and dried it and then tried it on the front and on the rear of the Avanti. It fit perfectly with plenty of clearance and no interference with anything. Its size is T135/90R17. It's even the same outside diameter (26.5") as the tires currently on the car.



Then I removed my existing spare (which will only allow the spare tire lid to close if you let the air out of the tire (yeah, that's what we need--a spare with no air). With the jack and lug wrench on the floor of the well where they belong, I put the new spare in the well. It was a perfect fit.

Then I put the jack handle on top of the spare with a towel to protect the wheel and the lid from the handle. The spare tire cover fit beautifully in its recess, allowing the lid latch to work like it's supposed to.

I'm still expecting to receive reproduction Halibrand wheels this Fall and I only ordered four. So, they will work nicely with this spare in the trunk. I know it's not original, but I'd rather have a functional non-original spare if it allows the lid fit properly.



Unplanned Switch from Carburetor by Pete Yuen



The problem, gasoline flooding of the engine cylinders and oil sump of my 1988 Avanti Silver Anniversary model. The presumed cause/culprits were; fuel pump valve failure, carburetor float valve failure, or sufficient amount of fuel in tank to allow gravity feed of fuel through fuel pump and carburetor. However, in most cars the fuel tank is lower than the carburetor, so flooding of the engine should/would not happen.

At the age of 92, one sees and experiences many things in life, some good, some bad, and some in between. Life, it seems is not unlike a course of pros and cons or ups and downs. We all have these moments, when at times we win and at other times, we lose.

Personally, I feel very blessed in having a wonderful mother and siblings as I grew up. More blessings came as I met my future wife in my late teen years. We married and have a wonderful daughter who in turn gave us grandchildren and they, in turn gave me Great-Grandchildren. Unfortunately, my wife passed on before the arrival of the Great-Grandchildren. Together, Mary and I adopted a son, Craig, and he gave us a lovely granddaughter too. These are normal things in life but now and then, something quite unusual and unexpected happens and in this case, it happened to the Avanti.

Just two days prior to the International Drive Your Studebaker Day that was scheduled for September 12th, I was driving in my Avanti and taking flowers to the cemetery for my wife as she loved flowers. The car was performing beautifully and it had 1/4 tank of fuel. On route to the cemetery, I bought gas and continued on to "visit" Mary. Car was still running fine but about 7 or 8 miles out, on the way home, the engine suddenly quit. Cranked it over a few times but no luck to start it. This necessitated a tow for the car. I phoned the garage that I deal with to ask if they had room for the car to be in their shop overnight, they did not. The car was towed to my place and I tried to start it on the following morning. It did start but it ran terribly and I shut the engine off after a couple of seconds. Even for the very short time that the engine ran, it filled the garage with smoke and gas fumes. Another day goes by and upon entering the garage, I noticed that there was a pool of raw gas on the floor coming out from under the engine. At this time, I decided to make an appointment at the garage and have the car towed for servicing.

The mechanic asked for the key and then he tried to start the engine but it would not crank so he thought that the battery needed charging. After that, the engine still would not crank. The reason was that so much gas had entered the cylinders and being a liquid, it would not compress. Not only was the engine flooded with gas but upon further inspection, it was noted that the oil sump (pan) had also filled with gas.

This is something that I have never saw before in my life and hope never to see it again on any of my vehicles. So, we wonder, why and how did this happen and we come to a conclusion that in order for it to happen, the fuel pump that was install just prior to the Avanti International Meet in Tacoma in 2018 and having only about 4,000 miles on it, failed. That alone would not be the reason that the engine and the oil sump got flooded as the float valve on the carburetor should have stopped the gas flow had it been working properly. In spite of the failure of the fuel pump and the carburetor, there had to be another factor: Gravity.

In most cars, the gas tank is lower than the carburetor and therefore the gravity feed of the gas would not exist if the float valve on the unit malfunctioned. How could I be so unlucky to have everything mentioned to cause so much trouble? Oh well, I was lucky at love as my wife and I had over 60 happy years together so one can't feel too badly about a malfunction in the car. It's just a tiny, little bump on the road of life.

After several hours of work by the mechanic, the mess that was created got cleaned up, fresh oil was put into the sump. With the spark plug being out of the engine so that the trapped gasoline could be expelled, the engine was cranked over so that the oil would go to the bearings for lubrication prior to when the engine would once again be started. This is important! If it isn't done, the engine bearings could be damaged.

By now, I have lost faith in the fuel pump and the carburetor. Decision had to be made as to what we would do to prevent another occurrence. The mechanic suggests that one way would be to go to the fuel injection system. The gas could not gravity feed through the injectors as they require 65 PSI pressure to function.



Age considered, I decided that it was not the thing that I wanted to tackle with in the late stage of my life so I told the mechanic to find a good unit and install it. After working on the car for 5 days, the fuel injection system was completed and I am happy with it. The unit that was chosen is the **Holley Sniper EFI**. It just fits where the 4-barrel carb was. There were a few parts that was needed but not supplied with the kit and a few slight modifications had to be made. One being that a gas return line had to be installed. There is quite a bit of time spent working under the car so, if anyone is contemplating the conversion, he should have a hoist so that the work could be done easier by being able to stand up rather than trying to work while lying on the back. This is the main reason that I did not want to do the conversion myself.

One of the things that can be discarded from the car is the air pump. It is not needed for the conversion. Keep in mind that the gas return line from the fuel injector system needs enough flexible hose to allow for the engine's rocking movement that happens every time that the engine is accelerated or decelerated. On the Avanti, you may need to buy a new air filter unit. Be sure to buy one that is not too high so that it obstructs the closing of the hood. The difference in starting the engine: Carb system -- Push the accelerator to prime the engine and set the choke. For Fuel injection: -- Do not touch the accelerator. Turn key to activate the fuel pump, wait for it to stop running then turn key to start position.

Mechanic's Notes

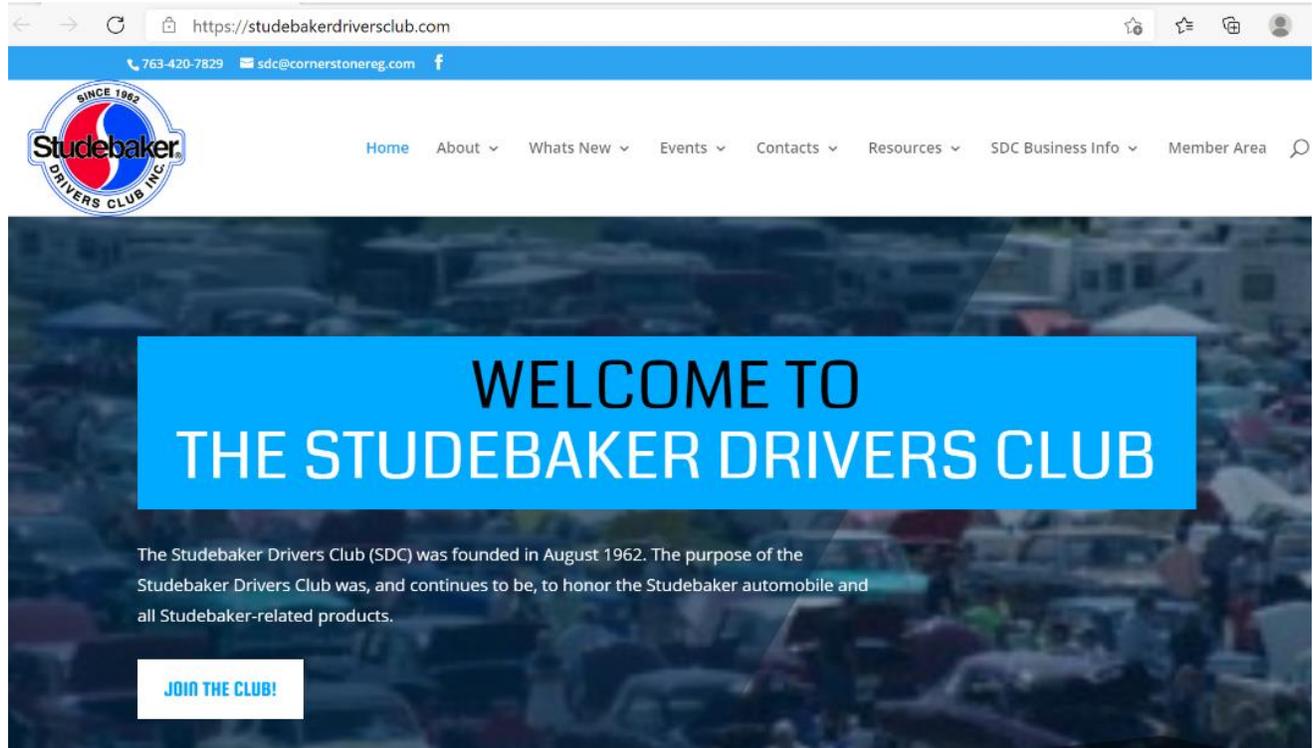
- 1 - There also must be sufficient flex on the incoming fuel line to allow for the rocking of the engine as well as well as the flex for the fuel return line.
- 2 - An oil pressure switch is not needed to stop the fuel pump from operating if the engine is not in operation in the event of an accident. Apparently, the system shuts down if the distributor is not energized and rotating if wired properly.
- 3 - Most of the time during the conversion is spent under the car. Keep that in mind if you are planning on installing the system in your Avanti.
- 4 - Carefully select a spot for the fuel pump so that it is not too close to high heat source and that it is in a spot that things can't strike it while driving. Seek a location where it remains dry.



New Look SDC Website

The Studebaker Drivers Club (SDC) has a great new look (thanks Mark).

Check it out, if you haven't already, here is the link: www.studebakerdriversclub.com



1965 Avanti II Prototype Road Test (video) *from Mark Carson/Jim Pepper*

The following video link is for a road test of a prototype 65 Avanti II with a Paxton supercharged 327 engine. This was prior to full production as an independent car in 66. It is interesting and five minutes long. The supercharged version of the Avanti II never saw production. Instead, Avanti offered a 350HP (L79) version of the 327 as an option. I don't know if any of those were ever built. The standard engine on the early cars was a 300HP 327. Even though the announcer said the red demonstration car had posi, the video sure makes it look like an open rear end.

Here is the link to the video:

<https://www.youtube.com/watch?v=DlZrENG2Nvc>



Interesting Links and Articles *from Steve Wohleber*

While Steve is recovering from carpal tunnel surgery on his right hand, he recently found the following (several) websites and articles to share for our enjoyment.

Item 1. These are internal papers/notes from Studebaker management relative to various issues, Avanti, production etc. Very interesting.

[Lamberti Papers - Again - Studebaker Drivers Club Forumforum.studebakerdriversclub.com > forum > 93911-la...](http://forum.studebakerdriversclub.com)

Item 2. A very good concise history of the Avanti.

<https://www.automobilemag.com/news/studebaker-avanti-history-photos/>

Item 3. Another interesting article on Avanti performance.

[https://www.hagerty.com/articles-videos/articles/2019/05/27/this-studebaker-avanti-eats-hellcats?utm_source=SFMC&utm_medium=email&utm_content=19_Canada_Summer_Supplement](http://www.hagerty.com/articles-videos/articles/2019/05/27/this-studebaker-avanti-eats-hellcats?utm_source=SFMC&utm_medium=email&utm_content=19_Canada_Summer_Supplement)

Item 4. This site will give you information on any car ever manufactured, mostly dealer brochures, but include all specs. options etc. <http://www.lov2xlr8.no/broch1.html>

Items 5 & 6. Also, some articles that are of interest. Note the date on the Time Magazine article.

> EYE CANDY: 1964 STUDEBAKER AVANTI



On the street the Avanti makes its presence known — “It exhales through two Cherry Bombs,” Verne says.

> MY GRANATELLI-MODDED ‘CORVETTE KILLER’

The car: 1964 Studebaker Avanti R-1.

The owner: Verne Brinsmead, Minden, Ont.

The story: In late June, 1962, Studebaker unveiled its new Corvette killer, the Avanti. With the optional supercharged V8 it was, at that time, the fastest production car ever built in North America. It set and beat numerous speed records through the continent and particularly at Bonneville, Utah. I was just finishing Grade 12 and knew I had to have one. Budget was a problem so I settled temporarily for my 1950 Studebaker Champion coupe which had cost me \$60. My Avanti had to wait until 2009.

This one has the base engine, an R-1 Studebaker-built 289 (no relation whatsoever to Ford’s), factory modified by the Granatelli Brothers (Andy G. was head of Studebaker Racing Division). On these cars, 10.25:1 heads replaced the stock 8.5:1 units, the engines got 3/4 race cams and 4-barrel carbs about the size of stovepipes. The base R-1 was capable of speeds in the 225 km/h range, and could pass pretty much anything but a gas pump. Mine is an unrestored factory original and, since it is



VERNE BRINSMEAD

Studebaker, whatever its struggles, was known for designing cars with well-appointed interiors and the Avanti was the top of the line.

52 years old, I don’t push it over 160 km/h.

All Avantis have very light fiberglass bodies on very stiff frames. Studebaker engineering was surprisingly advanced and standard equipment included such things as disc brakes and integral roll bar built into the roof. Unlike many ‘60s and ‘70s cars they are very stable at speed. Several R-1 and R-2 (Avanti)-powered Studebakers still clean you-know-what at the Pure Stock Muscle Car Drags each year.

This is a fun car and we enjoy driving it to shows, cruises and a few weekend tours each year. I do get the odd comment from the passenger seat about noise as it

exhales through two Cherry Bombs. I prefer to call it a “mellow bellow” rather than “a lot of noise;” an Avanti was never intended to be quiet!

This was a very limited-production model but a high percentage have survived. There are still several dozen on the roads of Southern Ontario, so if you keep your eyes open you may spot one.

Show us your candy: Got a cool custom or vintage car? Send us a picture of you and your family with your beauty, and tell us your story. And we like photos — the more the better — of the interior, trim, wheels, emblems, what you admire. Email wheels@thester.ca and be sure to use “Eye Candy” in the subject line.

TIME ARCHIVE



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Friday, Apr. 13, 1962

Avanti, Studebaker!

Sherwood Harry Egbert, president of Studebaker-Packard, barreled down the test track at the company's South Bend plant one day last week in a sleek sports coupe, the likes of which no U.S. motorist has ever seen. Still shrouded in deep corporate secrecy, the new car was nonetheless already the talk of Detroit. Christened Avanti (Italian for "Forward"), it is finless, aerodynamically clean, and fast; it may well prove the most talked-of car turned out by any U.S. automaker since Ford Motor Co. introduced its first Thunderbird.

The Avanti is harddriving, flamboyant Sherwood Egbert's own brainchild. Ever since he took over faltering Studebaker-Packard in February 1961, Egbert has been painfully aware that the company badly needs some avanti pointing. Stuck with his predecessors' designs, Egbert saw Studebaker sell only a paltry 72,155 cars last year, managed to turn a \$3.1 million loss into a \$2.5 million profit only by selling off the company's plastics division to Monsanto.

Loewy's Wave Length. As a first step toward turning the company around, Egbert had the 1962 Lark enlarged and face-lifted. This March was Studebaker's best sales month in two years, and despite a 38-day strike (TIME, Jan. 26), production of the 1962 models has already surpassed Studebaker's entire 1961 output. But for Egbert this was only the barest beginning; he long ago decided that to win a real new lease on life Studebaker must overcome its total identification with the plain-feathered Lark by bringing out an entirely new and daring car.

To get what he wanted, Egbert turned to famed Industrial Designer Raymond Loewy, who was responsible for the handsome 1947 Studebaker that had an important influence on the style of



postwar U.S. autos. Flying to California early in 1961 to meet Loewy, Egbert roughed out a small sketch. "I knew at once," says Loewy, "that we were on the same wave length."

The Power Look. The Avanti, says Designer Loewy, "looks power." Its sloping, grill-less hood bears only single, recessed headlights, a single bar bumper, and a low-slung air scoop. Its high, rounded rump tucks under at the bottom like that of a rabbit in full flight and the waist of the car is slightly indented in Coke-bottle fashion—a design feature previously used only on supersonic jet fighters. Inside, reflecting Egbert's love of flying, the Avanti resembles a plush airplane with instruments set in neat, easy-to-reach groups, has two bucket seats in front, and a bucket bench for two in the rear. With a fiber-glass body mounted on a steel chassis and an engine of 300 h.p. or more, the Avanti will go from standing to 60 m.p.h. in a scant 6.7 sec.—a performance rivaling that of the hottest European sports cars. It is expected to sell for about \$4,500.

Studebaker (which plans to drop the Packard half of its name at the end of this month) will introduce the Avanti on April 26 at New York's International Automobile Show. By designing and producing an entirely new car within only a year, Egbert and Loewy have set a new record for U.S. automakers. Some nervous South Benders fear that the Avanti is too radically styled to sell well on the inherently conservative U.S. market. Its failure could jeopardize Studebaker's automaking future. But Egbert is firmly convinced that the Avanti will carry Studebaker forward.

Page 1 of 1



Item 7. Hey Shawn... I just got this, might as well include at the end. Would be great to see another new Avanti on the road again! Who knows?

Fwd: The new STUDEBAKER AVANTI and AVANTI Café

Dear Mr. Wohleber,

How great would it be to cruise around in a new STUDEBAKER AVANTI™, Scout™ or M-Series™ Truck?

How are you? I've have spoken with Steve Grant of the Studebaker Drivers Club in New York on 3/19/2021 about the re-launch of STUDEBAKER™ Motor Company and the new AVANTI.

I'm reaching out to the world-wide fans of STUDEBAKER requesting their assistance with a simple Twitter and Instagram-based letter writing campaign to help launch the company and produce the AVANTI Proof of Concept. I'm requesting that STUDEBAKER fans contact their favorite grocer via Twitter and Instagram and request that their grocer offer STUDEBAKER's AVANTI Café™ for sale.

The AVANTI Café concept art can be seen at: www.twitter.com/studermoco . The Instagram site is: www.instagram.com/stumoco/ . Sales of AVANTI Café will support further development of STUDEBAKER Motor Company and the AVANTI, SCOUT™, M-Series™ trucks and HarvestAll™ vehicle products.

AVANTI Café is planned to be a richly-flavored, artisan coffee whose high quality can't be matched. As I discussed with you, I've spoken with a highly qualified coffee roaster in California who previously owned a coffee chain. Linda knows what she's talking about and we share the same passion for dark roasted Sumatran coffee. AVANTI Café will be available in dark, medium and light roasts. Medium and light roasts are milder in flavor and bring out other tastes. Please see the attached image.

As to the AVANTI, I've contacted a well-known design engineer, completed hours of design analysis, and have contacted well-regarded vehicle fabricator in Utah. The pieces of the puzzle are in place. Now I'm attempting to attract the financing to make it all happen. It'd be a really cool ride.

In conclusion, it'd be great if we could get the word out to the global Studebaker fans about AVANTI Café and my efforts to launch STUDEBAKER in South Bend Indiana. How can this happen? Could you point me in the right direction?

Thank you very much for your consideration. I look forward to answering any questions you may have. Feel free to Direct Message me at either Twitter or Instagram.

Best regards,

/Brian R. Foust/ CEO

Studebaker Motor Company

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Membership Forms for the CAO and the AOAI

If you have enjoyed reading this newsletter and currently aren't a member of the CAO please consider joining us. Should you have any questions or like further information please contact me anytime. My contact info (as earlier in this newsletter for Shawn) is phone calls or texts (780)812-5452, or email sb58regent@outlook.com. Likewise, a membership form for the CAO can be accessed at <http://canadianavanti.ca/membership.html>, and the website for the Avanti Owners Association International (AOAI) is <http://www.aoui.org/index.php>. Neither membership requires ownership of an Avanti (Studebaker or successor). Please take care thank you for reading☺

